

1 CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION  
2 TRANSPORTATION ADVISORY COMMITTEE  
3 MINUTES  
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5 DATE: Tuesday, October 4, 2022  
6 TIME: 9:00 a.m.  
7 PLACE: Virtual Meeting via Zoom  
8

9 **Members Present**

10 Bryan Osborne, Colchester  
11 Amy Bell, VTrans  
12 Matthew Arancio, VTrans  
13 Chris Jolly, FHWA  
14 Bob Henneberger, Seniors  
15 Norm Baldwin, Burlington  
16 Dierdre Holmes, Charlotte  
17 Barbara Elliott, Huntington  
18 Aaron Martin, Essex  
19 Ravi Venkataraman, Richmond  
20 Sandy Thibault, CATMA  
21 Tom Dipietro, South Burlington  
22 Bruce Hoar, Williston  
23 Jonathon Weber, Local Motion  
24 Mary Anne Michaels, Rail  
25 Chris Damiani, GMT

Adele Gravitz, Shelburne  
Kurt Johnson, Underhill  
Joss Besse, Bolton

26 **Staff**

Charlie Baker, Executive Director  
Eleni Churchill, Transportation Program Manager  
Bryan Davis, Senior Transportation Planner  
Christine Forde, Senior Transportation Planner  
Marshall Distel, Senior Transportation Planner  
Chris Dubin, Senior Transportation Planner  
Jason Charest, Senior Transportation Planning Engineer

27 **Guest**

Greg Goyette, Stantec  
Mike Rutkowski, Stantec

28 1. Bryan Osborne called the meeting to order at 9:02 AM.  
29

30 **2. Consent Agenda**

31 BARBARA ELLIOT MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY  
32 RAVI VENKATARAMAN. THE MOTION PASSED UNANIMOUSLY.  
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34 **3. Approval of September 6, 2022 Minutes**

35 BOB HENNEBERGER MADE A MOTION TO APPROVE THE MINUTES OF SEPTEMBER 6, 2022,  
36 SECONDED BY BARBARA ELLIOT. THE MOTION PASSED UNANIMOUSLY.  
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38 **4. Public Comments**

39 No comments from the public.  
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41 **5. Winooski Traffic Calming Manual**

42 Marshall Distel, CCRPC, introduced the project. The City of Winooski was interested in a manual that  
43 would introduce policies and procedures for traffic calming, and staff wanted to share the results in case  
44 other municipalities were interested. Greg Goyette, Stantec, introduced Mike Rutkowski who presented  
45 the project. Mike walked through the manual and process to formalize the traffic calming process.  
46 Education up front is important, define what traffic calming is and is not, explain why it's important, and  
47 showed examples of potential pilot projects. The manual introduces an evaluation process, which didn't  
48 exist previously. Street typologies are important because they serve different purposes and have different  
49 needs. The street typologies were used to create a table that can be used as a quick reference guide for  
50 different treatments for different circumstances. The pilot project section shows potential treatments for  
51 specific streets in Winooski.  
52

53 Bryan Osborne asked about the speed warrants as a way to determine eligibility for traffic calming on a  
54 roadway. Mike said that if the 85th percentile speed is a certain amount over the speed limit, then it

1 warrants more investigation. This is similar for crash rates as a warrant. Bryan asked whether the amount  
2 is 5 or 10 mph over the posted speed limit? Mike said that specific speeds are related to the type of street,  
3 so it would be 5 mph over for Neighborhood Streets and 10 mph over for Collector Streets (see manual pg  
4 14). Bryan asked about the public process and is there a limit on the number of projects a city can address  
5 at one time. Mike said Burlington was encountering a lot of traffic calming requests, so the manual helps  
6 provide guidance to determine how to prioritize projects rather than rely on first come, first serve process.  
7 Bryan then asked about the monitoring process, and if the outcome didn't achieve the desired outcome,  
8 are the traffic calming types increasingly aggressive. Mike notes that according to FHWA, a roundabout  
9 is the most effective traffic calming device. Consideration also must be given to cost.

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11 Adele asked about traffic tables versus speed bumps and the differences in impacts. Mike is not a fan of  
12 speed bumps which can introduce aggressive behavior. Some places are going through a process to  
13 remove speed bumps. Speed humps function similarly to raised crosswalks and raised intersections.  
14 Education and signage can also help. Adele comments that she's had debates about the two designs and  
15 their effectiveness. Mike notes that distracted driving is the number one cause of crashes so keeping  
16 driving attention on the roadway is key. Greg Goyette added that the speed bump requires a significant  
17 speed reduction, then speeding up until the next one, whereas speed humps better manage a slower  
18 consistent speed.

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20 Sandy observed a lack of transit pull offs on the Gateway street typology. Mike asked transit people in the  
21 meeting if their drivers prefer pull outs or not. Chris Damiani, GMT, responded they typically don't use  
22 pull outs, except for Shelburne Road, because it can be hard for drivers to see traffic behind to make a  
23 safe return to the travel lane. If a pull out is located just beyond an intersection, then when the light turns  
24 red the driver has a chance to return to the lane.

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26 Bruce Hoar noted that specific traffic volumes don't seem to be included as a warrant. Greg notes that  
27 heavy traffic volumes are included. Mike notes this is based on the percent of truck traffic on a type of  
28 street; what you would expect on an interstate is higher than what you would expect on a local street.  
29 Greg notes that this wasn't as high a metric as others, and that this manual is specific to Winooski so  
30 while some treatments would be appropriate in other towns, others might not be (e.g., in more rural  
31 areas).

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33 Norm comment in chat: The neighborhood streets generally do not have turning radius and street widths  
34 that do accommodate the larger class commercial vehicles. We [Burlington] are actively using Autoturn  
35 to design intersections. Different Traffic calming devices have traffic volumes for guidance.

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37 Adele says that in some communities, the main street is also a highway, so adding street trees may not be  
38 allowed. If a town doesn't want to take over the road, is there a workaround to implement some of the  
39 treatments? Greg says there are limitations given the maintenance required on state highways and  
40 working with each district can have different results. Mike notes the myriad issues with Shelburne Road  
41 such as inconsistent cross-section, level of development throughout corridor, and it's flat and straight  
42 which leads to certain driver behaviors, so work with VTrans to come up with different options.  
43 Streetscape elements like landscaping and lighting, as well as the presence of people, can help slow traffic  
44 speeds.

45  
46 Jonathon Weber in chat: In the short term, centerline crosswalk signs are one very low-cost option that  
47 VTrans will sometimes allow. Adding that element in the middle of the road seems to slow drivers  
48 somewhat and create more of a gateway treatment at crosswalks.

49  
50 Marshall notes that other cities and towns can request a similar project through the next UPWP process.  
51 The Winooski Traffic Calming Manual is available at: [https://studiesandreports.ccrpcvt.org/wp-](https://studiesandreports.ccrpcvt.org/wp-content/uploads/2022/10/Winooski_Traffic-Calming-Manual-Final.pdf)  
52 [content/uploads/2022/10/Winooski\\_Traffic-Calming-Manual-Final.pdf](https://studiesandreports.ccrpcvt.org/wp-content/uploads/2022/10/Winooski_Traffic-Calming-Manual-Final.pdf).

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**6. Regional Park and Ride Plan**

Marshall Distel, CCRPC, reminded the TAC of the Park and Ride presentation at their September meeting and highlighted some key differences from the 2011 Park and Ride Plan, which included a prioritized list of about 30 facilities. The new plan narrows the list down to 10 facilities, including one in Essex within the vicinity of the VT 117/289 interchange that was added following the September CCRPC Board meeting. Marshall reviewed the memo in the agenda packet which includes proposed facilities in the final Regional Park and Ride Plan for TAC consideration and recommendation to the Board. The Plan is available at: [https://studiesandreports.ccrpcvt.org/wp-content/uploads/2022/09/Park\\_Ride\\_Plan\\_Update\\_2022\\_final.pdf](https://studiesandreports.ccrpcvt.org/wp-content/uploads/2022/09/Park_Ride_Plan_Update_2022_final.pdf)

BRUCE HOAR MADE A MOTION THAT THE TAC APPROVE THE CHITTENDEN COUNTY PARK & RIDE PLAN AND SEND TO THE CCRPC BOARD FOR ADOPTION. THE MOTION WAS SECONDED BY BARBARA ELLIOTT. THE MOTION PASSED UNANIMOUSLY.

**7. Municipal Roads General Permit Update**

Chris Dubin, CCRPC, presented information about the new Municipal Roads General Permit (MRGP) program. The MRGP is being re-issued in January 2023 so there are requirements for cities and towns. Chris sent information about specific changes to his contacts in each city/town. A key change is an update in the implementation requirement, going from 15% of non-compliant roads needing to be improved over multiple years, to 7.5% annually needing to be compliant. The new scoring methodology is a bit more complicated, including a slope multiplier. Chris shared that with the change in implementation requirement, it doesn't result in more segments needing upgrading in Chittenden County municipalities. A second round of road erosion inventories will start in the summer of 2023, with a 2-3 year schedule to complete town-wide inventories.

Chris asked the TAC if members want to provide individual comments, or prefer to comment as a group? Chris doesn't not have his own comments to submit. Bruce said he will defer to his stormwater coordinator. Chris will be presenting this information to the Clean Water Advisory Committee (CWAC) next week so they will have this information as well, and we can defer to them for comments. Bryan Osborne supports that approach. Eleni asked if any TAC municipalities would like to be included in the round of inventories next summer? This question will also be posed to the CWAC next week.

**8. 2023 Metropolitan Transportation Plan**

Eleni Churchill, CCRPC, said that staff are updating various sections of the 2023 MTP and will bring an updated draft to the TAC in November or December. The Long Range Planning Committee (LRPC) provided good comments in September, which will be incorporated into the next draft. We will present a full draft at the January TAC meeting and seek their recommendation for the Board to consider. A memo describing an updated schedule is included in the TAC packet. The newly forming Equity Advisory Committee (EAC) will also review the draft MTP between January and March and provide comments with a focus on equity. Staff will be back to present the Draft MTP to the TAC and LRPC in April, then to the Board with a request to warn a public hearing. The goal is for MTP adoption in June 2023.

**9. VPSP2 Update**

Christine Forde, CCRPC, gave an update on the Vermont Project Selection and Prioritization Project (VPSP2) bridge project selections and TAC comments to VTrans, which is included in the TAC packet agenda item memo. One bridge was selected, and the table lists the remaining projects that were not selected. VTrans selected fewer bridges than anticipated based on a variety of factors. They anticipate selecting more bridges about a year from now. We can provide comments on the list, which does not need approval since it's already been submitted. The agenda item memo includes some comments that CCRPC will submit to VTrans and asked if TAC members have other comments to contribute.

Bryan Osborne asked that the road name be changed to Colchester Pond Road. Norm gave thanks for including the Queen City Park Road bridge. Adele asked if we can include equity or environmental

1 factors as part of the evaluation. Christine asked if Adele could provide specific wording. Christine  
2 questioned if there are water quality issues with the marina on the other side of Bay Road bridge. Adele  
3 asked Jason if there are projects from the recently completed Shelburne Walk Bike Study to include,  
4 Jason said he can't think of any at the moment.

5 BARBARA ELLIOT MADE A MOTION THAT THE TAC RECOMMEND COMMENTS PREPARED  
6 BY STAFF WITH EDITS BE FORWARDED TO THE BOARD FOR REVIEW AND RECOMMEND  
7 SUBMISSION TO VTRANS FOR CONSIDERATION IN THE VPSP2 PROCESS. THE MOTION  
8 WAS SECONDED BY SANDY THIBAUT. THE MOTION PASSED UNANIMOUSLY.

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10 **10. Status of Projects and Subcommittee Reports**

11 See bulleted list at the end of the agenda for current CCRPC projects. TAC members are encouraged to  
12 ask staff for more information on the status of any of these on-going or recently completed projects.

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14 **11. CCRPC Board Meeting Report**

15 In September the Board adopted the resolution of the 2022 Chittenden County Multi-Jurisdictional All  
16 Hazards Mitigation Plan, heard updates on the Regional Park and Ride Plan and the Active Transportation  
17 Plan, reviewed committee member assignments, heard an update on the Equity Advisory Committee  
18 formation, and miscellaneous updates from the Executive Director.

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20 **12. Chair/Members' Items**

- 21 • **VTrans 2023 Municipal Highway and Stormwater Mitigation Projects** grant program:  
22 Application and program guide can be found at: [http://vtrans.vermont.gov/highway/Municipal-](http://vtrans.vermont.gov/highway/Municipal-Highway-and-Stormwater-Mitigation-Program)  
23 [Highway-and-Stormwater-Mitigation-Program](http://vtrans.vermont.gov/highway/Municipal-Highway-and-Stormwater-Mitigation-Program). Electronic applications must be received before  
24 1:00 p.m. October 7. Contact [Ross.Gouin@vermont.gov](mailto:Ross.Gouin@vermont.gov).
- 25 • **EV Expo at the REV Conference** October 27 & 28 at the DoubleTree Hilton in South  
26 Burlington. Check out new vehicles. Potential opportunity to attend just the EV Expo without  
27 having to register for the whole conference. Contact Peggy O'Neill-Vivanco [Peggy.ONeill-](mailto:Peggy.ONeill-Vivanco@uvm.edu)  
28 [Vivanco@uvm.edu](mailto:Peggy.ONeill-Vivanco@uvm.edu).
- 29 • **Diesel Emissions Reduction Act (DERA)** funding may be coming this fall:  
30 <https://dec.vermont.gov/air-quality/mobile-sources/diesel-emissions/vt-diesel-grant>. Contact  
31 Leigh Martin at (802) 261-0713 or [leigh.martin@vermont.gov](mailto:leigh.martin@vermont.gov).

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33 The next TAC meeting is scheduled for Tuesday, November 1, 2022.

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35 BRUCE HOAR MADE A MOTION TO ADJOURN, SECONDED BY BARBARA ELLIOTT,  
36 APPROVED UNANIMOUSLY. The meeting adjourned at 10:09.

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38 Respectfully submitted, Bryan Davis