



## ***Transportation Advisory Committee Agenda***

***Tuesday, January 3, 2023***

**9:00 to 10:00 am**

**This is a virtual meeting only.**

**Join Remotely:**

<https://us02web.zoom.us/j/82462008536?pwd=NVllaWlyZEU2aXRaNHUxZlY5cHoyZz09>

**Meeting ID:** 824 6200 8536

**Password:** 684952

**One tap mobile:** <tel:+16468769923,,82462008536#,1#,684952#>

**Dial by phone:** 1-646-876-9923 **Meeting ID:** 824 6200 8536

## **Agenda**

**1. Call to Order, Attendance (1 min)**

**2. Consent agenda\* (2 min)**

See attached consent agenda.

**3. Minutes of December 6, 2022\* (Action Item – 2 min)**

See attached minutes.

**4. Public Comment Period**

Members of the public are invited to raise issues of interest or concern to the TAC on items not on the agenda.

**5. Active Transportation Plan Draft Final Plan\* (Action Item – 30 min)**

CCRPC staff will present the draft final plan and ask the TAC for a recommendation.

**6. Status of Projects and Subcommittee Reports (Information Item – 1 min)**

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

**7. CCRPC Board Meeting Report (Information Item – 1 min)**

The Board did not meet in December, but some members participated in the Legislative Breakfast held on 12/8.

Major topics of discussion included housing, equity, transportation, water and sewer, broadband, regional dispatch, and more housing.

**8. Chair/Members' Items (Information Item – 5 min)**

- **FY24 UPWP Solicitation:** materials are available on the [UPWP webpage](#). Please note the focus on equity with additional questions this year. Please contact CCRPC staff for more information or assistance.
- The Department of Housing and Community Development is pleased to announce the availability of approximately \$3,600,000 in [Downtown Transportation Fund Grants](#) (DTF) to support revitalization efforts in Designated Downtowns and eligible Designated Village Centers. The maximum grant amount is \$200,000 with a 20% match requirement. **Applications are due January 31, 2023.** Contact Gary Holloway, Downtown Program Manager, [gary.holloway@vermont.gov](mailto:gary.holloway@vermont.gov), 802-522-2444.

In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, as amended, the CCRPC will ensure public meetings are accessible to all people. Requests for free interpretive or translation services, assistive devices, or other requested reasonable accommodations, should be made to Emma Vaughn, CCRPC Title VI Coordinator, at 802-846-4490 ext. 121 or [evaughn@ccrpcvt.org](mailto:evaughn@ccrpcvt.org), at least 3 business days prior to the meeting for which services are requested.



- VDH and DHCD invite eligible Vermont communities and residents over 18 years of age to apply for the [Health Equity and Community Design Technical Assistance \(TA\) Pilot](#) to support community-led design, placemaking, and healthy equity projects across Vermont. Approximately 20 to 35 communities will be accepted for in-person and virtual engagement sessions between December 2022 and October 2023. Visit the Healthy Communities Vermont website to [learn more](#).

\* = Attachment

***Next Meeting: Tuesday, February 7, 2023***



**Project List:**

- Title VI program participation and Public Participation Plan implementation
- Participation in the Vermont Highway Safety Alliance
- Participation in the State's Rail Council
- Advanced Traffic Monitoring System through FHWA AID grant
- Regional Transportation Energy Planning
- Transportation Hazard Mitigation Planning
- ECOS MTP Plan (2023) Update
- Coordination with GMT on ADA and Elders & Persons with Disabilities advisory committees
- Active Transportation Plan update
- Regional Park & Ride Plan - *Completed*
- Chittenden County I-89 2050 Study
- Greenride Bikeshare – *On hold*
- Property Transportation Plan: Reduce transportation emissions in commercial and affordable multi-unit sectors with Burlington Electric Department and Burlington 2030 District
- VT15 Corridor Pedestrian and Road System Study (Essex)
- Watershed Resiliency Mapping/Transportation Resiliency Planning Tool (TRPT)
- Westford Town Green Stormwater Treatment Assessment – *On-hold*
- Right-of-Way Condition Inventory for Stormwater Retrofit Feasibility – Phase 3 (Burlington)
- LPM services for Shelburne – Irish Hill Road Sidewalk and Pedestrian Bridge project
- Municipal Road General Permit (MRGP) Work
- Grants-In-Aid Coordination with Municipalities
- Multi-Modal Transportation Hub for Taft Corners Feasibility Study (Williston)
- Bolton Municipal Paving Evaluation
- Route 116 Crosswalk Scoping (Hinesburg)
- Richmond Gateway Feasibility Study
- Bike/Pedestrian Bridge over I-89 Study (South Burlington)
- Evaluation of Bicycle / Pedestrian Lighting Needs Along Kennedy Drive (South Burlington)
- Multi-site Crosswalk Assessment: Four Intersections for Connectivity (South Burlington)
- Winooski Bicycle & Pedestrian Plan
- Colchester Middle Road Culvert Replacement Scoping
- Hollow Road and Levensworth Road Town Bridge Feasibility Study (Hinesburg)
- Jericho Corners to Riverside Path Scoping
- Right-of-Way Condition Inventory for Stormwater Retrofit Feasibility – Phase 3 (Burlington)
- Essex Stormwater CCTV Inspection - Phase 3
- Essex Phosphorus Control Plan Treatment Practices
- Milton Allen Brook Stormwater/Watershed Assessment
- Shelburne Stormwater Plan Update and Conceptual Designs
- Stormwater Asset Data Update (Williston)



**CCRPC Transportation Advisory Committee**

**January 3, 2023**

**Agenda Item 2: Consent Item**

**Transportation Improvement Program TIP Amendment**

**Issues:**

Make the changes listed below to the FY23 year of the TIP. The FY2023-2026 TIP has not yet been approved by FHWA so these changes will apply to both the FY2022-2025 TIP, which remains in effect, and the FY2023-2026 TIP.

**I-89 Northbound Rest Area Preventative Maintenance, Williston** (Project OT052, Amendment FY23-08)

**Description of TIP Change:** Add \$2,700 for design and \$22,500 for construction in FY23 for a preventative maintenance project at the I-89 Northbound Rest Area in Williston. The project will replace the fire alarm system.

**Reason for the Change:** Preventative maintenance is needed on the fire alarm system.

**I-89 Culvert Replacement, Richmond** (Project BR069A, Amendment FY23-09)

**Description of TIP Change:** Transfer \$450,000 of federal funds designated for construction to design and transfer \$25,200 in federal funds to project OT052, I-89 Northbound Rest Area Preventative Maintenance, Williston. The design funds will be used to begin design for replacement of the culvert under the northbound lanes of I-89 in this location.

**Reason for the Change:** The FY23 TIP has \$6,678,000 in federal funds for construction for the southbound culvert. This project is substantially complete, and funds are needed to begin design on the culvert under the northbound lanes of I-89 in this location. Funds are also needed for preventative maintenance project at the I-89 Northbound Rest Area in Williston.

**Staff Recommendation:** Recommend that the Board approve the proposed TIP Amendment

**For more information contact:** Christine Forde  
cforde@ccrpcvt.org or 846-4490 ext. 113

1 CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION  
2 TRANSPORTATION ADVISORY COMMITTEE  
3 MINUTES  
4

5 DATE: Tuesday, December 6, 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 Deirdre Holmes, Charlotte  
17 Barbara Elliott, Huntington  
18 Aaron Martin, Essex  
19 Josh Arneson, Richmond  
20 Adam Wechsler, People with Disability  
21 Sandy Thibault, CATMA  
22 Bruce Hoar, Williston  
23 Jonathon Weber, Local Motion  
24 Mary Anne Michaels, Rail  
25 Chris Damiani, GMT  
26 Jon Rauscher, Winooski  
27  
28

Wayne Howe, Jericho  
Kurt Johnson, Underhill  
Sam Andersen, GBIC

**Staff**

Charlie Baker, Executive Director  
Eleni Churchill, Transportation Program Manager  
Anne Nelson Stoner, Equity & Engagement 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  
Sai Sarepalli, Senior Transportation Planning Engineer

**Guests**

Chris Bruntlett, Dutch Cycling Embassy  
Deb Sachs, Net Zero Vermont,  
Peggy O'Neill-Vivanco, VT Clean Cities Coalition

29 1. Bryan Osborne called the meeting to order at 9:00 AM.  
30

31 **2. Consent Agenda**

32 It was noted that there is \$41.5 million for phase 1 construction while phase 2 costs are a bit less. The  
33 total preliminary engineering cost for both phases is the amount in consent agenda.

34 SAM ANDERSEN MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY  
35 JONATHON WEBER. THE MOTION PASSED UNANIMOUSLY.  
36

37 **3. Approval of November 1, 2022 Minutes**

38 BARBARA ELLIOTT MADE A MOTION TO APPROVE THE MINUTES OF NOVEMBER 1, 2022,  
39 SECONDED BY JONATHON WEBER. THE MOTION PASSED UNANIMOUSLY.  
40

41 **4. Public Comments**

42 No comments from the public.  
43

44 **5. Bicycling Lessons from the Netherlands**

45 Chris Bruntlett, Dutch Cycling Embassy (<https://dutchcycling.nl/>), gave a presentation on Dutch cycling  
46 principles and best practices in the Netherlands. The Dutch Cycling Embassy (DCE) is a 10-year-old  
47 nonprofit, non-governmental organization initiated by the Dutch national government's Ministry of  
48 Infrastructure to export knowledge and expertise to other places rather than the government fulfilling  
49 requests directly. The DCE is a diverse network of nearly 100 public and private organizations who wish  
50 to share their knowledge and expertise to help cities experience the many advantages of cycling. This  
51 includes bringing leaders to the Netherlands for both classroom teaching and cycling trips for first-hand  
52 experience to better inform decision making related to design, traffic management and more. DCE has  
53 developed many resources including e-books, infographics, videos and more, many available on their  
54 website.

1  
2 Dutch people cycle because of the infrastructure, not just because of the flat topography, weather, and  
3 culture. Current cycling rates weren't always at this level, it was result of a concerted effort in the 1970s  
4 to reclaim cities from the private automobile, around which cities were being developed after World War  
5 II. Crisis was a turning point: protest movement by parents in response to rising number of people,  
6 including children, being killed; and the spike in fuel prices due to the oil crisis. Both of these forced the  
7 public and politicians to reevaluate their streets and build a more resilient transportation system. Cities  
8 tried different things, learned from their failures and created the 1979 Delft Cycle Plan, which was  
9 completed in 1987. Think at the network level rather than focusing on a single route. Three different  
10 networks of varying grid sizes were planned with specific journey type, length and user in mind. Lessons  
11 learned informed the CROW Manual network design principles of directness, safety, comfort, cohesion,  
12 and attractiveness. A network is only as good as its weakest link, which is often at intersections. Also,  
13 every mobility plan needs a car plan: effective traffic circulation (reducing volume and access), hierarchy  
14 of roads (local and through traffic), and "filtered permeability" to restrict car access while allowing  
15 pedestrians and cyclists to enter. There's a need to combine bikes and public transport through  
16 infrastructure access and bike parking. Half of all train trips in the Netherlands start with a bike ride. E-  
17 bikes have helped extend the cycling range, allow for longer trips, and attract different types of people to  
18 cycling. Next generation of infrastructure is cycle superhighways that are wide, well-lit and smooth "fast  
19 cycling routes" that connect cities with cyclists having priority of vehicles at intersections. Education is  
20 key and is included as part of the school curriculum for 10- and 11-year-olds. These efforts have resulted  
21 in significant data points such as: 65-75 age group cycle more than any other age demographic, women  
22 have higher more share than men (28% vs 26%), and teenagers cycle for nearly 60% of all journeys. This  
23 started as traffic safety crisis and the Netherlands now has the safest streets in the world. It's also about  
24 extending lives: rate of obesity has been reversed in the Netherlands due to rates of cycling and saves  
25 health care system \$19 billion Euros per year (3% of gross domestic product) simply by investing a few  
26 hundred million. This isn't a win-lose scenario, improvements to cycling infrastructure also benefit  
27 drivers in safety and reduced congestion. Consider what kind of future you want and then work to create  
28 it.

29  
30 Jonathon noted the approach here is starting with painted infrastructure and working towards protected  
31 facilities, was the process the same in the Netherlands? Chris said that was more or less the case and also  
32 included traffic calming. Speed and volume of vehicles has to be limited so that cars don't continue to  
33 dominate. Protected infrastructure is challenging because of long term planning, political will and more.

34  
35 Sam pointed out the link between cycling and transit, specifically trains. Did the transit system already  
36 exist or was it enhanced in tandem with cycling? Chris said the transit network has historically been  
37 present but in recent years the company has made investments to improve and increase transit and has  
38 seen ridership nearly double as a result. He noted they're working with places in the US like Austin, TX  
39 to help develop different types of transit systems to support multimodal networks. In rural areas of the  
40 Netherlands there are dozens of bike racks at bus stops, and buses run on 10-minute intervals. These serve  
41 more remote areas and feed into urban rail systems.

42  
43 Sandy said that CATMA recently hosted their inaugural transportation summit with a second one being  
44 planned so will be in touch about Chris participating in that event.

45  
46 Norm said that the safety data is noteworthy and asked about how cities in Netherlands are handling  
47 requirements of emergency departments like fire and police in the US. Chris said that decision-making  
48 includes all stakeholders including emergency staff and follows a systems-based approach so that all  
49 facets are considered. They put emergency staff from US cities in touch with counterparts in the  
50 Netherlands so they can talk through concerns and understand potential solutions. This can also include  
51 trips to those places to experience infrastructure firsthand.

52  
53 Deirdre pointed out that the design of Dutch bikes tends to be more utilitarian whereas in the US it's more  
54 recreation oriented. You can wear regular clothes, and carry goods and kids on Dutch bikes, which can be

1 barriers to cycling here. The culture of having the bike as the go-to vehicle also encourages use. Chris  
 2 said the US market for Dutch-style bikes still isn't there but that is changing as more people use cargo  
 3 bikes and e-bikes. The demand is there but the retail industry needs to catch up, as do the politicians to  
 4 make the infrastructure happen.

5  
 6 Jonathon is pleased that most e-bikes being sold in the US are more upright and include racks so they tend  
 7 to be more utilitarian. He asked for clarification of the road classification hierarchy from the presentation.  
 8 Chris said that US roads try to be everything for everyone, but the Dutch have tried to create networks for  
 9 different uses to make them more efficient by using generally two types of roads: local access streets  
 10 ("stay" streets) and distributor streets ("move" streets).

11  
 12 Charlie asked if there was land use policies that accompanied these changes? Chris said that the Dutch  
 13 didn't really separate uses so didn't have to overcome that issue, except in a few places as a result of the  
 14 war. It comes down to proximity and that short journeys are possible if destinations like schools and  
 15 shopping are within appropriate distance.

16  
 17 **6. Walk to Shop Project Update**

18 Deb Sachs, Net Zero Vermont, and Peggy O'Neill-Vivanco, VT Clean Cities Coalition, gave an update  
 19 on their Closing the Mobility Equity Gap through the Walk to Shop Trolley Project which provides  
 20 education, outreach, and support for using shopping trolleys as a transportation demand management  
 21 measure. This project was inspired at Walk21 conference in Rotterdam to address the issue of how to  
 22 carry things when we walk, to encourage more people to walk by offering trolleys, as well as reduce the  
 23 number of short trips made by vehicle. Deb noted that 90% of Burlington residents are within a 15-minute  
 24 walk of groceries. This also addresses food justice communities; in Winooski, for example, there is no  
 25 large grocery store and access to those in other communities is challenging using non-auto modes.  
 26 Trolleys can also help address the issue of abandoned shopping carts which are big and heavy. There are  
 27 different trolley sizes available that can be used for different needs and purposes. The project is meeting  
 28 or exceeding their proposed metrics, and interest continues to grow. Outreach uses an equity lens and  
 29 includes organizations, towns, and groups that serve diverse populations. Trolleys can provide people  
 30 with dignity and transcend race, income, age and more, in addition to complementing transit use.

31  
 32 Jonathon asked what's next for the program. Peggy said they received a state MTI grant to support work  
 33 outside of Chittenden County, and they're even starting to do work outside of Vermont. Deb thanked  
 34 CCRPC's program support which has given them a great start to expand their work. Partner organizations  
 35 are interested in making trolleys available to their populations. Peggy added that using trolleys has  
 36 reduced the number of short auto trips and vehicle miles travelled.

37  
 38 Sam asked if they still have low-cost trolleys because she knows of organizations that work with BIPOC  
 39 communities and could benefit from this program. Deb encouraged them to reach out to her. The trolleys  
 40 retail for between \$90 to \$130 but they can sell for their true cost of about \$40 for medium size and \$50  
 41 for large. By leveraging corporate donations they can bring the costs down to as low as \$10.

42 <https://www.netzerovt.org/walk-to-shop/>

43  
 44 **7. 2023 Metropolitan Transportation Plan (MTP) Update**

45 Eleni Churchill, CCRPC, shared an update on the 2023 MTP progress and revised schedule. The draft  
 46 was included in the agenda packet and now includes the land use chapter. There is also more information  
 47 about the MTP system and system performance. Staff will be working on the performance management  
 48 section in the coming weeks. The financial plan is complete, which Christine presented in November.  
 49 Future land use is also a new chapter. Jason previously presented the results of the transportation  
 50 scenarios but we'll talk about them again as we move forward. The MTP investment, policies, and  
 51 projects chapter has been improved but is still a work in progress. We'll be meeting with state agencies,  
 52 resource agencies, environmental partners and others in January and February to update the  
 53 environmental consultation and mitigation chapter.



1  
2 A change from the 2018 MTP in the current version is that the future land use will be updated to include  
3 transit-oriented development overlay district to the land use map to encourage municipalities to increase  
4 development in those areas that include existing transit service. The MTP will also include major policy  
5 shifts including how to pay for future transportation system. We also need a substantial shift in how we  
6 get around, including transportation demand management.  
7

8 Please give us any comments and we're happy to answer any questions. We'll need more specificity on  
9 the shift to electric vehicles. Next steps include sharing a full draft with the TAC in January. We'll also  
10 review it with the Equity Advisory Committee, then bring the draft MTP back to the TAC for a public  
11 hearing in April.  
12

13 Sam asked if the new Exit 14 interchange is still being studied? Eleni said the I-89 Study included a  
14 diverging diamond interchange as the preferred alternative at that location but this was a plan-level effort  
15 and a scoping study is still needed, which will be in 2023. Sam asked that this be clarified as  
16 "improvements needed" rather than specifying a design at this point.  
17

18 **8. Active Transportation Plan Draft Final Plan Update**

19 Bryan Davis, CCRPC, provided a brief update on the draft final plan, which the consultant recently  
20 provided. He will provide a full overview of the draft plan in January and ask the TAC for a  
21 recommendation to the Board. The draft plan and supporting memos are available at:  
22 <https://www.ccrpcvt.org/our-work/our-plans/regional-bikeped-plan/>  
23

24 **9. Status of Projects and Subcommittee Reports**

25 See bulleted list at the end of the agenda for current CCRPC projects. TAC members are encouraged to  
26 ask staff for more information on the status of any of these ongoing or recently completed projects.  
27

28 **10. CCRPC Board Meeting Report**

29 In November the Board voted to accept the FY22 CCRPC audit report, approved TIP amendments, heard  
30 an update on the National EV Infrastructure Plan from VTrans staff, heard an update on and approved the  
31 Comprehensive Economic Development Plan draft and regional priority project list, heard an update on  
32 equity work from Equity and Engagement Manager Anne Nelson Stoner and approved member  
33 appointments to the new Equity Advisory Committee, and heard Executive Director updates on 12/8  
34 Legislative Breakfast priorities and other items.  
35

36 **11. Chair/Members' Items**

- 37 • **FY24 UPWP Solicitation:** materials are available on the [UPWP webpage](#). Please note the focus  
38 on equity with additional questions this year. Please contact CCRPC staff for more information or  
39 assistance
- 40 • **VTrans 2023 Transportation Alternatives** grant program: projects must relate directly to  
41 surface transportation; note that 50% of grant program funds are reserved for environmental  
42 mitigation projects relating to stormwater and highways, including eligible salt and sand shed  
43 projects. Virtual informational workshop will be held on November 16 and **applications are due**  
44 **by e-mail (preferred) to [Scott.robertson@vermont.gov](mailto:Scott.robertson@vermont.gov) by December 14, 2022.** More  
45 information: <http://vtrans.vermont.gov/highway/local-projects/transport-alt>
- 46 • The Department of Housing and Community Development is pleased to announce the availability  
47 of approximately \$3,600,000 in [Downtown Transportation Fund Grants](#) (DTF) to support  
48 revitalization efforts in Designated Downtowns and eligible Designated Village Centers. The  
49 maximum grant amount is \$200,000 with a 20% match requirement. Applications are due January  
50 31, 2023. Contact Gary Holloway, Downtown Program Manager, [gary.holloway@vermont.gov](mailto:gary.holloway@vermont.gov),  
51 802-522-2444.



- 1 • VDH and DHCD invite eligible Vermont communities and residents over 18 years of age to  
2 apply for the [Health Equity and Community Design Technical Assistance \(TA\) Pilot](#) to  
3 support community-led design, placemaking, and healthy equity projects across Vermont.  
4 Approximately 20 to 35 communities will be accepted for in-person and virtual engagement  
5 sessions between December 2022 and October 2023. Visit the Healthy Communities Vermont  
6 website to [learn more](#).
- 7 • **Vermont Freight Plan Update:** The Agency of Transportation is updating the Vermont Freight  
8 Plan to incorporate changes to the National Highway Freight Program (NHFP) project table. The  
9 revised plan is available for review via the Agency of Transportation’s website  
10 <https://vtrans.vermont.gov/> under the “Spotlight” section and directly on the [Freight Plan page](#).

11  
12 Kurt asked if there’s interest in discussion about cost of fuel to haul sand and gravel, it’s hitting Underhill  
13 pretty hard as they use plow trucks to haul and diesel prices are pretty high. Should towns put in a UPWP  
14 request or have other means to consider ways to share costs? Eleni said Kurt can ask that this be put on a  
15 TAC agenda for more discussion. Sam asked if Kurt has looped in VLCT, Kurt said he hasn’t but could  
16 be an approach. There’s got to be a better way to acquire materials and address fuel costs.

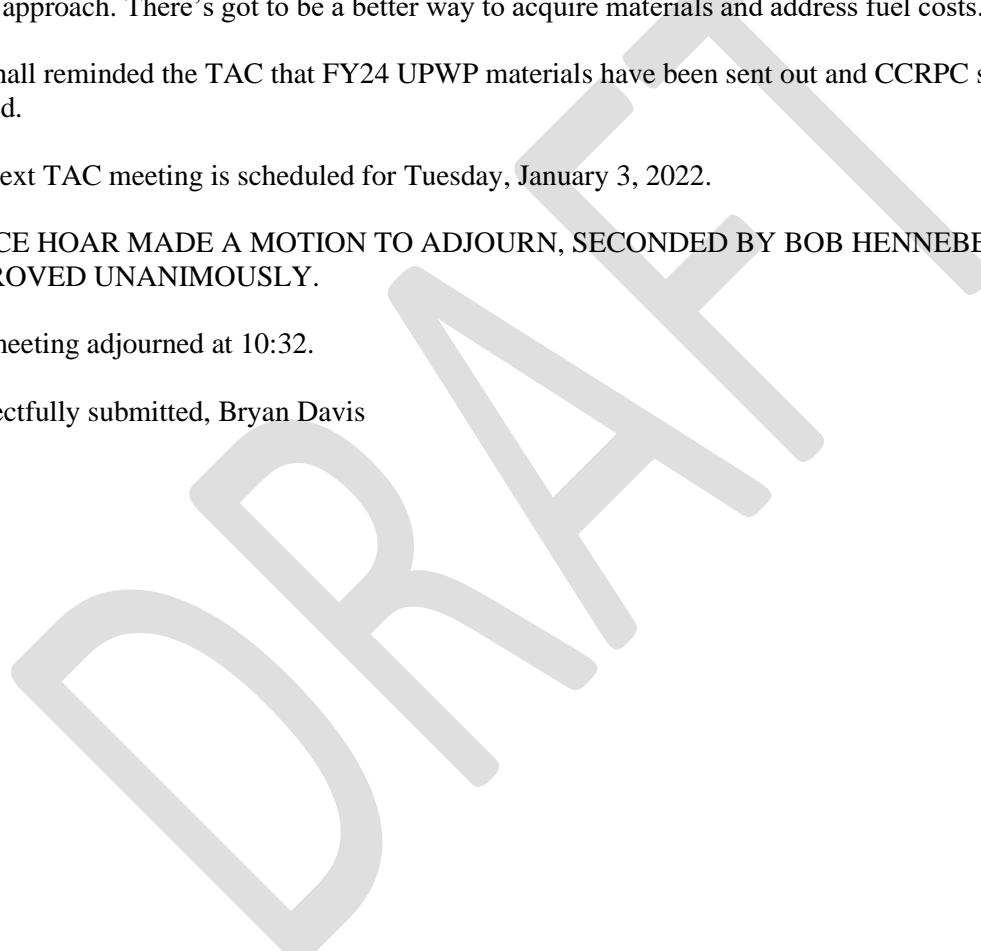
17  
18 Marshall reminded the TAC that FY24 UPWP materials have been sent out and CCRPC staff can help as  
19 needed.

20  
21 The next TAC meeting is scheduled for Tuesday, January 3, 2022.

22  
23 BRUCE HOAR MADE A MOTION TO ADJOURN, SECONDED BY BOB HENNEBERGER,  
24 APPROVED UNANIMOUSLY.

25  
26 The meeting adjourned at 10:32.

27  
28 Respectfully submitted, Bryan Davis





## **Chittenden County Transportation Advisory Committee**

**January 3, 2023**

**Agenda Item 5: Action Item**

### **Chittenden County Regional Active Transportation Plan Update**

**Issues:** In FY22 the CCRPC contracted with consultant Toole Design to update the 2017 Regional Active Transportation Plan (ATP). The ATP serves as the active transportation element of the long-range Metropolitan Transportation Plan (MTP). The first ATP was completed in 1993 and is generally updated every 5 years.

As part of the 2022 update, Toole Design completed four analyses (equity, bicycle network, trip potential, unpaved trails), the results of which have been combined with public input and walk/bike projects on the TIP and MTP to create the recommended countywide active transportation network. To facilitate project prioritization and implementation, the project team divided the network into distinct projects and used a project prioritization process based on a common set of criteria that stakeholders agreed upon. To complement the network/engineering recommendations, the consultant team developed a comprehensive set of program and policy recommendations that address the opportunities and needs identified through prior tasks.

The draft final plan is an overarching narrative that describes the purpose and need for the plan update, the planning process, recommendations, and desired outcomes. Rather than including detailed information about the planning process and analyses in the plan itself, it references and links to separate technical memos which describe the data sources, analyses and outcomes for each aspect of the plan development. All documents are available on the [ATP website](#).

Note that the projects in the recommended network overlap with many of the high priority corridors identified in the 2017 Regional Active Transportation Plan, further highlighting the need for active transportation upgrades on these roadway corridors. Existing off-street shared-use paths and trails were also included in the 2022 Plan network to highlight the high-comfort connectivity that will be achieved once the network is implemented.

**Staff Recommendation:** Recommend that the TAC approve the Chittenden County Regional Active Transportation Plan and send to the CCRPC Board for adoption.

**For more information contact:** Bryan Davis  
[bdavis@ccrpcvt.org](mailto:bdavis@ccrpcvt.org)

**Plan and Memos:** [Chittenden County Regional Active Transportation Plan webpage](#)