

1 CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION  
2 REGULAR MEETING MINUTES  
3 FINAL

4  
5 DATE: Wednesday, January 18<sup>th</sup>, 2023  
6 TIME: 6:00 PM  
7 PLACE: CCRPC Offices; 110 West Canal Street, Suite 202; Winooski, VT 05404 and/or  
8 REMOTE ATTENDANCE via ZOOM MEETING VIDEO  
9

10 PRESENT: Bolton: Vacant Buel's Gore: Absent  
11 Burlington: Andy Montroll Charlotte: Dana Hanley  
12 Charlotte: Deidre Holmes, Alt Colchester: Jacki Murphy  
13 Essex: Andy Watts Essex Junction: Elaine Haney Alt.  
14 Huntington: Barbara Elliott Hinesburg: Mike Bissonnette  
15 Jericho: Catherine McMains Milton: Chuck Wilton  
16 Richmond: Bard Hill St. George: Absent  
17 Shelburne: Jeff Carr, Alt So. Burlington: Chris Shaw  
18 Underhill: Brad Holden Westford: Benjamin Bornstein  
19 Williston: Andrew Watts Winooski: Mike O'Brien  
20 VTrans: Matthew Arancio  
21 Cons/Env.: Miles Waite VTrans: Amy Bell (7:45pm exit)  
22 VTrans: Matthew Langham FHWA: Absent  
23 Bus/Ind: Tim Baechle GMT: Absent  
24 Socio-Econ/Housing: Bruce Wilson (6:15 PM) Agriculture: Absent  
25  
26 Others: CCTV, Scott Moody Michael Arnold, Community Member  
27 Deb Sachs, Executive Dir. Net Zero Ryan Thornton, Community Member  
28 Katharine Otto, VTRANS Georgi de Rham, Community Member  
29  
30 CCRPC Staff: Charlie Baker, Executive Director Taylor Newton, Planning Prgm Mgr.  
31 Eleni Churchill, Transp. Prgm Mgr. Forest Cohen, Sr. Business Mgr.  
32 Amy Irvin Witham, Business Office Mgr. Christine Forde, Sr. Transp. Planner  
33 Marshall Distel, Sr. Transp. Planner Dan Albrecht, Senior Planner  
34 Bryan Davis, Sr. Transp. Planner Emma Vaughn, Communications Mgr.  
35 Anne Nelson Stoner, Equity & Engmt. Mgr. Chris Dubin, Senior Transp. Planner  
36 Mckenzie Spear, Business Office Assoc. Jason Charest, Senior Transp. Planner  
37

- 38 1. Call to order; Attendance; Changes to the Agenda. The meeting was called to order at 6:01 PM by  
39 Catherine McMains, Chair.  
40  
41 2. Public Comment Period on Items NOT on the Agenda. There were none.  
42

43 Mike O'Brien asked if the consent agenda items needed to be discussed. Jeff Carr explained that the  
44 consent agenda items were outlined in the documents provided in the packet. Both are routine  
45 items. Jeff asked if any members wanted to make a motion to remove the items off the consent  
46 agenda and add them as regular meeting agenda items to discuss and then subsequently vote on.  
47 Members agreed that was not necessary.  
48

- 1 3. Open Public Forum for FY24 UPWP. Catherine requested to open the public forum at 6:04 PM for  
2 comments from any members of the public regarding the FY24 Mid-Year Adjustment UPWP and  
3 Budget.  
4

5 CHRIS SHAW MADE A MOTION, SECONDED BY JACKI MURPHY, TO OPEN THE PUBLIC FORUM FOR  
6 THE FY24 MID YEAR ADJUSTMENT UPWP AND BUDGET. MOTION CARRIED UNANIMOUSLY.  
7

8 Catherine asked if there were any public comments. Michael Arnold introduced himself and asked  
9 for a few considerations and some transportation related recommendation. His focus is on  
10 improvements to transit, particularly bike infrastructure. He feels the modeling from the December  
11 2022 bike report looked great. Some other considerations were:  
12

- 13 • Assist GMT with planning for service and infrastructure improvements that lower bus  
14 operating costs and improve average operating speeds, things like:
  - 15 ▪ Transit signal priority
  - 16 ○ Queue jump
  - 17 ○ Dedicated lanes
  - 18 ○ Removing bus station pull-offs to stop cars from passing at minor stops  
19 (Pearl St).
  - 20 ○ Increased frequency on routes with >10-minute layovers between runs at  
21 DTC.
  - 22 ○ stop consolidation closer to the optimal spacing of 300-400 meters.
  - 23 ○ studying a new Winooski route to improve resident access to UVM/UVMCC
  - 24 ○ studying trolley wire installation and IMC equipped trolley buses along the  
25 Pearl St / Colchester Ave Corridor.  
26

- 27 4. Staff introductions. Charlie introduced CCRPC staff members Emma Vaughn, Communications  
28 Manager, Anne Nelson Stoner, Equity & Engagement Manager, and McKenzie Spear, Business Office  
29 Associate.  
30

31 Emma said she has been working at the CCRPC for just over nine years. She has a background in  
32 traditional marketing. At the CCRPC, she works on all items that are communications related.  
33 Internal communications include support for staff, partners, and our municipalities as well as  
34 individual project support, public participation, committee appointments, event planning, and  
35 graphic design. External public-facing communications support includes press releases, media  
36 communications, newsletters, Front Porch Forum, and more. Emma said she has been spending a lot  
37 of time on equity and getting our new Equity Advisory Committee established. She is currently  
38 working on a content audit of the CCRPC website over the month of January to refresh information  
39 and make sure everything is up to date.  
40

41 Anne Nelson said she started working with CCRPC on November 1, 2022. She moved to Vermont  
42 from Virginia. She has a Master's in Urban Planning from the University of Virginia. Prior to the  
43 CCRPC, she worked in conflict resolution and mediation work in the planning world. Equity has  
44 always been her focus. Her work at the CCRPC includes leading the Equity Advisory Committee and  
45 developing a structured way to review and be involved in the larger CCRPC work. She is rewriting the  
46 mission statement and code of conduct, an Equity Action Plan and creating a guide to community  
47 engagement that will replace the public participation plan.  
48

1 Mckenzie Spear said she has been with the CCRPC for almost 3 months. Previous to working at the  
2 CCRPC she managed her own online business. Additionally, she assisted in the start-up and  
3 management of DerekCo construction. She holds an Associates in Business and is currently working  
4 toward finishing her bachelor's in business management at Champlain College.  
5

6 5. MPO Action on Consent Agenda. There were two items on the consent agenda.  
7

8 • Accept the annual Transportation Safety Performance Targets

9 Safety Performance Targets are established every year by VTrans, in collaboration with the  
10 CCRPC. The TAC and the Board conduct a review and accept these targets annually. The CCRPC is  
11 asked to act on the 2023 VTrans statewide safety targets as reported in the 2022 Highway Safety  
12 Improvement Program (HSIP) Report, for the metropolitan planning area. CCRPC staff  
13 recommends the CCRPC Board accept the 2023 VTrans statewide safety targets.  
14

15 • TIP Amendments

16 The Transportation Advisory Committee (TAC) and CCRPC Staff recommend approval of the  
17 proposed FY23-TIP Amendments:

- 18 ○ **Champlain Parkway, Burlington, Project HC001, Amendment FY23-05.** Add \$1,425,000 in  
19 federal funds for Preliminary Engineering (PE) in FY23. \$8,323,616 was previously obligated  
20 to PE. This is a 17% increase in PE cost.
- 21 ○ **Resurface VT289, Essex, Project HP157, Amendment FY23-06.** Reduce federal funds in FY23  
22 by \$1,691,969. \$610,000 remains in the TIP in FY23 for this project.
- 23 ○ **I-89 Northbound Rest Area Preventative Maintenance, Williston, Project OT052,**  
24 **Amendment FY23-08.** Add \$2,700 for design and \$22,500 for construction in FY23 for a  
25 preventative maintenance project at the I-89 Northbound Rest Area in Williston. The project  
26 will replace the fire alarm system.
- 27 ○ **I-89 Culvert Replacement, Richmond, Project BR069A, Amendment FY23-09.** Transfer  
28 \$450,000 of federal funds designated for construction to design and transfer \$25,200 in  
29 federal funds to project OT052, I-89 Northbound Rest Area Preventative Maintenance,  
30 Williston. The design funds will be used to begin design for replacement of the culvert  
31 under the northbound lanes of I-89 in this location.
- 32 ○ **East-West Alternative Transportation Crossing, South Burlington, Project BP117,**  
33 **Amendment FY23-11.** Revise the project funding amounts as listed below. This change does  
34 not reflect an increase in project cost.
  - 35 ▪ FY2023 - \$1,150,000 for design, \$30,000 for right-of-way
  - 36 ▪ FY2024 - \$605,119 for design, \$122,632 for right-of-way
  - 37 ▪ FY2025 - \$100,000 for design, \$4,202,000 for construction
  - 38 ▪ FY2026 - \$3,561,083 for construction

39  
40 JEFF CARR MADE A MOTION, SECONDED BY CHRIS SHAW, TO APPROVE THE CONSENT AGENDA  
41 ITEMS. MOTION CARRIED UNANIMOUSLY BY MPO MEMBERS WITH 22 OF 24 VOTES AND 16 OF 18  
42 MUNICIPALITIES.  
43

1 6. Approve Minutes of the November 16th, 2022, Board Meeting

2 CHRIS SHAW MADE A MOTION, SECONDED BY DAN KERIN, TO APPROVE THE NOVEMBER 16, 2022,  
3 BOARD MINUTES, WITH EDITS. MOTION CARRIED UNANIMOUSLY.

- 4
- 5 • Amy confirmed with Dan Kerin he was *not present* at the November CCRPC Board meeting.
- 6

7 7. FY23 Mid-year UPWP and Budget

8 Charlie referred members to the FY23 UPWP Draft Mid-Year Adjustment and Budget documents  
9 included with the packet. Charlie reviewed our process of adopting the work program each year and  
10 adjustments made to the budget and work program at midyear to ensure we are on track. He  
11 provided an on-screen overview of the Budget, discussed new projects, and funding.

12

13 Charlie highlighted various revenue items, including:

14

- 15 • The Federal Raise grant has a placeholder. The CCRPC applied for and received the US  
16 Department of Transportation RAISE Grant. The grant is \$2.1 million dollars to be spent over  
17 a three-year period. He explained it will take some time to be under a formal contract. The  
18 CCRPC has staff and consultant dollars allocated to this and pointed out the budget line of  
19 \$100,000 for consultants.
  - 20 • The CCRPC will likely have close to \$100,000 in Brownfields monies coming in, however, we  
21 did not receive the Brownfields Grant through the EPA. We will apply again next year.
  - 22 • There is \$6,500 in new funding for a floodplain map and bylaw update project. We have a  
23 contract with Department of Environmental Conservation (DEC).
  - 24 • There is a smaller line item as the health department has a hot weather emergency  
25 response project with \$6,676 budgeted.
  - 26 • There is \$26,183 in Broadband funding budgeted in staff time for Communications Union  
27 District (CUD) support. The CCRPC is facilitating this process. Ann Janda is staffing. We do  
28 not expect to support long term, but we will help get this started. There may be a total of  
29 \$300,000 coming through our budget.
  - 30 • There was an increase in ACCD funds; this is the first time the CCRPC has been in a situation  
31 with an increase in ACCD funding between the time when the budget was adopted and the  
32 mid-year.
  - 33 • The Regional Planning funds saw a significant increase in funds approved by the Legislature  
34 of an amount of around \$500K. This is split between Regional Planning and Energy work as  
35 well as \$100K in line 22 to match MPO funds. This is the first time we've been in this  
36 situation, allowing more of a draw down in MPO Funds, this is good synergy.
- 37

38 Jeff asked Charlie to address the indirect rates. Charlie explained this is a process to cover costs  
39 unrelated to any of our grants. The process is based on federal rules from the Office of  
40 Management and Budget (OMB) and is referred to as an Indirect Rate. For instance, our Board  
41 meeting is not associated with a particular grant or project. Indirect costs benefit the entire  
42 organization and all our projects. The indirect rate is calculated in advance, based on audited  
43 financial information from two years previous. Because the Indirect Rate is calculated prior to  
44 the fiscal year it is often either over or under-estimated. Discrepancies between our calculated  
45 rate and our actual experience through a given year results in us either over or under- collecting  
46 indirect costs. We must adjust our Indirect Rate in subsequent years to correct the over or  
47 under-collection. This can result in swings where our revenue can go positive one year and then

1 negative in another. We have had large swings in the past, but we are working hard to control  
2 the swings, and have had much smaller swings in recent years. Jeff thanked Charlie and said he  
3 agreed and if we are doing this correctly, we do not get a lot of grief. He cautioned we don't  
4 want to overestimate and over collect on our overhead; we want to work hard to adjust within  
5 the year and correct these before they become an issue.  
6

7 JEFF CARR MADE A MOTION, SECONDED BY MIKE O'BRIEN, TO APPROVE THE FY23 CCRPC MID-YEAR  
8 ADJUSTMENT UPWP AND BUDGET AS PRESENTED. MOTION CARRIED UNANIMOUSLY.

9 *[ED Note: THIS IS BOTH AN MPO AND RPC ACTION ITEM. MPO MEMBERS VOTED AFFIRMATIVELY  
10 WITH 22 OF POSSIBLE 24 VOTES AND 16 OF 18 MUNICIPALITIES. RPC VOTE WAS UNANIMOUS.]*  
11

12 8. Active Transportation Plan Approval

13 Bryan Davis referred members to the Active Transportation Plan and Active Transportation Plan  
14 memo included with the packet. He provided members with an on-screen presentation of the Active  
15 Transportation Plan. He explained consultant Toole Design completed four data/mapping analyses  
16 (equity, bicycle network, trip potential, unpaved trails), the results of which were combined with  
17 public input and walk/bike projects on the TIP and MTP to create the recommended countywide  
18 active transportation network. To facilitate project prioritization and implementation, the project  
19 team divided the network into distinct projects and used a project prioritization process based on a  
20 common set of criteria that stakeholders agreed upon. To complement the network/engineering  
21 recommendations, the consultant team developed a comprehensive set of program and policy  
22 recommendations that address the opportunities and needs identified through prior tasks. Bryan  
23 stated CCRPC staff, and the Transportation Advisory Committee (TAC) recommended the CCRPC  
24 Board adopt the plan.  
25

26 Bryan reminded members the plan and memos could be found on the CCRPC website through the  
27 following link: <https://www.ccrpcvt.org/our-work/our-plans/regional-bikeped-plan/>  
28

29 Dan Kerin asked about numbers for bikes using trails and routes. Bryan said yes we collect walk/bike  
30 data and the CCRPC count program is managed by Chris Dubin. Walk/bike data are captured through  
31 roadway intersection counts, tubes on bike lanes, and eco counters with infra-red technology used  
32 on paths. One of the challenges is that for decades much of the transportation planning and data  
33 collection has been focused on automobiles, so technology and modeling for walking and bicycling is  
34 not as advanced. The UVM Transportation Research Center provided recommendations for creating  
35 a regional walk/bike count program that will allow us to track data over time and we could compare  
36 changes over the years based on weather and infrastructure improvements. Dan said he wanted an  
37 idea of numbers for bike traffic. He was just curious on the usage. Bryan said the numbers vary by  
38 location and some data is available on the online platform we use from VTRANS. Dan said he thinks  
39 it would be handy to know where the heaviest usage is, and we could target those areas for  
40 expansion of bike lanes and paths.  
41

42 Dana Hanley asked if the master plan has the Charlotte/Mt. Philo to beach route on the map. Bryan  
43 said we do have Mt. Philo Road listed as a recommended route and there is an existing trail shown  
44 to the west. Dana said the idea is to keep this pathway going all the way through to the beach. Bryan  
45 explained a lot of the smaller local networks are not captured; however, we do have detail like this  
46 on other online maps, and the three Town Link sections in Charlotte are identified on other maps.  
47

1 Chris Shaw asked about specific problem areas for pedestrian and bike crossings. He wondered if  
2 hazardous areas were highlighted in the plan? Also, he wondered about increased use of E-Bikes on  
3 bike trails and paths, if there are rights of way with traffic? Bryan explained that some of these  
4 specific areas are not mentioned in the plan its. However, over the years there are definitely areas  
5 of concern that do come up. There are major regional areas that are being looked at and addressed.  
6 What this plan provides is the vision for a regional walk/bike network and can help our towns decide  
7 what areas they would like to study further. Chris gave a specific example in South Burlington, Exit  
8 12, which now has an addition of a sidewalk. Bryan said that was identified as part of the regional  
9 plan. Eleni Churchill stated in areas with major safety issues, we typically conduct scoping studies.  
10 These proposals are mainly for bike and pedestrian safety. We want to provide protection at  
11 crossings. She said she understands the wish to have safety issues for pedestrians and bicyclist  
12 included. Chris asked if E-Bikes were included. Bryan said this plan doesn't have specific information  
13 for e-bikes but they are growing in popularity and attracting new riders since they make it easier and  
14 more comfortable to get places over longer distances by bike. There are different types of e-bikes  
15 and they can be regulated at the local and state level.

16  
17 Bruce Wilson thanked Bryan for his presentation. He asked how the word equity is being used in  
18 reference to discussion of this plan. Bryan said the plan uses it to mean that all people have equal  
19 access and that when developing plans, we are not creating more barriers, we are working on  
20 identifying populations of people within communities who could benefit from other transportation  
21 choices. We want to prioritize investments into the communities that have not benefited in the  
22 past. Bruce said we mentioned in the past that some communities are not being served properly  
23 and he is trying to figure out how we make sure these types of services for economically challenged  
24 people are extended. Bryan said the plan used race, population, age and other factors to help  
25 identify areas and prioritize investments into these communities. He added that we are currently  
26 working on a walk-bike plan for Winooski which will help further the regional plan.

27  
28 Bard Hill thanked Bryan for the presentation. He said he is impressed with the depth and breadth of  
29 the study. He asked if origin and end point of destination is baked in. Bryan said yes and that the  
30 methodology of the origin-destinations are mixed and matched using population centers,  
31 employment centers, parks, schools, and transit. Bard referenced the map on page 32. The town of  
32 Richmond cannot feasibly access public transit. They do not have the population to justify public  
33 transit, but this remains an issue due to the population size and density. Bryan thanked Bard and  
34 said he will share this information when applicable, to prioritize the regional plan, to help identify  
35 what needs to happen. Bard said his observations that there are a lot of bike paths built in other  
36 places, but Richmond is not a priority. Development of access points are very expensive. This is a  
37 catch 22, small numbers and high cost.

38  
39 Brad Holden noticed on page 32 shows a connection using Repa Road in Underhill into Westford. He  
40 said he believes this trail may be very different from the others depicted on the plan. This road is  
41 close to impassable, it boasts very rugged ledges and would be extremely challenging to navigate.  
42 He understands it provides an east west connection. Bryan agreed, he said this path may not be  
43 feasible at this time, but it could give a visual that there is a regional connection. Benjamin Bornstein  
44 stated this is a town trail for Westford and there is access, although he agreed with Brad it is very  
45 rugged. Westford is interested in this as well. The selectboard has a court order for access. The town  
46 has encouraged use by outdoor enthusiasts for skiing, walking, perhaps biking in the future. The  
47 conservation commission is interested in keeping it clear and accessible. There is an active program  
48 going on to encourage this.

1  
2 ANDY MONTROLL MADE A MOTION, SECONDED BY BARBARA ELLIOT, TO APPROVE THE PROPOSED  
3 ACTIVE TRANSPORTATION PLAN. MOTION CARRIED UNANIMOUSLY BY MPO MEMBERS WITH 22 OF  
4 24 VOTES AND 16 OF 18 MUNICIPALITIES.

5  
6 Jeff Carr stated he wanted us to carefully navigate our MPO voting when approving Federal funds.  
7 Charlie and members agreed. Charlie explained the MPO stands for Metropolitan Planning  
8 Organization. The U.S. Department of Transportation requires every metropolitan area with a  
9 population of over 50,000 to establish a designated MPO to qualify for the receipt of federal  
10 highway and transit funds. With this, there are rules and regulations. The Chittenden County  
11 municipalities except Buel's Gore, are a part of the MPO and can vote on items with federal funding.  
12 Whereas special interest groups cannot. The vote is a weighted vote. Each town in the MPO has one  
13 vote, except Colchester (2), South Burlington (2), and Burlington (4). *[ED NOTE: There were questions  
14 and comments in the Chat that are at the end of the minutes.]*

15  
16 9. Draft Metropolitan Transportation Plan Review

17 Eleni Churchill referred members to the Draft 2023 Metropolitan Plan (MTP) document included  
18 with the packet. Eleni, Jason Charest, and Christine Forde provided members with a presentation.  
19 Eleni began with an overview. The MTP is the region's principal long term transportation plan that  
20 sets the regional transportation vision and goals. It includes strategies and projects that address  
21 transportation needs that lead to the development of an integrated, intermodal transportation  
22 system that facilitates the efficient movement of people and goods and supports livable, equitable,  
23 and healthy communities. Along with the TIP, UPWP and PPP, the MTP is one of four key  
24 responsibilities of our MPO. The last version of the MTP was adopted in 2018. We update the plan  
25 every five years. Christine discussed the financial aspects of the plan. The MTP is fiscally constrained,  
26 and the MTP financial plan determines how much money is projected to be received from VTrans to  
27 be used toward plan implementation. This is developed in a four-step process using a conservative  
28 estimate of FHWA and FTA formula funds. Transportation projects are funded by the capital  
29 program and the amount varies. Jason Charest provided an overview of the scenario results with  
30 members. Catherine thanked Eleni, Christine, and Jason for their presentation. *[ED NOTE: There  
31 were questions and comments in the Chat that are at the end of the minutes.]*

32  
33 10. Draft CEDS Review

34 Charlie referred members to the West Central Vermont Comprehensive Economic Development  
35 Strategy (CEDS) memo included with the packet. He said the second draft was released for public  
36 comment and they are fielding questions through January 20, 2023. This will be in the packet for  
37 action at the March Board meeting.

38  
39 11. Equity Update

40 Anne Nelson Stoner and Charlie said we are in process of scheduling the next Equity Advisory  
41 Committee Meeting. She is currently working on the CCRPC's internal equity statement, the South  
42 Burlington Climate Action Plan, and the Winooski Walk-Bike plan. She is conducting a lot of  
43 community outreach and getting to know many people. There were no questions from members.

44  
45 12. Legislative Breakfast De-brief and 2023 Priorities:

46 Charlie referred members to the Policy Participation Topics document included with the packet.  
47 Regarding the Legislative Breakfast held in December, Charlie said that less than half of the  
48 legislators that registered, attended. Charlie wonders if we need to change the nature of the event.

1 He thought the towns coming together was very productive. Chris Shaw said it was under prescribed  
2 based on his experience in previous years. Chris agreed with Charlie, the greatest benefit was having  
3 town managers and staff together. Jeff feels strongly it is important to have the members of the  
4 Legislature in attendance. He thinks we need to do a better job at outreach to bring people  
5 together. Andy Watts said the Vermont League of Cities and Towns does a lot of outreach similar to  
6 this. The town fair is one where municipalities can get together and there is also a local government  
7 day where there is community interaction with our Vermont legislators. Charlie said we can look at  
8 opportunities and explore various options. Charlie asked members to provide any feedback they  
9 may have. Charlie said the housing bill is a hot topic, currently, and we were asked to look at how to  
10 strengthen the implementation of regional plans. Charlie said he will continue to update the policy  
11 list and asked members to reach out to him with suggestions and questions at any time.  
12

- 13 13. Close Public Forum for FY24 UPWP Catherine asked if there were any other questions or comments.  
14 There were none. The public comment period closed at 8:08 PM.  
15

16 CHRIS SHAW MADE A MOTION, SECONDED BY JEFF CARR TO CLOSE THE PUBLIC FORUM PERIOD.  
17 MOTION CARRIED UNANIMOUSLY.  
18

19 14. Chair/Executive Director Updates

- 20 a. Chittenden County Communications Union District. Charlie said the initial organizational  
21 board meeting happened last week. Ann Janda is providing support to the startup and the  
22 Vermont Community Broadband Board is expected to provide funding.  
23 b. Municipal energy resilience program (MERP) grant. Charlie said there \$42 million dollars in  
24 funding and the contract document Act 172 Grant Agreement was recently finalized. This is  
25 \$200K worth of work for us to lend support over the next three years. There are some  
26 questions about the criteria to be considered as a cost burdened community and Chittenden  
27 County does not necessarily score well. Charlie is hoping there will be more discussion on  
28 how the factors are determined. He said the Legislature wanted to enable smaller towns to  
29 apply for this.  
30 c. Legislative Update. Charlie said he had nothing to add.  
31

- 32 15. Committee/Liaison Activities & Reports. Minutes for various committees are included with the  
33 packet and links to the documents posted online. Committees included were Executive/Finance  
34 Committee with Act 250/Section 248 letters, Transportation Advisory Committee, Clean Water  
35 Advisory and the MS4 sub-Committee, and the Long-Range Planning Committee.  
36

- 37 16. Adjournment. JEFF CARR MADE A MOTION, SECONDED BY ANDY MONTROLL, TO ADJOURN THE  
38 BOARD MEETING AT 8:10 PM. MOTION CARRIED UNANIMOUSLY.  
39

40 Respectfully submitted,  
41 Amy Irvin Witham  
42  
43  
44  
45  
46  
47  
48



**1 ZOOM CHAT TRANSCRIPT:**

2 Michael Arnold to Everyone 6:44 PM. Maybe this is too early in the planning process, but have you  
3 considered looking at parallel, but separated ROWs for important regional bike/ped routes? I think  
4 anyone who has use the new Route 14 multi-use path can understand why you might not want to place  
5 an important bike way night next to fast moving traffic. Including an alternative ROW parallel to  
6 Williston Rd.

7  
8 Christine Forde to Everyone 6:47 PM The project is on the MTP project list

9  
10 Georgi de Rham to Everyone 6:54 PM. That is very true about South Burlington sidewalk maintenance  
11 over the interstate as well as in the Route 2 area near many essential services.

12  
13 Deirdre Holmes to Everyone 7:00 PM. I will be in The Netherlands next week, including visiting family in  
14 Utrecht, where the Dutch Cycling Embassy (who presented to the TAC) is located. If I can be helpful to  
15 anyone while I'm there, please reach out.

16  
17 Michael Arnold to Everyone 7:00 PM. Are there plans for regional incentives or standards to push  
18 lagging municipalities in the right direction? For instance, in Burlington, parts of the regional network  
19 are being planned as unprotected lanes like on N Winooski Ave. How can we make sure we're building  
20 to high enough safety standards that users of all abilities can access the whole network?

21  
22 Bryan Davis to Everyone: 7:05 PM Cities/towns (and us) need to hear from people about their  
23 preferences for facilities. There are resources that help planners consider different types of facilities  
24 based on factors such as traffic speeds and volumes (for ex, see Fig 11 in the Plan). Other factors are  
25 safety (have there been crashes?), is there space available for wider/protected bike lanes or paths, etc.  
26 When we do a plan for a specific area -- like Winooski Ave -- we come up with different alternatives for  
27 us and the public to consider. I can report that the long-term recommendation for Winooski Ave (north  
28 and south) is protected bike lanes, but the city is pursuing shorter term changes as a first step. That  
29 study, which then led to a parking management plan, is available here:

30 [https://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/winooski-](https://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/winooski-avenue-corridor-study/)  
31 [avenue-corridor-study/](https://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/winooski-avenue-corridor-study/)

32  
33 Michael Arnold to Everyone 7:39 PM. Is there an accountability mechanism for these plans? The 2018  
34 ECOS plan had the following goals: Establish 15-minute headways on major transit routes, and installing  
35 transit signal priority, neither of which have happened. The stated goals of doubling trips by bike and  
36 tripling transit service look great, but how can we ensure the funding is allocated to make it happen?

37  
38 Deb Sachs to Everyone 7:40 PM. Could we add in the scenario double walking trips?

39  
40 Michael Arnold to Everyone 7:48 PM. Is there a model of mode choice happening behind the scenes  
41 here, and if so, how are you reducing transit trip times to induce mode shift? Is it mostly increases in  
42 frequency, or are there increases in average speeds for transit as well?

43  
44 Jason Charest | CCRPC to Everyone 7:58 PM. Hi Michael - There is a mode choice model in our travel  
45 demand model. Increases in transit trips are accomplished through increases in transit frequency and an  
46 additional route in Colchester. There are no specific increases in average transit speeds in the model.  
47 Any reductions in transit trip times are achieved through general reductions in delay on the

- 1 transportation network. Outside of our model capabilities would be reductions in transit trip times via
- 2 transit signal priority.

DRAFT