

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 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,
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