CHITTENDEN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION ADVISORY COMMITTEE
MINUTES

DATE: Tuesday, September 5, 2023
TIME: 9:00 a.m.
PLACE: Virtual Meeting via Zoom

Members Present
Bryan Osborne, Colchester
Amanda Clayton, Colchester
Karen Adams, Colchester
Aaron Martin, Essex
Adam Wechsler, People with Disability
Bob Henneberger, Seniors
Matthew Arancio, VTrans
Jacqui DeMent, FHWA
Chris Jolly, FHWA
Ravi Venkataraman, Burlington
Deirdre Holmes, Charlotte
Jonathon Weber, Local Motion
Sam Andersen, GBIC
Kit Luster, Shelburne
Kurt Johnson, Underhill
Chris Yuen, Essex Junction
Lisa Schaeffler, Milton
Chris Damiani, GMT
Jon Rauscher, Winooski
Josh Arneson, Richmond
Tom Dipietro, South Burlington
Bruce Hoar, Williston
Jennifer Marbl, Essex Junction

Staff
Charlie Baker, Executive Director
Eleni Churchill, Transportation Program Manager
Bryan Davis, Senior Transportation Planner
Christine Forde, Senior Transportation Planner
Jason Charest, Senior Transportation Planning Engineer
Sai Sarepalli, Senior Transportation Planning Engineer
Marshall Distel, Senior Transportation Planner
Chris Dubin, Senior Transportation Planner
Pam Brangan, GIS Data and IT Manager

Guests
Katharine Otto, VTrans
Jim Cota, VTrans
Alysha Kane, VTrans

1. Bryan Osborne called the meeting to order at 9:10 AM.

2. Consent Agenda
BRUCE HOAR MADE A MOTION TO APPROVE THE CONSENT AGENDA, SECONDED BY TOM DIPIETRO. THE MOTION PASSED UNANIMOUSLY.

3. Approval of July 11, 2023 Minutes
JONATHON WEBER MADE A MOTION TO APPROVE THE MINUTES OF JULY 11, 2023, SECONDED BY KURT JOHNSON. THE MOTION PASSED UNANIMOUSLY.

4. Public Comments
No comments from the public.

5. Transportation Resiliency Planning Tool (TRPT)
Pam Brangan, CCRPC, shared a video providing a brief overview of the TRPT tool. Video link: https://www.youtube.com/watch?v=G3R7n4VyiLc. Amanda Clayton, Colchester, then shared her screen to demonstrate how the Town uses the tool to determine areas of high risk and other ways the Town intends to use the TRPT tool as part of their resiliency planning. TRPT website: https://vtrans.vermont.gov/planning/transportation-resilience. Pam noted that all RPCs are hosting regional trainings and will ask the consultant team if they are able to present again in our region.

The upcoming trainings are scheduled for 9/19 in Arlington, 10/17 in Rutland, and 11/30 in Middlebury. These will be in person. Email Otis Munroe for more details: Otis.EllmsMunroe@vermont.gov. Ravi said he is working with Amanda Holland, VTrans, so that the upcoming trainings can count for professional continuing education credits.

Bruce asked if this presentation will be shared with the Clean Water Advisory Committee (CWAC), and Pam said yes, at a later date.

6. Results of Active Transportation Survey

Jonathon Weber, Local Motion, shared the results of the Chittenden County Active Transportation survey, commissioned with support from CCRPC. This was a statistically representative survey of Chittenden County residents' current transportation behaviors and attitudes towards future transportation preferences. All of the data, analysis, and reports can be accessed via the link at the top of this page.

The purpose of the project was to capture key insights on public opinion that will inform decision regarding walk bike policies, conditions, and improvements. Survey was administered by Embold Research, a nonpartisan unit of Change Research. There were 588 respondents, and data was weighted to represent the gender, age, race/ethnicity, and education of adults living in Chittenden County.

Survey was administered in three sections with the following general results (see the slides and data at this link for more detail):

1. What are people's current transportation behaviors
Most people (86%) in Chittenden County report driving alone as their primary mode of transportation. Walking was reported as the highest secondary mode of transportation. Burlington has different results than other places, with 75% reporting driving alone. Top three barriers to biking (countywide) are destinations are too far away, don't own a bike, or lack of safe infrastructure. Women and people of color express higher levels of concern for safe bike infrastructure. About half of respondents indicated interest in winter biking for transportation if streets had safe and well-maintained bike infrastructure.

Key points of first section/current behaviors:
- Chittenden County is mostly car dependent. Comparatively lower rate of driving and more walking in Burlington.
- Marginalized communities are more likely to rely on forms of transportation other than driving.
- Changes to land use, initiatives that increase access to bikes, and improving infrastructure and winter maintenance are key to addressing barriers to biking.

Sam asked about the intersection of people who don't have bikes and bikes that are stolen, that is people who don't have bikes because they fear it will be stolen. Jonathon said they didn't ask about attitudes about bike ownership but there was a question about secure bike parking.

2. What are people's attitudes towards the future of transportation (active mobility perspectives)
Note these questions are similar to the transportation questions asked by CCRPC in its regional survey conducted every 5-6 years so there could be some interesting comparisons between the two.

Two-thirds of respondents indicated support for community increasing investment in walk bike infrastructure. Groups expressing highest support were people of color, Burlington residents, women, people age 18-34, and the lowest household income group. People ranked preservation and efficiency as the top two transportation initiatives. 73% of respondents agree that investments in walking and biking infrastructure would make communities healthier and more enjoyable places to live, and 69% agree that investments in walking and biking infrastructure are good for local businesses because they create more foot traffic.

Priorities when considering the design of a street with businesses include safety, creating a place where people want to spend time and money, cost, and car parking. Reducing delay for people driving is ranked lower. Note that some questions in the Local Motion survey gave a bit more description than CCRPC survey directly in the ranking question, which could have changed how people ranked priorities.

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The majority of respondents (85%) indicated support for adding sidewalks and crosswalks. Two thirds support adding protected bike lanes. Note that level of support for protected bike lanes decreases if the question is phrased as a trade off with either car parking and/or travel lanes.

People generally support the Burlington law that allows people on bicycles to proceed through an intersection after a complete stop and when pedestrian signal comes on. People generally oppose the "Idaho stop" meaning cyclists can treat stop signs as yield signs when no other traffic is present (i.e., cyclists don't need to come to a complete stop).

Key points of second section:
- Improving walk bike infrastructure is broadly supported but for many residents isn't the highest priority. Less support when framed as a trade-off for car infrastructure.
- Highest support for increased walk bike investment and initiatives comes from Burlington residents, people of color, and lowest household income group.
- Residents understand the importance of walk bike infrastructure to local businesses and rank safety and quality of place highly among commercial street design priorities.
- Allowing people on bikes to cross intersections on pedestrian signals is broadly supported.

3. How informed and receptive are people towards e-bikes
Lowest income group reported lowest e-bike ownership but highest interest. Cost is the most reported barrier to e-bike use/ownership. Lack of secure bike parking is the barrier reported most frequently by Burlington residents. Highest household income group is most aware of utility incentives for e-bikes, while lowest household income group is least aware. Respondents are generally split on whether e-bikes pose a safety concern on shared use paths.

Key points of third section:
- Countywide e-bike ownership rate is 6% among respondents.
- Younger people, people of color, and those with lower household income are most interested in using e-bikes as transportation.
- Cost is identified as the top barrier to e-bike ownership, and low income residents are least aware of utility incentives.
- E-bikes appear to reduce the significance of distance to destination as a barrier to biking.

7. Status of Projects and Subcommittee Reports

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.

8. CCRPC Board Meeting Report

In July the Board held a public hearing on the FY24-27 Transportation Improvement Program (TIP) and voted to approve the TIP. The Board also voted to approve certification of the planning process, as well as to revise the FY24 CCRPC budget. The Board heard an update on the ECOS Plan schedule, received an introduction on Economic Development Districts and had a brief discussion on the implications of creating one in our region. The Board received an update on legislative priorities, equity work, and Director's updates. The Board did not meet in August.

9. Chair/Members' Items

- **VTrans Mobility and Transportation Innovation (MTI) Grant Program:** The program is designed to support innovative strategies and projects that improve mobility and access to services for transit-dependent Vermonters, reduce the use of single-occupancy vehicles, and reduce greenhouse gas emissions. The grant applications are open to municipalities, local or regional planning agencies, transit agencies, school districts or schools, non-profit organizations, and citizen groups focused on providing public transportation resources. The application and

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more details at https://vtrans.vermont.gov/public-transit/mti. **Application deadline is September 8, 4:30 p.m.** Contact Dan Currier, 802-279-5236, Dan.J.Currier@vermont.gov.

- **Model Bike Parking Ordinance:** Local Motion prepared this model bike parking ordinance for communities to use as the basis for developing their own local policy. The model is based on an extensive review of existing ordinances and grounded in best practices. All of the associated graphics are available and free for any non-commercial use. Including these directly in an ordinance is a good way to prevent non-conforming racks and non-compliant setbacks. For questions and assistance, contact Susan at susan@localmotion.org.
- **2023 Tier 2 Roads and Rivers Trainings:**
  - Tier 1 slideshow discusses river terms and concepts to provide a background for the Tier 2 class. The slide show may take 30 minutes to an hour to review and includes some quick quizzes that are not recorded but provide immediate feedback for the user.
  - Tier 2 two-day training at VTrans Training Center (VTTC) in Berlin:
    - October 11th & 12th @ 1716 Route 302 in Berlin
  - Sign up: Non-state staff sign up through our new registration page. State/municipal staff: SOV LINC (look at the events calendar for the "Rivers and Roads Tier II).
  - Contact Staci Pomeroy, staci.pomeroy@vermont.gov, 802-490-6191.

Bryan Davis asked if there was interest in the next TAC meeting being held in person. The group seemed to prefer a hybrid option.

The next TAC meeting is scheduled for Tuesday, October 3 and will be hybrid at the CCRPC office, 110 West Canal St, Suite 202, Winooski.

CHRIS YUEN MOVED TO ADJOURN, SECONDED BY SAM ANDERSEN. THE MOTION PASSED UNANIMOUSLY.

The meeting adjourned at 10:10.

Respectfully submitted, Bryan Davis

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