DATE: Tuesday, June 3, 2025
TIME: 9:00 AM
LOCATION: Virtual meeting using Zoom
ATTENDANCE:

Members Present:	Staff:
Aaron Martin, Essex Bob Henneberger, Older Adults Bruce Hoar, Williston Chris Damiani, GMT Chris Yuen, Essex Junction Deirdre Holmes, Charlotte Jonathon Weber, Local Motion Josh Arneson, Richmond Mary Anne Michaels, Rail Matthew Arancio, VTrans Phillip Peterson, Burlington Roger Thompson, FHWA Sam Andersen, GBIC Tom DiPietro, South Burlington	Eleni Churchill, Transportation Program Director Bryan Davis, Senior Transportation Planner Marshall Distel, Senior Transportation Planner Chris Dubin, Senior Transportation Planner Christine Forde, Senior Transportation Planner Eliana Fox, Transportation Planner Sai Sarepalli, Senior Transportation Planning Engineer Jason Charest, Senior Transportation Planning Engineer Guests: Amy Bell, VTrans Julia Ursaki, Burlington Will Hodgson, GMT Adam Morenberg, CCRPC intern Aleah Young, CCRPC intern Ben Guggina, CCRPC intern Brandon Ariho, CCRPC intern

1. Call to Order, Welcome + Attendance
   Phillip Peterson called the meeting to order at 9:04 AM. Roger Thompson, FHWA, and CCRPC interns introduced themselves.

2. Consent Agenda – none this month.

3. Approval of May 6, 2025 Minutes
   SAM ANDERSEN MADE A MOTION TO APPROVE THE MINUTES OF MAY 6, 2025, SECONDED BY CHRIS YUEN. THE MOTION PASSED UNANIMOUSLY.

4. Public Comment Period
   No comments from the public.

5. Burlington's Battery Street Corridor Scoping Study
   Jason Charest, CCRPC, and Julia Ursaki, Burlington, gave a presentation on Burlington's Battery Street Corridor Scoping Study, which was recently approved by City Council. Consultant VHB supported the project and benefited from an active advisory committee and well-defined project purpose and needs. Public outreach was conducted along the corridor, at a laundromat, live radio show, online survey, presentation to the Burlington's TEUC, and worked with City's Racial Equity, Inclusion & Belonging (REIB) office to create short videos of the alternatives translated into seven

different languages, which were then promoted by Trusted Community Voices and others in the community.

Julia gave an overview of the alternatives developed. Due to the public's stated desire for safer bicycle facilities, two alternatives were created based on reduced lane road layout ("road diet") and two bicycle configurations. Alternative 1 had one-way separated bike lanes on both sides of the road, sidewalks on both sides, pedestrian signal improvements, and raised median islands as pedestrian refuge and traffic calming. Alternative 2 included a two-way separated bike lane on the west side, sidewalks on both sides, pedestrian signal improvements, and raised median islands as pedestrian refuge and traffic calming. There are fewer conflicts and improved safety with the bike facility on the west side even though it requires cyclists to cross Battery Street.

Feedback on alternatives included concern over traffic operation impacts and parking, College Street pedestrian crossing, impacts to Battery Park, cyclist safety concerns, and maintenance. The team decided to develop a third alternative as a hybrid of the first two alternatives. Alternative 3 maintained the road diet and pedestrian considerations of the two alternatives while including two-way separated bike lanes on the east side between Maple and Main with transition to one-way separated bike lanes on both sides between Main and Sherman. This would include a two-stage crossover at Main Street. Parking would be maintained between Maple and Main.

The evaluation matrix demonstrated the benefits of alternatives and variations among them. Additional analysis and refinements aimed to help get consensus for a preferred alternative and looked at corridor travel times, reduced College Street crosswalk length, parking opportunities, impacts to Battery Park, and increased business frontage space. Side by side downhill/uphill riding could cause conflicts with riders traveling at different speeds so the conceptual design was modified.

Alternative 2 became the recommended preferred alternative (and was approved by Council) which features a two-way separated bikeway on the west side with refinements. Next steps include short term improvements such as restriping and signal upgrades, intersection improvements, coordination with other City projects, and pursuing funding.

Sam voiced appreciation for the presentation. Visit the project website at: https://www.ccrpcvt.org/our-work/transportation/current-projects/corridors-circulation/battery-street-corridor-scoping-study/

6. Local and Regional Active Transportation Planning

Bryan Davis, CCRPC, recognized the role of active transportation plans in getting local support for projects and advancing both local and regional priorities. He described the process to develop the CCRPC's 2022 Regional Active Transportation Plan including the four analyses, the evaluation criteria, and the recommended regional network and program/policy recommendations.

He then presented an overview of creating the recent active transportation plans for Winooski and South Burlington. Public outreach was a cornerstone of both plans and informed the GIS and

data-based analysis resulting in local recommended networks. These projects were shared as examples of the types of plans that could be completed for other cities/towns and how they can help support local priorities and advance projects to the next stage, whether it's a scoping study or identifying project funding.

Bryan noted that the VTrans Bike Ped Grant Program is open and accepting applications until July 11. There is a program webinar today, June 3, at 10 am with materials, slides and recording to be posted on the VTrans Bike Ped Program website: https://vtrans.vermont.gov/highway/local-projects/bike-ped. Please contact Bryan (bdavis@ccrpcvt.org) for grant assistance and for a letter of support from CCRPC.

- Regional Active Transportation Plan: https://www.ccrpcvt.org/our-work/our-plans/regional-bikeped-plan/
- Winooski Transportation Plan: https://www.ccrpcvt.org/our-work/transportation/current-projects/walk-bike/winooski-walk-bike-plan/
- South Burlington Transportation Plan: https://www.ccrpcvt.org/our-work/transportation/current-projects/walk-bike/south-burlington-walk-bike-plan/

7. FY25 UPWP Transportation Projects
   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 May the Board held a public hearing for and voted to approve the FY26 UPWP and budget, voted to approve TIP amendments, heard updates on the 2026 State Transportation Capital Program, financials, FY26 CCRPC Board officer nominations, Act 181 implementation and ECOS Plan (future land use map and housing targets), staff introductions, and other Executive Director/Chair updates.

9. Chair/Members' Items
   a. The final public meeting for the **Vermont Rail Plan** update is June 9, participate in-person next door to the Vermont State House in the Auditorium (Room 110) of 111 State St, Montpelier or virtually. Sign up on the Rail Plan webpage: https://vtrans.vermont.gov/rail/reports
   b. **VTrans Bicycle and Pedestrian Grant Program**: applications due July 11, 2025. Web training June 3, 10-11:30 am via Teams, click here to join. Slides, recording and more info on the VTrans bike/ped webpage. Please contact bdavis@ccrpcvt.org for grant application assistance/review and a CCRPC letter of support.
   c. Vermont Department of Environmental Conservation **2025 River & Roads Trainings**: https://dec.vermont.gov/event/vermont-rivers-roads-tier-2-and-tier-3-training
   d. **ADA and Title VI One-Sheets for Local Public Agencies**: VTrans has designed one-pagers to simplify your understanding of ADA and Title VI compliance. Compliance isn't just a legal requirement—it's about safeguarding vulnerable communities and ensuring everyone has equal access. Get started here: ADA and Title VI.

e. **Complete Streets open office hours**: Local Motion's Complete Streets team will have open office hours on the **3rd Tuesday of each month**, 12:30-1:30 PM, where anyone can drop in virtually with questions on how to improve walking, biking, or rolling in their community. Join using Google Meet at meet.google.com/xrq-dtma-dwh or call in at +1 575-912-1614 PIN: 745 527 560#

f. **Report: Brine-Making Practices and Considerations** – While winter maintenance managers continue to purchase and take delivery of brine from a manufacturer or vendor, more transportation agencies are making their own brine as brine-making equipment has improved over time and become easier to use. This new **Clear Roads synthesis project** surveyed member states and other winter maintenance professionals and reviewed relevant literature to gain a greater understanding of current practices for the in-house production of brine.

g. **USDOT Discretionary Grants:** There is currently uncertainty about discretionary grants until further review by the new administration.

   i. The Department of Transportation has released the fiscal year (FY) 2025 Notice of Funding Opportunity (NOFO) for the Safe Streets and Roads for All (SS4A) program. The SS4A program provides funding for two main types of grants: 1) Planning and Demonstration Grants; and 2) Implementation Grants. The deadline for applications is June 26, 2025, at 5:00 pm (EDT).

- The third and final public meeting on the update of the Rail Plan is **Monday, June 9th from 2:30 to 4:00 PM** at 111 State Street, Montpelier or in Teams; here's the link to register.
- The draft Rail Plan has been posted at https://vtrans.vermont.gov/rail/reports where there's also a webmap and draft storymap.
- Comments are due by 6/17/25.

The next TAC meeting is scheduled for Tuesday, July 1, 2025, 9:00 AM.

The meeting adjourned at 10:00 am.

Respectfully submitted,
Bryan Davis