Regional Transportation Advisory Committee
Meeting Minutes
September 9, 2010
NRPC Office, 155 Lake Street, St. Albans, VT

Attendance:
TAC Members: P. Hansen (Village of Alburgh), John Whitney (St. Albans Town), David Leslie (Grand Isle), Jerry Baitz (Georgia), George Coy (Airport), Georgette Johnson (Highgate), John Roy (South Hero), J. Tomlinson (Richford), C. Steen (Fairfax), R. Roberge (Village of Enosburgh Falls), Joey Clark (Town of Enosburgh), Tim Bradshaw (GMTA) and Charles Hunter (NECR)
Others: Bethany Remmers (staff), Amy Bell (VTrans), Paul Larner (St. Albans Town), William Nihan (St. Albans Town), Bill Walker (St. Albans Town), John Gray (St. Albans Town) and Christine Murphey (St. Albans Town)

Introductions:
The meeting began at 7:10 PM.

Exit 19/VT 104/SASH-Intersection Feasibility Study: Presentation and Public Meeting
B. Remmers explained that NRPC retained Lamoureux & Dickinson Consulting Engineers to update the intersection feasibility study for the Exit 19, VT 104, SASH intersection. This is an intersection with safety and congestion issues. The intersection is within both the town and regional growth center, yet it is perceived to be a hindrance to development. The current reality is because the intersection is at or close to a failing level of service, the next developer would have to put significant investment into upgrading the intersection. In July, had a meeting with the adjacent landowners, developers and municipal representatives. Roger Dickenson presented his findings for the intersection and there was a very positive discussion on the next steps for this effort. One option is to find a mechanism where developers can "pay their fair share" for the intersection upgrades and avoid having developers only invest in temporary solutions that may not accommodate the projected growth for the next 20 years.

R. Dickenson presented the three alternatives for the intersection- do nothing, install additional turning lanes and upgrade the signals or construct a two lane roundabout. He explained that the roundabout was the preferred alternative because it was the only alternative that could accommodate the anticipated future traffic.

P. Larner asked why an adding and additional Interstate exit was not examined. A possible exit 19A could elevate much of the traffic at the intersection. R. Dickenson explained that examining the feasibility of another exit was outside of the scope of the project but agreed to examine traffic data to determine how many of the vehicles using the intersection were then driving to VT 105 and points east. A. Bell noted that adding another intersection was highly unlikely. The federal government has very strict requirements for adding interchanges, and since I-89 was constructed, no additional exits have been added. J. Tomlinson said that when he was on the Richford selectboard, they worked with the congressional delegation to get another exit but were not successful. C. Murphy asked about pedestrian crossings in a roundabout. R. Dickenson noted that new federal requirements are anticipated that would require having a pedestrian signal at roundabouts to accommodate limited-sighted or non-sighted individuals. Where to local these crossings and signals in the roundabout to minimize delays would have to be addressed in the design phase. Delays due to pedestrian crossings were incorporated into the traffic models for any of the alternatives. B. Remmers noted that a roundabout may be eligible for 100% federal funding. The next steps for the project include finalizing the feasibility study and continuing to work with adjacent landowners.

TAC Officer Elections:

At the August meeting, Paul Hansen and David Leslie were nominated for Chair. They were both nominated for Vice-Chair as well. There were no additional nominations from the floor. TAC members voted with paper ballot and Paul Hansen was elected Chair and David Leslie Vice-Chair.

Long Range Transportation Plan- Final Updates:
B. Remmers reported on the comments she has received on the Long Range Transportation Plan. She noted that adopted was anticipated for the end of September but has been delayed because she is still waiting on additional comments.

Updates and Information:
B. Remmers updated the TAC on the new sign retro-reflectivity requirements. She also announced that the Morses Line border crossing public meeting is scheduled for 10:00 am on September 25, 2010 at the Franklin School. The October TAC meeting is scheduled for 10/14/2010.

Minutes:
J. Tomlinson moved to accept the August 12, 2010 meeting minutes. J. Roy seconded. The motion carried.

Other Business:
None.

R. Roberge moved to adjourn; G. Johnson seconded. The motion carried.

The meeting adjourned at 8:43 pm.