

Meeting Notice: NRPC TRANSPORTATION ADVISORY COMMITTEE (TAC)

Thursday January 12, 2023 at 6:30-8:00 PM Meeting

Fairfax Town Office Meeting Room- 12 Buck Hollow Rd, Fairfax, VT 05454

Hybrid Meeting Format (remote details below)

1. Adjustments to the Agenda
2. Welcome, Introductions, Opening Remarks
3. Opportunity for Public Comment
4. Regional Plan Update- Transportation Chapter Goals and Policies (*materials enclosed*)
-TAC members will review existing goals and policies and recommend edits.
5. General Fund Bridge Program- Recommendation to replace Bridge #20 (Bouchard Road) with Bridge #11 (Church St).
6. Minutes of the November 10, 2022 Meeting (*enclosed*)
7. TAC Member and Staff Updates
-Transportation planner hiring update
-VT 105 Road Safety Audit Review on 1/11/2023
-Exit 19/VT 104/SASH intersection scope refinement: [St. Albans Scoping Study \(arcgis.com\)](https://arcgis.com)
8. Other Business

If you cannot attend the meeting, please notify Bethany Remmers at bethany@nrpcvt.com or 802-524-5958, ext. 18. In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, the NRPC will ensure public meeting sites are accessible to all people or provide an opportunity for individuals to request special accommodations. Requests for free interpretive or translation services, assistive devices, or other requested accommodations should be made to Amy Adams, NRPC Title VI Coordinator, at 802-524-5958 or aadams@nrpcvt.com, no later than 3 business days prior to the meeting for which services are requested.

Information on how to attend the remote meeting:

- Ø By computer, smartphone, tablet, or other device: Click on the Zoom meeting invite- <https://us02web.zoom.us/j/82541157068> You may be prompted to enter a meeting ID: **825 4115 7068**
- Ø By telephone: Dial + 1 646 558 8656. When prompted enter the meeting ID: **825 4115 7068**. Regular toll call/cell phone charges may apply.
- Ø If you have difficulty accessing the meeting, please email bethany@nrpcvt.com or call/text 802-393-2990. Information on how to attend the meeting in person:

GOALS AND POLICIES (excerpt from current regional plan with proposed additions underlined)

- 1. Ensure all of the region's residents have equitable access to safe and affordable transportation options regardless of age, physical ability or economic status or other factors.**
 - a. Ensure that the region's transportation network will accommodate all users including pedestrians, bicyclists, motorists, freight and public transit users.
 - b. Seek out engineering, enforcement and behavior change solutions to address safety issues on the transportation network.
 - c. Support new and expand existing public transportation services to serve both transit-dependent and transit-by-choice riders.
 - d. Support new revenue sources or equitable approaches to providing non-federal match for transit services.

- 2. Use creative approaches to maintain, improve and expand the region's transportation network.**
 - a. Use innovative planning, design, construction and contracting techniques to reduce cost and improve project delivery while still allowing for transparency and public oversight.
 - b. Facilitate public/private partnerships that implement the recommendations of local, regional and state planning efforts.
 - c. Ensure new commercial, multi-use and multi-family housing developments provide electric vehicle charging stations.

- 3. Ensure the transportation network enhances residents' overall quality of life, supports regional land use goals and expands economic opportunities.**
 - a. Ensure that construction and maintenance of the transportation network minimizes negative impacts on natural, cultural and scenic resources.
 - b. Use appropriate Complete Streets techniques depending on the land use context, including as described in Table 4.
 - c. Develop and maintain rail, truck freight and air facilities in a manner that supports efficient operation of the system, ensures compatibility with the host community and increases economic opportunities for the region.
 - d. Implement the land use and transportation recommendations from regionally endorsed (i.e., TAC or NRPC board) corridor plans.
 - e. When possible, implement the goals of the Vermont Comprehensive Energy Plan when developing new transportation projects and programs.
 - f. Ensure that new land development does not negatively impact safety of any mode within the transportation network.
 - g. New public and private transportation infrastructure shall be designed and built to interconnect with adjacent land development(s).

The role of Complete Streets in this plan is to:

- Provide additional clarity to municipalities on how to implement Complete Streets.
- Guide NRPC Act 250 comments/project mitigation recommendations.
- Support regional projects seeking grant funding.
- Allow for stronger regional input in state transportation projects.

Table 4 outlines the implementation policies for complete streets for the different land use categories included in the future land use map in this plan.

TABLE 4: IMPLEMENTATION POLICIES FOR COMPLETE STREETS			
	Downtowns	Village Areas	Regional Growth Centers
Sidewalks	<ul style="list-style-type: none"> • Gaps in the sidewalk network shall have high priority for new sidewalk construction. • New sidewalks shall be constructed and existing sidewalks upgraded to comply with the Americans with Disabilities Act (ADA). 	<ul style="list-style-type: none"> • Gaps in the sidewalk network shall have high priority for new sidewalk construction. • New sidewalks shall be constructed and existing sidewalks upgraded to comply with the Americans with Disabilities Act (ADA). 	<ul style="list-style-type: none"> • Sidewalks shall be constructed in conjunction with new development or redevelopment projects. • The construction of sidewalks along existing roadways shall be required to mitigate traffic impacts from development or redevelopment projects.
Shoulders/ Bike Lanes	<ul style="list-style-type: none"> • Bike lanes should be installed along streets with both high bicycle and vehicle traffic volumes. 	<ul style="list-style-type: none"> • More narrow travel lanes and wider shoulders shall be encouraged, especially in areas without sidewalks. 	<ul style="list-style-type: none"> • Bike lanes shall be recommended along streets with existing and anticipated future high bicycle and vehicle traffic volumes.
Shared-Use Paths/Rail Trails	<ul style="list-style-type: none"> • Shared-use paths/rail trails on the outskirts of downtowns should be extended into downtown areas. 	<ul style="list-style-type: none"> • Shared-use paths/rail trails on the outskirts of downtowns should be extended into downtown areas. 	<ul style="list-style-type: none"> • Shared-use paths/rail trails crossings within regional growth centers shall have crosswalks or pedestrian beacons when there is high vehicle volumes and high bike/pedestrian use.
Intersections and Crosswalks	<ul style="list-style-type: none"> • Curb extensions and pedestrian refuges shall be installed at very wide intersections. 	<ul style="list-style-type: none"> • New crosswalks shall be supported when there is moderate pedestrian activity and moderate traffic, and when the crosswalk can be located in an area with proper sight and stopping distances. 	<ul style="list-style-type: none"> • Intersection upgrades shall accommodate existing and future anticipated bicycle and pedestrian use.

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Transit	<ul style="list-style-type: none"> • Transit stops shall be clearly marked and located in accessible areas for users. 	<ul style="list-style-type: none"> • Transit stops shall be clearly marked and located in accessible areas for users. 	<ul style="list-style-type: none"> • New development within regional growth centers shall work with local transit providers to increase routes within the area.
Maintenance	<ul style="list-style-type: none"> • Snow/ice shall be removed from sidewalks to allow for year-round pedestrian use. • Crosswalk and bike lane markings should be regularly maintained. • Recessed crosswalk striping should be considered in areas of high traffic to reduce annual maintenance. 	<ul style="list-style-type: none"> • Snow/ice shall be removed from sidewalks to allow for year-round pedestrian use. • Crosswalk and bike lane markings should be regularly maintained. 	<ul style="list-style-type: none"> • Snow/ice shall be removed from sidewalks to allow for year-round pedestrian use.
Other Considerations	<ul style="list-style-type: none"> • Amenities (e.g., pedestrian-scale lighting, bike racks, street furniture and trees) should be encouraged. • On-street parallel parking shall be encouraged. 	<ul style="list-style-type: none"> • Amenities (e.g., pedestrian-scale lighting, bike racks, street furniture and trees) should be encouraged. • On-street parallel parking shall be encouraged. 	<ul style="list-style-type: none"> • Accesses to the roadway shall be minimized. • Entrances to existing parking lots should be made narrower.
	Transitional Areas	High Density Residential Clusters (Including Senior Housing)	Rural Areas
Sidewalks	<ul style="list-style-type: none"> • New sidewalks shall be encouraged in transitional areas and shall be recommended when the sidewalk can connect to services in a downtown or village area. • The right-of-way for future sidewalks shall be set aside as part of new development or redevelopment projects. 	<ul style="list-style-type: none"> • Sidewalks or paths should be constructed within the development to allow for bike and pedestrian circulation within the development. • Sidewalks or paths should be constructed to connect the development to the adjacent public roadways. 	<ul style="list-style-type: none"> • While not discouraged, sidewalks in rural areas shall not be encouraged unless the area is targeted for future growth.
Shoulders/ Bike Lanes	<ul style="list-style-type: none"> • Wider shoulders should be constructed, especially in areas without sidewalks. 	<ul style="list-style-type: none"> • Sidewalks or paths should be constructed within the development to allow for bike and pedestrian circulation within the development. • Sidewalks or paths should be constructed to connect the development to the adjacent public roadways. 	<ul style="list-style-type: none"> • Areas with higher bicycle and pedestrian usage shall be prioritized for shoulder widening as part of planned paving projects.

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Shared-Use Paths/Rail Trails	<ul style="list-style-type: none"> • Crossings should have crosswalks or pedestrian beacons when there is higher vehicle use. • New roads crossing existing trails shall have stop sign–controlled accesses. 	<ul style="list-style-type: none"> • New roads crossing existing trails shall have stop sign–controlled accesses. 	<ul style="list-style-type: none"> • New roads crossing existing trails shall have stop sign–controlled accesses.
Intersections and Crosswalks	<ul style="list-style-type: none"> • Intersection upgrades shall accommodate existing and future bicycle and pedestrian use. 	<ul style="list-style-type: none"> • Not applicable. 	<ul style="list-style-type: none"> • Not applicable.
Transit	<ul style="list-style-type: none"> • Transit stops shall be clearly marked and located in accessible areas for users. 	<ul style="list-style-type: none"> • Expanded transit services shall be encouraged for new developments. • Parking lots shall accommodate transit parking and the loading/unloading of users. 	<ul style="list-style-type: none"> • Not applicable.
Maintenance	<ul style="list-style-type: none"> • Municipalities should adopt a winter maintenance policy for existing bike and pedestrian facilities. 	<ul style="list-style-type: none"> • Property managers should adopt a winter maintenance policy for existing bike and pedestrian facilities. 	<ul style="list-style-type: none"> • Not applicable.
Other Considerations	<ul style="list-style-type: none"> • Entrances to existing parking lots should be made narrower. 	<ul style="list-style-type: none"> • Not applicable. 	<ul style="list-style-type: none"> • Not applicable.

NRPC TRANSPORTATION ADVISORY COMMITTEE (TAC)

Thursday November 10, 2022 at 6:30 PM Meeting

100 North Main Street, St Albans City Hall, St Albans, VT 05478

Attendance

Municipality	Rep.	Present	Municipality	Rep.	Present	Municipality	Rep.	Present
Alburgh Town	Vacant		Alburgh Village	Jason Beaulac		Bakersfield	Vacant	
Enosburg Falls	Gary Denton		Enosburgh Town	Joey Clark		Fairfax	Tim Germaine	X
Fairfield	Maurice Jettie Cathy Ainsworth (alt)		Fletcher	Vacant		Franklin	Peter Magnant	X
Georgia	Kyle Grenier	X	Grand Isle	Barclay Morris	X	Highgate	Heidi Britch-Valenta	
Isle La Motte	Vacant		Montgomery	Mark Brouillette		Richford	Tim Green Wally Steinhour (alt)	
Sheldon	Seth Hungerford	X	South Hero	Bob Buermann	X	St. Albans City	Rep. Mike McCarthy	
St. Albans Town	Jonathan Giroux		Swanton Town	Harold Garrett	X	Swanton Village	Elisabeth Nance	
GMT (Transit)	Chris Damiani	X	NECR (Rail)	Charles Hunter		MVRT (Bike/Ped)	Vacant	
Air Rep.	Vacant		Berkshire	Vacant		North Hero	Vacant	

Other Participants: Bethany Remmers (NRPC), Matthew Arancio (VTrans)

1. Adjustments to the Agenda – None

2. **Welcome, Introductions, Opening Remarks** –Chair H. Garrett called the meeting to order at 6:34 PM followed by introductions.

3. Opportunity for Public Comment – None

4. Micro transit Pilot Projects

Chris Damiani, Green Mountain Transit (GMT) Senior Transportation Planner, presented on GMT's micro transit study and pilot project in the Montpelier area. C. Damiani noted that GMT will be conducting a micro transit study within Franklin County. GMT is working on refining the study area and engaging local advocates to participate in the effort.

5. Discussion: Shared Municipal Services for Public Works Positions

The TAC had a brief discussion on the potential for municipalities to share public works positions to help alleviate staff shortages in the region. TAC members noted that the issue is worth exploring further but there seems to be significant challenges is sharing staff for these positions.

6. Minutes of the 10/13/2022 meeting

B. Buermann moved to approve the minutes of the 10/13/2022 meeting. T. Germaine seconded. The motion carried.

1 **7. Other Business**

2 B. Remmers noted that NRPC is working with VTrans to schedule a Road Safety Audit Review for the VT
3 105 corridor. H. Garrett and other TAC members raised concerns with the culvert replacement work on VT
4 105 in St Albans/Swanton because the pavement wasn't patched prior to work ending for the day (and
5 heading into a holiday weekend). The "bump" signs did not adequately inform drivers how much they
6 should be slowing down to prevent damage their cars from the abrupt pavement cuts. TAC members
7 decided not to have a December meeting.

8 *P. Magnant moved to adjourn the meeting. T. Germaine seconded. The motion carried. The meeting*
9 *adjourned at 8:24 pm.*