

1 Chittenden County Metropolitan Planning Organization
2 Regular Meeting Minutes
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4 Date: Wednesday, September 19, 2007
5 Time: 7:00 p.m.
6 Place: CCMPO Offices; 30 Kimball Avenue, Suite 206, South Burlington, VT 05403
7 Present: Andy Montroll, Burlington (7:30) Marc Landry, Colchester (Vice Chair)
8 Jeff Carr, Essex (Chair) Dale Arango, Essex Junction
9 Andrea Morgante, Hinesburg Bob Penniman, Jericho
10 Andy Legg, Milton Alternate Mary Houle, Richmond
11 Jim Condos, South Burlington Steve Owen, Underhill
12 George Gerecke, Williston Mike O'Brien, Winooski
13 Amy Bell, VTrans
14 Ex-Officio: Chris Jolly, FHWA
15 Others: Matthew Langham, VTrans Amy Gamble, VTrans
16 Staff: Scott Johnstone, Exec. Director Dave Roberts, Sr. Trans. Planner
17 Daryl Benoit, Trans. Planner/IT Eleni Churchill, Sr. Trans. Planner
18 Bryan Davis, Trans. Planner Jason Charest, Trans. Engineer
19 Bernadette Ferenc, Exec. Asst.
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21 The meeting was called to order at 7:05 p.m. by the Chair, Jeff Carr. He welcomed the new
22 representative from Underhill, Steve Owen and Milton's alternate, Andy Legg.
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24 1. Changes to the Agenda. MARC LANDRY MADE A MOTION TO ADD AN ITEM TO
25 THE CONSENT AGENDA AS ITEM C-5 IN REGARDS TO A MINOR TIP AMENDMENT
26 FOR WILLISTON CIRC AMENDMENT FY07-21, PROJECT HC003. MIKE O'BRIEN
27 SECONDED AND THE MOTION CARRIED UNANIMOUSLY.
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29 2. Public Comment period. There were no members of the public present.
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31 3. Action on Consent Agenda. There were five consent agenda items: 1) two minor TIP
32 amendments for CCTA and Route 7; 2) certification of the planning process; 3) TIP minor
33 amendment to add cost escalation to FY08-11 TIP; 4) Budget modification to add Hinesburg
34 Transit study; and 5) minor TIP amendments for Circ Williston and Champlain Parkway. JIM
35 CONDOS MADE A MOTION TO APPROVE THE CONSENT AGENDA. GEORGE
36 GERECKE SECONDED AND THE MOTION CARRIED UNANIMOUSLY.
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38 4. Approval of Minutes. MIKE O'BRIEN MADE A MOTION TO APPROVE THE
39 MINUTES OF JULY 18, 2007 WITH CORRECTIONS IF ANY. MARY HOULE SECONDED
40 AND THE MOTION CARRIED, WITH ABSTENTIONS FROM ANDY LEGG, BOB
41 PENNIMAN, AND STEVE OWEN.
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43 5. Executive Director's Report. Scott Johnstone noted that he didn't get a chance to send his
44 report electronically, but there are copies in front of everyone. Please call him about any item in
45 the report.
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47 6. Small Communities Initiative Update. Scott Johnstone introduced Bryan Davis who joined
48 our staff in May. Bryan Davis gave a slide presentation on the new work program item that
49 started in FY07. Michelle Mraz met with some of the communities while she was here and he

1 has met with the rest. The goal is to reestablish ties with the rural communities and let them
2 know what we're all about. Common themes that he's heard from several towns include – 1)
3 technical assistance is really appreciated by the rural communities for help in planning and
4 design of park and ride lots, project management, etc. 2) Michelle Mraz had prepared a list of
5 available grants and when to apply – Funding Opportunities and Schedule, which they found
6 most helpful and 3) opportunities to participate in meetings – some can meet better in daytime,
7 others in the evening. He gave some examples of projects we've helped with: Bolton wants to
8 review transit options and parking for access to Bolton Valley Ski Resort. Charlotte has the
9 Thorp Barn on west side of Route 7 and the Thorp Barn Committee has received grants for a new
10 foundation, etc. and they want to host special events. They want to know how to get folks there
11 safely. We got in touch with VTrans and had them come out and talk about safety. It's town
12 owned conservation land that goes to Greenbush Road. St. George has a new convenience store
13 located south of the town hall. The town had concerns about folks from the mobile home park
14 getting across 2A to the convenience store. There are pedestrian signs on either side of the
15 crossing area. We did traffic counts and a speed study for them. There is a sidewalk on east side
16 of Rt. 2A and they're bringing it to town hall side. Future steps include:

- 17 • Continue developing materials and keeping them up to date
- 18 • Assist with applications
- 19 • Alerts for opportunities
- 20 • Develop and assist with workshops (such as Local Roads).

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22 Richmond has asked about bridge washing so we're talking with Vermont Local Roads to put
23 together a workshop. If you have any ideas for your community, he's here. Bob Penniman
24 noted the 9 rural communities were not included in the original MPO. In 1998 the MPO
25 expanded to include the 9 rural communities. There are a couple of communities that have not
26 had regular representation and he feels it's important to have people at the board meetings to
27 keep communication open with the communities. Jeff Carr noted that sometimes we even have
28 to remind our other communities of all that we do. Jim Condos said several years ago this
29 organization stopped looking at intersections and started doing various corridor studies and he
30 noted that we need representation from large and small communities along these corridors. Scott
31 Johnstone said when he first came here, the small towns said they had trouble getting access to
32 help, but now through this effort they all know how to get help. Andy Legg said at the TAC
33 level, they talked about other RPCs getting together through Local Roads so public works
34 directors/road foremen can get together and he said there is interest in Chittenden County to
35 develop this discussion as well.

36
37 7. Safety Program Update. Amy Gamble is a Traffic Systems Engineer at VTrans, but she
38 came tonight as a member of a 125-person group that wrote the Strategic Highway Safety Plan
39 (SHSP) for Vermont. She distributed her slide presentation as well as the Executive Summary of
40 the safety plan. This was put together by over 125 people meeting on several occasions. The
41 problem in Vermont is that we have a whole lot of fatal crashes. Vermont had 69 fatal crashes in
42 2006 with estimated costs totaling \$221M. One third of those crashes occurred on local roads.
43 VTrans cannot change things by itself. We need to get the towns involved to implement the
44 plan. The safety plan describes the problem areas, outlines major solutions strategies, specifies
45 actions to be implemented, develops targets and measures success. Through this process they've
46 identified safety partners, selected 7 critical emphasis areas, developed strategies for each
47 emphasis area, written the plan and got the Governor's endorsement last year. Amy encouraged
48 everyone to get involved to implement the plan. Of the seven Critical Emphasis Area (young
49 drivers, alcohol related crashes, driver inattention, safety belts, run-off-road crashes, aggressive

1 driving, and intersections), five are driver behavior related. Most crashes are good drivers
2 making bad decisions. She then noted that most of us consider ourselves good drivers, but asked
3 us to think about whether we have ever: 1) exceeded the speed limit; 2) ever reached a
4 destination and wondered how you got there; 3) driven while talking on your cell phone; 4)
5 turned without using your turn signal; 5) .driven when tired or otherwise impaired by medication
6 or alcohol; or 6) without a seatbelt because you were only going around the block?
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8 Next steps for 2007: They've developed 35 strategies that can be divided into five function
9 groups: outreach and education; legislative; law compliance; infrastructure and data and
10 performance measures. For 2008: implementation continues, review and update the plan. The
11 Safety Plan is a living document and the process is data driven. Collaboration and
12 implementation is ongoing. Amy Gamble noted that 27% of major intersection crashes and 14%
13 of major run-off-road crashes occurred in Chittenden County. Major crashes equal major costs.
14 What can we do?

- 15 • Get people to buckle up. Over half fatalities are caused by 50% of those who don't buckle
16 up. Discussion ensued about whether the plan recommends primary seatbelt law.
- 17 • Implement rational speed limits, and enforce them.
- 18 • Vermont Local Roads provided low-cost safety improvement training to municipalities.
19 Those who participated were invited to do Road Safety Audit Reviews (RSAR) and VTrans
20 will pay for the safety improvements that result.
- 21 • Brush cutting (trees and bushes) helps a great deal, although it can be contentious. In a lot of
22 areas you can raise the limbs.
- 23 • Moving guardrail end treatments.
- 24 • Signs.
- 25 • Access management.

26 Amy Gamble then reviewed the challenges: How do you get locals to buy in? How do we
27 prioritize safety improvements on the local road systems? Where does the data come from?
28 Where does the money come from? Bob Penniman commended VTrans on this plan.
29

30 Jim Condos questioned whether all cities and towns in Vermont are eligible for this or is it just
31 rural communities. Amy Gamble said the High Risk Rural Road Program is available for rural
32 roads (Class 7 and under). Urban roads are not eligible for this particular program. Amy has
33 been working with the Cities of Burlington, South Burlington and Winooski on safety
34 improvements. Members briefly discussed a common urban problem of motorists and
35 pedestrians. Montpelier seems to be one of the few places where vehicles come to a stop if a
36 pedestrian even looks at the intersection.
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38 MPO Regional Safety program outline. Scott Johnstone said Susan Smichenko had been our
39 primary participant in this safety plan development. She had suggested that CMCPPO needed to
40 do something, so we put some money in our work program this year. Eleni Churchill and Jason
41 Charest started an outline of a safety program for Chittenden County. Eleni Churchill presented
42 the outline and asked members for suggestions on what changes they would suggest. The
43 objective is to increase awareness of the benefits of doing lines and signs improvements; assist
44 communities in identifying appropriate low-cost safety solutions for their local roads; work with
45 state, regional and local stakeholders to compile detailed crash data on local roads. Mary Houle
46 asked what happens to all the crash data that the cops collect. Eleni Churchill noted that all
47 crashes are not reported. Jason Charest reviewed implementation plan – rural: compile existing
48 crash data for local roads; work with state, regions and local officials to improve the data.
49 Perhaps put them on GPS or ARC GIS data layer. Then we would conduct a Road Safety Audit

1 Review (RSAR) where you assemble a group, go to a location and assess what the problem is
2 and submit recommendations for improvements to the location. After improvements we would
3 monitor the location to see if it worked. When asked if it's that police departments are not taking
4 reports, or not reporting them to the state, it was noted that there is an opportunity to try to
5 improve the report system for crashes. Discussion continued. Andy Montroll asked if they
6 develop recommendations to improve safety in both urban and rural, and are they generic
7 recommendations or site specific. Scott Johnstone said they will be site specific, but we cannot
8 design the solution because we can't use PL funds for that. Chris Jolly said this safety issue
9 would feed back to the funding solutions talked about in Bryan's presentation. Amy Bell said
10 those kinds of recommendations come from the RSAR and since the state participates they can
11 make recommendations because they are allowed to design them. In urban settings they'd focus
12 on intersections. Scott Johnstone asked members if they think we're on the right track. Andrea
13 Morgante asked 1) if it's possible to track data regarding crashes caused by cell phone use and is
14 it anecdotal or real? 2) newer cars have recordings to tell you how to get somewhere and she
15 wondered whether folks would be more interested in listening to the voice rather than reading
16 signs and whether we should anticipate crashes that may occur because of that. Bob Penniman
17 said there was a presentation made by the University of Minnesota where they tapped into GM's
18 OnStar, which gives traffic data. His question was whether that was public information and it
19 appears that when you buy a new car you can choose whether or not to have the data made
20 public. Mike O'Brien said on rural presentation you talked about getting information from local
21 folks and he feels that's key, because they know where high crash locations are even if there is
22 no data. He hopes we're doing that in urban areas as well. Chris Jolly asked if the urban
23 intersections would be under local municipality's responsibility rather than those under VTrans'
24 responsibility. It was noted that high crash locations are generated for all federal-aid roads and
25 would be the same in all jurisdictions. Scott said we'll take the input and put some flesh on this
26 outline. We don't want to compete with the state, but add to the work they've done.

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28 8. Resolution: 2010 Campaign for Active Transportation. Scott Johnstone said this has come
29 up quickly. We heard about the opportunity of tens of millions of dollars for bike/ped work if
30 we decide to become active. So Bryan Davis and Peter Keating researched this and prepared a
31 resolution. Bryan Davis said that he, Peter Keating, Amy Bell and Chapin Spencer went to the
32 TrailLink 2007 conference in Portland, Oregon last month. The Rails to Trails Conservancy is a
33 DC based non-profit created to preserve unused rail corridors to trails to create a national
34 network. SAFETEA-LU contained grants for 4 communities to get \$25M each over four years.
35 Rails to Trails Conservancy hopes that in the 2010 authorization to expand to 40 communities
36 each getting \$50M over six years. This time Greater Burlington is on the radar and they've
37 noticed the good work we do. The Bike-Ped Committee approved the resolution. We have an
38 RFP out to update our bike/ped plan which is about five years old. **BOB PENNIMAN MADE A**
39 **MOTION THAT WE ADOPT THE RESOLUTION DATED 9/19/2007 AS PREVIOUSLY**
40 **SENT OUT AS ATTACHMENT TO SUPPORT PARTICIPATION IN RAILS TO TRAILS**
41 **CONSERVANCY 2010 CAMPAIGN FOR ACTIVE TRANSPORTATION. ANDY**
42 **MONTRROLL SECONDED.** It was clarified that we're talking about the region. There was a
43 brief discussion. Scott Johnstone said we're going to ask various boards, and community groups
44 to adopt this resolution as well. **VOTE: MOTION CARRIED UNANIMOUSLY.**

45
46 9. Committee Assignments. Jeff Carr said members will be receiving letters shortly about
47 committee assignments. We appreciate all who volunteered. We've had a lot of contact with
48 non-board members as well. Scott Johnstone said we'll distribute a list of committees once
49 they're all filled.

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10. Committee Reports.

- a. Executive Committee. The packet contained draft minutes from August and September meetings.
- b. Transportation Advisory Committee. The August report was in the packet and the September report was sent electronically last Friday. George Gerecke reported that Tom Moreau of the Chittenden Solid Waste District (CSWD) gave impacts of transportation on solid waste. He said we're breaking up the roads between here and Coventry. The CSWD has gotten complaints from the communities the trucks go through.
- c. Public Transportation Committee. There is a meeting scheduled for Monday, September 24th with CCTA's strategic planning committee.
- d. Finance Committee. Is meeting September 25th at 7:00 a.m. Scott Johnstone noted that the auditors have completed their field work and we should have a clean audit.

11. Members' Items:

- a. Andrea Morgante commented on the Executive Committee minutes. She's glad to have the minutes but it seems that there are things being discussed that would be of interest to the board, such as modeling update or air quality. She feels that the Executive Committee should be dealing with the day to day financial stuff and perhaps the information being presented to the Executive Committee should be sent to board members. It was noted that things are brought to the Executive Committee first to see when they are ready to present to the board.
- b. Andrea Morgante had a question on the consent agenda about the need to have the MPO act as a receiver of federal funds in Hinesburg. Scott Johnstone noted that because these are Federal Transit Administration (FTA) funds you have to be certified and the CCMPO is. He also assured members that we are not taking any money for administration of the grant.

12. Other Business.

- a. Matthew Langham said VTrans has a project on the TIP for replacement of a culvert on I-89 and they anticipate that the project would be bid next spring. It's been declared an emergency and they need to do it quickly starting October 1-December 1, 2007. It's on tributary #3 of Potash Brook (from the UVM farm to bottom of University Mall).
- b. Matthew Langham noted that next Tuesday (Sept. 25th) at 7:15 p.m. the statewide public hearing on the STIP will be on Vermont Interactive TV. Anyone is welcome to attend – the Chittenden County location is in Blair Park.

JIM CONDOS MADE A MOTION TO ADJOURN AT 8:30 P.M. MARC LANDRY
SECONDED AND THE MOTION CARRIED UNANIMOUSLY.

Respectfully submitted,

Bernadette Ferenc, Executive Assistant