



Communities working together to
Meet Chittenden County's transportation needs

CHITTENDEN COUNTY METROPOLITAN PLANNING ORGANIZATION

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Member Jurisdictions

Bolton
Burlington
Charlotte
Colchester
Essex Junction
Essex Town
Hinesburg
Huntington
Jericho
Milton
Richmond
St. George
Shelburne
South Burlington
Underhill
Westford
Williston
Winooski
Vermont Agency of
Transportation

**2035 Metropolitan Transportation Plan Advisory Committee
Meeting 6 - Meeting Notes**

DATE: Wednesday, January 26, 2011
TIME: 3:00 PM
PLACE: CCMPO, 110 West Canal Street, Winooski, VT
PRESENT:
MEMBERS: Aaron Frank, CCTA
Mike O'Brien, CCMPO Board – Winooski (Committee Chair)
Sandy Thibault, CATMA
OTHERS: Charlie Baker, CCRPC
Michele Boomhower, CCMPO Staff
Jason Charest, CCMPO Staff
Eleni Churchill, CCMPO Staff
Bryan Davis, CCMPO Staff
Christine Forde, CCMPO Staff
Peter Keating, CCMPO Staff
Diane Meyerhoff, Third Sector Associates
Dave Roberts, CCMPO Staff
Heather Danis, VT Department of Health

Ex Officio Members

Chittenden County
Transportation Authority
Burlington International
Airport
Regional Planning
Commission
Rail Industry
U.S. Department of
Transportation

1) Welcome/Introductions

Chair Mike O'Brien welcomed the committee and introductions were made.

2) Meeting Notes from August 4, 2010

The committee will not formally adopt the meeting notes; however corrections are welcome now or in the future. There were none.

3) Scenario Planning: Survey and Report

Peter Keating of the CCMPO made a presentation about the visioning process, now complete, that was used to engage the public in the MTP work. The process helped to identify public concerns and hopes for the future. It integrated both regional land use and transportation planning activities.

The process began with three community workshops where twelve distinct land use/transportation scenarios were identified. These scenarios were refined by staff to three (Trend, Workshop, Core) and ranked by the public via online survey.

Interestingly, the twelve maps created at the workshops were strikingly similar in their focus on higher density development. This is in sharp contrast from the Trend Scenario. The online survey had a high response rate (835 surveys completed) and confirmed the results of the workshops; citizens want to see higher-density development rather than the current trend of low-density development. Peter noted however that the survey respondents were self selecting. This was not a random sample of county residents that

we could extrapolate the results to the general population with a margin of error. Nonetheless, the results reflect the opinions of those who decided to participate.

Selected Survey Results

- The three scenarios were ranked: Core (60% preferred), Workshop (30%), Trend (10%). Respondents by town show Burlington at the highest rate, and Milton, the lowest.
- Respondents indicated the most important factors in their ranking of scenarios (from highest to lowest): Environmental Impacts, Energy Use, Public Transit, Walking/Biking, Land Consumptions, Congestion, Public Safety, Preservation, Travel Time, Consistency with Current Regulations.
- Respondents indicated their support for a variety of transportation funding sources (percent in favor): Vehicle registration fees (65%), Sales tax (25%), Tolls (40%), Gas tax (75%).

Survey Conclusions

- The Trend Development Pattern (low-density) was resoundingly rejected in both the workshops and the survey.
- The most important factors in their preference were: environmental, energy, etc. (see above).
- There was support for higher fuel taxes or higher vehicle registration fees to implement future transportation improvements.
- The respondents showed high degree of support for the increased residential or mixed use density in their communities.

Possible Next Steps

- Develop a preferred regional land use vision scenario (underway).
- CCRPC and CCMPO could adopt the vision scenario as the region's official land use plan, with the horizon scaled from 2060 to the current planning year (2035).
- CCMPO could use this land use scenario in their planning, modeling, and analysis for the next MTP.

There was discussion about the Regional Plan land use map. The map is based on existing local zoning regulations. Aaron Frank of CCTA noted that the trend scenario expects lower density yet the municipal zoning is closer to the workshop scenario. Municipal zoning allows workshop scenario densities but that isn't what is being developed. Mike noted that current development is closer to the workshop scenario now, except in the more rural communities. The core and suburban areas are moving toward more compact housing with open space while there is still a desire for rural housing on large, private lots.

Charlie Baker of the CCRPC would like to compare the current planning area map to the workshop scenario map, because he suspects they are very similar. There was discussion about the inputs to the maps, how a comparison might be done, and whether or not it would be a helpful exercise.

There was discussion about implementation and how to accomplish the higher-densities supported by the municipal zoning ordinances. Michele suggested that there is little to prevent the trend scenario from continuing.

Heather Danis of the Vermont Department of Health is interested in how transportation and land use decisions impact obesity and obesity prevention. She asked if in the survey walking and biking were considered more as recreation or transportation. Peter responded that the entire survey had a transportation slant. Michele Boomhower of the CCMPO explained that the primary objective is transportation, but we certainly see the recreational benefits of walking and biking.

There was discussion of the 2030 vs. 2060 planning horizons and how it would affect the final MTP.

Peter will be drafting a chapter of the MTP based on this scenario planning report for the committee to review.

4) Draft Chapter 3 – *Population, Economics, & Transportation: Characteristics, Behaviors, Trends*

Peter provided a draft of Chapter 3 in the meeting packet, with greater detail for each item. (A sample of the data is included in these meeting notes. Please contact the CCMPO for the full chapter).

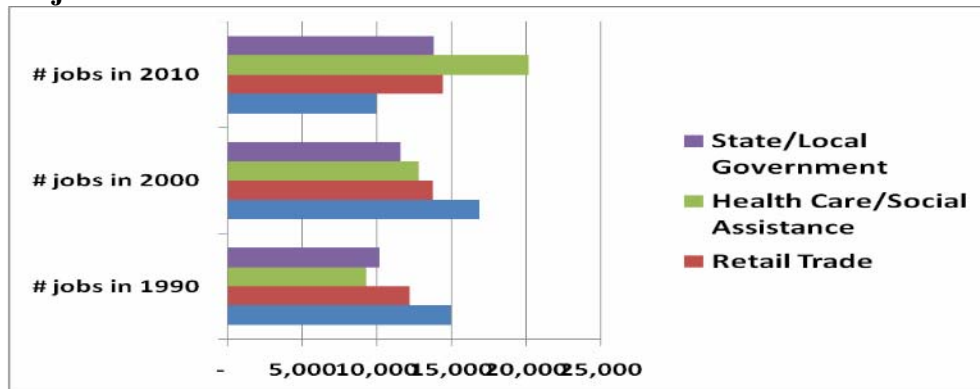
Projections: Chittenden County Population, Household, and Employment Forecasts

	Population	Households	Employment
2010	154,264	60,825	123,862
2015	164,170	65,693	133,864
2020	174,348	70,480	142,620
2025	184,694	74,987	151,854
2030	195,070	79,153	161,576
2035	205,445	83,020	171,783
Total Increase	51,181	22,195	47,921
Percent Change	33%	36%	39%

Chittenden County Household Growth Rates 1970-2010

1970-1980	1980-1990	1990-2000	2000-2010
39%	26%	17%	7%

Major Job Sectors



Additional Elements:

- Congested Roads
- High Crash Locations & Intersections
- Transit: CCTA Systemwide Ridership 2000-2010
- Air Travel: BTV Enplanements 2000-2009
- Bridge Ratings: Chittenden County’s Lowest Rated Bridges
- Trip Patterns: 2005 Daily Vehicle Trips
- Beyond Chittenden County: Traffic Volumes on Inter-Regional Corridors

5) MTP Development Schedule Update

Peter provided a draft outline of the entire MTP document and discussed the remaining tasks. He expects an adoption date of June 30, 2011. Charlie offered assistance with data generation. Charlie asked about the project recommendations and how they are programmed. Peter responded that they will be in three increments (approximately 5-10-25 years).

6) MTP Coordination with CCRPC Regional Plan for Sustainable Development

Charlie Baker explained that CCRPC received a \$1 million HUD grant for sustainability planning. The work will start in March and will be completed in 2013. This effort has a variety of stakeholders and significant public engagement. This effort will be a regional conversation on sustainability indicators and priorities for implementation.

Michele explained that the CCMPO Executive Committee discussed the MTP process and how it could be coordinated with the sustainability effort. Since the CCMPO's MTP does not expire until 2015, we could slow our process to better coordinate with the sustainability work. In addition, in the next 4-5 months, South Burlington will be making a significant policy decision about its interchanges that will affect our transportation modeling work. Lastly, our new Governor and the possibility of a new Transportation Bill may affect the future of the Circ Highway. Again, waiting may be the most prudent thing to do. In addition, this is an opportunity to align the MTP with the Regional Plan, something that has been elusive.

Michele noted that each of the plans that are part of the HUD effort will stand alone, since they each have their own statutory guidelines and approvals. It is hoped that the effort can identify projects that can move to collaborative implementation.

There was discussion and general agreement that postponing the MTP to coordinate with the sustainability effort was a good idea. Michele will bring this back to the Executive Committee next week and a vote of the full CCMPO Board in February. With the new schedule, it is anticipated that the MTP will be adopted in June 2013.

7) Next Steps/Next Meeting/Housekeeping

Charlie suggested a future meeting to bring closure to the current MTP effort. Staff will discuss the best way to move forward and send a memo to the Committee. Charlie will add a transportation element to the sustainability effort.

The meeting adjourned at 5:05PM.