



**APPROVED MINUTES**  
**WRC Transportation Committee**  
**February 11<sup>th</sup>, 2025**  
**4:00 p.m.**

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*Members Present:* Stephan Chait, Chair, Georgianne Mora, Andy Coyne, James Bressor, Rick Cowan

*Members Absent:* Nick Morgan, Christine Howe, Erik Moses

*Staff present:* Colin Bratton

*Guests:* Abe Koffman (VTrans)

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Meeting convened at 4:05 p.m.

**Changes to Agenda:** None

**Minutes:** Approval of minutes from 12-9-24. Motion by Commissioner Mora, 2<sup>nd</sup> from Commissioner Chait. Minutes approved unanimously.

**Overview of Vermont Transportation Resiliency Planning Tool (TRPT):** The committee discussed the Vermont Transportation Resiliency Planning Tool. Developed as a collaboration between the Agency of Natural Resources and Agency of Transportation, the TRPT attempts to provide an empirical analysis of the vulnerability of all transportation infrastructure in Vermont to flood damages. This is intended to allow towns to identify and prioritize those transportation resiliency projects that will have the greatest overall benefit to the transportation system. The need for such a tool was identified after Hurricane Irene and initially launched as a pilot program focusing on a limited number of priority watersheds around Vermont. It was officially made permanent and expanded statewide in 2022.

The tool uses a variety of criteria to score transportation infrastructure based on vulnerability and criticality, including the risk of inundation, erosion and deposition as well as importance to the larger transportation infrastructure network and proximity to locally or regionally important facilities. Each of these criteria are scored on a scale of one through ten, with ten being the highest possible vulnerability, and averaged to create a single “risk” score for each culvert, bridge and road segment. The tool also identifies a list of recommended mitigation strategies for each asset. The risk score color coded and mapped, and infrastructure can be sorted by town, county or watershed.

The TRPT provides an empirical basis for towns to utilize in identifying and prioritizing local transportation resiliency projects. There is a significant need to protect local transportation infrastructure from future flood damage and the TRPT is one important tool for use during the project development process. Windham Regional is available to assist towns in this process and provide training on the use of the Transportation Resiliency Planning Tool. Please reach out to Transportation Planner Colin Bratton at [cbratton@windhamregional.org](mailto:cbratton@windhamregional.org) or 802-257-4547 ext. 109 for more information.

**Small Town Bike Ped Planning:** The Committee discussed bicycle and pedestrian planning efforts in small, rural communities across New England, highlighting a handful of towns in Vermont and Massachusetts comparable to the Windham Region that have undertaken a comprehensive bicycle and pedestrian planning process. By and large comprehensive bike-ped planning efforts have been limited to the Windham Region's larger towns, Brattleboro the only town in the region with an active Bicycle and Pedestrian Master Plan. There are a number of examples of bicycle and pedestrian master plans from rural communities across New England that provide a relevant example for small towns in the Windham Region.

The Committee reviewed Bicycle and Pedestrian Master Plans from Richmond, VT as well as Otis and Leveret, Massachusetts. These plans ranged from a comprehensive analysis of the bicycle and pedestrian network in the case of Richmond to a smaller scale visioning and identification of infrastructure priorities in Otis and Richmond.

Richmond, VT is located in Chittenden County in the higher elevations east of Burlington and has a population of approximately 4,000 residents. Working with the Chittenden County Regional Planning Commission and the consulting firm Dubois & King, Richmond developed a comprehensive Bicycle, Pedestrian and Trails Plan in 2022. This plan was a six-step process that included public engagement to gather input on existing conditions as well as identify community needs, develop an overarching vision for improved active transportation infrastructure in town and identify priority project locations. The plan identifies priority active transportation corridors within Richmond as well as connections with adjacent communities and made preliminary recommendations on potential bike ped infrastructure improvements. This plan can then be used as a basis for future funding applications to the VTrans Bicycle and Pedestrian program and provides an important piece of evidence to allow the town to more competitive in the grant application process.

Both Otis and Leverett, Massachusetts are small (<2,000 population), higher elevation towns in Massachusetts, with community characteristics and context broadly comparable to most towns in the Windham Region. Otis and Leverett worked with their respective Regional Planning Organizations, the Berkshire Regional Planning Commission and the Franklin Regional Council of Governments, to identify priority bicycle and pedestrian improvement projects. This process included a community visioning session and resulted in a list of important locations and preliminary recommendations for infrastructure improvements. While not as comprehensive as the Richmond Master Plan, this a valuable community exercise to identify priorities and provides an outstanding model for a shorter term, less resource intensive planning process for small towns in rural New England. This type of visioning plan could easily be replicated in the Windham Region and allow towns to better organize future project priorities as well as build community consensus for future construction.

Windham Regional is available to assist towns in the Bicycle and Pedestrian Planning process. If interested, please reach out to Transportation Planner, Colin Bratton at [cbratton@windhamregional.org](mailto:cbratton@windhamregional.org) or 802-257-4547.

**Next Meeting Scheduled:** 4:00pm March 10<sup>th</sup>, 2025.

Meeting adjourned approximately 5:05 p.m.

*Respectfully submitted, Colin Bratton, Staff*