

Vermont Traffic Committee  
Minutes of Meeting Held  
January 23, 2015

The Vermont Traffic Committee met on April 25, 2014. Committee Chair Robert Ide called the meeting to order at 1:00 pm in the 5<sup>th</sup> floor Transportation Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 3:10 pm.

**Attendees:**

Chris Cole, Deputy Secretary of Transportation, Traffic Committee Chair  
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member  
Capt. Timothy Clouatre, Delegate for Commissioner of Public Safety, Traffic Committee member  
Thomas McCormick, Senior Assistant Attorney General

Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator  
Tyler Guazonni, AOT Traffic Operations  
Marcos Miller, AOT Traffic Operations  
David Crossley, AOT Traffic Operations

Charles Safford, Town Manager, Stowe  
Lisa Haggerty, Select Board chair, Stowe  
Donald Hull, Police Chief, Stowe  
Heidi Scheuerman, legislator, Stowe  
Robert Moore, Transportation Planner, Lamoille County Planning Commission, Stowe  
Robin Pierson, resident, Stowe  
(name illegible), resident, Stowe  
Steve Preism (?), resident, Stowe  
Tom Gorcher (?), reporter, Stowe

Butch Shaw, legislator, Pittsford  
John Haverstock, Town Manager, Pittsford (by phone)

Steve Beyor, legislator, Highgate

Steve Gotowski, Select Board vice chair, Ferrisburgh  
Matt Wamsanz, Champlain Oil Co, Ferrisburgh

Randy Rouleau, President Village Homes, Berlin  
(did not sign in), Montessori school, Berlin

**Agenda Items Discussed**

**Stowe VT 100:** Ms. Gamble explained that the Committee had denied the request to reduce the speed limit on VT 100 in its previous meeting, and the town asked the Committee to reconsider based on a shorter study area. There was significant local support for the requested reduction,

both written and verbal testimony. Town officials also expressed concern about the Traffic Committee's previous recommendation to the Agency that a left turn lane be considered at the Moscow Road intersection northbound approach, stating that it could cause more safety issues than it might resolve. The Agency will take these concerns under advisement as the project design proceeds. On the weight of the testimony given, the Committee voted to reverse staff recommendation and extend the existing 40 mph speed limit to a point immediately south of the Moscow Road intersection, with the exact terminus to be determined by staff.

**Stowe VT 108:** Ms. Gamble explained that signs for an existing No Parking zone had been inadvertently removed, and that prior to reinstallation, VTrans district staff requested a slight adjustment to the location. Therefore, the Traffic Committee was asked to approve a revised certificate. The town had not been made aware of this previously (staff does not typically notify towns of minor certificate adjustments unless there is a perceived likelihood that the town might disagree). The town would agree with the staff recommendation but had an additional no parking request. The Committee voted to approve the certificate adjustment as proposed by staff. Staff will work with the town to clarify the additional concerns, and will bring it before the Committee at their next meeting.

**Ferrisburgh US 7:** Ms. Gamble explained that the town requested an extension of the 40 mph speed limit southerly in order to ensure that traffic slows down prior to a new business drive that is just barely within the 40 mph zone, and that staff recommendation is to improve the advance warning for the speed reduction instead of lengthening the speed zone. Mr. Gotowski and Mr. Wamganz explained the development activity in the area. The Committee voted to retain the existing speed limit with staff recommendation for sign improvements. The Committee also voted to repeal an obsolete No Parking Zone in the same vicinity, with the concurrence of Mr. Gotowski.

**Pittsford US 7:** Ms. Gamble explained that the town requested a reduction in speed limit and closing of a passing zone in order to improve safety at commercial drives in the area. There is excellent sight distance (hence the marked passing zone) and limited crash history, so the staff recommendation was to retain the existing speed limit but close the passing zone markings with double yellow and "unsafe to pass" signs, without establishing a legal no passing zone (because of the awkward positioning that would be required for the "end no passing" sign in an area where passing is not recommended.) Representative Shaw and Town Manager Haverstock testified in agreement with staff recommendation. The Committee approved staff recommendation.

**Highgate US 7:** Ms. Gamble explained that the town requested an extension of the existing 40 mph speed limit to Carter Hill Road, but that in staff's engineering judgment, the roadside development lent itself to a shorter extension to the end of the residential area at the beginning of cultivated farm fields. Representative Beyor explained that the primary area of concern was actually nearer to the Shipyard Road intersection, and that staff recommendation addressed those concerns. The Committee approved staff recommendations.

**Berlin US 2:** Ms. Gamble explained that the town requested an extension of the 40 mph zone (in the Montpelier Class 1 TH segment) to a point beyond the Kubota Dealership. The engineering study did not support an extension – the 85<sup>th</sup> percentile speeds are well above 50

mph, the shoulders are very wide, sight distance is excellent, and although there have been a number of crashes related to turning movements at various commercial drives, the actual to critical crash rate ratio is very low. Mr. Rouleau testified and submitted written testimony. Among other things, Mr. Rouleau pointed out that there is a marked school zone for the Montessori School within the segment in question. A representative from the school stated that due to lack of parking, parents drop off students using a circular drive and that students are met by staff at each car and escorted individually into the building. She stated that this process occasionally leads to queuing on US 2. Ms. Gamble pointed out that according to the testimony, the students are always under direct adult supervision and there is no school related pedestrian activity on US 2 that would result in consideration of a school speed reduction. Commissioner Ide noted that the roadway design is conducive to higher speeds and that drivers were unlikely to slow down if the speed limit was changed. The Traffic Committee voted to extend the 40 mph zone to a point beyond the Class Car dealership, with the exact location to be determined by staff.

Ms. Gamble gave brief explanations of the remaining agenda items.

The Traffic Committee approved staff recommendation on all other agenda items.

Other business:

**VT-100 ATR Morrisville:** Ms. Gamble explained that the town of Morrisville and other interested parties requested that the Traffic Committee clarify that bicycles and pedestrians (and farm equipment) are allowed on the new partial limited access highway. State law states that bicycles and pedestrians are allowed on partial limited access highways unless the Committee rules that they are not allowed for safety reasons, but Traffic Committee regulations state that bicycles and pedestrians are not allowed on partial limited access highways unless the Committee specifically allows them. The Traffic Committee voted to allow bicycles and pedestrians on the highway segment in question. They have no statutory authority over farm equipment. The Agency of Transportation will exercise its discretionary powers and remove the prohibition signs (with its long list of prohibited users) in their entirety.

**Temporary Speed Limit Certificates:** Ms. Gamble informed the Committee that the Agency of Transportation would be revising its delegation policy for Temporary Speed Limit approval to reflect the reorganization of the Highway Division.