

**Vermont Traffic Committee
Minutes of Specially Noticed Meeting Held
March 27, 2024**

The Vermont Traffic Committee met on Wednesday March 27, 2024. Secretary Flynn called the meeting to order at 1:01 pm at the VTrans Dill Building in Berlin, VT, and online via Microsoft Teams. The meeting was adjourned at 1:42 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Department of Motor Vehicles, Department of Motor Vehicles
Lt. Paul Ravelin, Vermont State Police, Department of Public Safety
Evangeline James, Assistant Attorney General

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

James Dumont, Lawyer for the Conways, Pittsford
Richard Conway, Clients, Pittsford
Sandra Conway, Clients, Pittsford

Kristin Driscoll, VTrans Traffic Operations
Josh Schultz, VTrans Bureau Manager
Josh Taylor, VTrans Traffic Operations

Agenda Items Discussed

- **Ratify Actions from Previous Meetings**

On March 12, 2024, a complaint was submitted to the attorney working with the Traffic Committee which claimed that Traffic Committee meetings in 2023 were not properly noticed. There was no webpage at the time of the meetings so notices of the Traffic Committee meetings were posted on the library website, and towns were notified weeks in advance. Based upon this, the Traffic Committee believed they were in compliance and have since taken corrective action to comply with public meeting rules. The Traffic Committee will now ratify the actions of the 2023 meetings the minutes of which are attached hereto and incorporated herein by reference.

Mr. Degutis summarized the Traffic Committee meeting actions from May 23, 2023. This included the town, road, request, vote, and outcome from the meeting, as well as any other pertinent information or considerations. The Traffic Committee voted unanimously to ratify the actions of this meeting.

Mr. Degutis summarized the Traffic Committee meeting actions from September 12, 2023. This included the town, road, request, vote, and outcome from the meeting, as well as any other pertinent information or considerations. The Traffic Committee voted unanimously to ratify the actions of this meeting.

Mr. Degutis summarized the Traffic Committee meeting actions from December 12, 2023. This included the town, road, request, vote, and outcome from the meeting, as well as any other pertinent information or considerations. The Traffic Committee voted unanimously to ratify the actions of this meeting.

The Traffic Committee opened the floor of the meeting to Mr. Dumont and the Conways. Mr. Dumont would like to revisit the Pittsford speed limit from September 12, 2024. He stated that the speed study did not conform to the MUTCD nor to the FHWA discussions on how to use the MUTCD. He aims to convince the Traffic Committee that based on the MUTCD, the data and other information, the speed limit will be reduced to the limits of the village. Secretary Flynn responded that the process to do this would need to go through the town and the Traffic Committee would be happy to revisit that request.

Secretary Flynn motioned to go into an executive session to discuss attorney client privilege. The Traffic Committee voted unanimously to go into an executive session.

Commissioner Minoli motioned to come out of the executive session. The Traffic Committee voted unanimously to come out of the executive session.

- **Schedule Future Meetings**

Regular meetings will take place on the second Wednesday of the month in April, June, September, and December. If a holiday falls on the meeting day, it will take place the following Wednesday.

Commissioner Minoli motioned to approve the regularly scheduled meetings as proposed and the Traffic Committee voted unanimously to approve this meeting schedule. The meetings will take place from 1:30-3:30 pm.

Comm Minoli motioned to adjourn the meeting at 1:42 pm. The Traffic Committee voted to unanimously approve this motion.

Minutes prepared by Joshua Taylor, VTrans Traffic Operations, and submitted via Ian Degutis, Traffic Operations Engineer/Traffic Committee Coordinator.

These minutes were approved on 09/11/2024.

**Vermont Traffic Committee Meeting Minutes
of Specially Noticed Meeting held
September 11, 2024**

Appendix 1

2023 Meeting Minutes

**Vermont Traffic Committee
Minutes of Meeting Held
May 23, 2023**

The Vermont Traffic Committee met on Tuesday May 23, 2023. Committee Chair Joe Flynn called the meeting to order at 1:00 pm on a virtual Microsoft Teams call. A physical location was also available and open for anyone to attend in person at the VTrans Dill Building in Berlin, VT. The meeting was adjourned at 1:29 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Lt. Paul Ravelin, Vermont State Police, Public Safety Representative
Lt. Gene Cote, Department of Motor Vehicles, Department of Motor Vehicles Representative

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Karen Astley, Town Manager, Putney
Josh Arneson, Town Manager, Richmond
Jay Furr, Selectboard Chair, Richmond
David Durfee, State Representative, Shaftsbury

Kristin Driscoll, VTrans Traffic Operations
Joe Kelly, VTrans Traffic Operations
Marcos Miller, VTrans Traffic Operations
Todd Sears, Deputy Director, VTrans Operations and Safety
Josh Taylor, VTrans Traffic Operations

Agenda Items Discussed

- **Putney, US-5, No Parking**

Mr. Degutis explained the request is to investigate on street parking on US-5 near Christian Square. Parked cars on US-5 near Christian Square obstruct sight distance and create visibility issues for vehicles exiting Christian Square. An engineering study completed here shows no crashes, there is a high crash location north of this location but this intersection is not included. Vehicles park here for several businesses including a diner which uses a lot of them through the morning and afternoon. Traffic Operations' recommends creating a No Parking zone for 40 ft on either side of intersection, to provide sight triangle for Christian Square but not create undue burden for businesses in the area. There is a fire hydrant just south of the intersection which already restricts parking, but a formal No Parking zone will make it clearer.

Ms. Astley said that there is parking across the street behind Town Hall and there is an existing No Parking zone in front of the town hall on US-5 and its safe to keep it that way.

Lt. Ravelin asked about crosswalks of which there is one at Kimball Hill and Mill Street but not one at this location. The Traffic Committee unanimously voted to accept Traffic Operations' recommendation, and VTrans will talk to maintenance about getting the crosswalk repainted at Kimball Hill and Mill Street.

- **Richmond, US-2, No Parking**

Mr. Degutis explained the request is to establish a No Parking zone on north side of US-2 in front of Richmond Family Medicine, which is just west of the signal at Bridge Street. The Town had conducted significant outreach in the community before submitting the request. This is not a high crash location but there were two crashes in the vicinity. Parked cars along the wide shoulder make it difficult to exit the driveway shared by Richmond Family Medicine and the neighboring church. Due to ample parking space behind Richmond Family Medicine and based on the outreach conducted, Traffic Operations' recommendation is to create the No Parking zone in this area.

Mr. Furr said large trucks or vans are the most concerning and there are significant waits to get out because of the sight issues. Mr. Arneson said the outreach was significantly in favor. Lt. Ravelin confirmed with the Town that Richmond Family Medicine is in favor. The Traffic Committee unanimously voted to accept Traffic Operations' recommendation. Mr. Degutis noted that there is an ongoing project here so this installation of signs will need to be coordinated with that work.

- **Shaftsbury, VT-7A, No Parking**

Mr. Degutis explained the request is on VT-7A on the west side north of the Church Street intersection. There is a residential building where one space is consistently used but there is also space behind the building for resident parking. The road is fairly busy and there have been no crashes.

Traffic Operations' recommendation is to establish a No Parking zone on the northwest side of the intersection for about 100 ft to address sight distance issues for vehicles exiting Church Street.

Rep. Durfee clarified that he is the one who brought this to the town but no one to speak for the town was in attendance. Lt. Ravelin said the parking spot there is already in violation of current laws but adding a no parking sign would help. Lt. Cote concurred and says that outreach and

education would help as well. The Traffic Committee unanimously voted to accept Traffic Operations' recommendation.

- **Royalton, VT-14, Rescind No Parking**

Mr. Degutis explained the request originated from within VTrans and was found through a road review. The No Parking zone is on the east side of VT-14 extending about 0.2 miles south of the intersection with VT-107. There was a diner here with significant truck parking which created a hazard but there is no longer a shoulder or demand for parking, there is now a pizza shop with a parking lot that meets its needs. Since this No Parking zone was created for a condition that no longer exists and the road character has changed, the town was contacted about removing this No Parking zone and is in support.

Lt. Cote said there doesn't look like there is room for a vehicle to park at this location but VT-107 and VT-14 can be a very busy location so continuing the No Parking wouldn't hurt.

Secretary Flynn said that we can always revisit this in the future if there are any issues that arise from a decision here. The Traffic Committee unanimously voted to accept Traffic Operations' recommendation.

Additional Agenda Items:

- **None**
- **Previous meeting minutes will be resent and certs will be sent via DocuSign.**

Secretary Flynn adjourned the meeting at 1:29 pm.

Minutes prepared by Joshua Taylor, VTrans Traffic Operations, and submitted via Ian Degutis, Traffic Operations Engineer/Traffic Committee Coordinator. Approved by email 6/20/2023.

**Vermont Traffic Committee
Minutes of Meeting Held
September 12, 2023**

The Vermont Traffic Committee met on Tuesday September 12, 2023. Committee Chair Joe Flynn called the meeting to order at 1:00 pm at the VTrans Dill Building in Berlin, VT, and online via Microsoft Teams. The meeting was adjourned at 2:57 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair

Wanda Minoli, Commissioner of Department of Motor Vehicles, Department of Motor Vehicles

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Sharon Bousquet, Town Administrator, Highgate

Heidi Britch-Valenta, Swanton

David Atherton, Town Manager, Pittsford

Rep. Butch Shaw, District 8, Pittsford

Dan Steinbauer, Selectboard Chair, Underhill

Joy and Jeff Atherton, Westford Residents, Underhill

Kristin Driscoll, VTrans Traffic Operations

Alysha Kane, VTrans District 5 Project Manager

Joe Kelly, VTrans Traffic Operations

Steffanie Lemieux, VTrans Traffic Operations

Marcos Miller, VTrans Traffic Operations

Sarah Ramsay, VTrans Traffic Operations

Taylor Sisson, VTrans Traffic Design Project Manager

Josh Taylor, VTrans Traffic Operations

Brad Woods, VTrans Traffic Operations

Agenda Items Discussed

- **Highgate, VT-78, Speed Limit**

Mr. Degutis explained the request is on VT-78 to extend the 35 mph zone easterly from the Swanton/Highgate town line into the town of Highgate to Airport Rd. The Missisquoi Valley High School is located in the study area.

As part of the engineering study three speed studies were conducted which showed that the 85th percentile speeds were approximately 45 in the 35 in Swanton, and 51 in the 50 which shows good compliance in the 50 mph zone but not in the 35 mph zone. Mr. Degutis briefly explained how speed studies are conducted and used as part of the engineering study for speed limits.

Traffic Operations' recommendation is to extend the existing 35 mph zone approximately 525 ft to the east which would move the transition location further from the school entrance and improve conspicuity. This is currently a marked passing zone which are not marked in slower speed zones so a double yellow centerline would be marked, this would not be an official no passing zone.

Ms. Bousquet, the new Highgate town administrator, and Ms. Britch-Valenta, the previous town administrator, stated their support of the request. The town of Swanton also supports the request.

Commissioner Minoli confirmed that the town requested to extend the zone to Airport Rd due to the future expansion of the airport. Mr. Degutis said that was considered but the 85th percentile speed near there does not support a reduction and speed limit changes for future conditions are not considered. The Traffic Committee can revisit this in the future should the road conditions change.

The Traffic Committee voted to approve Traffic Operations' recommendation.

- **Pittsford, US-7, Speed Limit**

Mr. Degutis explained the request is to evaluate a 25 mph zone that exists near the school on US-7 and the surrounding area from Plains Rd in the north to Bella Vista in the south. There is currently a 40 mph zone north of Plains Rd and a 50 mph zone south of Bella Vista with a 35 mph speed limit in between except for a short 25 mph zone in the middle near the school.

As part of the engineering study, seven speed studies were conducted which showed that the 85th percentile speeds were generally in good compliance with the 35 mph speed limit, except for poor compliance at the southernmost location near Bella Vista, but less good compliance in the 25 mph zone. The crash rate is well below the critical value. Traffic Operations' recommendation is to make no change.

Mr. Atherton shared a packet of information including speed and safety research as well as pictures of each crosswalk and their specific concerns. The town is considering adding rectangular rapid flashing beacons (RRFBs) to the crosswalk in front of Kamuda's Country Market, which the state would likely support.

Representative Shaw said people want to create a walkable village but don't feel safe on the sidewalks, so the town has invested in sidewalks that they have been waiting to be replaced along with this section of highway which is due for replacement and has been pushed out. It's

worth some thought to lower the speed limit until this project is finished then reconsider the speed limits.

The Committee asked clarifying questions and discussed existing conditions including crosswalks and current signage at the curve near Kamuda's. Secretary Flynn asked about speed enforcement, the town has a police department and a speed cart. Secretary Flynn says enforcement is necessary regardless of what the sign says but noted advisory signs are not enforceable and that he is uncomfortable going 35 mph around the Kamuda's corner. He suggested making this an enforceable 25 mph and that it makes the most sense to continue to the existing 25 mph zone.

Mr. Degutis doesn't think there will be strong compliance between Kamuda's and the school but is not opposed to it. He agrees that lower speeds are safer, but he is worried about creating a 25 that isn't complied with because the current one is already not complied with.

Secretary Flynn proposed extending the north end of the 25 mph zone to milepoint 4.03 near Keiths County Store and on the south end of town he is considering extending the 25 mph zone to VT-3. Mr. Degutis clarified there could be some flexibility in the changed limits based on where there is space to install signs, but the speed limit change should happen at a location where drivers perceive the need to change their speed. Making realistic and enforceable speed limits helps enforcement and there is currently very poor compliance near Bella Vista. Mr. Degutis also explained that speed limits are also used for determining other roadway factors such as stopping sight distances so having significant mismatch between posted and travel speed can create safety concerns. Joe's 19th Hole was suggested as the southern limit of the new 25 mph zone.

Secretary Flynn proposed to extend the 25 mph zone from Joe's 19th hole on the southerly end, past Kamuda's to a point just south of the Dollar General, with precise locations to be determined by Traffic Operations.

The Traffic Committee voted to approve Secretary Flynn's proposal.

- **Underhill, VT-15, Speed Limit**

Mr. Degutis explained the request is on VT-15 near the Westford town line to lower the speed limit or otherwise improve safety. As part of the engineering study, three speed studies were conducted which showed that the 85th percentile speeds were approximately 5-7 mph over the speed limit which is very typical for a 50 mph road in Vermont and the crashes are well below the critical rate. Traffic Operations' recommendation is to retain the existing speed limit based on the speed studies and road character. This curve doesn't merit an advisory speed based on ball banking but due to sight distance one is installed here on the curve warning sign. The hidden drive warning signs will be upgraded to fluorescent yellow, and an existing bent post will be fixed. This area has a lot of ledge but additional brush cutting may help improve sight distance. Secretary Flynn asked the District to look into brush cutting in the area and coordinate with the property owners as they do so.

Mr. Steinbauer says he appreciates upgrading warning signs and asked about convex mirrors and school bus stop ahead signs here in addition to suggested that moving the mailboxes may improve sight distance. Mr. Degutis says that there are existing up to date school bus stop ahead signs in both directions with good visibility. VTrans doesn't allow mirrors to be installed in the right of way due to driver confusion and glare issues. Mailbox locations are usually the

responsibility of the landowner and the post office. Mrs. Atherton shared her speed and crash concerns said the hidden drive sign needs to be more visible and the Underhill and Westford school buses both stop at Roy Dr.

Secretary Flynn suggested adding an advisory speed limit from the other direction and Joe Kelly recommended changing the hidden drive signs to fluorescent yellow and adding a 40 mph advisory speed signs to these signs in both directions instead of the curve signs. Commissioner Minoli said that signs don't change behavior but if we make the public more aware that is a good first step, if there are still issues after the sign upgrades and brush cutting we can always go back and look at this again.

The Traffic Committee voted to approve Traffic Operations' recommendation to retain the existing speed limit.

- **Westminster, US-5, Speed Limit**

Mr. Degutis explained the request is on US-5 to reduce the 50 mph zone on the northern end of town to 40 mph. It's about 1.1 miles and crashes near Faith's Toyota/Ford were cited.

As part of the engineering study, three speed studies were conducted which showed that the 85th percentile speeds were below the posted speed limit, which is unusual. There were 9 crashes and 6 were at the dealership driveway. There is active work at the dealership which will hopefully create better access control.

Based on the 85th percentile speed and roadway conditions, Traffic Operations' recommendation is to reduce the 50 mph speed limit to 45 mph. Commissioner Minoli clarified why the recommendation was not the 40 mph requested by the Town.

The Traffic Committee voted to approve Traffic Operations' recommendation.

Additional Agenda Item:

- **Essex, VT-128**

This is a minor adjustment; in working with the Town to improve signage at a trail crossing, the existing speed limit sign was relocated a short distance, the revised certificate reflects the new location of the sign.

Secretary Flynn adjourned the meeting at 2:57 pm.

Minutes prepared by Joshua Taylor, VTrans Traffic Operations, and submitted via Ian Degutis, Traffic Operations Engineer/Traffic Committee Coordinator.

These minutes were approved by email on 9/15/2023

**Vermont Traffic Committee
Minutes of Meeting Held
December 12, 2023**

The Vermont Traffic Committee met on Tuesday December 12, 2023. Committee Chair Michael Smith called the meeting to order at 1:01 pm at the VTrans Dill Building in Berlin, VT, and online via Microsoft Teams. The meeting was adjourned at 2:29 pm.

Attendees:

Dept Commissioner Michael Smith, DMV, Traffic Committee Chair
Lt. Paul Ravelin, Vermont State Police, Department of Public Safety
Evangeline James, Assistant Attorney General

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Alec Jones, Lamoille County Planning Commission, Eden
Christina Clark, Resident, Shrewsbury
LeAnn Denault, East Wallingford resident, Shrewsbury
Alice and Paddy Martin, Residents, Shrewsbury
Martha Sirjane, Resident, Shrewsbury
Bob Snarski, Volunteer Fire Department, Shrewsbury
Francis Wyatt, Selectboard Member, Shrewsbury

Kristin Driscoll, VTrans Traffic Operations
Joe Kelly, VTrans Traffic Operations
Steffanie Lemieux, VTrans Traffic Operations
Marcos Miller, VTrans Traffic Operations
Sarah Ramsay, VTrans Traffic Operations
Josh Schultz, VTrans Bureau Director
Josh Taylor, VTrans Traffic Operations
Brad Woods, VTrans Traffic Operations

Agenda Items Discussed

- **Eden, VT-100,**

Mr. Degutis explained the request for a reduced speed limit on VT-100 near the fishing access on the north end of Lake Eden and came in over a year ago. A year ago, the Traffic Committee requested to table the item and have additional speed studies completed once additional signage for the boat ramp had been installed and the passing zone was closed off, which were improvements identified for that meeting. The closed passing zone was not appropriately remarked in 2023 but will be corrected in 2024.

An engineering study was conducted in 2023 including two speed studies which showed an insignificant change from the 2022 studies and poor compliance with the existing 50 mph speed limit. Mr. Degutis explained the 85th percentile and how it is one factor used when setting speed limits. There will be additional sign upgrades near the boat ramp and more brush clearing in the state right of way. The roadway character looks like a 50 mph road so the recommendation is to retain the existing speed limit.

Mr. Jones did not have any comments but stated that this is not what the selectboard had hoped for.

The Traffic Committee voted to approve Traffic Operations' recommendation.

- **Shrewsbury, VT-103, Speed Limit**

Mr. Degutis explained this request is on VT-103 in the village of Cuttingsville and was originally from 2021. The recommendation in 2021 was to retain the existing speed limit and the Traffic Committee voted to expand the 35 mph zone to be about 1.5 miles through the village to Spring Lake Rd. As part of the change, the Traffic Committee requested a follow up study after one year to see the effectiveness of the change. In 2022, additional speed studies were done, and the recommendation was to return to the previous speed limits and increase enforcement. The town indicated they had difficulty finding enforcement, so the item was tabled for another year. In 2023, additional speed studies were conducted, which showed that 85th percentile speeds were relatively unchanged and well over the speed limit for all locations. Mr. Degutis presented a variety of speed data demonstrating that speeds have not changed significantly and compliance is poor. The recommendation is to return the posted speed limits to the previous speed limits and increase enforcement.

Mr. Wyatt, on behalf of the selectboard, said they support retaining the current speed limit and the speed limit reduction was requested because of the fatalities. The Town has since secured 4 hours per week from the Rutland Sheriff focused on VT-103 but some hours were spent at other places in the town. He thinks the town should have contracted more hours from the sheriff and are considering increasing the hours in 2024 because 4 hours per week isn't enough to create a change. There is cell phone coverage which causes distracted driving, and the map apps aren't up to date, so they show the old speed limits. The July flooding also took out a sign on the north end which was down for a month. Spring Lake Rd has up to 250 cars per day and it's on a curve so there is poor sight distance which is also a concern.

More generally he disagrees with changing the speed limit based solely on the 85th percentile and the 50th percentile seems more reasonable which did decline. People have also become less rational drivers so we can't rely on people's good judgement to set speed limits.

A number of residents spoke to say they feel that the speeds have declined and closing the passing zone has made the road feels safer. They also said, if some cars slow down it slows people down behind them and people will always go over the speed limit but more enforcement will help, and the speed feedback sign has helped. They asked whose responsibility it is to change the speed limit on GPS devices.

Mr. Degutis agrees that the 85th percentile speed is not the only factor because that would suggest the speed limit should be increased through Cuttingsville, which he does not support. Spring Lake Road has about 600 ft of sight distance which meets the minimum sight distance for a 50 mph intersection, there is also an intersection warning sign on the other side of the bridge. GPS and vehicle data is the responsibility of a third-party vendor and VTrans doesn't have influence over it but there is sufficient signage and it's the driver's responsibility to comply with the signs.

Lt. Ravelin clarified that there were only 4 hours of enforcement per week. Based on the traffic study, there is some reduction in speed but more needs to be done so that, whatever the speed limit is, it can be enforced properly. He also confirmed that there is a speed feedback sign which was in place at different points along the corridor most of the summer.

Mr. Smith motioned to table this item until the next meeting so this can be revisited with committee members who have more history with the item. The Traffic Committee voted to table this item.

- **Brookfield, VT-65, Speed Limit**

Mr. Degutis explained this request is on VT-65 which is an unpaved state highway. The request is to reduce the speed limit from the existing 35 from Bear Hill Rd to West St. One speed study was completed with pneumatic tubes and found the 85th percentile to be 36 mph at what looked to be the fastest point in the study area. Traffic Operations recommends reducing the existing 35 mph speed limit to 30 mph from a point just west of Bear Hill Rd to the existing 30 mph zone, which is a slightly longer area than requested, as well as some suggested signage upgrades to the town.

The Traffic Committee voted to approve Traffic Operations' recommendation.

- **Essex, VT-15, Speed Limit**

Mr. Degutis explained this is located on VT-15 on the easterly end of Essex, near Jericho, in the vicinity of Whitcomb Meadows Lane and the existing Traffic Committee certificate contains an error which has conflicting descriptions. The community requested to move the sign, believing it to be misplaced and would like Whitcomb Meadows Lane included in the 40 mph zone. Traffic Operations staff reviewed the certificate and determined the sign was placed as intended by the Traffic Committee; subsequently the Town officially requested to extend this 40 mph zone to Saxon Hill which is approximately 3/10 mile. Three speed studies showed a change in the prevailing speeds and the 85th percentile dropping as the character changes, even though they are not in compliance with the speed limit. Traffic Operations recommends the 40 mph zone be extended to a point east of Whitcomb Meadows Lane where there is a natural transition location but not quite as far as the town requested. This will also address the issue in the current certificate.

The Traffic Committee voted to approve Traffic Operations' recommendation.

Additional Agenda Item:

- **Georgia, VT 104**
The existing speed limit certificate uses outdated references. Signs will be placed approximately at the same place and the certificate will be updated. The Traffic Committee voted to approve this update.
- **Traffic Committee Administrative Rules**
Ms. James gave an update on the ongoing effort to update the Traffic Committee administrative rules. No action is required at this time.

Deputy Commissioner Smith adjourned the meeting at 2:29 pm.

Minutes prepared by Joshua Taylor, VTrans Traffic Operations, and submitted via Ian Degutis, Traffic Operations Engineer/Traffic Committee Coordinator.

These minutes were approved by email on 12/22/2023