

**Vermont Traffic Committee Meeting Minutes
for Regularly Noticed Meeting of
September 11, 2024**

Appendix 1

2022-2000 Meeting Minutes

**Vermont Traffic Committee
Minutes of Meeting Held
December 15, 2022**

The Vermont Traffic Committee met on Thursday December 15, 2022. Committee Chair Joe Flynn called the meeting to order at 1:03 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 3:13 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Acting Lt. Paul Ravelin, Vermont State Police

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Bob Snarsky

Alyssa Stewart

Brandon Gulnick – Town Manager - Weathersfield

Bill Daniels – Police Chief - Weathersfield

Ray Stapleton – Highway Foreman - Weathersfield

Chris Clarke, Resident, Shrewsbury

Martha Sirjane – Resident – Shrewsbury

Lea Ann Farley – Resident – E. Wallingford (for Shrewsbury item)

Shauna Clifford, VTrans District 7

Bill Page, Road Foreman, Bradford

Bill Jenkins, Law Enforcement Liaison, State Highway Safety Office

Shane O’Keefe, Town Administrator - Londonderry

Francis Wyatt, Select person, Shrewsbury

Joe Kelly, VTrans Traffic Operations

Marcos Miller, VTrans Traffic Operations

Josh Taylor, VTrans Traffic Operations

Bradley Woods, VTrans Traffic Operations

Agenda Items Discussed

- **Weathersfield, VT-131, Speed Limit**

Mr. Degutis explained the request is on VT-131 to reduce the speed existing limit for the entire 50 mph zone between Downers Corner to the interstate, and review the intersections. This item was tabled at the October meeting of this year due to time constraints.

As part of the engineering study five speed studies were conducted which showed that the 85th percentile speeds were approximately 3-6 mph over the posted 50 mph speed limit which shows relatively good compliance. The 85th is the speed below which 85 percent of vehicles are travelling. They are done for an hour or 100 vehicles and measure free flow speed. The 85th percentile is one of several factors used as well as road character and engineering judgement when determining an appropriate speed limit. The MUTCD says speed limits should be posted within 5 mph of the 85th percentile and having the speed limit match the way most people are driving is beneficial. Speed studies are done with a radar gun in an unmarked car.

Traffic Operations recommends maintaining the 50 mph speed along this stretch and increasing enforcement.

Mr. Gulnick says people drive within a certain range of the speed limit so drivers might follow the new 40 mph speed limit adjustment. Mr. Degutis responded that national and local studies have shown that, without character changes, just changing the speed limits doesn't change the driver speed because many people drive the speed at which they feel comfortable.

Mr. Stapleton says a couple trucks were hit along here during winter maintenance and there have been some near misses from people turning on or off the road. There are some vegetation and sight distance issues which cause visibility issues due to the sharp angle of the curves and hills.

Mr. Degutis explained that VTrans Traffic Operations met with the town and VTrans District Maintenance staff and talked about brush issues and the district was going to work to better maintain the brush. Some vegetation is out of the state right of way which means the town needs to reach out to property owners. They also looked at warning signage at these intersections and what improvements that can be made. Intersection warning signs ahead of the intersections of concern was discussed as well as moving some street signs along with other more advanced options. Lt. Ravelin says that cutting brush back sounds like the most cost-effective solution. Mr. Gulnick asked what reason there is to not change the speed limit. Secretary Flynn says a lower speed limit might not slow anyone down and it could just cause more people to be speeding. He thinks there needs to be more attention on brush cutting and improving signage and suggested trying 45 mph instead of 40 mph. The town was amenable to that.

Mr. Degutis says that one challenge in dropping the speed limit below 85th percentile speed is that many of the standards for warning signs are relative to the posted speeds, so some of the warning signs wouldn't be warranted at a lower speed limit, so if the speeds don't change but the warning signs are removed then there would be the same situation without the warning sign. 45 mph is more in line with the travel speeds so it might be a good compromise. Secretary Flynn moved to change the speed limit to 45 mph.

The Traffic Committee voted to approve the 45 mph speed as proposed by Secretary Flynn.

- **Bradford, US-5, No Parking**

Mr. Degutis explained the request from VTrans District 7 DTA Booth is to create a winter No Parking zone in the northern end of Bradford Village on US-5 from Wells River Savings Bank through the narrow curve to the Bradford Church where parked cars can create challenges for

winter maintenance. The Town of Bradford is supportive of this request and has undertaken significant public outreach on the topic. Some people park here for church and funerals but during the winter it is mostly residents who park here. Traffic Operations' recommendation is to create the seasonal No Parking zone from November 1 through April 30.

The Traffic Committee voted to accept Traffic Operations recommendation.

- **Londonderry, VT-100, Speed Limit**

Mr. Degutis explained the request is on VT-100 to reduce the speed limit from 50 mph as it approaches the stop condition at VT-11 to match the other similar approaches in the area. As part of the engineering study, two speed studies were conducted which showed that speeds were below the posted speed limit. There is also a large shopping complex near the intersection. Traffic Operations' recommendation is to create a 40 mph zone beginning near Alexander's Martial Arts and extending northerly for about a half mile, then a 30 mph zone for about three-quarters of a mile up to the stop condition at VT-11. Shane O'Keefe says the town supports the recommendation.

The Traffic Committee voted to approve Traffic Operations recommendation.

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

Mr. Degutis explained this was a item appeared before the Committee about a year ago and the Towns' request was to reduce the speed limit on VT-103 through the village of Cuttingsville. The Traffic Committee voted to reduce the speed limit with the condition that it was revisited in one year.

As part of the follow-up engineering study, additional speed studies were conducted at approximately the same time of year and in the same locations as the previous study measuring how much effect the change in speed limit had on driver behavior. Even with the posted speed reduction, the 85th percentile speeds show little to no change from the speeds measured a year ago and cars are now going well over the posted speed limit. Traffic Operations' recommendation is to return the speed limits to the previous speed limits.

Mr. Wyatt- speaking on behalf of the Selectboard- says the town has a speed cart and can now contract with Rutland County sheriff, which has only recently been able to be staffed. They do not want to see the speed limit go back up. He acknowledged the fatalities may not have caused by speed but maybe they would have not been fatalities if the speeds have been slower. Mr. Wyatt also noted that the mean and mode speeds did decline so there was an effect even if it's not reflected in the 85th percentile speeds and he asks that the Traffic Committee retain the current reduced speed limit.

Ms. Farley drives the road a lot but does not live in Shrewsbury. She finds it hard to accept that the speed limit is 35 mph through this whole stretch and thinks it should go back to what it was. She noted the fatalities were in the previous 35 and 40 mph zones.

Ms. Sirjane understands Ms. Ann's perspective but noted there is a blind corner and lots of near misses as well as other concerns with signage.

Mr. Snarski is the safety officer for the Fire Department and has seen a lot of crashes through here in tenure, but he's seen a tremendous difference with the reduced speed. Since the speed limit was changed he says there has been only one crash in 2021-22 and there was three per year before the change.

Ms. Stewart remembers fatalities here and there are now more apartments in the area so there are lots of people are pulling in and out of driveways and businesses. She doesn't want to go back and feels and it would cause more confusion to drivers.

Lt. Ravelin wants to clarify that no one has been doing enforcement this year through here. The numbers here show that some places have an increase in speed yet people are saying that its better. He said that one fatality was impaired and one was going under 50 mph. He suggested additional steps could be taken like brush control and better signage. Increasing visibility and giving time to exit the driveways and take the turns in conjunction with education may help reduce the stress of pulling out onto VT-103. The speed signs or enforcement alone may not be enough. Bill Jenkins says there is clearly a lack of enforcement and it would be interesting to see if the additional enforcement helps even though it is only 4 hours per week.

Secretary Flynn says there might not be harm to allow more time to review this to see if the education and enforcement make a difference and revisit this in a year. Lt. Ravelin says that since the town was proactive in getting enforcement and the speed cart, he would be happy to see what happens a year from now.

There was also discussion of a warning sign at the northerly end of the study area; Mr. Degutis explained that it had been removed as part of a sign project through the area in about 2018, and agreed that Traffic Operations would reinstall the sign as requested.

The Traffic Committee voted to retain the existing speed limits, and revisit the topic again in one year. The Committee also noted that if in a year the data doesn't show a decrease in speeds then maybe we need to look at something else.

- **Brandon, VT-73, No Parking**

Mr. Degutis explained the request is to create a No Parking zone along the northerly side of VT-73 in the vicinity of the elementary school beginning at the intersection with Route 53 and extending past the school to the westerly end of the school property. There appears to be a school driveway which would allow parking for pick-ups and drop-offs instead of on the road. Traffic Operations' recommendation is to create this No Parking zone.

The Traffic Committee voted to accept Traffic Operations recommendation.

Additional Agenda Items:

- **Stowe-Cambridge, VT-108**

Mr. Degutis explained that in the course of reviewing some records, a still-active certificate prohibiting trucks over Smuggler's Notch was discovered; after reviewing Statute and discussing with TC Legal Counsel Gordon Landrigan, the certificate was found to have been superseded by current statutory language. To avoid a conflict, it is recommended the Traffic Committee certificate be repealed.

Traffic Committee approved the recommendation to repeal this Certificate.

Secretary Flynn adjourned the meeting at 3:13 pm.

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

**Vermont Traffic Committee
Minutes of Meeting Held
October 25, 2022**

The Vermont Traffic Committee met on Tuesday October 25, 2022. Committee Chair Joe Flynn called the meeting to order at 1:01 pm at the VTrans Dill Building in Berlin, VT. A Microsoft Teams call was also available and open for anyone to attend virtually. The meeting was adjourned at 3:02 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Motor Vehicles
Jennifer Morrison, Commissioner of Public Safety
Leslie Welts, Assistant Attorney General, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Bryan Osborne, DPW Director, Colchester
Charlie Papillo, Selectboard, Colchester
Douglas Allen, Chief of Police, Colchester
Luba Routsong, Resident, Colchester
Pam Loranger, Selectboard Chair, Colchester
Renaë Marshall, Deputy Town Manager, Colchester
Tom Dowd, Resident, Colchester
Tom Murray, Resident, Colchester
Don Turner, Town Manager, Milton
David Carter, Selectboard Chair, South Hero
Brandon Gulnick, Town Manager, Weathersfield
Ray Stapleton, Highway Superintendent, Weathersfield

Amy Bell, VTrans Policy Planning and Research Bureau Director
Bradley Woods, VTrans Traffic Operations
Erin Sisson, VTrans Highway Division Deputy Chief Engineer
Joe Kelly, VTrans Traffic Operations
Jon Kaplan, VTrans Bicycle and Pedestrian Coordinator
Josh Schultz, VTrans Operations and Safety Bureau Director
Josh Taylor, VTrans Traffic Operations
Kristin Driscoll, VTrans Traffic Operations Manager
Marcos Miller, VTrans Traffic Operations
Matthew Arancio, VTrans Planning Coordinator
Paul Ravelin, Vermont State Police Traffic Safety Program Unit
Todd Sears, VTrans Operations and Safety Deputy Bureau Director

Agenda Items Discussed

- **South Hero/Milton/Colchester, US-2, Speed Limit:**

Mr. Degutis explained there were three request letters from the three Towns that extend from Landon Rd in South Hero through Milton to the I-89 interchange in Colchester, and that while there were additional components to those requests, only the speed limit request is under the purview of The Traffic Committee. He explained that state law requires us to follow the MUTCD which governs pavement markings, signs, and other traffic control devices. To set speed limits, there needs to be an engineering study completed which includes a review of the area, crash data and 85th percentile speeds, where the 85th percentile speed is the speed below which 85 percent of vehicles are travelling. Speed limits are usually set within 5 mph of the 85th percentile speed. He reviewed the existing speed limits through the study area as well as annual average daily traffic (AADT) and peak hour volumes (PHV) which were collected in 2020 and noted to be broadly similar to previous data. For the engineering study there were nine speed studies conducted which showed that the 85th percentile speeds were about 5-10 mph over the speed limits which is not typical, but it is not highly unusual. The engineering study also looked at crash history which indicated a large number of crashes. However, the study area is a long segment with high volume, so it is not considered a High Crash Location. The recommendation is to retain the existing speed limits along the whole corridor, remove the marked passing zone on the causeway, and install some intersection signage improvements.

Mr. Carter from South Hero is concerned with pedestrian crossings in the area. This is outside the purview of the Traffic Committee and Mr. Degutis and Mr. Kaplan will follow up with the Town. Mr. Carter asked if adding two crosswalks would change the recommendation by Traffic Operations. Mr. Degutis responded that the recommendation is based on current conditions not future. The current speed limit could allow a crosswalk so this can be revisited once they are installed to see if conditions have changed.

Ms. Welts clarified that even though members of the Committee travel this road regularly it does not create a conflict of interest based on the definition.

Don Turner from the Town of Milton is grateful for removal of passing on the causeway, but noted the town has concern about the speed. They are trying to increase enforcement and use a speed cart around town.

For the Town of Colchester, the Selectboard would like the Committee to reconsider the recommendation. The 85th percentile shows moderately good compliance but it's the top 15 percent which are a concern. Mr. Osborne shared some observations on the traffic study including concerns that the percent of people going 10 mph or more over the speed limit increased, which shows that the speeding problem is getting worse. The crash study indicated that speed is the most noteworthy cause of crashes and almost half of them caused injury. He feels it's important to look beyond the data and the study and procedures as guided by the MUTCD and they are intended to be accompanied by engineering judgement. There was a fatality this past year and he feels it is our duty to reduce the risk.

Mr. Osborne asked about the supplemental data report included in the packet, and Mr. Degutis explained that some of the data referenced was provided prior to the full engineering study. The data in the supplemental report is not as detailed and is intended for traffic counts and they do not capture only free flowing traffic. The numbers are slightly different from the spot studies but not, in his judgement, significantly. The recommendation to retain the speed limits isn't to say there isn't a problem but it is felt that changing the speed limit alone will not significantly impact

driver behavior. People already disobey the posted limit so changing the speed limit wouldn't likely change their behavior.

The Chief said while he broadly agrees, changing speed limits causes a portion of the people to slow down. The Clay Point Rd intersection is unforgiving so lowering the limit would create more time and decrease the severity. A resident echoed that the Clay Point Rd intersection is terrifying and just because a speed limit is posted as something doesn't mean it is safe and the severity is a concern.

Ms. Routsong is a friend of the person who died in the fatal crash this year and feels strongly that the speed caused her death and maybe she would have only been injured at a lower speed. She also noted that Clay Point Rd and Raymond Rd have little signage while Bear Trap Rd is marked with big signs and lights. There are also 4 different speed limits, new homes, a bus route and two state parks in this four mile segment.

Deputy Chief Engineer Sisson said the way to influence speeds to change are a combination of the physical characteristic, enforcement, and the speed limit. Around 2010 some of these roads included high crash locations and the signs and lights were added at Bear Trap Rd because there wasn't room to make a physical change like at Clay Point Rd. She provided a brief overview of the Agency's prioritization process for making infrastructure changes on the State Highway system.

Commissioner Morrison would like to limit the number of speed changes along this roadway and moved to reduce the speed limit from 55 to 50 for the entire length of the 55 mph zone and remove the marked passing zone along the causeway. The Traffic Committee voted unanimously in favor of Commissioner Morrison's motion. Traffic Operations will work to improve signage.

- **Weathersfield VT-131, Speed Limit:**

Mr. Degutis introduced the request, which came from the Town of Weathersfield to reduce the speed limit from 50 to 40 mph on VT-131 as well as some intersection related requests that are outside the Traffic Committee's purview. Five speed studies were done which showed that the 85th percentile speeds are 3-6 mph over the posted limit. Speed limits are generally set within 5 mph of the 85th percentile speeds which indicates the existing limit is set correctly. The crashes over the past five years seem high but the crash study is over a very long length of road so this is not considered a High Crash Location. Traffic Operations' recommendation is to retain the existing speed limit and look at overall signage and the possible need for brush cutting to enhance sign visibility. There are other things like intersection geometry that make them challenging, but they are outside the Traffic Committee's purview. Increasing enforcement may also be a good action.

Mr. Stapleton has heard several complaints about visibility. Mr. Gulnick asked to table the item because the police chief could not attend. The motion is to table this until a future meeting. The Traffic Committee voted unanimously to table this item.

Additional Agenda Items:

- **Traffic Committee Rules**

Mr. Degutis briefly introduced that these are draft updates to Administrative Rules of the Committee. Commissioner Minoli said she would like additional time to review the draft changes with Legal Counsel and moved to table this item. The Traffic Committee unanimously voted to table this item.

Secretary Flynn adjourned the meeting at 3:02 pm.

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

**Vermont Traffic Committee
Minutes of Meeting Held
September 27, 2022**

The Vermont Traffic Committee met on Tuesday September 27, 2022. Committee Chair Joe Flynn called the meeting to order at 1:03 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 4:10 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Motor Vehicles
Jennifer Morrison, Commissioner of Public Safety (until 3:01 pm)
Gordon Landrigan, Assistant Attorney General, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Barb Nolan, UTG, Averill-Norton
Gina Vigneault, Averill-Norton
Scott and Chris Burns, Residents, West Danville
Ken Linsley, Selectboard, Danville
Kellie Merrell, Selectboard, Danville
Peter Griffin, Danville
Freeda Powers, Eden
Tracy Morin, Eden
Art Curcillo, Lake Eden Association
Jean Richardson, Selectboard, Ferrisburgh
Jessica James, Ferrisburgh
Andrea Ochs, Orwell
Walter Smith, Selectboard, Sheffield

Kristin Driscoll, VTrans Traffic Operations Manager
Joe Kelly, VTrans Traffic Operations
Stephanie Lemieux, VTrans Traffic Operations
Marcos Miller, VTrans Traffic Operations
Josh Taylor, VTrans Traffic Operations
Bradley Woods, VTrans Traffic Operations

Agenda Items Discussed

- **Averill-Norton VT-114, Speed Limit:**

Mr. Degutis explained the request to reduce the speed limit from 50 to 40 mph from Lake View Rd in Norton to Forest Lake Rd in Averill, which includes the Lake View Store and a trailhead access, was tabled at the last meeting. There has been a town petition to request the lower speed here.

As part of the engineering study, speed studies were conducted which showed that speeds on June 30th were relatively compliant. Speed studies look at 85th percentile speed which is the speed at which 85 percent of vehicles are traveling at or below and is calculated using the free-flowing vehicle speed for an hour or 100 cars. The volume here is low for a state highway and this is not a high crash location. There is limited parking for the trailhead but there is not significant usage. Traffic Operations' recommendation is no change due to the lack of character change. Traffic Operations tries to set the speed limits at speeds drivers will actually drive and this is a short segment without a natural transition location. There could be more pedestrian signs added near the trail crossing but there are no sidewalks so an official crosswalk could not be added without it.

The town expressed their concerns for the children and the school bus due to the corner sight distance and sharp curves in the area. A number of close calls and complaints were shared including at the sharp corners and at the trail head crossing.

Secretary Flynn proposed creating a reduced 40 mph speed zone and recommended increasing enforcement as well as additional signage, with Traffic Operations to determine the exact transition locations in general conformance with the Towns' request. The Traffic Committee voted unanimously to accept Secretary Flynn's proposal.

- **Danville, US-2, Speed Limit:**

Mr. Degutis explained the request is on US-2 from West Shore Rd where the current speed limit is 45 mph along the lake, through the 35 mph zone in the village which starts a little before the intersection with VT-15, to the point where the speed limit changes back to 50 mph once it leaves the village.

As part of the engineering study, speed studies were done in the area which show the speeds to be 5-7 mph over the posted speed limits. Through this area the road character changes becoming narrower with a high driveway density. The intersection with VT-15 is a little confusing and the crash history here has been considered as well. Traffic Operations' recommendation is to reduce the existing 45 mph zone to 40 mph, reduce the 35 mph zone through the village to 30 mph and a shift in the 30/40 transition zone to better align with the change in character. On the easterly side, a short 40 mph transition zone is recommended to prevent a large 20 mph transition, which would also result in removal of the marked passing zone within this 40 mph zone.

Mr. Burns voiced a number of concerns, most prevalent is the transition location which he would like moved in the opposite direction as recommended. Ms. Merrill spoke on behalf of the Selectboard in favor of the recommendation, and also mentioned the Town's desire for Radar Speed Feedback Signs in the area.

Sec Flynn proposed leaving the transition where it is and suggested coming back to this in a few years after an upcoming reconstruction project, which is planned to make changes in the area of the general store. Orange flags will be installed on the speed limit signs on a long-term temporary basis to draw drivers' attention to the change. The Traffic Committee voted

unanimously to accept Traffic Operations' recommendation with the transition point to remain at the current location.

- **Eden, VT-100, Speed Limit/No Passing:**

Mr. Degutis explained the request is to reduce the speed limit on VT-100 near the fishing access, review passing zones and add signs for the boat launch on the north end of the lake.

As part of the engineering study a couple of speed studies show the speeds are 6-9 mph over the posted speed limit and there is limited crash history. Traffic Operations plans to remove the marked passing zone coming down the hill to the south of the boat launch since this location has barely adequate sight distance. This is not the same as creating a no passing zone because it's not illegal to pass on a double yellow line. Brown boat launch signs should be installed at the entrance of the boat launch and a "watch for turning vehicles" sign will be installed in advance of the access in the north bound direction. None of these changes require formal Traffic Committee action so the recommendation is to make no change. Mr. Curcillo says there is a lack of space at the boat ramp so people frequently back down the ramp, there are also a number of driveways with dips or curves so you aren't able to see vehicles on VT-100, he would like the speed limit to be 40 mph. Mr. Degutis says that there would likely be poor compliance with the speed limit since there is already trouble with compliance.

Secretary Flynn suggested that the Agency could also do some tree and brush cutting within the right-of-way to improve sight distance to the south of the boat ramp. Commissioner Morrison proposed Traffic Operations make the recommended signing and marking changes and revisit this next year. Eden has agreed that the changes are acceptable but would like the speed limit to be reviewed again.

Commissioner Morrison made a motion to table this item pending a follow up study next spring or summer after the sign and marking improvements are complete.

The Traffic Committee voted unanimously to table this item.

- **Ferrisburgh, US-7, Speed Limit:**

Mr. Degutis explained the request is part of a larger request but the part relevant to the Traffic Committee is a speed reduction on US-7 near Little Chicago Rd. The current speed limit is 40 mph and the town initially requested a 30 mph speed limit then changed the request to 35 mph. As part of the engineering study, speed studies were conducted and were found to be 7-10 mph over the posted speed limits which shows relatively poor compliance and there is little crash history in the study area. Traffic Operations' recommendation is to retain the existing speed limit because we do not believe reducing the speed limit will make a difference.

Ms. Richardson explained that there are several projects underway in this area to include renovation of town buildings and an effort to improve pedestrian facilities accessing the school on Little Chicago Road, and requests that Radar Speed Feedback Signs (RSFS) be installed if the Traffic Committee doesn't want to reduce the speed limit. Secretary Flynn explained that the town will need to request an 1111 permit, then the town will need to install and maintain the RSFS signs. The Traffic Committee suggested the town request a permit for the RSFS signs and in a few years, when the projects that are planned here have been completed, the town may choose to evaluate the effects of the projects and could request to come before the Committee again. The Traffic Committee voted unanimously to accept Traffic Operations' recommendation.

- **Orwell, VT-73, Speed Limit – School Zone:**

Ms. Ochs told the Traffic Committee that they are planning to do a study of their own with the Sheriff's Department and would like to table this item for now until the town has finished collecting their data. Mr. Degutis noted some changes to static signs that VTrans will be undertaking, and offered to discuss the location informally with the Town. The Traffic Committee voted to table this item.

- **Sheffield, VT-122, Speed Limit – School Zone:**

Mr. Degutis explained the request is on VT-122 and the speed limit is currently 35 mph with a 30 mph school zone speed limit posted by time-of-day. The request is to reduce the school zone speed limit from 30 to 25 mph and install flashing beacons. The town would also like to expand the school zone to extend from Berry Hill Rd to the current school crossing warning sign on the north end of the village.

As part of the engineering study, speed studies were found to be 42 and 39 mph in the 35 during the summer and 38 in the 30 mph school zone during the school year.

Traffic Operations' recommendation is to retain the 30 mph school zone at the current limits but install time-operated beacons instead of the time-of-day plaques. Mr. Smith spoke on behalf of the selectboard, accepting the proposed beacons at 30 mph but would like the school zone to be extended. He also noted the town hires the Sheriff's Department to enforce the speed limit. The town would also like some additional crosswalk signage. Mr. Degutis says Traffic Operations plans to gatepost the crosswalk signs and does not recommend expanding the school zone but if the Traffic Committee wishes to accept the towns proposal he would not object to it. The Traffic Committee voted to accept the towns proposal to extend the 30 mph school speed zone and add flashing beacons to the school speed limit signs.

- **Newbury (Wells River), US-5, No Parking:**

Mr. Degutis explained the request is to create No Parking zones in the vicinity of the ice cream shop and the volunteer fire department on both sides of US-5. Traffic Operations' recommendation is to create a No Parking zone along the north bound lane from the access of the ice cream shop north around the bridge because there is very little legal parking there due to the crosswalk, fire hydrant and driveways. In addition, the very wide shoulder creates confusion for drivers about how and where to park. Traffic Operations does not recommend creating a No Parking zone along the south side as there is not enough space for a vehicle to park without being in the traveled way, however "no parking in traveled way" signs will be added. The Committee discussed a number of points regarding this topic including concerns about parking for the Fire Station as well as ensuring the action would not be unfair toward the ice cream shop. The Traffic Committee voted to accept Traffic Operations' recommendation.

- **Tunbridge, VT-110, Speed Limit:**

Mr. Degutis explained the request was to review the speed limit through Tunbridge village. Traffic Operations' recommendation is to reduce the speed limit from 35 to 30 mph through the village, and to extend the southerly end of the zone 600 ft further south and move the 40 mph transition south about 600 ft to better align with the roadway character change. The Committee also noted that there is a temporary speed limit associated with the Tunbridge Fair that will need to be modified slightly to reflect these changes.

The Traffic Committee voted to accept Traffic Operations' recommendation.

Additional Agenda Items:

- None

Secretary Flynn adjourned the meeting at 4:10 pm.

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

**Vermont Traffic Committee
Minutes of Meeting Held
June 8, 2022**

The Vermont Traffic Committee met on Wednesday June 8, 2022. 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 2:49 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Anthony Facos, DMV Dir. of Enforcement and Safety, for Commissioner of Motor Vehicles
Jenny Ronis, Assistant Attorney General, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Don Wexler, Selectboard, Moretown
Laura Gans, Citizen, Moretown
Greg Duggan, Town Manager, Essex
Dennis Lutz, Public Works Director, Essex
Trisha Gelineau, Resident, Essex
Brian Story, Town Administrator, Johnson
Victoria Paquin, Selectboard, Royalton
Matt Murano, Chief of Police, Wilmington
Joyce Manchester, Moretown (?)

Kristin Driscoll, VTrans Traffic Operations
Jon Kaplan, VTrans Traffic Operations
Joe Kelly, VTrans Traffic Operations
Stephanie Lemieux, VTrans Traffic Operations
Marcos Miller, VTrans Traffic Operations
Josh Taylor, VTrans Traffic Operations
Todd Sears, VTrans Operations and Safety Bureau
Amanda Holland, Planning Coordinator, VTrans
Bob Kleinfelter, Structures Project Manager, VTrans
Amy Bell, Planning Manager, VTrans
Gordon Landrigan, Assistant Attorney General, VTrans/DMV

Agenda Items Discussed

- **Duxbury-Moretown US-2, Speed Limit:**

Mr. Degutis explained that the request came in from the town of Moretown and there is a small section of Duxbury that is included, the request is to reduce the existing 40 mph speed limit on US-2 to 25 mph. As part of the engineering study, Traffic Operations conducted 2 speed studies and measured the 85th percentile speeds to be 35 mph to the west of the traffic signal with VT-100 and 40 mph to the east of the signal, the speed limit is 40 mph. Mr. Degutis explained that 85th percentile speed is the speed below which 85 percent of free-flowing vehicles are moving, which is a standard measurement used in engineering review of speed limits. Speed limits should be set within 5 mph of the 85th percentile. There were a total of 5 crashes in a 5 year period from 2016-2020, 4 were non reportable and 1 was a driver who appears to have fallen asleep with minor injuries. Traffic Operations' recommendation is to reduce the entire current 40 mph speed zone to 35 mph, which goes from approximately Gallagher Acres to the bridge into Waterbury. Mr. Wexler is excited to see the speed limit reduction and told the committee they will be having a sidewalk study done in the same area, but he would like it if reducing the speed limit was easier. Laura Ganz conveyed her concern and wants to know what the harm would be in lowering to 25 mph. Secretary Flynn noted that when choosing speed limits more must be considered, like transition zones, and not just that location. Mr. Degutis said that transitions are chosen based on the characteristics of the road to create a natural transition in character and speed. Secretary Flynn reminded everyone that we are more than happy to revisit any stretch of road when the characteristics change. Mr. Degutis also suggested that we can look at signs and additional pedestrian features outside of Traffic Committee, which can help to create a bigger character change. The Traffic Committee voted to accept Traffic Operations recommendation to reduce the speed limit from 40 mph to 35 mph in this area.

- **Essex VT-128, Speed Limit:**

Mr. Degutis explained that the request is on VT-128 in Essex, about 0.75 miles north of VT-15 near Weed Rd and the town would like to reduce the 50 mph speed limit to 40 mph from Irene Ave to a point about 500 ft north of Weed Rd. This is a revisit of a request from 2003. As part of the engineering study, Traffic Operations conducted 2 speed studies, one south of Weed Rd which found an 85th percentile of 53 mph and the other was north of Weed Rd which found speeds of 51 mph which shows good compliance. The curve has a 25 mph advisory speed which Mr. Degutis says he finds to be more appropriate than a speed limit change for the curve because the signage also shows why the speed is advised. There have been 18 crashes in the study area from 2016-2020 but it is not a High Crash Location, 5 crashes resulted in a total of 8 injuries and there are no fatalities. 13 of these 18 crashes were within the curve and the data shows that snow is a factor in many but there are no other patterns. Based on the data and this being a point specific speed concern, Traffic Operations recommends retaining the speed limit, updating signage in both directions and removing brush to make the signs more visible. Sec Flynn asked about chevrons or arrows on the outside of the curve which will be considered during a field review. The town would like to see improved signage, more visible and more information to drivers about the curve. The town also conducted their own 7 day study showed the speeds to be 53 mph to the south of the curve but to the north of the curve their study showed

an 85th percentile of 42.2 mph which is a significant difference to the VTrans study which showed 51 mph. Mr. Degutis guessed that since the Essex data was taken closer to the intersection with Weed Rd and the curve, it might not capture free flow speed and also might show people slowing down coming into the curve. Since the towns speed study was done with a RSFS which captures all traffic including cars turning off Weed Rd while the VTrans study was done by hand and is only free flowing traffic.

Ms. Gelineau expressed her concerns with the speeds as well as the sight distance when turning left onto Weed Rd and recounted several trucks that have tipped over. She believes others feel the same as her which can be seen from the petition to address concerns with this corner.

Secretary Flynn suggests using Radar Speed Feedback Signs (RSFS) to inform drivers of their speeds due to the very high outliers. He acknowledged the concern with safety but if there is no enforcement then even a regulatory 25 mph zone is not effective without compliance. Mr. Facos says they have had great success with RSFSs. VTrans encouraged the town to reach out to District 5 or the Williston barracks, who might have a trailer-mounted unit available to collect more data. Secretary Flynn suggests making the recommended sign changes today by addressing the vegetation and making some signage upgrades and collecting more data to help make a better decision. The town of Essex is welcome back to continue the conversation at a later date. Mr. Degutis suggested reviewing other enhancements like flashing beacons and gate posted signage might also help. The Traffic Committee voted to accept the Traffic Operations recommendation.

- **Johnson VT-100C, Speed Limit:**

Mr. Degutis explained that the request is for a speed reduction and a study of signage and pedestrian safety in the area of the twin bridges. As part of the engineering study, three speed studies were conducted which measured the 85th percentile speeds for northbound traffic to be 41 mph in 2021 and 40 mph in 2022, and 40 mph in the southbound direction in 2022. There are also a number of advisory speeds around here which were all reviewed and determined to be appropriate, the signs are all in good condition. The crash history shows 3 crashes from 2016-2020, which means this is not a high crash location. Mr. Story noted a side street where it is very hard to see cars heading southbound and VT-110C is a main route for some trucks. It's a difficult intersection because some of the trucks stop and its hard to see around them to see oncoming traffic. Sec Flynn suggests some tree or brush cutting to help improve sight distance if possible; there is a tree which appears to be on private property, and a lilac shrub which may be within the Town's right-of-way. The Traffic Committee voted to approve Traffic Operations' recommendation to retain the existing speed limit.

- **Manchester VT-30, Speed Limit:**

Mr. Degutis explained that the request is to reduce speed limit from 40 to 25 mph near the Catholic church, and from 40 to 35 mph near the park. As part of the engineering study, Traffic Operations conducted speed studies in the 40 mph zone which showed the 85th percentile speed to be 42 mph in from of the church, 48 mph just south of Dorr Oil and 47 just north of the rec field access, which is not very good compliance. Part of this area was part of a study done in 2021 that yielded similar speed results which shows the speed limit adjustment that was done had very little effect on the speeds. There were 6 crashes with 2 injuries and no fatalities. Traffic Operations' recommendation is to retain the existing speed limit and increase enforcement to get better compliance. Mr. Degutis noted the recreation facility has had some expansion including a new track but there is a shared use path coming in the back, so the road is just a vehicle entrance.

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

- **Orwell VT-22A, No Parking:**

Mr. Degutis explained that the request is to create a legal No Parking zone on VT-22A. There were 4 crashes with 1 injury from 2016-2020 and one recent fatality near here. While parking here doesn't seem like an unreasonable behavior it does create an obstruction to sight distance. State statute restricts parking within 50 ft of an intersection and delineators have been installed since the request. Traffic Operations recommends creating No Parking zones on 3 of the 4 corners. The slope on the 4th corner has a ditch that effectively prevents people from parking here and other signs restrict No Parking signs from being installed. The Traffic Committee voted to create a No Parking zone as recommended by Traffic Operations.

- **Royalton VT-14, Speed Limit:**

Mr. Degutis explained that the request is on VT-14 on the north end of the village by the railroad bridge and came in as a joint request from the Town Selectboard and VTrans project team. The request is to reduce the existing 45 mph speed limit to 40 mph, which goes from the northern bridge to the 35 mph zone through the village. As part of the engineering study, Traffic Operations conducted five speed studies which showed the 85th percentile speed in the 45 mph zone to be 48 mph and outside the request zone in the 35 mph zone the speeds were found to be 34, 41, 43, and 41 mph through the village. There was a total of 13 crashes from 2016-2020, 6 were in the 45 zone and 5 of which were at the underpass with the other 7 in the village. There is a future project which hopes to fix some of the issues with the bridge height and alignment. Mr. Klinefelter gave some background about the bridge project which will improve the vertical clearance to 14'6" from 12'1" and increase the horizontal width from the existing 1 lane to two 11' lanes with 4' shoulders with a design speed of 30 mph. Mr. Degutis stated that the 45 mph zone doesn't make sense and there is a change being made at the bridge so, despite the 85th percentile, Traffic Operations recommends reducing the speed limit from 45 to 40 and retaining the existing speed limit in the village. Traffic Operations also identified some improvements that can be made on the southerly end of the study area which includes fixing the transition and signing the 35 mph speed limit before the bridge instead of after. The Town Selectboard is in support of the recommendation. The Traffic Committee voted to approve Traffic Operations' recommendation.

- **Rutland US-7, Speed Limit:**

Mr. Degutis explained that the request is from Rutland Town on US-7 both south and north of Rutland City. On the southern end there is a lot of lanes and traffic and there have been a number fatalities over the years with one last year. Since this road is very wide and high-traffic, Traffic Operations could not do a typical speed study with a radar gun or pneumatic tubes, so an ITS trailer was deployed which uses a radar sensor.

The request on the southern end is for a reduction from 40 mph to 35 mph from the Rutland City class 1 limit to Seward Rd. There were 47 crashes from 2016-2020 with a total of 1 injury, there was also a fatality in 2021. The 85th percentile speed is 42 mph in the 40 mph zone. The speed limit is more of a concern in off peak hours when traffic is more free flowing. Traffic Operations recommends retaining the existing speed limit because traffic at off peak times will be unlikely

to obey the lower speed limit. The town would also like to see some pedestrian improvements, there is an upcoming project which adds in pedestrian signals at Cold River Rd.

The request on the northern end goes from the Class 1 limits to the signal at Post Rd and is 4 lanes wide. Volumes here are about 2/3 of the southern portion and the speed study found the 85th percentile to be 48 mph in the 40 mph zone. There were 23 crashes here with a variety of types and causes. There is a desire for improved pedestrian facilities such as a path to the elementary school which is being studied right now. Based on the 85th percentile speed Traffic Operations recommends retaining the existing speed limit. The Traffic Committee voted to accept Traffic Operations' recommendation to retain the existing speed limit.

- **Wilmington VT-9, Speed Limit:**

Mr. Degutis explained that the request included several components, in this meeting we are only looking at the speed limit related portion and we are working with the town on the other parts of their request separately. The request is to extend the 25 mph zone west along VT-9. As part of the engineering study, Traffic Operations conducted three speed studies. In the 35 zone the 85th percentile speeds were 42 mph in the vicinity of Haystack Rd and 43 mph just east of the sharp curve which shows there is not good compliance. Within the 25 mph zone coming into the village, the 85th percentile speed was 33 mph approaching the first crosswalk. There were 9 crashes from 2016-2020, including 2 injuries and no fatalities. Traffic Operations' recommendation is to retain the existing speed limit and continue to work with the town on the other improvements to make the village safer. The Traffic Committee voted to approve Traffic Operations' recommendation. It was noted by Joe Kelly that the current 35 mph sign location does not align perfectly with the existing certificate and the speed certificate will be updated to reflect the current sign location. The Traffic Committee voted to accept Traffic Operations recommendation to retain the existing speed limit.

Additional Agenda Items:

- **Pownall US-7, Rescind No Parking:**

There is an existing No Parking zone on US-7 in the vicinity of the old Green Mountain Racetrack, which has not been active for a number of years. Traffic Operations is recommending rescinding the No Parking zone and removing the signs as part of an upcoming sign project. This is an Agency originated request and we have reached out to the Town but there has been no response. Traffic Operations recommends rescinding the No Parking zone. The Traffic Committee voted to approve Traffic Operations' recommendation.

Secretary Flynn adjourned the meeting at 2:49 pm.

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

**Vermont Traffic Committee
Final - Minutes of Meeting Held
December 20, 2021**

The Vermont Traffic Committee met on Monday December 20, 2021. Committee Chair Joe Flynn called the meeting to order at 1:02 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 2:55 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Dept. of Motor Vehicles, Traffic Committee Member
Jenny Ronis, Assistant Attorney General, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Gina Vigneault, Town Clerk, Town of Norton and Unified Towns and Gores of Essex County
Anne Sullivan, Resident, Hinesburg
Bob Snarski, Safety Officer, Shrewsbury
Francis Wyatt, Selectboard Member, Shrewsbury
John O'Dowd, Resident, Shrewsbury
Joshua Schwartz, Mad River Valley Planning District, Waitsfield
Todd Odit, Town Manager, Hinesburg
Martha Sirjane, Resident, Shrewsbury

Kristin Driscoll, VTrans Traffic Operations
Jon Kaplan, VTrans Traffic Operations
Joe Kelly, VTrans Traffic Operations
Stephanie Lemieux, VTrans Traffic Operations
Marcos Miller, VTrans Traffic Operations
Josh Taylor, VTrans Traffic Operations
Eric Eby, VTrans Traffic Operations
Todd Sears, VTrans Operations and Safety Bureau

Agenda Items Discussed

- **Averill-Norton VT-114, Speed Limit:**

Mr. Degutis explained that the request was to reduce the existing 50 mph speed limit on VT-114 in the vicinity of the Averill/Norton Town line to 40 mph for approximately 0.7 miles. One speed study was conducted at milepoint 9.92 which showed the 85th percentile speeds to be about 54 mph in the 50 mph zone. Mr. Degutis explained that 85th percentile speed is the speed below which 85 percent of vehicles are moving, which is a standard measurement used in engineering review of speed limits. There has been 1 crash in the last 5 years. Traffic Operations' recommendation is to retain the existing 50 mph speed limit based on the speed study and doesn't believe reducing the speed limit will make any impact.

Gina Vigneault stated that people cross the street near the store to Lakeview Road and the bus stops there. There is also a hiking trail at the western end of Lakeview Road with parking on the opposite side of the road. Secretary Flynn is not surprised by the speed study and in his opinion, enforcement is an issue. People cross here a lot from the unofficial parking area to the trail head and it's hard to see cars coming when trying to turn off Lakeview Road. He stated concerns with 50 mph since the store and the intersection with Lakeview Road are hard to see ahead of time because of the long sweeping curves, especially with people crossing in the summer. Ms. Vigneault says they contract with the Sheriff's Department to do some enforcement especially in the summer. Mr. Degutis says the investigation was done a little later in the year right after the request came in so it might not have captured the peak season. One option is to table the item and do another study during next summer to capture the busiest time of the year to better evaluate some of the other considerations. Secretary Flynn moved to table the discussion to do a more comprehensive study next summer to show the busiest time of year as well as considering additional signage to the west to warn motorists of potential pedestrians crossing if that is acceptable to Ms. Vigneault, to which she stated her approval.

The Traffic Committee unanimously voted to table the discussion until late in the summer of 2022.

- **Hinesburg VT-116 (north), Speed Limit:**

Mr. Degutis explained that the request was to review the speed limits along VT-116 and extend the 40 mph speed limit zone north about 0.6 miles to a point closer to Place Rd.

As part of the engineering study, Traffic Operations conducted 2 speed studies, which found the 85th percentile speeds to be 47 mph in the 50 mph zone 0.2 miles north of the signal, and 50 mph in the 50 mph zone 0.5 miles north of the signal.

There have been a total of 5 crashes in the past five years along this segment of road. Having good transitions that change with road character is a very important part of placing speed limits.

Mr. Degutis explained Traffic Operations' recommendation is to extend the 40 mph zone north 0.26 miles to the beginning of the current passing zone near the crest of the hill.

Todd Odit, the town manager, wanted to thank Traffic Operations for the study and noted that the Town does not have any comments.

The Traffic Committee unanimously voted to accept the recommendation proposed by Traffic Operations. (The motion was updated to address an incorrect statement in the initial motion; this record reflects the final, corrected motion.)

- **Hinesburg VT-116 (south), Speed Limit:**

Mr. Degutis explained that the request was to review the speed limits along VT-116 and extend the current 40 mph zone south of the village. Mr. Degutis reminded the committee that this area came before Traffic Committee previously, prior to a development being completed here, but the speed limit is set based on what is currently there and not for what will be there. Since the development has been completed the town resubmitted their request to review this area which is about 0.75 miles long.

Mr. Degutis explained that the engineering study measured the 85th percentile speeds to be 55 mph in the 50 mph zone at milepoint 3.33, 0.3 miles north the speeds were 55 mph in the 50 mph zone, and 0.3 miles further north the speeds were 48 mph in the 40 mph zone. There has been one single vehicle crash in the last 5 years at this location.

Mr. Degutis explained Traffic Operations' recommendation is to move the transition 400 feet south to better fit with the road character and create a better transition zone. Mr. Odit approves of the recommendation and Ms. Sullivan, who lives in the development, is pleased with the outcome and thanks the Traffic Committee.

The Traffic Committee unanimously voted to accept the recommendation proposed by Traffic Operations.

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

Mr. Degutis explained that the request was to review the speed limits along VT-103 in the village of Cuttingsville, to extend the 35 to the north to Spring Lake Rd and to the south to the town line.

As part of the engineering study, Traffic Operations conducted 5 speed studies, which found the 85th percentile speeds to be 50 mph in the 40 mph zone at milepoint 0.25, 44 mph in the 35 mph zone at milepoint 0.64, 43 mph in the 35 mph zone at milepoint 0.76, 48 mph in the 40 mph zone at milepoint 0.97, and 53 mph in the 50 mph zone at milepoint 1.36. There have been a total of 7 crashes in the 5 year period from 2015-2019 and 5 more in 2020, 2 of which were fatalities. Mr. Degutis explained that Traffic Operations' recommendation is to retain existing speed limits and consider additional enforcement since the speeds are well above the speed limits. People are already disobeying the speed limit and reducing speeds isn't going to improve this so more enforcement will make a better impact. When Mr. Degutis drove the road at the measured 85th percentile speeds it felt very fast and was very uncomfortable, while driving at the current speed limits was very appropriate for the road character and felt a comfortable pace.

Bob Snarski, safety officer for the Shrewsbury Volunteer Fire Department, stated that they had responded to numerous accidents in the area and says there are lots of tractor trailers, skiers and commuters who drive this road. From the south coming into town the road is posted at 40 mph and doesn't change to 35 until past the cemetery in the heart of the village. He expressed concerns about the intersection site distance in town and at Spring Lake Road.

John O'Dowd also expressed his concerns with speed and would like to see the speed limit lowered as that would make some drivers (and the drivers behind them) go slower. He also asked about camera enforced speed limits. Secretary Flynn stated that this topic is currently under discussions at in the Legislature.

Martha Sirjane, who runs the farm stand during the summer there expressed concerns about trying to turn on Spring Lake Road is a hazard and the only warning north of the intersection is a school bus sign. There are about 250 cars coming out of that road and it is a blind intersection.

When turning onto the Spring Lake Rd people are passing going 40 or 50 mph and if you don't get out of the lane fast enough you risk being rear ended. She also stated customer have expressed concerns about turning into the farmstand. (Note: Ms. Sirjane's audio connection was poor and at times difficult to hear.)

Mr. Wyatt has been trying to get enforcement for over a year but there is lack of manpower at the sheriff's department. He says that people use the speed limit as a gauge and always go 5 or 10 miles over the speed limit. There also should be a sign before the intersection to show people that there is something up ahead and a lower speed limit would let people safely turn off and get back on the road. Mr. Snarski stated that he thinks the flashing speed signs work well and catch people's attention.

Commissioner Minoli says 5 crashes with 2 fatalities in 2020 is significant and concerning and the speeds seem excessive especially in the reduced area. Commissioner Minoli asked if there is an alternative to make one rate of speed instead of having so many transitions. Secretary Flynn says that all but one study shows excessive speeds and to him this shows a disregard for the current speeds. Mr. Degutis thinks the transitions are properly placed based on the road characteristics and driving at the current speed limits is appropriate, but that there is poor compliance in this area.

The committee asked to clarify and have the Town's request stated again. The request is to reduce the speed limit through the whole area to 35 mph. Secretary Flynn indicated that due to the crash he would like to err on the side of safety. Scheduling the sheriffs sounds like it's been challenging but he would like the town to continue to try getting enforcement and use radar speed feedback signs (RSFSs). He proposed approving the towns initial request to lower the speed limit to 35 MPH and then conducting a follow-up study in a year.

The Traffic Committee unanimously voted to accept the towns initial request to reduce the speed limit.

- **Stockbridge VT-107, Speed Limit:**

Mr. Degutis explained that the initial request from the town was to reduce the speed limit through the village of Gaysville in Stockbridge.

As part of the engineering study, Traffic Operations conducted 2 speed studies and found the 85th percentile speeds at milepoint 4.35 in the 50 mph zone to be 59, and at milepoint 4.51 also in the 50 mph zone to be 58 mph. In the past 5 years from 2016-2020 there have been 5 crashes, and none through the first half of 2021. There is significant truck traffic but with the village being set back from the road it's unlikely that a lower speed limit will get much compliance.

Mr. Degutis explained that Traffic Operations' recommendation is to increase enforcement and retain the existing speed limit. The Traffic Committee unanimously voted to approve Traffic Operations' recommendation.

- **Waitsfield VT-100, Speed Limit:**

Mr. Degutis explained that this request arose out of local concerns for pedestrian safety, and a cooperative effort between the Town and Agency to review safety through the villages of Waitsfield and Irasville. As part of this effort, Traffic Operations conducted some speed studies worked with the town to come up with some modest transition improvements, which the town has formally requested the Committee implement. As part of the engineering study, Traffic Operations conducted 5 speed studies which found the 85th percentile speeds from south to north to be 44 mph in the 40 mph zone, 36 mph in the 30 mph zone, 30 mph in the 30 mph zone, 36

mph in the 30 mph zone, and 48 mph in the 50 mph zone near Kenyons. This points towards generally good compliance but there have been a significant number of crashes. There have been a total of 44 crashes in the past five years along this segment of road, most of which were relatively minor but there was one fatality from what appears to be a distracted driver.

Mr. Degutis explained Traffic Operations' recommendation is to extend the 40 mph zone on the south end of the village about 500 ft, push the 30/40 transition south to include Eagles Rd, and extend the 40 mph zone on the northerly side of the village approximately 0.4 miles north which would locate it just past Kenyon's. Joshua Schwartz, speaking on behalf of the Town, says this is consistent with the request from Waitsfield. The Traffic Committee unanimously voted to approve the towns request and Traffic Operations' recommendation.

- **Westmore VT-5A, No Parking Zone:**

Mr. Degutis explained that the request is to create a legal No Parking zone in the vicinity of the southern end of Lake Willoughby on VT 5A. There will be parking improvements constructed at the Lake Willoughby South End Recreation Area but people currently park along the road for summer recreation. There have been 0 crashes in the past five years from 2016-2020 and in early 2021 there was one sideswipe crash. Mr. Degutis explained Traffic Operations' recommendation is to create a No Parking zone on both sides of the road 800 feet south of the parking area to 650 feet north of boat ramp, to take effect once the parking area construction is completed so there will still be parking until there is a better alternative. The Traffic Committee unanimously voted to create a No Parking zone as recommended.

Additional Agenda Items:

- There are no secondary items.

Secretary Flynn adjourned the meeting at 2:55 pm.

Minutes prepared by Joshua Taylor, VTrans Traffic Operations, and submitted via Ian Degutis, Traffic Operations Engineer/Traffic Committee Coordinator. Approved by email 1-3-2021

**Vermont Traffic Committee
Final - Minutes of Meeting Held
August 23, 2021**

The Vermont Traffic Committee met on Monday August 23, 2021. 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 3:06 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Dept. of Motor Vehicles, Traffic Committee Member
Lt. Tara Thomas, Delegate for Commissioner of Public Safety, Traffic Committee Member
Jenny Ronis, Assistant Attorney General, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Alexandra Glass, Dorset
Justin Rabidoux, South Burlington
Margie and Andrew McBurney, Dorset
Rob Gaiotti, Town Manager, Dorset
Rob Ramrath, Barnard
Craig White, Resident, Dorset
John Nassivera, Resident, Rupert
Ken Mitchell-Eby, Selectboard Chair, Barton

Kristin Driscoll, VTrans Traffic Operations
Joe Kelly, VTrans Traffic Operations
Stephanie Lemieux, VTrans Traffic Operations
Marcos Miller, VTrans Traffic Operations
Josh Taylor, VTrans Traffic Operations
Eric Eby, VTrans Traffic Operations
Todd Sears, VTrans Operations and Safety Bureau
Josh Schultz, VTrans Operations and Safety Bureau

Agenda Items Discussed

- **Barnard VT-12, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limit on VT-12 and evaluate the 30 mph zone through the village. There is a 40 mph transition on the southern end and no transition on the northern end. Three speed studies were conducted in the 30 mph zone showing the 85th percentile speeds to be 42, 35, and 34 mph which indicates moderately good compliance in the 30. Mr. Degutis explained that 85th percentile speed is the speed below which 85 percent of vehicles are moving, which is a standard measurement used in engineering review of speed limits. There have been 4 crashes in the past 5 years, none of which have descriptions. This tends to mean they were all relatively minor crashes.

The town has recently installed two Radar Speed Feedback Signs (RSFS) on either end of the village, so Traffic Operations' recommendation is to retain the current speed limits and submit a work order for some brush cutting on the westerly side of VT-12 across from the Barnard General Store to increase sight lines. Rob Ramrath spoke with the selectboard who are satisfied with the speed study as well as the recommendation. People in the town would like to see the speed limit lowered but the selectboard doesn't think that will affect the speeds, they are seeing some behavioral changes from the RSFS. Mr. Ramrath asked if the tree trimming is in the State right of way and if the state will be doing the work. Marcos Miller confirmed that it is in the right of way, but they will also be working with property owners as well as the district and the town to complete it. He also commented on how professionally the RSFS are installed and would be open to moving them to more suitable locations in the future, pending further discussion. The Traffic Committee unanimously voted to accept Traffic Operation' recommendation for no change at this time.

- **Barton US-5, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limits along US-5 in Barton and to create a seasonal 35 mph speed limit along Crystal Lake on the state-owned section. Mr. Degutis informed the committee that Traffic Operations is trying to reduce or eliminate these seasonal speed limits because they can be confusing to drivers. There are houses and camps along US-5 whose lake access is across the road. Also note that the request would eliminate the current passing zone because VTrans does not install passing zones on segments where the speed limit is less than 45 mph.

As part of the engineering study, Traffic Operations conducted three speed studies, which found the 85th percentile speed to be 55 mph in the 50 mph zone near the boat ramp, 52 mph on the 50 mph side of the 40/50 transition, and 43 mph approaching the 30 mph zone. There has been a total of 1 crash in the past five years along this segment of road.

Mr. Degutis explained Traffic Operations' recommendation is to reduce the speed limit to 40 mph for approximately half of the requested section adjacent to the current 40 mph zone. On behalf of the Selectboard, Mr. Mitchell-Eby voiced concern because the request came from the community located south of the boat ramp which is not included in the recommended speed reduction. Mr. Degutis explained that the roadway character in that location does not indicate that the speed limit is too high which is shown by good speed limit compliance there. Based on the character of the road he doesn't believe changing the speed limit near the boat ramp would change drivers' speeds. Mr. Mitchell-Eby doesn't like that some sections invite drivers to drive faster than others because the greatest difficulty is pulling onto the road, which is a concern

everywhere. The Traffic Committee unanimously voted to accept the recommendation proposed by Traffic Operations.

- **Dorset VT-30, Speed Limit:**

Mr. Degutis explained that the request was to extend the 40 mph zone for about a half mile to the Rupert town line. The traffic investigators expanded the study zone about .75 miles to include Rupert as well. Mr. Degutis explained that the engineering study measured the 85th percentile speeds to be 49 mph in the 50 mph zone for both locations in Dorset. In Rupert the speeds were measured to be 53 and 57 mph in the 50 mph zone. Based on the one crash in this location, Mr. Degutis explained Traffic Operations' recommendation is to retain the current speed limits. Although this is the only 50 mph zone in Dorset, which was a concern of the town, he says that while following the road there is no change at the town line that necessitates a speed limit change.

Rob Gaiotti, Dorset Town Manager, asked if the speed study is based on both directions which was confirmed by Joe Kelly who did the study. Mr. Gaiotti stated that he believes the intersection with VT-315 is dangerous and the 2 stop signs cause trouble for motorists and even though it is located in Rupert, functionally this location is a neighborhood of Dorset. As you approach the village of Dorset the speeds do drop down but in his opinion 49 mph through the village setting is still too fast, drivers are also expected to slow down to 30 mph within a mile and a half. The school bus says they will not stop in this location, even with flashing lights, because it is too dangerous because of the speeds. Mr. Gaiotti identified the exact location between speed study 1 and 2 and he noted that there is also a nursery here which sees significant turning traffic.

Margie and Andrew McBurney have been at their home for 30 years and they say there have been lots of accidents here. Mrs. McBurney says that cars are stopped and backed up at the nursery waiting to turn left and described several accidents that occurred in the vicinity.

Craig White, who lives near the location of speed study 2, would like the committee to reconsider because he said the school bus will not stop but even if it did, they don't think they would want it too because it is dangerous. They are located very close to the road and would like the speed limit reduced. Alex Glass says the challenge is that this section is between two curves, is downhill and is a busy residential section. When you pull out onto the road even cars come up very fast so there is no time to get up to speed. Traffic is also not prepared for a stopped vehicle waiting to turn. She also voiced concerns about the school bus stop. Mr. Gaiotti says they contract 40-50 hours a week for the Bennington County police and when there are police present the traffic follows the speed limit but traffic speeds back up once the police leave. Mr. Nassivera says that there is little visibility on the corner and has seen 3 near accidents here. He feels that the speed limit needs to change north of the intersection with VT-315 and says it is a very bad intersection and added that this is a common location for bicycles.

Commissioner Minoli asked if there is a better transition location. Mr. Degutis explained that Traffic Operations tries to reduce the number of transitions and place them in a way that people naturally drive so it's important that they are in locations where it makes sense to change speed and far enough apart to allow acceleration and deceleration. He would encompass the whole area with a single speed limit whether it be 40, 45 or 50, but he recommends keeping it at 50. There would be a single speed limit from the current 40/50 transition through the curves and there would be no transitions.

Lt. Thomas stated her concern with the proximity of the nursery in relation to the corner and would like to extend the current 40 mph zone with Commissioner Minoli's support. Secretary Flynn suggested school bus stop signs could be considered to add awareness and Ms. Glass would also like to consider other alternatives to the "watch for turning vehicles" sign, both of which Joe Kelly can help address outside of the Traffic Committee Meeting. Commissioner Minoli asked if Rupert has been involved in any conversations because that seems to be where the speeding traffic is coming from, and Mr. Gaiotti says they reached out but did not receive a response.

The Traffic Committee unanimously voted to extend the 40 mph zone from the existing 40/50 transition, to a point just north of the intersection with VT-315, with the precise location to be determined in the field by the Traffic Investigations team.

- **Hyde Park VT-100, Speed Limit:**

Mr. Degutis explained that the request was to extend the 35 mph speed limit in North Hyde Park further north to encompass the fire station and Locke Avenue which is about a quarter mile so not a significant change. Lowering the speed limit would also eliminate the current passing zone. As part of the engineering study, Traffic Operations conducted speed studies, which found the 85th percentile speed near Locke Ave to be 51 mph in the 50 mph zone and 44 mph in the 35 mph zone.

Mr. Degutis explained that Traffic Operations' recommendation is to extend the speed limit as requested, which is more a transition adjustment than speed limit change and the town has indicated their support for the recommendation.

The Traffic Committee unanimously voted to accept Traffic Operations' Recommendation.

- **Killington VT-100, No Parking:**

Mr. Degutis explained that the request is from VTrans DTA Rob Faley with support from the Town Chief of Police, and is to create a legal No Parking zone in the vicinity of an existing shooting range located on the westerly side of VT-100 to discourage parking on the shoulder and bringing in large items. There is an error in the available packet and the traffic investigator informed everyone that there has only been a total of 1 crash in the past five years along this segment of road.

Mr. Degutis explained Traffic Operations' recommendation is to create a No Parking zone of about a quarter mile along VT-100. The Traffic Committee unanimously voted to create a No Parking zone as recommended.

- **Marshfield US-2, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limit on US-2 near the Plainfield/Marshfield town line and Hollister Hill Road. As part of the engineering study, Traffic Operations conducted 1 speed study in the 40 mph zone, which found the 85th percentile speed to be 43 mph. There has been a total of 17 crashes in the past five years along this segment of road, which is considered a High Crash Location.

Mr. Degutis explained Traffic Operations' recommendation is to extend the 30 mph zone to the east to encompass the curve by moving the 30/40 transition to the current location of the 40/50 transition. This will also require shifting the 40/50 transition approximately 700 feet east. This is more of a transition relocation to find a better location. He explained that selecting locations where signs could be installed in visible locations was a significant factor in the proposed transition locations.

The Traffic Committee unanimously voted to approve Traffic Operations' recommendation.

- **Poultney VT-30, Speed Limit:**

Mr. Degutis explained that the initial request from the Town was quite expansive and included a significant area within the town of Wells, but based on earlier conversations about the concern in the area, and subsequent discussions with the Town Manager about the specific request, Traffic Operations is making a much more modest recommendation at this time, as this could be presented to the Committee more quickly. Mr. Degutis explained that Traffic Operations recommendation is to make a small transition adjustment to move the 40/50 transition about 575 feet north to include the busy parking lot at Otto's store and ice cream stand within the 40 mph section. There were no speed studies conducted for this transition adjustment. The town has given their support of this plan.

The Traffic Committee unanimously voted to approve Traffic Operations' recommendation.

- **South Burlington VT-116, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limits along the entirety of VT-116 in South Burlington. It begins at the Williston town line with a speed limit of 50 mph, drops to 45 mph just south of Van Sicklen Road, drops to 40 mph further north, and finally drops to 35 just prior to the bridge over the interstate and continues past Kennedy Drive to US-2.

As part of the engineering study, Traffic Operations conducted seven speed studies using pneumatic tubes, which found the 85th percentile speeds, from south to north, to be 60 mph in the 50 mph zone, 53 and 54 mph in the 45 mph zone, 52 mph in the 40 mph zone, and 45 43 and 42 mph in the 35 mph. This shows generally poor compliance with existing posted speed limits, which would not support reducing the speed limits.

There has been a total of 152 crashes in the past five years along this segment of road which is quite high, but it is also a high traffic location and a larger section than the Traffic Committee normally looks at.

Some changes currently being made in this area include a traffic signal being installed at Tilley Drive as well as 3 new crosswalks between installed between Kennedy Drive and US-2.

Traffic Operations recommends creating a 30 mph zone from Kennedy Drive north to US-2, in consideration of the new crosswalks installed in that segment, and recommends slight transition adjustments elsewhere along the route, generally retaining the existing speed limits.

Mr. Rabidoux shared that he had presented to the city council and the public to see how he should be responding in today's meeting. The City just received VTrans approval for the 3 new crosswalks and a 4th which will receive some enhancements, all between Kennedy Drive and Williston Road. The city is also trying to create a city center along Market St and this area along VT-116 has been targeted as a growth area. The population here is already dense and will be

becoming denser. They are trying to create a more walkable and drivable street and are requesting a 25 mph zone in the north end of this study. Mr. Rabidoux also noted that too many speed limit changes are not good and suggests a 35 mph zone from Kennedy drive to Van Sicklen Rd and the remainder could be 45 mph until it exits the community where it could become 50 mph. There have been several developments already and there will be more community developments in the area, ultimately adding hundreds of new houses. Mr. Rabidoux states that what is there today will be drastically changing in the coming years.

Mr. Degutis noted the lack of compliance along this road and hopes that the better pedestrian facilities will help to change the character of the road and cause drivers to reduce their speeds. He doesn't believe that changing the speed limit will reduce speeds that are being driven without the changes in character and increased enforcement.

Commissioner Minoli asked if Traffic Operations has looked at this exact proposal from South Burlington and Mr. Degutis says that similar things have been considered but he hadn't heard the details of the proposal until today. The speed studies were significantly higher than he expected, and he wouldn't feel comfortable recommending the proposal from South Burlington. Lt.

Thomas says that based on the current speed, it would be a safe bet to go with Traffic Operations recommendation. Secretary Flynn reminded Mr. Rabidoux that we can always revisit this in a few years when there have been some changes. He restated that Traffic Operations' proposal is to reduce the speed limit from 35 to 30 in one location and change a few transition locations by a few hundred feet but that it is a relatively minor change.

Mr. Rabidoux said that he presented the speed studies to the city council who believe that people will always drive 9-12 mph over the speed limit so lowering the speed limit will have an effect because drivers will then be going 10 mph over the 25 mph speed limit instead of 10 mph over the 35 mph speed limit. They say that the police aren't stopping anyone for going 10 mph over the speed limit because the courts are not supporting those tickets.

The Traffic Committee unanimously voted to accept Traffic Operations' recommendation to reduce the speed limit from 35 mph to 30 mph from Kennedy Drive north to Williston Road, and make a few other minor changes to transition locations. Sec. Flynn reiterated that this doesn't mean that there will never be any changes at this location, because it can always be revisited and is always open to be discussed in the future as further development occurs.

- **Waterville VT-109, Speed Limit:**

Mr. Degutis explained that the request was to extend the 30 mph zone south on VT-109 to encompass Hogback Road. As part of the engineering study, Traffic Operations conducted speed studies, which found the 85th percentile speeds to be 47 mph in the 50 mph zone and in 40 mph zone they were measured as 43 and 40 mph in the vicinity of Hogback Rd. There were 4 crashes in the area, 1 in the rain and none other had any info.

Mr. Degutis explained Traffic Operations' recommendation is to make no change at this location and the town had provided written support of this recommendation. There are other improvements which are outside the purview of the Traffic Committee specific that Traffic Operations is working with the Town on. The Traffic Committee unanimously voted to accept Traffic Operations' recommendation.

Additional Agenda Items:

Mr. Degutis introduced and briefly explained the following minor adjustments to certificates being placed before the Committee. There were no additional questions from the Committee on these items and voted unanimously in favor.

- Lyndon, US-5, Speed Certificate adjustment: This item is an administrative update to the speed certificate due to some development and because of a driveway.
- Shrewsbury, VT-103, Speed Certificate adjustment: This item is also an administrative update to the speed certificate which is to correct a typographical error on the existing certificate.

Secretary Flynn adjourned the meeting at 3:06 pm.

Minutes prepared by Joshua Taylor, VTrans Traffic Operations, and submitted via Ian Degutis, Traffic Operations Engineer/Traffic Committee Coordinator. Approved by email 8/26/2021.

**Vermont Traffic Committee
Final - Minutes of Meeting Held
April 29, 2021**

The Vermont Traffic Committee met on Thursday April 29, 2021. Committee Chair Joe Flynn called the meeting to order at 1:00 pm on a virtual Microsoft Teams call. The meeting was adjourned at 2:56 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Dept. of Motor Vehicles, Traffic Committee Member
Lt. Tara Thomas, Delegate for Commissioner of Public Safety, Traffic Committee Member
Sven Fedorow, AAG, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Benjamin Marks, Selectboard Member, Cornwall
Elizabeth Napier, Resident, Cornwall
Elizabeth Karnes Keefe, Resident, Cornwall
Mary Jane Broughton, Resident, Cornwall
Sarah Pelkey, Resident, Cornwall
Vicki Capitani, Selectboard Member, Dover
Wilbur Rice, Resident, Manchester
John O'Keefe, Town Manager, Manchester
Devon Neary, Transportation Planner, Rutland RPC

Kristin Driscoll, VTrans Traffic Operations
Joe Kelly, VTrans Traffic Operations
Stephanie Lemieux, VTrans Traffic Operations
Marcos Miller, VTrans Traffic Operations
Josh Taylor, VTrans Traffic Operations
Todd Sears, VTrans Operations and Safety Bureau

Agenda Items Discussed

- **Cornwall VT-30, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limits along Vermont Route 30 for approximately 1.7 miles between the intersection with Vermont 74 and Cider Mill Rd which is a geometrically challenging intersection. As part of the engineering study, Traffic Operations conducted three speed studies, which found the 85th percentile speed to be 47 mph in the 40 mph zone, and 52 and 54 mph in the 50 mph zone. Mr. Degutis explained that 85th percentile speed is the speed below which 85 percent of vehicles are moving, which is a standard measurement used in engineering review of speed limits. There has been a total of 12 crashes in the past five years along this segment of road, including five personal injuries and no fatalities.

Based on the 85th percentile speeds showing reasonable compliance with existing posted speed limit, and a detailed review of the causes of the crashes, Mr. Degutis explained Traffic Operations' recommendation is to retain the current speed limits and would suggest increasing enforcement in this area.

Secretary Flynn clarified with Mr. Degutis and Mr. Marks that the request was for a review and not a specific change in speed limits.

Mr. Marks said that the Selectboard has specific concerns along this stretch of highway. He believes that the speed limits play a part in the crashes since this is the most densely packed area in Cornwall and includes the town hall, the school, and a number of houses. The Morse Road intersection is also an area of concern and the Cider Mill Rd has a blind corner which makes it, in his opinion, the most dangerous intersection in town. The Selectboard was looking for an evaluation and any suggestions to improve the safety along this road. He also noted that there will also be some changes and development in this area coming soon, such as the village store being converted to a café and a new greenhouse opening for public business. He also added that residents wanted to build a gazebo on the town green but it was rejected by a Town board because of the proximity to the road and it would not be able to be utilized to its fullest.

Ms. Pelkey, who is a resident, would like to highlight that the village green across from the town hall is very underutilized. She is surprised that there is no mention of the elementary school such as a school speed limit, there are people who walk their kids to school and there are a lot of bicyclists. Mr. Degutis replied that the access to the school is off a town highway and not directly off the state highway, so it does not qualify for school zone signage according to VTrans practice.

Sec Flynn says that the letter that the residents wrote to the Selectboard noted that other towns in the area have lower village speed limits, but Cornwall does not.

Commissioner Minoli is curious when the two developments will be implemented, to which Mr. Marks said that the greenhouses are currently open and the construction on the town store has begun, will continue this summer and will potentially be opened next fall. Town green projects are not currently planned because of the previously rejected requests.

Lt. Thomas said it seems like there is a lot going on in this area and 12 crashes with five injuries is a lot from a law enforcement standpoint.

Secretary Flynn says that the vote will be on the study that has been done but indicated this should be the beginning of a conversation about this area.

The Traffic Committee unanimously voted to accept the recommendation for no change at this time.

- **Cornwall VT-74, Speed Limit:**

Mr. Degutis explained that the request was to lower the speed limit on Vermont 74 near North Bingham and South Bingham Streets but did not request a specific speed. He explained that the engineering study measured the 85th percentile speed to be 52, 50, and 54 mph which shows good compliance. There have been three crashes in the past five years.

Based on the limited crash history and good compliance with the speed limit, Traffic Operations' recommendation is to retain the current speed limits and suggests the town increases enforcement. There will be signage upgrades for the curve and intersection as well as brush clearing to improve sign visibility.

Mr. Marks says that their own speed studies showed that they were unlikely to get a speed reduction and knows that the 85th percentile is widely accepted, but from the residents' point of view this means many people could be going much faster than the speed limit and it could result in no change. Many of the residents put up their own signs which did cause other residents to slow down to respect the wishes of their neighbors and has been more helpful than any other traffic calming measures. There is also a future subdivision off North Bingham Street which is expected to sell out so he would like the traffic committee to consider the increase in volume and turning movements at this intersection. He also believes the passing zone in this area is dangerous because there is a hill crest which is hard to see past, there was a crash at this location earlier this week.

Ms. Pelkey says that there is an increase of bikes and pedestrians in this area as well as kids in the area. She says that the 85th percentile does not make sense, the speed limit should not be as high, and she would like the Traffic Committee to pay attention to other factors other than the 85th percentile and the truck route.

Ms. Keefe wanted to emphasize the blind spot at the intersection with Bingham Street due to the crest in the road. With more and more people using this road and turning at that intersection she is extremely worried. Ms. Broughton reminded us that it is difficult for the regular drivers and drivers that are not familiar with the area will not know to take such care when turning here. She also says that South Bingham Street has become a shortcut for truck drivers. Ms. Napier wanted us to know there are many bicycle tours in the area and a lot of them stop in this area for water. Secretary Flynn asked why there is a passing zone from one direction if visibility issues seem to be the same from both approaches. Mr. Degutis stated that the crest is on one side of the intersection so there is ample sight distance on one approach for passing but not on the other. Sec Flynn asked about creating a legal no passing zone. He also wanted the residents to know that when someone is speeding excessively, lowering the speed limit will not affect how they drive so the lowered speed limit might give the town a false sense of security. Lt. Thomas says that moving the passing zone away from the intersection would be a good idea and suggested thinking about installing a yellow flashing light or a 4 way stop. Mr. Degutis responded that the flashing light would likely not be warranted due to low crash volumes and similarly a 4-way stop would not be warranted because of traffic volumes. Mr. Degutis noted that the suggested warning sign improvements will be in place for the curve and the intersection.

Secretary Flynn said that we must consider that not everyone driving through is familiar with the road and from one direction he would have no idea that there is an intersection ahead and thinks that we should be considering some measure here. Mr. Degutis suggested extending the double

yellow line away from the intersection and installing an unsafe to pass warning sign at the end of the passing zone prior to the intersection and curve to alert drivers.

The Traffic Committee unanimously voted to accept the recommendation for no change and to add signage, clear brush, and extend the double yellow line. The Committee also encourages the town to reach out in the future as future developments occur.

- **Dover VT-100, No Parking:**

Mr. Degutis explained that the request for a legal No Parking zone in the vicinity of a new business that has created safety concerns with parking on the state highway. It is on the south end of VT 100 in Dover.

Mr. Degutis explained Traffic Operations' recommendation is to create a No Parking zone in this area to avoid unsafe parking, in line with the request from the Town Selectboard and Police Chief, as well as supported by the VTrans Maintenance District.

The Traffic Committee unanimously voted to create a No Parking zone as recommended.

- **Manchester VT-30, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limits on Vermont 30 from the Class 1 limits to the Dorset town line which is about 2 miles. There have been developments since the speed limits were last reviewed that need to be considered.

Mr. Degutis explained that the engineering study found the 85th percentile speed to be 48 mph in the 40 mph zone north of the recreational access. In the 50 mph zone the measured speeds were 52, 52, and 50 mph. The 85th percentile speed was also measured in the 40 mph zone in Dorset to be 48 mph.

Mr. Degutis explained based on the roadway characteristics Traffic Operations' recommendation is to extend the 40 mph zone a short distance further north on the south end of the study area to better align the speed limit with the roadway character and encompass Partridge Hill; and to establish a 40 mph zone on the north end of the study, adjacent to a 40 mph zone in the next town, that would include the intersection with North Road to better align the speed limits and transition locations with roadway character.

Mr. O'Keefe is in support of the speed limit changes but wanted to make sure that it makes sense to keep the 50 mph zone. Mr. Rice reiterated that since we are cutting down the 50 mph zone does it still warrant existence. He says there are also 2 areas of concern and one of them is not included in the speed reduction even though there is a development, intersection and curve near North Rd. Mr. Degutis stated that a 2 mile stretch with an 85th percentile speed of 52 mph is long enough to retain the 50 mph and the recommendation does reduce the posted speed through the curve Mr. Rice mentioned in the proposed 40 mph zone.

Secretary Flynn would like to see some tree trimming along this road.

The Traffic Committee unanimously voted to accept the proposal as recommended.

- **Pawlet VT-30, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limits on Vermont 30 with an emphasis on pedestrian safety. The engineering study measured the 85th percentile speed to be 47 mph in the 40 mph zone to the south of the intersection, 45 mph in the 35 mph zone, and 43 mph in the 35 mph zone just before 50 mph transition. There have been 3 crashes in the area.

Mr. Degutis explained Traffic Operations' recommendation is to retain the current speed limits and encourages the Town to increase enforcement in the area due to the poor compliance. Traffic

Operations also recommended pursuing Bicycle and Pedestrian study grants to improve safety in the area. There are also some modest sign improvements that can be made in the area.

Mr. Neary of the Rutland County RPC wanted to update the committee that the town has received a bike and pedestrian grant for a scoping study beginning this summer and hopes that they will be able to use that in support of future funding opportunities. He hopes that they will gain enough information to revisit the speed limit reduction at a later date and mentioned his interest in radar speed feedback signs. Lt. Thomas encouraged Mr. Neary to consider the speed feedback signs which she believes to be very effective.

The Traffic Committee unanimously voted to accept Traffic Operations proposal as recommended.

- **Weathersfield VT-131, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limit on Vermont 131 near Victory Drive and Lavigne Road. The engineering study measured the 85th percentile speed to be 49 in the 40 mph zone just east of transition and 53 mph in both studies done in the 50 mph zone. There have been three reposted crashes and potentially two more crashes in recent months not captured in the data.

Mr. Degutis explained Traffic Operations' recommendation is extend the 40 mph zone west to include Lavigne Rd due to the challenging road geometry and make some minor signage improvements.

The Traffic Committee unanimously voted to accept Traffic Operations recommendation.

Additional Agenda Items:

Mr. Degutis introduced and briefly explained the following minor adjustments to certificates being placed before the Committee. There were no additional questions from the Committee on these items.

- Middlebury, VT-125, No Parking Certificate adjustment: This item is an administrative update to the certificate for the no parking zone based on realignment of the road changing mile points; the physical locations signs will not be moving.
- Newfane, VT-30, No Turns Certificate adjustment: This item is also an administrative update- the original certificate uses a town highway as reference which has since changed names, the update is to include mile point location information.
- Shrewsbury, VT-103, Speed Certificate adjustment: This item is to accommodate the relocation of a speed zone transition sign in front of a tree instead of behind the tree, to improve visibility and reduce maintenance effort required. The updated cert reflects the new position of the sign.

Secretary Flynn adjourned the meeting at 2:56 pm.

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

**Vermont Traffic Committee
Minutes of Meeting Held
December 15, 2020**

The Vermont Traffic Committee met on Tuesday December 15, 2020. Committee Chair Joe Flynn called the meeting to order at 1:00 pm on a virtual Microsoft Teams call. The meeting was adjourned at 3:28 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Anthony Facos, Delegate for Commissioner of Dept. of Motor Vehicles, Traffic Committee Member
Lt. Tara Thomas, Delegate for Commissioner of Public Safety, Traffic Committee Member
Sven Fedorow, AAG, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Bob Kancir, Resident, Bridgewater Corners
Catherine McMains, Selectboard Member, Jericho
Doug Tift, Resident, Fairlee
Eric and Rita Brooks, Residents, Fairlee
Jason Bacus, Chief of Police, Fairlee
Tad Nunez, Town Administrator, Fairlee
Josh Arneson, Town Manager, Richmond
Nancy Robinson, Administrative Assistant, Bridgewater
Peter Berger, Selectboard Member, Fairlee
Russell Hodgkins, Town Manager, Westminster
Todd Odit, Town Administrator, Jericho
Wayne Howe, Selectboard Member, Jericho
Zac Conaway, Selectboard Member, Groton
Lynn Bertram, Selectboard Member, Bridgewater
Roger Brown, Selectboard Member, Richmond

Marcos Miller, VTrans Traffic Operations
Joe Kelly, VTrans Traffic Operations
Stephanie Lemieux, Traffic Operations
Kristin Driscoll, VTrans Traffic Operations
Josh Taylor, VTrans Traffic Operations
James Baraw, VTrans Highway Safety
Amy Bell, VTrans Policy and Planning
Bill Jenkins, State Highway Safety Office
Paul White, State Highway Safety Office

Agenda Items Discussed

- **Bridgewater US-4, Speed Limit:**

Mr. Degutis explained that there were two requests that had been combined into one study. The first request was to review the speed limit on US-4 in Bridgewater Corners the vicinity of the VT-100A intersection and reduce the existing speed limit of 45 mph to 35 mph from Long Trail Brewing to the existing 35 mph transition. The second request was to reduce the current 35 mph speed limit in the village to 25 mph. Mr. Degutis explained that the engineering study used nine spot speed studies and found the 85th percentile speeds to be 52 mph in the 50 mph zone, 48 mph and 51 mph in the 45 mph zone, a range of 35 to 44 in the 35 mph zone, and 30 and 33 in the 25 mph zone. He explained that the 85th percentile speed is the speed at which 85% of vehicles are moving and speed limits should be set within 5 mph of the 85th percentile speed in most cases. There are also relatively few crashes in the Bridgewater Corners area for the volume of traffic on the road.

Mr. Degutis explained Traffic Operations' recommendation is to extend the 50/45 transition in Bridgewater Corners further west to better capture the curve and narrow bridge but does not recommend reducing the 45 mph speed limit based on the crash data and speed studies. The recommendation in the Village is to create a 30 mph speed zone encompassing the existing 25 mph zone and a portion of the 35 mph zone which would begin at the Woodstock Town Line and end just west of Gulf Coast Road creating more appropriate transition locations.

Mr. Kancir asked about study considerations based on the speed through the intersection with VT-100A due to large trucks turning at that intersection. He also noted that there are a lot of establishments in the area which create turning movements as well as snowmobiles in the winter and bicycles in the summer. He would also like the severity of the crashes taken into the account not just the number and referenced one specific crash involving two tractor trailers and a few parked cars.

Mr. Degutis explained that the speed studies consider land use as well as other factors and explained that drivers drive at speeds which they feel comfortable and even though there is an intersection, there are very few speed related crashes in the area. Secretary Flynn pointed out that even though the safety concerns are valid, the crash Mr. Kancir is referring to was caused by a medical condition and would not likely have been prevented by lower speeds.

Ms. Bertram believes the problem is that the speed limit changes too much in such a short segment of road. She strongly suggests the 25 mph zone to be extended from the town line to Gulf Coast Road where the recreation fields are located. There are no sidewalks in this area and children walk home from the bus stop at the former school and to the recreation fields. The speed limit here should not be increased because the former school is being rehabilitated into a daycare and a community center. She would also like a blinking yellow light to help to keep the children safe and would like it to be near the fire station. Secretary Flynn noted the flashing light could be revisited at a future time, and that the Town could request that possibly after the fire station is relocated and further assessments would be made. He also noted that changing the speed limit will not cause drivers to change their behavior but does agree that in general we strive to limit the number of speed limit changes.

Lt. Thomas asked why the busses do not drop children off at their homes instead of dropping them off at the former school to avoid walking along the road. Ms. Robinson explained that the former school is a pick up spot for the children to be bussed to and from. A lot of children are dropped off but some in the village do walk. A lot of the kids are walking to the recreation fields.

Mr. Degutis recapped the recommendation which would extend the 45 mph zone to the west approximately 0.3 miles to encompass the narrow bridge in Bridgewater Corners and create a new 30 mph zone which extends from just west of Gulf Coast road to the Woodstock town line and the other speed limits would remain the same.

The Traffic Committee unanimously voted to approve the recommendation as presented.

- **Groton US-302, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limit on US-302 on the west end of the village and extend the current 30 mph zone to Welton Rd which is approximately 0.4 miles. Currently the speed limit transitions from 50 to 40 mph near Welton Rd and then from 40 to 30 mph as the road enters the village setting. Mr. Degutis explained that the engineering study measured the 85th percentile speed to be 45 mph in the current 40 mph zone and within the 30 mph zone the 85th percentile was 39 mph, there was one crash in the area. Mr. Degutis explained Traffic Operations' recommendation is to retain the current speed limits.

Mr. Conaway expressed his concerns with seasonal speeding along this road. He also pointed out there is a bus stop which is difficult to see as well as commercial businesses and residential houses with children. He noted that he will be working with the Agency and Mr. Degutis on other strategies during a future project along US-302.

Director Facos recommend using radar speed feedback signs in the future especially once the road is repaved. Secretary Flynn suggested extending the 30 mph a shorter distance than requested to 'meet in the middle' and consider the idea of moving the transition location approximately 0.2 miles westerly, in the vicinity of the barn that sits very close to the fog line (approximately mile point 6.16) and Lt. Thomas supported that idea.

The Traffic Committee unanimously voted in support of Secretary Flynn's proposal.

- **Fairlee VT-244, Speed Limit:**

Mr. Degutis explained that the request is on VT-244 along Lake Fairlee around the curve at the north end of the lake where the current speed limit is 40 mph. Mr. Degutis explained that the engineering study performed speed studies that found the 85th percentile speeds ranging from 40-45 mph which is considered good compliance. Mr. Degutis stated that there have been three crashes in the area. Mr. Degutis explained Traffic Operations' recommendation is to retain the current speed limits and install signage improvements in advance and along the curve.

Eric Brooks would like to specify that that the area of concern is actually on the eastern exit of the curve where there have been three additional crashes which occurred in 2020 and do not appear on the crash report and asked why the advisory 30 mph speed limit is not the regulatory speed limit. Mr. Degutis explained that having multiple transitions makes it harder for drivers so using the advisory speed for small areas can warn drivers of the apparent curve or hazard ahead and notify them of a safe speed in the area without adding an additional speed limit. This is a federal standard. It is noted that because the crashes occurred so recently they are not in the crash reporting system.

The Fairlee Police Chief stated that there have been measured speeds in excess of 70 mph in this area and there are also pedestrians and cyclists that use this road. Mr. Tiffit added that this area is very steep and windy and the speed limit as you come out of the curve changes to 35 and would like a reduced speed ahead sign added and would also like to do another study to determine traffic calming measures and guardrails. It is noted that the change in speed Mr. Tiffit is referring to is actually the advisory warning speed as discussed above.

Mr. Berger notes that they have been in discussion with the Agency for setting up a Road Safety Audit that will occur in the spring of 2021.

Secretary Flynn suggests tabling the item until the Road Safety Audit has been completed in 2021.

Mr. Degutis recapped that the request is to reduce the speed limit along this stretch of road and the recommendation is to retain the current speed limit.

Secretary Flynn asked the Town if they would like to table the item until a time that the Road Safety Audit could be performed.

Mr. Berger supports the recommendation on behalf of the town to postpone the request until after the road safety audit.

The Traffic Committee unanimously voted to table the item.

- **Jericho VT-15, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limit on VT-15 from Lawrence Heights to Griswold Street. The current speed limit is 40 mph at the town line which transitions to 35 mph with a school zone of 25 mph when flashing.

Mr. Degutis explained that the engineering study found the 85th percentile speed to be in relatively good compliance with posted limits but there are some geometric constraints that limit speeds in this area. He also stated that there have been several crashes in this area as well as a fatality recently. The challenge here is to find speed limits which match roadway characteristics without creating too many transitions.

Mr. Degutis explained Traffic Operations' recommendation to reduce the speed limit from the Essex town line to 35 mph and create a 25 mph zone from approximately just west of Lawrence Heights to just east of Mill St where it would change back to 35 mph. The rest of the speed limits would not be changed.

The Town voiced their support for the recommendation.

The Traffic Committee unanimously voted to accept the recommendation.

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

Mr. Degutis explained that the request was to review the speed limit on US-5 on the north side of Westminster village.

Mr. Degutis explained that the engineering study measured the 85th percentile speed to be 45, 46, and 49 mph in the 40 mph zone but there have been 24 crashes in the area.

Mr. Degutis explained Traffic Operations' recommendation is to change the speed limit from 40 mph to 35 mph to tie in with the existing 35 mph zone to the south and suggests increasing enforcement.

The Traffic Committee unanimously voted to accept the recommendation.

- **Williston-Richmond US-2, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limit on US-2 which is currently posted at 50 mph and reduce the speed limit to 40 mph to connect the 40 mph zones on either side. Mr. Degutis explained that the engineering study measured the 85th percentile speeds to be 51 and 52 mph in this zone which shows good compliance and noted that there have been 9 crashes in this area. Mr. Degutis explained Traffic Operations' recommendation is to retaining

the existing speed limit with a slight adjustment of the 40/50 mph transition in Richmond approximately one hundred feet to the west to better align with the curvature of the road.

Mr. Brown shared that there is a decent amount of bike and pedestrian activity as well as tractor traffic and this is a popular commuter path into Chittenden County. He wanted to know how the tractors and bicycles factor into the speed study. He also asked about the statistics and accuracy of using a one hour count.

Mr. Degutis explained that a non-peak hour is chosen to capture free flowing traffic and noted that studies show this is an accurate way to capture speed. This type of count also aligns well with the week-long pneumatic tube counts that are sometimes used. Ms. Driscoll who conducted the study stated that there were several cyclists the day the study was performed and based on her evaluation she would feel safe biking in this area. It was also noted that the farm equipment was in use on US-2 that day as well.

Secretary Flynn replied that this stretch of road has very good visibility and sight lines. By moving the 40 mph zone around the curve they will create better sight lines at the transition location. He also noted that even if a vote is taken today this item can still be looked in the future if there are any unique circumstances or changes. Director Facos suggested using radar speed feedback signs to collect data to determine if there are problem times so they can target enforcement and Secretary Flynn reiterated that they are willing to revisit this in the future. The Traffic Committee unanimously voted to accept the recommendation as presented.

- **Wells VT-30, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limit on VT-30 and extend both ends of the current 35 mph zone. Traffic Operations considered reducing the 35 mph zone to 30 but determined that would not be appropriate due to the findings. Mr. Degutis explained that the engineering study measured the 85th percentile speeds to be 38 mph in the 35 mph zone and there were 6 crashes in this area, 5 of which are located in the 35 mph zone. Mr. Degutis explained Traffic Operations' recommendation is to move the 40/35 transition on the south side of the village approximately 600 ft and to retain the 40 mph transition on the north side of the village. The Traffic Committee unanimously voted to accept the recommendation.

Additional Agenda Items:

- No other agenda items were planned or discussed.

Secretary Flynn adjourned the meeting at 3:28 pm.

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

Vermont Traffic Committee Minutes of Meeting Held October 15, 2020

The Vermont Traffic Committee met on Thursday October 15, 2020. Committee Chair Joe Flynn called the meeting to order at 1:00 pm on a virtual Microsoft Teams call. The meeting was adjourned at 2:01 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair

Wanda Minoli, Commissioner of Motor Vehicles, Traffic Committee Member

Lt. Tara Thomas, Delegate for Commissioner of Public Safety, Traffic Committee Member

Sven Fedorow, AAG, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Zac Conaway, Select Board Member, Groton

Harold, Road Commissioner, Groton

Josh Taylor, VTrans Traffic Operations

Kristin Driscoll, VTrans Traffic Operations

Logan Perron, VTrans District 7

Kevin Gadapee, VTrans Northeast District Transportation Administrator

Shauna Clifford, VTrans District 7

Steffanie Lemieux, VTrans Traffic Operations

Agenda Items Discussed

- **Groton US-302, No Parking:**

Mr. Degutis explained that the Town of Groton had requested parking be restricted on both sides of US-302 from Tannery Brook Road to the west edge of the town cemetery. Parked vehicles create a safety hazard and winter maintenance issue due to the constricted width in this area. Traffic Operations has conducted a review of this area and consulted with VTrans Maintenance District 7, who supported the request. Traffic Operations' recommendation is to create a no parking zone in this area. Groton Select Board Member Zac Conaway says that he agrees that parking in this area constricts the roadway and appreciates that the Traffic Committee is considering the request. Kevin Gadapee, VTrans NE District Transportation Administrator, reiterated his support of the request and indicated that parked vehicles in this area create a winter maintenance challenge.

The Traffic Committee voted unanimously in favor of this request.

Automated Vehicle Testing Guidance and Application

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Motor Vehicles, Traffic Committee Member
Lt. Tara Thomas, Delegate for Commissioner of Public Safety, Traffic Committee Member
Sven Fedorow, AAG, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator
Joe Segale, VTrans Policy, Planning and Research Bureau Director
Mike Obuchowski, VTrans Principal Assistant
Katharine Otto, VTrans Planning Coordinator
Greg Rodriguez, Stantec (Project consultant)

Josh Taylor, VTrans Traffic Operations
Dan Currier, VTrans Public Transit
Christopher Falcos, Massachusetts DOT
Marie Horbar, Assistant Attorney General, VTrans
Rebecca White, State of Vermont, Director of Risk Management
Devon Neary, Rutland RPC
Pat Murray, State of Vermont, Department of Financial Regulation Analyst
Robert W Lincoln, Rutland resident
Steve Pouliot, Vermont Association for the Blind and Visually Impaired

Joe Segale gave a presentation to outline Guidance and Application.

Questions and comments from the audience

- Robert W Lincoln (resident of Rutland) asked how does this build public confidence? In the guidance when the AOT made the change to the crash reporting period from 12 hours to 24 hours. His second question/ statement – It is customary for testing to be for the public good of Vermont so changing established protocols should not be taken lightly. This is particularly true with blanket indemnity. I have consulted with experts. I strongly urge the committee to maintain the current practice of blanket indemnity when applying protocols. Do not give everything away in the candy store, just because they ask for it, in this case the AV testers
 - Joe Segale clarified that the normal protocol for crash reporting is 72 hours and we did shorten that. Industry comments said that 12 hours may not provide enough time to respond, especially if a crash happened at night. We have balanced protecting Vermonters, and balancing towards practical considerations to gathering information if a crash occurs.
 - Greg Rodridgez. Initial notification within 24 hours is more to let the State know that something happened and to enable coordination and investigation to start to be aligned. It is also important to remember this is an application process. It is not approving any permits yet. It is setting the stage for how it can move forward.
 - Joe Segale. To build upon what Greg said, the Traffic Committee is reviewing the application process, not approving any permits at this point

- Mike Obuchowski. The word “Familiar” may work better than “confidence”. We are hoping that familiarity with Automated Vehicles builds confidence.

Questions and comments from the Traffic Committee

- Tara Thomas – With the 24- hour reporting, does it say regardless of the amount of property damage? Usually there is a \$3,000 threshold of property damage before a crash report is submitted. We should be notified of an issue regardless of the amount of property damage
 - Wanda Minoli – The guidance is aligning with current statute requirements. The Committee could make the threshold lower or require notification. I believe that immediate suspension/ cancellation of the permit will occur until the crash is investigated
 - Joe Segale. No threshold (i.e. no minimum property damage value, injury or fatality) is required for the 24-hour notice. The applicant must contact AOT for “any” crash that occurs, as soon as possible, but no later than 24 hours. The law and guidance allows the law enforcement to suspend the testing permit immediately.
 - Greg . The 72 hour notification requirement is the standard per statute and does have the property damage value, injury and fatality threshold. Another useful item of note is that the permit reporting also includes monitoring of any unplanned disengagements, so that will also be helpful to understand where there are vulnerabilities, and prevent crashes before they happen.
- Joe Flynn. Procedurally, if a law enforcement officer can suspend the test, what is the procedure to reinstate the permit? Would the company have to go back before the Traffic Committee? Is each vehicle permitted separately? Or all vehicles by company?
 - Joe Segale - Permits are issued for all vehicles operated under the permit. That means that suspension of the permit due to one vehicle crash would affect all vehicles operated by that company. The Traffic Committee would evaluate reinstatement and evaluate severity of the crash before reinstating a permit. If it is a smaller crash like a fender bender the Traffic Committee may wish to act fast to reinstate.
- Wanda Minoli would like to acknowledge the work of the project team. I really appreciate the work and outreach to all the partners. The detail of balancing safety, usability, and partnership with communities is clear in the guidance. It aligns with the directive by the legislature. And it is also a reasonable place to start.

The Traffic Committee voted unanimously to adopt the Vermont Automated Vehicle Testing Guidance and Application (dated September 1, 2020).

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

**Vermont Traffic Committee
Minutes of Meeting Held
September 15, 2020 (approved by email 9/17/2020)**

The Vermont Traffic Committee met on Tuesday September 15, 2020. Committee Chair Joe Flynn called the meeting to order at 1:00 pm on a virtual Microsoft Teams call. The meeting was adjourned at 3:11 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Motor Vehicles, Traffic Committee Member
Lt. Tara Thomas, Delegate for Commissioner of Public Safety, Traffic Committee Member
Sven Fedorow, AAG, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Anne and Mike, Residents, East Middlebury
Bob Kelley, Town of Derby
Bruce Johnson, Town Administrator, East Montpelier
Carl Etnier, Select Board Member, East Montpelier
Caroline Korejko, Librarian, North Hero
Dennis Percy, Fred's Energy, Derby
Conrad Bellavance, Freds Energy, Derby
Hailey Morgan, Reporter, NVU Lyndon
Kathleen Ramsay, Town of Middlebury
Marguerite Ladd, Town Administrator, Cambridge
Timothy Page, Resident, East Middlebury
Patty Helsingius, Resident, North Hero
Peter Elwell, Town Manager, Brattleboro
Tim Bourne, Selectboard Member, North Hero
Tom Hanley, Chief of Police, Middlebury
Daniel Williams, North Hero Resident
Ben Joseph, Select Board and Planning Commission, North Hero

Marcos Miller, VTrans Traffic Operations
Joe Kelly, VTrans Traffic Operations
Stephanie Lemieux, Traffic Operations
Kristin Driscoll, VTrans Traffic Operations
Josh Taylor, VTrans Traffic Operations
Erin Parizo, VTrans Traffic Design
Matt Bogaczyk, VTrans Pavement Design
Katherine Otto, VTrans Planning

Agenda Items Discussed

- **Brattleboro US-5, Speed Limit:**

Mr. Degutis explained that the request was to review the speed limit on US-5 to the north of the Class-1 limits through the signalized corridor to the roundabout which is currently 40 mph. Mr. Degutis explained that the engineering study used tube counts to measure the 85th percentile speed to be between 34 mph and 40 mph. There is significant pedestrian usage in the areas well as vehicle turning movements. Due to these factors, Mr. Degutis explained Traffic Operations' recommendation is to reduce the speed limit to 35 mph. Bicycle lanes and pedestrian improvements will be coming soon through an upcoming VTrans project to further address concerns in the area. On the approach to the roundabout, the speed limit of 25 mph will be retained.

Peter Elwell, Brattleboro Town Manager, spoke in favor of the recommendation and appreciates the responsiveness of VTrans in regard to the recommendation as well as the upcoming VTrans pedestrian and bicycle project. Daniel Williams (resident) said that he is not in favor of lowering speed limit and that he was not aware of many crashes in the area. Lt. Thomas responded by stating that there has been a crash in that location every 7-10 days on average, mostly rear end collisions.

The Traffic Committee voted unanimously to approve the recommendation.

- **Brattleboro VT-9, Speed Limit:**

Mr. Degutis explained that the request is on VT-9 extending from near Paradise Farm to the Class 1 limit. The existing speed limit is currently 40 mph and changes to 30 mph at the class 1 limits. Mr. Degutis explained that the engineering study used speed studies at different times of the year where speeds ranged from 42 mph to 48 mph. There are turn lanes, turning movements and pedestrian use of the shoulder. There is an upcoming paving project that may include some pedestrian and bicycle improvements. Mr. Degutis explained Traffic Operations' recommendation to reduce speed limit to 35 mph from Sunset Lake Road to the class 1 limits and retain a 40 mph speed limit through the rest of the study area. There is a distinct character change at the proposed 40/35 transition point which makes it a good location. Mr Degutis further explained that there are many houses in this area that are not visible from the road and the residents may want to walk or bike in this area.

Peter Elwell, Brattleboro Town Manager, voiced that the Town's initial request had been to lower the speed limit to 30 MPH but having reviewed the study he supported the recommendation as well. He again thanks the Agency for its responsiveness and informed the Committee that in this area there are a large number of low-income residential properties and also a number of commercial properties close by which creates a lot of pedestrian traffic.

The Traffic Committee voted unanimously to approve the recommendation.

- **Cambridge VT-108, Speed Limit:**

Mr. Degutis explained that for this request there are two locations on VT-108. The first is near the Smugglers Notch Base Lodge where there is currently a 40 mph speed limit that becomes a 50 mph zone just before the Base Lodge parking, base lodge and curve. The request is to move the transition to the north so that the pedestrian crossing movements are in the 40 mph zone. Mr. Degutis explained that the engineering study found that the 85th percentile speed is 45 mph in the summer and 40 mph in the winter. Based on geometry and crossing movements alone, moving

the transition approximately 0.2 miles to the north makes logical sense and this is more of a transition location adjustment than a change of speed limit. Traffic Operations' recommends moving the transition location in order to include the parking lot entrance where pedestrian crossing movements occur and the curve.

Lt. Thomas asked if there are plans for any other improvements in the area of the Smuggler's Notch Base Lodge for pedestrians due to the heavy foot traffic at parking area year-round. Mr. Degutis says Traffic Operations will be reviewing and updating the pedestrian crossing signs but there are not ADA accessible features and so it would not be appropriate to install a crosswalk in this location.

Mr. Degutis explained that the second location is further north as you approach Jeffersonville coming down the mountain. The speed limit is currently a 40 mph which changes to 35 mph near the Grist Mill Rd intersection, the speed limit then drops to 25 for a very short distance before a stop sign in the village. The town is requesting an extension the 25 mph zone. Mr. Degutis explained that the engineering study found that the 85th percentile in this area was 35 mph but since the road is windy and narrow, a lower speed limit is reasonable. It is also not standard to transition to 25 just before stop sign. Traffic Operations' recommendation is to change both the 35 mph and 25 mph zones to become one 30 mph zone. Some other signing improvements may also be considered in the area.

Marguerite Ladd, the Cambridge Town Administrator, said that from looking at traffic data this appears appropriate and that Town is in favor of the recommendation.

Ms. Ladd asked to clarify if the speed limits in Jeffersonville beyond the stop sign would remain 25 or become 30 mph. Mr. Degutis clarified that the proposed 30 would only exist south of the Stop sign and the other portions of VT-108 in the village would remain 25 mph.

Lt. Thomas brought up the stop condition in the village and it was discussed that Traffic Operations would review the location of the stop ahead sign to see if any improvements could be made.

Both Cambridge proposals are consolidated into one vote and the Traffic Committee voted unanimously to approve the recommendations.

- **Derby US-5, Speed Limit:**

Mr. Degutis explained that the request is a stretch of just over one mile on US-5, located north from 5A in the direction of Derby Line. The request is to reduce the speed limit from 50 mph to 30 mph and included a petition signed by local businesses in the area. Mr. Degutis explained that the engineering study shows that the 85th percentile speed near Walt's Sales and Service was 49 mph and near Roger's Tires the speed was 53 mph. In the area are businesses and driveways but there is not a huge concentration. Mr. Degutis explained Traffic Operations' recommendation is to keep the current speed limits because there is good compliance and changing the speed limit will not change driver behavior but there will be a new warning sign installed. Mr. Degutis then explained that the 85th percentile is the speed below which 85% of drivers are going, which eliminates the top 15 percent. The MUTCD says speed limits should be within 5 mph of 85th percentile speed due to drivers driving at speeds that feel comfortable to them and, without strict enforcement, lowering the speed limit will not change behavior.

Dennis Percy (Fred's Propane) informed the Committee that he wants to add an addition to his business and, even though he will not be adding any additional traffic, he needed to complete a study through AOT which determined that because of the poor sight distance caused by a nearby hill he needs to move entrance. He then decided to start a petition to lower the speed limit (which

would reduce the necessary sight distance needed). Conrad Bellavance confirmed that they applied for an Act 250 and local permit which caused VTrans to review their entrance to Route 5. He stated that Nathan Covey (VTrans Permitting) said there is 370 feet of sight distance and there needs to be at least 425 feet of sight distance from the hill to the driveway. The options they were given are to remove hill elevation on Route 5 to increase line of sight or move their entrance but they cannot move the driveway due to wetland restrictions.

Secretary Flynn is aware of this but does not believe any AOT permits are holding him up and the sign improvements that will be installed soon (trucks entering) will suffice. Mr. Degutis has the same understanding that the sign should be adequate to approve the permit. Secretary Flynn agreed to assist if needed to ensure this issue is resolved so Mr. Percy and Mr. Bellavance can improve their business. Mr. Percy says if the signs suffice then they have no problem with the existing speed limit.

Bob Kelly then stated his concern with the area by Fred's because of poor sight distance, and Walt's Sales and Service which has a large open access used by many snowmobilers and large vehicles towing trailers. Stefanie Lemieux says that the sight distance appears adequate, but that Traffic Operations will look into whether further signage improvements are needed in the future. Kristin Driscoll explained the sign changes that will be made near the entrance to Fred's. The Traffic Committee voted unanimously to approve the recommendation.

- **East Montpelier US-2, Speed Limit:**

Mr. Degutis explained that the Town's initial request was to create a reduced speed limit from Codling Road to near Mekklesen's RV dealership, and that after reviewing the location Traffic Operations confirmed with the Town they would be open to extending the study area through the village as well. The speed limit is currently 50 mph near Codling Road becoming 35 mph near Mekklesen's approaching the village.

Mr. Degutis explained Traffic Operations' recommendation is to reduce the speed limit through the village from 35 to 30 and create a 40 mph transition zone on each end, with the transition on the west end of the village lengthened to include Towne Hill Rd which is a high crash location. Since there has been significant roadway change in the last decade this is believed to be an appropriate recommendation.

Mr. Degutis explained that the engineering study shows the 85th percentile speed near Codling Rd is 54 mph which is why the recommendation will not extend that far.

Bruce Johnson, East Montpelier Town Manager, says feedback has been uniformly positive and this recommendation is exactly what they wanted to see. Carl Etnier is pleased with the recommendation especially since VTrans has improved upon the towns request. He also wanted to know the validity of the speed studies conducted during 2020 due to the decrease in traffic volumes as a result of many people working from home. Mr. Degutis explained that since they are trying to look at free flowing vehicles to get the 85th percentile, this reduces the concern of the decrease in volume, and that he had discussed this concern with his peers throughout New England before conducting the studies. Regarding crash history, VTrans looks at the past few years so a difference in the past few months will not affect the decision.

The Traffic Committee voted unanimously to approve the recommendation.

- **Middlebury VT-116, Speed Limit:**

Mr. Degutis introduced the two Middlebury items together, and explained that although they are related they would be voted on separately as there are two different roads involved. He explained to the Committee that this request has been tabled a few times already and was first presented over a year ago. The request area is in the village of East Middlebury surrounding the 4 way stop on both VT-116 and VT-125. The town is requesting a review of the speed limits in the area.

Mr. Degutis explained that the engineering study shows that speed studies indicate the compliance is good but there were a few vehicles that accelerated vigorously from the stop which adds to the perception of speeding and that vehicles were generally within 5 mph of the posted speed limit at all study locations. There are also available pedestrian features along the road. Mr. Degutis explained Traffic Operations' recommendation is to retain speed limits because compliance with the existing speed limits is good.

Middlebury Police Chief Hanley found the same results in his own studies but notes that traffic volumes have increased in recent years especially from transient traffic which he believes is part of the problem, as routine enforcement is less likely to impact them. He states that there has also been a large increase in pedestrian use as well.

Timothy Paige voiced agreement with Chief Hanley, and stepped the Committee through a slideshow the community had developed. Due to the village becoming a through route there has been an overall increase in traffic and heavy truck traffic which affects the quality of life of the residents. He also wanted the Committee to know that the sidewalk is very close to the road and it is terrifying walking at night due to how close the vehicles are when they pass even when people are following the speed limit, which he says they often don't.

Anne would like the speed limit reduced to 25. Residents in the area are concerned with the high volumes and speeds especially in the 40 mph zone.

Mike would like the Committee to know that there are mailboxes and sidewalks on the other side of the street and elderly residents must cross the street to access them.

The Committee considered VT-116 first. Secretary Flynn inquired whether making the 40 mph zone north of the four-way stop a 35 mph for consistency with the south side of the four-way stop might improve driver behavior. Mr. Degutis agreed that it might be simpler for drivers to understand and obey, and shared that the 85th percentile speed near the north end of the 40 mph zone was 45 mph.

Secretary Flynn proposed changing the speed limit from 40 mph to 35 mph on the northern approach to the intersection with VT-125 and changing the speed limit from 40 mph to 35 mph from the intersection with near the intersection Route 7, creating a continuous 35 mph zone on VT-116.

The Traffic Committee voted unanimously to approve Secretary Flynn's proposal, reducing both 40 mph zones on VT-116 to 35 mph.

- **Middlebury VT-125, Speed Limit:**

The Committee then considered VT-125 (Discussion of both routes is under previous item). Lt. Thomas suggested changing speed limit from 40 mph to 35 mph between Route 7 and the intersection with VT-116 to improve consistency, similar to what was just voted on for VT-116. Secretary Flynn proposed leaving the 40 mph speed limit near US-7 as it is and lowering the 35 mph speed limit on East Main St to 30 mph. Mr. Degutis suggested that minor adjustment may

be required on the east end of the village to ensure the transition location is appropriate for the tight curves near the bridge.

The Traffic Committee voted unanimously to accept Secretary Flynn's proposal to reduce the existing 35 mph zone on VT-125 to 30 mph, subject to minor adjustments on the east end as recommended by Traffic Operations. (Subsequent to the meeting, Traffic Operations reviewed the location and determined no change in transition location is necessary.)

- **North Hero US-2, Speed Limit:**

Mr. Degutis explained that this is a request that was tabled in the past. There was a pilot for a seasonal summertime 25 mph zone over a year ago and the Committee and North Hero Selectboard had subsequently discussed it and the Selectboard had gathered input from the community. The recommendation, which is supported by the Selectboard, is to change the speed limit in the village area to a year-round 30 mph with 40 mph transition zones, eliminating the existing 45 mph zone on the north. Secretary Flynn inquired about advisory 25 mph signs in the village. Mr. Degutis explained that advisory signs do not need formal approval from the Committee but that Traffic Operations plans to include Summer Recreation Area signs with advisory 25 mph speed limit plaques as well. Tim Bourne states that the select board is in favor of the changes as proposed.

Caroline Korejko, North Hero Librarian, inquired where the 30-40 transition would be located relative to the Town Library and whether it would be possible to move it so that vehicles are not accelerating as they pass the Library driveway. Ms. Driscoll explained where the transition would be located and that if it was shifted further out, the 40-50 transition location would not be in keeping with the roadway character at that location.

The Traffic Committee voted unanimously to approve the recommendation.

Additional Agenda Items:

- No other agenda items were planned or discussed.

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

Vermont Traffic Committee
DRAFT Minutes of Meeting Held
March 9, 2020

The Vermont Traffic Committee met on Monday March 9, 2020. Committee Chair Joe Flynn called the meeting to order at 1:00 PM in the VTrans 25 Seat Conference Room, Dill Building, Berlin, Vermont. The meeting was adjourned at 2:15 PM.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Motor Vehicles, Traffic Committee Member
Lt. Tara Thomas, Delegate for Commissioner of Public Safety, Traffic Committee Member
Leslie Welts, AAG, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Leigh Dakin, Selectboard Member, Chester VT
Julie Hance, Assistant Town Manager, Chester VT
Todd Parah, Transportation Director, Chester School
Jerry McMahan, Selectboard Member, Duxbury VT

Marcos Miller, VTrans Traffic Operations
Tyler Guazzoni, VTrans Traffic Operations
Kristin Driscoll, VTrans Traffic Operations
Josh Schultz, VTrans Operations and Safety Bureau Director
Mandy White, VTrans Data Unit Manager – OSB
Jim Baraw, VTrans Office of Highway Safety
Josh Taylor, VTrans Traffic Operations
Luke Chamberlain, VTrans Rotational Engineer

Agenda Items Discussed

- **Chester VT-103, Reduced Speed Limit:** Mr. Degutis explained that the town requested a reduced speed limit in the vicinity of Green Mountain High School. This request was presented to the Committee at the last meeting on December 11, 2019 and was tabled to give the Town time to gather more information to present to the Committee. Mr. Degutis noted that additional speed studies were conducted since the December 11 meeting and the 85th percentile remained within 1 mph of the last findings presented. The engineering study showed the following; in the posted 40 mph at the school drive 85th percentile speed of 43-44 mph, at the 30/40 mph transition 85th percentile speed of 39 mph, and in the 40 mph just North of Drew’s Drive 85th percentile of 50-51 mph. Mr. Degutis also explained that VTrans recently installed additional warning signage in the area, including gate-posting signs to improve visibility. Traffic Operations continues to recommend no change to the existing speed limits. Secretary Flynn asked the Town of Chester representatives if they would like to present any information. Julie Hance, Chester Assistant Town Manager, stated that they have a lot of resident concerns regarding speeds near the high school. She also stated information from the Town Police, in 2019 they have ticketed 151 drivers for speeding and given 40 warnings in that area. Leigh Dakin, Town selectboard member, stated that the area is heavily populated with several businesses and has 2 crosswalks in the area. Ms. Hance mentioned that they have radar speed

feedback signs on Town roads and would like to have them on the State Route but have been told no in the past. Secretary Flynn stated that there is a process for that through permitting and generally the State has been supportive of these installations. Ian Degutis and Ms. Hance will talk after the meeting about the process. Todd Parah, School Transportation Director, stated that there is a definite problem that needs a change. Especially with the busses and the ski traffic surrounding weekends. He mentioned sight distance is tough looking left coming out of the school drive. Ms. Dakin then stated that she wanted to thank the Agency for the new additional signage along VT-103, that it had made a difference. Marcos Miller, SE Regional Traffic Investigator stated that he had worked with the school to put a crosswalk in the 30 mph zone to get to the ball field and there are advanced signs NB and SB for it. Secretary Flynn asked about extending the 30 mph past the school drive and questioned if it should go down to Drew's Drive. There was some discussion about the confusion at the entrance to Drew's and the signage there and if there was an 1111 permit issued. Mrs. Dakin stated that there was a recent upgrade to signs there. Commissioner Minoli asked if the 30 mph was moved south past the school drive, where would it be? Mr. Miller replied approximately 1000 feet, but the location would be determined in the field. Leslie Welts, AAG, asked if there was any Safe Routes to School information to which the answer was no. Secretary Flynn proposed to extend the 30 mph zone approximately 1000 feet south, making it south of the school drive and Traffic Committee voted unanimously to do so. A location will be determined by Traffic Operations and a cert will be forwarded for signature electronically.

- **Duxbury VT-100, School Speed Limit:** Mr. Degutis explained that the town requested to reduce the speed in the existing school zone; he further explained that their request letter included a number of additional requests that are outside the purview of Traffic Committee, and that the requests had been passed on to others in the Agency. The school zone is currently 35 mph when flashing, in a 40 mph zone. Traffic Operations recommendation is to reduce the school zone to 30 mph when flashing. Jerry McMahan, Duxbury Selectboard Member, indicated that the Selectboard was supportive of the recommendation, and inquired about having a better transition from the current 40 mph to the south of the school zone speed limit. It was discussed that the grades and the geometry of the road likely do not favor a 35 transition zone and decided that the Town may request that at a later date after the lower school zone has been in place. Leslie Welts asked if there was any data collected for Safe Routes to School. Mr. Degutis indicated the answer was no. Traffic Committee voted to accept the recommended to lower the school zone to 30-mph when flashing.
- **Bloomfield VT-105 Speed Limit:** Mr. Degutis explained that the town requested to extend the 30 mph speed limit 300 feet west on VT-105. Traffic Operations recommendation is to adjust the transition approximately 635 in order to align the transition with roadway characteristics. Consequently, the 40 mph transition zone is also recommended to be extended approximately 845 feet to the west to create an appropriate transition length. Traffic Committee voted to accept the recommendation to shift the 30 and 40 mph transition zone as recommended.
- **Middlebury VT-116 and VT-125, Speed Limit:** Mr. Degutis explained that the town recently requested to table this item till next Traffic Committee Meeting to allow the residents additional time to gather information. The Committee agreed to table the item until the next meeting.
- **Milton US-7, Speed Limit:** Mr. Degutis explained that the town requested to lower the 50 mph speed limit between Catamount Drive and Bartlett Road. Mr. Degutis noted that speed studies were conducted in the 50 mph zone in that area and the 85th percentile of speeds were found to

be 49-50 mph showing good compliance with the posted speed limit, and does not recommend lowering the speed limit. It was also noted that while conducting the study, Traffic Operations noted that the installation of advanced intersection warning signs for Sidesaddle Drive would help intersection visibility and will be generating a work order to have them installed. The existing 50-40 transition at the north end of the study area was noted to be unusually short, Traffic Operations does recommend adjusting the 40 mph zone 500 feet to the south to a point on the crest of the vertical curve to create a better transition to the 35 mph zone further north. Traffic Committee voted in favor of traffic Operations recommendation to extend the 40 mph zone 500 feet to the south.

- **Shoreham VT-22A, Speed Limit:** Mr. Degutis explained that the Town had requested an extension to the 40 mph zone to the north past Duffany Road. Mr. Degutis noted that speed studies were conducted in the 50 mph zone in that area and the 85th percentile of speeds were found to be 56-58 mph. The roadway characteristic north of the village change and support the current speed limit. Traffic Operations recommends no change to existing speed zones. There was some discussion surrounding the noted school bus stop. It was stated that there was an existing school bus stop ahead sign. Lt. Thomas asked about adding reflective strips to the poles on the SBSA sign. Traffic Operations agreed that would help visibility and will process a work order. Traffic Committee voted in favor of Traffic Operations recommendation of no change.
- **Westmore VT-5A, Seasonal Speed Limit:** Mr. Degutis explained that the Town requested a 0.44 mile extension of the seasonal 35 mph speed limit to the south on VT-5A to include the Mt. Pisgah Trail head. Commissioner Minoli asked if this item had been before the Committee recently. It was explained that this relates to a proposed recreational parking area and that part of the intent of the request was to be accommodate Forest and Parks building a parking lot to help alleviate the parking issues in the area. Traffic Operations recommends extending the seasonal 35 mph zone 475 to the south to include the entrance to the proposed parking facility, making the sight distance within range thus allowing it to be permitted and used seasonally. Secretary Flynn asked how much further the Mt. Pisgah Trail head would be. Kristin Driscoll, NE Regional Traffic Investigator, produced a plan showing the parking facilities and a discussion ensued about the proposed parking facility plan and how pedestrians would get to the beach or trails. It was discussed that a full study of the area could be conducted once the facility was fully built and operational giving the town the best most realistic engineering study. Traffic Committee voted in favor of Traffic Operations recommendation to extend the seasonal 35 mph 475 to the south.

Additional Agenda Items: Mr. Degutis gave a brief explanation of the remaining agenda items, all of which were minor adjustments to certificates:

- **Guilford-Brattleboro:** Sign speed certificates from last meeting for a new speed zone since the deadline of responding to our request passed with no comments from either town.
- **Ferrisburgh: VT-22A** Rewrote certificate with updated MP references.
- **New Haven VT-17 Speed Certificate:** Rewrote certificate with updated MP references.
- **New Haven US-7 Speed Certificate:** Rewrote certificate with MP references.
- **US-4 Rutland Limited Access Speed Certificate:** Rewrote certificate upon discovery that existing signage does not match certificate at the Rutland, US-7 end. Location of exiting east bound SL55 signs makes sense. Decided to rewrite cert to match current sign location as it seems appropriate.

**Vermont Traffic Committee
Minutes of Meeting Held
December 11, 2019**

The Vermont Traffic Committee met on Wednesday December 11, 2019. Committee Chair Joe Flynn called the meeting to order at 1:00 PM in the VTrans 25 Seat Conference Room, Dill Building, Berlin, Vermont.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Col. Wm. Jake Elovirta, Delegate for Commissioner of Motor Vehicles, Traffic Committee Member
Lt. Tara Thomas, Delegate for Commissioner of Public Safety, Traffic Committee Member
Leslie Welts, AAG, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Alex Manell – Pittsford Resident
Joshua Manell – Pittsford Resident
Katherine Bastien – W. Charleston Resident
Devon Neary – Rutland Regional Planning Commission
Joe Gunter – Town Manager, Fair Haven
Ben Joseph – Selectboard Member, North Hero
Butch Shaw – Representative, Pittsford
John Haverstock, Town Manager, Pittsford

Marcos Miller, VTrans Traffic Operations
Tyler Guazzoni, VTrans Traffic Operations
Kristin Driscoll, VTrans Traffic Operations
Katharine Otto, VTrans Planning Coordinator
Joshua Taylor, VTrans Traffic Operations
Joshua Schultz, VTrans Operations and Safety
Bill Jenkins, VTrans Law Enforcement Liaison
Paul White, VTrans Law Enforcement Liaison

Agenda Items Discussed

- **Bakersfield VT-36 – Reduce Speed and No Passing:** Mr. Degutis introduced these two items together as they are in the same area on VT-36. He described the request for a lower speed limit and no passing zone, the engineering study conducted by Traffic Operations and the recommendation from VTrans to retain the existing speed limit and passing zone, and for the Town to consider increasing enforcement in the area. After discussion, the Committee voted to accept VTrans recommendation to retain the existing speed limit, and not to create a formal no

passing zone; the Committee also requested VTrans review the limits of the marked passing zone at the easterly end.

- **Bakersfield VT-108 – Reduce Speed:** Mr. Degutis introduced the item, describing the request for a lower speed limit on VT-108, the engineering study conducted by Traffic Operations, and the recommendation from VTrans to reduce the existing 35 mph zone through Bakersfield Village from 35 mph to 30 mph, and for the Town to consider increasing enforcement in the area. After discussion the Committee voted to accept VTrans recommendation to reduce the speed limit.
- **Charleston VT-105 – Reduce Speed:** Mr. Degutis introduced the item, describing the request for a lower speed limit on VT-105 in Charleston, the engineering study conducted by Traffic Operations, and the recommendation from VTrans to retain the existing speed limit, and for the Town to consider increasing enforcement in the area. After discussion, the Committee voted to accept VTrans' recommendation to retain the existing speed limit on VT-105. The Committee also asked VTrans to consider installing additional warning signage.
- **Chester VT-103 – Reduce Speed:** Mr. Degutis explained that the Town had requested the item be tabled until a subsequent meeting. The Committee voted to table the item until the next meeting.
- **Chester VT-11, VT-103 – No Parking:** Mr. Degutis introduced the item, describing the Town's request for a No Parking zone at the intersection of two State Highways. He explained that upon review, VT-103 was found to have an existing No Parking zone certified, but the signs were not present; they have since been reinstalled. He further explained the review of VT-11 near the intersection and the recommendation to not create a No Parking Zone on VT-11. After discussion, the Committee voted to accept VTrans recommendation not to change any No Parking Zones in this area.
- **Fair Haven VT-22A – No Parking:** Mr. Degutis introduced the item, describing the Town's request for a No Parking Zone on VT-22A, the engineering study conducted by Traffic Operations, and VTrans recommendation to create a No Parking Zone in the requested area. After discussion, the Committee voted to accept VTrans recommendation to create a No Parking zone.
- **Guilford US-5 – No Parking:** Mr. Degutis introduced the item, describing the Town's request for a No Parking Zone on US-5 north of Guilford Center Road, the engineering study conducted by Traffic Operations, and VTrans recommendation not to create a No Parking Zone. After discussion, the Committee voted to accept VTrans recommendation not to create a No Parking Zone.
- **Guilford-Brattleboro US-5 – Reduce Speed:** Mr. Degutis introduced the item, describing the Town's request for a reduced speed limit on US-5. He explained that the engineering study had been expanded beyond the limits of the Town's original request based on roadway characteristics, and that VTrans recommendation was to increase the adjacent speed limit in Brattleboro based on prevailing speeds, and retain the existing speed limit in Guilford. After discussion, the Committee voted to accept Traffic Operations recommendation, but to offer both affected Towns an additional 60 day comment period before making the action final.
- **Marshfield US-2 – Reduce Speed:** Mr. Degutis introduced the item, describing the request for a lower speed limit on US-2, the engineering study conducted by Traffic Operations, and the recommendation from VTrans to retain the existing speed limit. After discussion, the Committee voted to accept VTrans recommendation; they also asked VTrans to increase the size of the speed limit signs on both sides of the village to increase conspicuity.

- **Middlebury VT-116 – Reduce Speed:** Mr. Degutis explained that the Town had requested the item be tabled until a subsequent meeting. The Committee voted to table the item until a subsequent meeting.
- **Middlebury VT-125 – Reduce Speed:** Mr. Degutis explained that the Town had requested the item be tabled until a subsequent meeting. The Committee voted to table the item until a subsequent meeting.
- **North Hero US-2 – Reduce Speed (seasonal):** Mr. Degutis introduced the item, explaining that it was a continuation from a previous request and that in the April 25, 2019 meeting the Committee had piloted a reduced speed limit through the village for one summer. He explained that Traffic operations had conducted an engineering study of the pilot, and the recommendation by VTrans to end the pilot and return to the previous year-round 35 mph speed limit. After discussion, the Committee voted to table the item until the next meeting, with the Town asked to provide additional input on various alternatives before a final decision is made.
- **Pittsford VT-3 – Reduce Speed:** Mr. Degutis introduced the item, explaining that it includes two different locations on one road, but they will be discussed separately. He describing the request to reduce the speed limit along VT-3 in Pittsford near the Proctor Town line the engineering study conducted by Traffic Operations, and the recommendation by VTrans to create a 40 mph transition zone approaching the Proctor town line. After discussion, the Committee voted to accept VTrans recommendation to create a 40 mph speed zone.
- **Pittsford VT-3 – Reduce Speed:** Mr. Degutis introduced the second item item, describing the request to reduce the speed limit a along VT-3 in Pittsford near Corn Hill Road, the engineering study conducted by Traffic Operations, and the recommendation by VTrans to retain the existing speed limit. After discussion, the Committee voted to extend the adjacent 35 mph speed zone to the south approximately 0.3 mi, encompassing the area near Corn Hill Road.
- **Sheldon VT-105 – Reduce Speed:** Mr. Degutis introduced the item, describing the request to reduce the speed limit on VT-105 in Sheldon, the engineering study conducted by Traffic Operations and the recommendation by VTrans to retain the existing speed limit. After discussion, the Committee voted to accept VTrans recommendation to retain the existing speed limit.

Additional Agenda Items: Mr. Degutis gave a brief explanation of the remaining agenda items, all of which were minor adjustments to certificates:

- Chelsea VT-110: No Parking – Repeal existing No Parking Zone due to change in land use
- Highgate VT-78: Speed Limit – minor adjustment to speed limit certificate correcting milepoint and Town Highway references
- Londonderry VT-11: Speed Limit – sign certificate discussed at previous meeting based on subsequent confirmation from Town of willingness to participate in cost sharing for beacons

The Committee voted to accept Traffic Operations recommendations on all three items.

**Vermont Traffic Committee
Approved Minutes of Meeting Held
August 28, 2019**

The Vermont Traffic Committee met on Thursday August 28, 2019. Committee Chair Joe Flynn called the meeting to order at 1:00 PM in the VTrans 25 Seat Conference Room, Dill Building, Berlin, Vermont. The meeting was adjourned at 2:33 PM.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Motor Vehicles, Traffic Committee Member
Capt. Mike Manley, Delegate for Commissioner of Public Safety, Traffic Committee Member
Leslie Welts, AAG, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Neal L. McIntyre, Principal Flood Brook School, Londonderry (via phone)
David Jescavage, Town Administrator, Swanton VT
Kristin Hayes, Middlesex VT resident
Leonard Stell, Swanton Police
M. Dethloff, Middlesex VT resident
Albert M. Borne, Middlesex VT resident

Marcos Miller, VTrans Traffic Operations
Tyler Guazzoni, VTrans Traffic Operations
Kristin Driscoll, VTrans Traffic Operations
Derek Lyman, VTrans Traffic Signal Operations Engineer

Agenda Items Discussed

- **Londonderry VT-11, School Speed Limit:** Mr. Degutis explained that the town requested a school speed limit in the vicinity of Flood Brook School (K-8 serving Londonderry, Landgrove, Weston, and Peru and non-operating towns including Winhall and Stratton). This request was similar in nature to a 2015 request; at that time TC recommended installing flashing warning beacons but the town declined due to the cost-share. Mr. Degutis noted that the town had also requested a left turn lane which is out of Traffic Committee's purview and could possibly be looked at when a larger scale project goes through the area. The engineering study showed conditions have not changed since 2015 with very few crashes and an 85th percentile speed of 55 mph. Mr. Degutis also explained that VTrans recently installed additional warning signage in the area, including gate-posting signs to improve visibility. Traffic Operations recommendation remains the same as 2015, that flashing beacons be installed on the school zone signs, with cost shared between VTrans and the Town, but no school speed limit be implemented. Neal McIntyre, Flood Brook School principal voiced his concerns that there had been several near misses, that VT-11 is a major truck route and the school is the low point between two large hills where traffic picks up speed on either side in a 50 mph zone and often has trouble stopping for turning traffic. He stated that he felt that it was only a matter of time before an accident occurs.

Secretary Flynn asked if the principal was aware of any local conversations of why the beacons were not installed after the first study in 2015. Mr. McIntyre could only speculate that it was a funding issue. Commissioner Minoli asked if the student population had gone up since 2015. Mr. McIntyre answered that while he did not have the exact numbers from 2015, the population has risen about 25% since he began at the school in 2015. It was stated that about 55% bus and 45% are drop off. Capt. Manley asked how close the next speed limit change was. VTrans regional Traffic Investigator Marcos Miller answered that this is an isolated area and the next change was miles away in the village. AAG Welts asked if there had been a “Safe Routes to School” study. Although this program has recently been replaced, Mr. McIntyre indicated the school had worked with Municipal Assistance in 2014/2015 but no viable options were found and most families (and the school) try to keep students from walking and biking on VT-11 due to the speed and high volume of traffic. Secretary Flynn asked about the observation of speed enforcement or if Mr. McIntyre knew if the town had a contract for enforcement. Mr. McIntyre stated that there was a contract in place with VSP but was dissolved in 2016 due to lack of ability for VSP to cover the area. He mentioned that there had been very little enforcement since then. Commissioner Minoli asked a question to clarify when the beacons would run. Mr. Degutis stated that they would flash on school days during arrival and dismissal times. Traffic committee voted to implement a 40-mph school speed zone with beacons contingent on the town and/or school committing to the cost share.

- **Middlesex VT-12, Speed Limit:** Mr. Degutis explained that the town requested to extend the speed zone and reduce the speed to 25-mph in the vicinity of Putnamville. Traffic Operations recommendation is to extend the 35-mph zone to the North approximately 900 feet. Speeds do not support lowering the limit below 35-mph. Kristin Hayes, resident of Putnamville, expressed concerns about the amount of accidents and the safety of her children as there is a bus stop in the area. The Committee asked about enforcement and the residents stated that the coverage was low, that the town contracted with the Sheriff for \$6,000.00. Secretary Flynn asked about a hidden drive sign or other advance warning signs. Mr. Degutis stated that VTrans does install hidden drive signs when warranted, usually at the request of the property owner as well as school bus stop ahead signs when requested by the bus company. It was noted that a sign project was currently going through the area that will be addressing the school bus stop signs and that this area may be limited due to ledge for a hidden drive sign, but that Traffic Operations would follow up on the issue. Albert Borne, resident of Putnamville, expressed concerns for the speed through the area noting the blind curves and number of accidents. He requested it be considered to lower the speed limit to 30-mph. Mr. Degutis noted that the crash history for the past 5 years shows that there have been 3 non reportable crashes, this area in not a high crash location. Marge Dethloff, resident of Putnamville, asked about transverse rumble strips. Mr. Degutis stated that the agency does not install these as they can be very noisy for residents and can cause a winter maintenance issue with the build up of ice. Secretary Flynn asked about radar speed feedback signs. Mr. Degutis explained that the town could request to install radar feedback signs through a permit for work in the right-of-way at their cost and Traffic Operations would relay that information to the town. Traffic Committee voted to extend the 35-mph speed zone as recommended. Secretary Flynn asked to add orange flags to the 35-mph signs to emphasize the change.

- **Swanton/Highgate US-7, Speed Limit:** Mr. Degutis explained that the town requested to lower the speed limit north of the Class 1 limit in Swanton on US-7. Traffic Operations recommendation is to create a 40-mph speed zone from the Class 1 limit approximately ½ a mile to a point 0.2 miles north of the town line in the town of Highgate. Chief Stell, Swanton Police, expressed his concerns about enforcement and the area being densely populated with elderly walking on US-7, he requested the speed limit be 30-mph from the Class 1 limit to the town line. Secretary Flynn asked if making it a 35-mph zone would make a difference. Capt. Manley stated that that may make enforcement harder and the general consciences in the room felt that a 10-mph drop in speed made people pay more attention than a 5-mph drop. Traffic Committee voted to create a 40-mph speed zone from the Class 1 limit to a point 0.2 miles north of the town line as recommended.
- **Waitsfield VT-100, No Passing:** Mr. Degutis explained that the town requested to make a formal no passing zone near Hartshorn Farm stand. This area is marked as a passing zone currently however it only barely meets the minimum sight distance requirements. Traffic Operations recommendation is to close the passing zone and paint a solid double-barrier yellow line, but not to create a formal no passing zone (with signs) as there is adequate sight distance and locating the “end no passing” sign becomes a challenge as there is not a safe passing area on either side. Traffic Committee voted to accept the recommendation, endorsing closing of the passing zone with a double-barrier yellow line, but not to create a No Passing Zone.
- **Waterville VT-109, Speed Limit:** Mr. Degutis explained that the Town had requested a school speed limit in the vicinity of Waterville Elementary School. The engineering study showed an 85th percentile speed of 53-mph and there have been two nonreportable crashes in a 5-year period. Traffic Operations recommendation is that flashing beacons be installed on the school zone signs, which would be a shared cost between VTrans and the Town, but not to create a school speed limit. Commissioner Minoli stated that this may be a consolidated school district and wondered if the student population had risen. This information was not provided by the town. It was noted that during observations there were only 4 students and 2 adults that were walking. Traffic Committee voted in favor of Traffic Operations recommendation not to create a school speed zone and to endorse beacons which could be installed at a shared cost between VTrans and the town.

Additional Agenda Items: Mr. Degutis gave a brief explanation of the remaining agenda items, all of which were minor adjustments to certificates:

- Colchester VT-2A – Combining two existing certs- administrative change only
- Ferrisburgh FSH – Short stretch (0.136mi/~700 ft) of state highway between a stop condition at US-7 and Class 1 (30-mph). Does not appear was ever intended to be a 50 mph, but need cert for 30-mph to install signs.
- Lyndon VT-114 & Lyndon VT-122 – Adjusting signs for better location to accommodate VAST trail and groomer.
- Ripton VT-125 – Adjusting cert to field location.
- St. Albans VT-36 – Two certs that met, triggered by mapping to eliminate possible discontinuity
- Wallingford US-7 – Adjusting cert to actual field location.

**Vermont Traffic Committee
Approved Minutes of Meeting Held
April 25, 2019**

The Vermont Traffic Committee met on Thursday April 25, 2019. Committee Chair Joe Flynn called the meeting to order at 10:00 am in the VTrans Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 11:49 am.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Motor Vehicles,
Lt. Tara Thomas, Delegate for Commissioner of Public Safety, Traffic Committee Member
Tom McCormick, AAG, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Todd Keyworth, North Hero Select Board Chair
Nicholas Boit, North Hero resident
Jacqueline Higgins, Williamstown Town Manager
Chris Dessereau, Williamstown resident
Bob Camp, owner Hero's Welcome
Walter Blasburg, owner North Hero House
Robert M. White, VTrans Right-of-Way Chief
Wayne Symonds, VTrans Chief Engineer

Marcos Miller, VTrans Traffic Operations
Tyler Guazzoni, VTrans Traffic Operations
Kristin Driscoll, VTrans Traffic Operations
Joshua Schultz, OSB Bureau Director, VTrans

Agenda Items Discussed

- **North Hero US-2, Speed Limit:** Mr. Degutis explained that the Town had requested a speed limit reduction in the village of North Hero last November, and that his initial response had been to delay the item until a proper engineering study could be performed during summertime conditions, but that the Agency had subsequently decided to recommend piloting a trial seasonal speed reduction and conducting an engineering study this summer while the trial speed limit is in effect to evaluate the effectiveness of the reduced speed limit and impacts on safety in the area. Ms. Driscoll described the proposed limits of the 25 mph speed zone, to be effective from May 15-September 15. Sec. Flynn introduced five emails from North Hero residents, addressed to Mr. Degutis, voicing opposition to the reduced speed limit into the record. Mr. Keyworth, North Hero Selectboard Chair, explained that the Selectboard was unanimous in support of safety improvements but not unanimously supportive of a reduced speed limit. Several residents in attendance spoke in support of the reduced speed limit, sharing their input on traffic volumes, pedestrian volumes, parking concerns (particularly near the driveway to the North Hero Inn) and other safety hazards they experience in this area, and shared a letter of support for the reduced

speed limit signed by Grand Isle County Sheriff Ray Allen. Commissioner Minoli and Lt. Thomas inquired about other improvements such as in-street signs, Radar Speed Feedback Signs (RSFS) and flashing beacons for the crosswalk, and how the Town has been handling enforcement. Sec. Flynn indicated that he will be asking Bureau Director Schultz to look into other improvements that can be made by the Agency in this area outside the purview of the Traffic Committee. Mr. Keyworth indicated that the Selectboard is not opposed to the trial reduction, and wants to emphasize that they are open to anything that can improve safety. There was discussion regarding the proposed limits of the 25 mph seasonal speed zone; Mr. Degutis explained that the boundaries of the zone were selected in part to minimize the number of signs that would need to be adjusted and that the limits of the zone would be considered as part of the evaluation of the speed zone. The Traffic Committee voted to accept the recommendation and establish a 25 mph speed zone from May 15, 2019 to September 15, 2019 with VTrans Traffic Operations to conduct a study of the speed zone and other safety improvements in the area, to be presented to the Committee when complete.

- **Williamstown VT-14, No Parking Zone:** Mr. Degutis introduced the item, which had been discussed and tabled at the May 2018 meeting of the Traffic Committee. Sec. Flynn asked VTrans Right of Way Chief Rob White to provide an overview of the right-of-way issues; Mr. White explained that the Agency had recently conducted a resurvey of this corridor to determine what the State's Right of Way is here; the resurvey determined the ROW to be four-rod. Mr. Degutis explained that Traffic Operations proposed pavement markings to be installed in addition to the No Parking signs, which have been laid out based on sight triangle requirements to provide adequate sight distance for Depot St. and are not based on the location of the right-of-way, and that these markings would also provide a clearer pathway for pedestrians extending beyond the sidewalk which currently terminates just south of the proposed No Parking zone. Chief Engineer Symonds reminded the group that the enforcement of state laws, such as that prohibiting parking of unregistered vehicles in the State Right-of-Way, is separate from the No Parking zone under consideration by the Traffic Committee. Mr. Dessereau inquired why No Parking was not being considered in other parts of town and in front of other businesses, Sec. Flynn stated that today's discussion was to consider this No Parking Zone, as had been requested by the Town, and not other issues that may exist in Williamstown. Mr. Dessereau indicated he is not opposed to the No Parking Zone but wants all businesses in town to be treated fairly. Sec. Flynn and Commissioner Minoli asked Ms. Higgins to confirm that the Town still stands by their request of last year; Ms. Higgins indicated they had been prepared to drop the request if other improvements were made to address the safety concern. Mr. White explained that, since the Right-of-Way has been found to be four-rod, a Section 1111 Permit for work in the State Right-of-Way would be needed to install planters, curb-stops or anything else inside the 4-rod limits, and that VTrans was amenable to such a permit. There was a discussion of the definition of a registered vehicle, which was tabled at the request of Chief Engineer Symonds pending further internal discussion. Mr. Symonds explained that the paint markings and curb stops were a preferable alternative to the Agency, rather than planters, because they do not impede pedestrian access. Sec. Flynn reiterated that the Committee wants to treat all business owners fairly in town and not to single out any individuals or businesses. Sec. Flynn stated for the record that any discussions about three- and four-rod rights-of-way in the Traffic Committee meeting do not constitute a concession of the State's surveyed and staked four-rod right-of-way. Mr. White indicated that the initial request was based on a safety need and that right-of-way and permitting

issues need to be worked out in another forum. Commissioner Minoli confirmed with Ms. Higgins that the town is not opposed to the No Parking zone, and with Mr. McCormick that the Committee has the authority to act on Traffic Operations' recommendation in the absence of an official request from the town. The Town has rescinded the request but does not oppose the action. The Traffic Committee voted to establish the No Parking Zone as proposed. Sec. Flynn asked that VTrans Permitting and Mr. Dessereau work together to get an 1111 permit and install curb stops to keep his cars out of the sightline.

Additional Agenda Items:

- Mr. Degutis gave a brief update of the rewrite of Traffic Committee rules, which is ongoing. He and Mr. McCormick hope to have something to the committee by their next meeting. Commissioner Minoli inquired how the rules would be bundled (a cost-saving measure when rewritten administrative rules are publicly warned) and whether these would be included with the large number of other rules DMV is in the process of rewriting. Mr. Degutis explained that the four Traffic Committee rules would be bundled together but not with other DMV rules.

Other Committee Items:

- Sec. Flynn shared an update regarding autonomous vehicle legislation, and the need to offer municipalities an opportunity to share their questions, comments and concerns with the Committee before such testing is approved. Mr. Degutis indicated that there is no need to change the administrative rules to allow this, and that he would work with Joe Segale to ensure municipalities get the opportunity to be heard in this forum.
- Mr. Degutis shared with the Committee that Traffic Operations is beginning to work on digitizing the Traffic Committee certs, which are an important and vulnerable record.

**Vermont Traffic Committee
Approved Minutes of Meeting Held
March 20, 2019**

The Vermont Traffic Committee met on Thursday September 27, 2018. Committee Chair Joe Flynn called the meeting to order at 1:04 pm in the VTrans Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 1:58 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair

Capt. Mike Manley, Delegate for Commissioner of Public Safety, Traffic Committee Member

Not Present: Commissioner of DMV, Traffic Committee Legal Advisor

Ian Degutis, VTrans Traffic Operations Engineer, Traffic Committee Coordinator

Marguerite Ladd, Town Administrator, Cambridge VT

Tim Scoggins, Selectboard Chair, Shaftsbury VT

Renae Marshall, Town Administrator, Hinesburg VT (by phone)

Marcos Miller, VTrans Traffic Operations

Joe Kelly, VTrans Traffic Operations

Tyler Guazzoni, VTrans Traffic Operations

Kristin Driscoll, VTrans Traffic Operations

Lt. Tara Thomas, Vermont State Police

Joshua Schultz, OSB Bureau Director, VTrans

Amy Bell, Planning Coordinator, VTrans

Joe Segale, Policy and Planning Bureau Director

Agenda Items Discussed

- **Cambridge VT-15 and VT-104, Speed Limit:** Mr. Degutis explained that the request for these items were outcomes of a Road Safety Audit performed at this location last year, and that some other improvements recommended by that report were in progress or completed, but outside of the Traffic Committee, which is only looking at the Speed Limit requests. Mr. Degutis explained Traffic Operations' recommendation to extend the 35 mph speed zone on VT-15 to a point just west of VT-104, near the bottom of the hill, based on the results of the speed study performed in that area, and their recommendation to retain the speed limit of 50 mph on VT-104 based on the limited effectiveness of a very short speed zone in the acceleration/deceleration area at the intersection, and the results of a speed study approximately 0.4 miles up from the intersection not supporting a longer zone of reduced speed limit. Mr. Degutis also shared an email from the chair of the Selectboard indicating no comments or testimony on the recommendations. The Traffic Committee voted to accept Traffic Operations recommendations, extending the 35 mph zone to the west and retaining the 50 mph zone on VT-104.

- Shaftsbury VT-7A, Speed Limit:** Mr. Degutis explained that the engineering study did not support reducing the speed limit based on a speed study finding 85th percentile speeds of 54 and 56 mph in this area, generally good sight distance and limited crash history. Capt. Manley asked for additional information on the crash history and Mr. Degutis and Mr. Kelly provided more detail on the five crashes in the five-year period- three non-reportables, and two that were not attributed to speed. He also shared information on the two reported crashes that have occurred in the period after the five-year window, one of which was a deer strike and the other loss of control during inclement weather. Mr. Scoggins shared that it is ‘common knowledge’ in the community that this is an unsafe area, and he has personally witnessed a vehicle lose control on a slushy road here and leave the roadway. Sec. Flynn indicated that perhaps other measures, which could be undertaken by the Agency outside Traffic Committee purview, might be more appropriate. Mr. Scoggins inquired why the Agency was reluctant to reduce the speed limit when it would only cause a few seconds delay; Sec. Flynn explained that reducing the speed limit would likely not produce a meaningful reduction in speeds. Radar Speed Feedback carts from the State Police were suggested as a potential solution. Sec. Flynn asked that VTrans continue to work with the Town on potential other solutions, such as permanent Radar Speed Feedback Signs, and that VSP work with the local Sheriff to supply a speed cart. The Committee voted to accept Traffic Operations recommendation and retain the 50 mph speed limit.
- Hinesburg VT-116, Speed Limit:** Mr. Degutis explained that the request was to shift the 50-40 mph and 40-30 mph transition zones to the south, on the southerly end of Hinesburg village. He discussed the results of the speed study just south of the current 50-40 transition, and the 85th percentile speed not supporting shifting the transition to the south, but the site conditions and traffic patterns supporting shifting the 40-30 mph transition slightly to the south so it occurred before the curve rather than after. The only crash in this area was a double-fatal at very high speed, far exceeding posted limits. Ms. Marshall (by phone) asked clarifying questions about the locations of the proposed and existing transitions and voiced support for shifting the 50-40 mph transition to the south, so that they could enforce the lower limit. The Committee voted to accept Traffic Operations recommendation to shift the 40-30 mph transition to the south, and retain the 50-40 transition as-is.
- Canaan VT-253, Speed Limit:** Mr. Degutis explained the recommendation to create a new 30 mph zone approaching Beecher Falls in keeping with the changing character of the roadway. He shared with the Committee that the chair of the Canaan Selectboard had voiced support for this change by phone, and that this request has been on hold awaiting completion of the adjacent bridge to NH, to allow a representative study be completed. The Committee voted to establish the 30 mph zone.

Additional Agenda Items:

- Mr. Degutis gave a brief explanation of the minor adjustments to existing certificates on VT-133 in Middletown Springs and Tinmouth, which are updates to reflect revisions to Town lines and milemarkers and do not reflect a change in field conditions.
- Joe Segale, Director of the Policy and Planning Bureau at VTrans spoke to the Committee regarding proposed Connected and Autonomous Vehicle legislation, which is likely to be voted

on this week. The legislation would allow testing of autonomous vehicles in Vermont, and would grant the Traffic Committee authority to issue permits for this testing on state highways. Municipalities would need to authorize testing on local roads. Mr. Segale gave a brief overview of levels of automation and what types of vehicles this legislation would apply to. He explained why testing in Vermont is desirable; that the legislation would require a human to be able to control the vehicle, but that control could be remote; that in the event of a crash the tester would be required to share their data with both law enforcement and the Agency; and that the vehicles would be required to be clearly marked. There was discussion about how law enforcement could ‘pull over’ an autonomous vehicle. Mr. Segale’s presentation to the Committee was informational, with no action taken.

Other Committee Items:

- Sec. Flynn shared an update regarding a tabled Traffic Committee item from May 2018, regarding a No Parking Zone in Williamstown. The item had been tabled pending a property owner undertaking some voluntary changes once VTrans identified the limits of the highway ROW. Sec. Flynn indicated that it is his understanding that when VTrans ROW arrived to mark the ROW line, the business owner indicated he was not going to perform the changes he had agreed to at the Committee meeting in May. He asked whether the Town needed to formally request this item be put back on the Committee’s agenda; Mr. Degutis opined that since the item was tabled, the Committee could bring it back up for discussion at its discretion. Mr. Degutis agreed to reach out to the Town and put this item on the agenda for the next meeting of the Traffic Committee.

Vermont Traffic Committee Minutes of Meeting Held September 27, 2018

The Vermont Traffic Committee met on Thursday September 27, 2018. Committee Chair Joe Flynn called the meeting to order at 1:02 pm in the VTrans Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 1:30 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Motor Vehicles, Traffic Committee Member
Capt. Tim Clouatre, Delegate for Commissioner of Public Safety, Traffic Committee Member
Tom McCormick, AAG, Traffic Committee legal advisor
Ian Degutis, Traffic Operations Engineer, Traffic Committee Coordinator

Marcos Miller, VTrans Traffic Operations
Joe Kelly, VTrans Traffic Operations
Tyler Guazzoni, VTrans Traffic Operations
Chris Mercon, VTrans Traffic Operations
Joshua Schultz, TSMO Manager, VTrans
Kristin Driscoll, VTrans District 7
Gerald Griswold, VTrans District 7
Amy Bell, Planning Coordinator, VTrans

Agenda Items Discussed

Bradford VT 25B, No Parking: Mr. Degutis explained that the District had requested a short no parking zone along one side of VT-25B in Bradford as the road is very narrow here and parked cars make it difficult to plow in the winter and cause cars to cross the centerline in all seasons. Traffic Operations The Committee inquired as to how this differed from the No Parking Zone that was repealed by the Committee previously. Mr. Degutis explained that the proposed No Parking Zone is a shorter section than the previously repealed Zone, and only on one side of the road. The Traffic Committee voted to legally establish the No Parking Zone.

Morgan VT 111, Speed Limit: Mr. Degutis explained that the town requested a reduced speed limit on VT-111 to the west of Lake Seymour, extending the existing 35 mph zone. Traffic Operations recommendation is to extend the 35 mph zone to the west, but not as far as the town had asked. The existing transition is at the bottom of a hill and just before a beach area with camps close to the road and significant summertime recreational use. The recommendation is to move the transition to the top of the hill. The Traffic Committee voted to approve the extension of the 35 mph speed limit.

Ripton VT 125, Speed Limit: Mr. Degutis explained that Traffic Operations had identified this location as one that could be improved by a 40 mph transition speed zone between the existing 30 mph through the village and the 50 mph to the east. The committee looked at photolog imagery of the proposed 40 mph transition zone. The Traffic Committee voted to legally establish a 40 mph speed zone as recommended.

Westmore VT-5A, Speed Limit: Mr. Degutis explained that the town of Westmore had requested a traffic study on either side of the existing seasonal 35 mph speed zone at the south end of Lake Willoughby. Traffic Operations conducted a study of the northern extension and found that the 85th percentile speed was 50 mph, and this is not a High Crash Location or Segment. The southern extension was with regard to a proposed improvement of facilities at the South Beach; the traffic study found the existing speed limit to be appropriate for current conditions, and cannot consider proposed/future conditions. The location can be reevaluated after the facility is constructed if appropriate. The Traffic Committee voted to retain the existing speed limit.

Additional Agenda Items: Mr. Degutis gave a brief explanation of the remaining agenda items, all of which were minor adjustments to existing certificates:

-Sunderland VT-7A is an adjustment to accommodate relocating an existing Speed Limit sign away from a residence

-Cambridge VT-15 is an adjustment to allow additional pedestrian trail crossing signage to be installed for a new crossing of the LVRT

-Cavendish is a repeal of a No Parking Zone; the signs have not been in place for many years and there is no longer a problem with people parking in this area.

The committee voted to accept the staff recommendations.

Other Committee Items: Secretary Flynn asked for an update on the Williamstown VT-14 No Parking item from the May 15, 2018 meeting. Capt. Clouatre indicated that he travels through the area regularly and there have been no changes at Green Mountain Auto. The committee discussed that the previous meeting ended with agreement for Green Mountain Auto to construct planters within 30 days of the Agency surveying and marking a 3-rod right-of-way. Josh Schultz agreed to follow up with the Agency's Right-of-Way section to determine if this survey had been completed.

**Vermont Traffic Committee
Minutes of Meeting Held
May 15, 2018**

The Vermont Traffic Committee met on Tuesday May 15, 2018. Committee Chair Joe Flynn called the meeting to order at 1:00 pm in the VTrans Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 3:40 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Wanda Minoli, Commissioner of Motor Vehicles, Traffic Committee Member
Capt. Tim Clouatre, Delegate for Commissioner of Public Safety, Traffic Committee Member
Tom McCormick, AAG, Traffic Committee legal advisor
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Marcos Miller, VTrans Traffic Operations
Joe Kelly, VTrans Traffic Operations
Tyler Guazzoni, VTrans Traffic Operations
Chris Mercon, VTrans Traffic Operations
Joshua Schultz, TSMO Manager, VTrans
Ian Degutis, Traffic Mobility Engineer, VTrans
Cos Gardner, Project Manager, VTrans Rail
Jon Kaplan, Bicycle & Pedestrian Engineer, VTrans
Amy Bell, Planning Coordinator, VTrans

Donald Hull, Chief of Police, Stowe

Tom Marsh, Town Manager, Windsor

Jacqueline Higgins, Town Manager, Williamstown
Scott Vaillancourt, Select Board Vice Chair, Williamstown
Chris Deseureau, Owner Green Mountain Auto, Williamstown
Alyson Codling, Manager Green Mountain Auto, Williamstown

Agenda Items Discussed

Stowe VT 108, No Parking: Ms. Gamble explained that the requested no parking zone is intended to improve pedestrian safety along VT 108 in the vicinity of the Bingham Falls parking pullouts. There is a narrow bridge just north of the pullouts with narrow shoulders that could force pedestrians to walk in the travel lane, so parking is proposed to be prohibited on both sides of the road. District 8 personnel requested that the proposed no parking zone be extended 350 ft north of the town's initial request due to winter parking activities near the campground access which inhibit snow removal. South of the pullouts, the shoulder is wide enough for pedestrian and bicycle use as long as vehicles are not parked on it. For this reason, parking is proposed to be allowed on the wide grass roadside on the northbound side of the road, but prohibited southbound where there is no space for vehicles to park off the pavement. Chief

Hull indicated that the town was in favor of the revised proposal. The Committee voted to establish the no parking zones as recommended.

Williamstown VT 14, No Parking: Ms. Gamble explained that the town requested a no parking zone along the frontage of Green Mountain Auto in order to improve corner sight distance from Depot St. Mr. Deseureau explained that he has met with the town and Agency employees on multiple occasions, and that while he was initially told that the VT 14 highway ROW is 3 rods, he recently received notification from VTrans permitting section that the ROW is 4 rods, which would essentially eliminate all use of the lot in front of his building, making it impossible to run his business. In the meantime, he has engaged a lawyer who found court records showing a 1988 judgement that the ROW is indeed 3 rods. Mr. Deseureau stated that if the Agency agrees that the ROW is 3 rods and marks where the line is, he will install a 3 ½ ft high planter along the ROW line for 15 feet parallel to VT 14 to prevent parking on his lot near the intersection corner. Additionally, he will install concrete curb stops along the rest of his frontage where his cars are displayed, positioned such that no portion of the vehicles will overhang the ROW. He will do this within 30 days of VTrans marking the ROW line. He also stated that he is going to sign and mark two customer parking spaces on the side of his building.

Given these assurances, Secretary Flynn explained to the town that he was going to table their request for a no parking zone and see if these actions adequately mitigate the sight distance issues. If not, then the issue will be opened again, but will be extended to look at sight distance issues in both directions at the intersection, since Mr. Deseureau pointed out that the sight distance to the north is similarly compromised by the parking activities on the lot on the opposite corner.

Windsor US 5, No Parking: Ms. Gamble explained that this is a request to make an existing town installed No Parking zone legal. The town installed signs in order to prevent cars from blocking corner sight distance at Eddies Place, a private road that is used for recreational access to the town forest. The Traffic Committee voted to legally establish the existing no parking zone.

Statewide, Bicycles on Partial Control Limited Access Highways: Ms. Gamble explained that there is a disconnect between 23 VSA 1139(d), which allows bicycles to use the shoulders of partially controlled limited access highways unless prohibited by the Traffic Committee, and Traffic Committee Regulation Article 1.8(c) which prohibits bicycle use on partially controlled limited access highways unless allowed by the Traffic Committee. In order to clear up any confusion, a certificate was drafted including all partially controlled limited access highway segments with one table for those segments where bicycle use is allowed and one where bicycle use is prohibited. Traffic Operations reviewed each segment in consultation with Jon Kaplan, VTrans Bicycle and Pedestrian Engineer. Segments were recommended for prohibition where there are interstate style high speed merge areas where cyclists would be at risk. The Traffic Committee reviewed the recommendations and made one change to allow bicycle use on VT 63 between the VT 14 intersection and East Road intersection, with a prohibition from East Road to I-89. The Traffic Committee voted to approve the revised certificate.

Dorset US 7, No Parking: Ms. Gamble explained that the no parking zone extension was being recommended due to corner sight distance restrictions when large trucks park on the shoulder of US 7 to access the convenience store across the road. The Traffic Committee voted to approve the extension.

Elmore VT 12, Speed Limit: Ms. Gamble explained that the town requested an engineering review of the speed limits (50 and 35) between the cemetery south of Lake Elmore and the state park campground entrance to the north of the lake. She explained that the engineering study did not support a reduction in the speed limit. Secretary Flynn asked whether radar speed feedback signs might improve compliance with the 35 mph zone, since the 85th percentile speed at the northern end was found to be 47 mph. Ms. Gamble advised that it could, and that the town could install RSFS under an 1111 permit from VTrans if it wanted to pursue that option. The Traffic Committee voted to retain the existing speed limits.

Fairfax VT 104, No Passing: Ms. Gamble explained that a no passing zone was requested due to safety concerns at a private road within an existing marked passing zone. Sight distance is good at this location (it is a marked passing zone). Ms. Gamble advised that Traffic Operations intends to install “Watch for Turning Vehicles” warning signs at each end of the passing zone. The Traffic Committee voted to retain the marked passing zone.

Ferrisburg/Charlotte TH-60/TH-34, Rail Road Crossing: Ms. Gamble explained that the VTrans Rail Section is working to signalize the subject crossing, but in the meantime plans to upgrade the signs for the existing stop condition, for which there is no legal certificate on file. The Traffic Committee voted to legally establish the stop condition at this rail road crossing.

Colchester US 2/7, Speed Limit follow-up: Ms. Gamble explained that following the November 3, 2017 Traffic Committee meeting at which a 40 mph speed zone was established on US 2/7 between Rathe Road and VT 2A beyond the boundaries of the engineering study, Traffic Operations conducted speed studies both before and after the signs were installed. The “after” studies were conducted following robust public outreach (TV, radio, facebook) and concentrated speed enforcement efforts, and the new speed limit signs had orange flags attached for conspicuity. The speed studies show a slight reduction in the 50th and 85th percentile speeds (0-3 mph), and a decrease in the percentage of vehicles in the 10 mile pace, indicating a greater variation in speeds.

Ms. Gamble explained that speed limits that are set too low can cause variation in speeds because most drivers continue to drive at the speed they feel safe, and a minority adhere to the speed limit, and that this variation can lead to a higher risk of crashes, when higher speed drivers come upon lower speed drivers. In the southern part of the new zone, fewer than 5 percent of drivers were driving at or below 40 mph. In the northern part of the new zone in the curvy wooded section, compliance with the 40 mph speed limit was somewhat better 33 percent, but the 85th percentile speed was still 48 miles per hour. This indicates that 50 mph is the appropriate speed limit – that most drivers are driving at or below this speed, which is the desired condition, keeping in mind that a speed limit is the maximum allowed speed and not the recommended speed.

Ms. Gamble explained that as this and other previous studies have shown, reducing the speed limit in places where it is not supported by engineering study has very little effect on driver speeds and may actually increase crash risk.

Traffic Committee Regulations: Ms. Gamble explained that as Traffic Committee coordinator she has been tasked with determining whether four Traffic Committee rules (14-053-001 through 004) should be retained, amended or repealed. After discussion it was decided that AAG Tom McCormick would further research 14-053-002, which pertains to the Municipal Loan Equipment Fund, because while it

happens to be administered by the three persons who make up the Traffic Committee (in coordination with the Treasurer's office) it is not a "Traffic Committee" function. The other three rules were determined to be necessary and in need of updating.

Remaining Items: Ms. Gamble gave a brief explanation of the remaining agenda items, two of which were Certificate updates with no physical changes to the actual regulated zones, simply updates of location descriptions and milepoint references, and two of which were minor extensions of existing speed limits for signing visibility purposes. The Traffic Committee voted to accept the staff recommendations for Items C, D, F and G

**Vermont Traffic Committee
Minutes of Meeting Held
November 3, 2017**

The Vermont Traffic Committee met on Friday November 3, 2017. Committee Chair Joe Flynn called the meeting to order at 1:00 pm in the VTrans Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 2:30 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee Member
Capt. Tim Clouatre, Delegate for Commissioner of Public Safety, Traffic Committee Member
Tom McCormick, AAG, Traffic Committee legal advisor

Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator
Marcos Miller, VTrans Traffic Operations
Joe Kelly, VTrans Traffic Operations
Tyler Guazzoni, VTrans Traffic Operations
Chris Mercon, VTrans Traffic Operations

Wayne Symonds, Deputy Chief Engineer, VTrans
Amy Bell, Planning Coordinator, VTrans
Joshua Schultz, TSMO Manager, VTrans
Josh Martineau, Project Manager, VTrans Rail

Jennifer Morrison, Chief of Police Colchester
Dawn Francis, Town Manager, Colchester
Bryan Osborne, DPW Director, Colchester
Sarah Hedd, Planning and Zoning Director, Colchester
Kathi O'Reilly, Economic Development Director, Colchester
Pat O'Brien, Project Manager SD Ireland, Colchester

Brian Story, Town Administrator, Johnson
(3 residents who did not sign in), Johnson

Jeff Shulz, Town Manager, Northfield

Agenda Items Discussed

Pittsford, Legal Trail 5, Rail Crossing Stop Condition: Ms Gamble explained that although a legal trail is not a public highway as defined in Title 19, it does meet the more inclusive definition in Title 23. Mr. Martineau explained that the Rail Diagnostic team recommended a stop condition at this crossing due to higher speeds of anticipated Amtrak service, and the recreational use of this area for fishing access. The Committee voted to establish the stop condition as requested.

Castleton VT 30, No Parking: Ms. Gamble explained that this no parking zone extension is needed to prevent roadside parking beyond the parking lot for a local restaurant, where there isn't sufficient shoulder for vehicles to safely park outside the travel lane. No Parking on Travelled Lane signs have not been effective. District 1 installed delineators in this area to discourage parking activity in the interim. The Committee voted to extend the No Parking Zone as requested.

Colchester US 7, Speed Limit: Ms. Gamble gave an explanation of the engineering study and safety analysis conducted in the vicinity of the US 7/Severance/Blakely Rd intersection. She explained that she had initially declined the town's request to study the entire New Town Center/Growth Center because it was future development and that the road is still largely rural in character with the exception of the intersection itself. Subsequently, she had a conversation with Public Works Director Osborne, and agreed to conduct an engineering study in the direct vicinity of the signalized intersection.

The 85th percentile speed was 48 mph on the south approach to the intersection, and 44 mph on the north approach. The crash data showed that the majority of the crashes near the intersection are related to failure to yield during the left turn permitted phase and during right turns on red, and are not related to speed and would not be mitigated by a reduction in the speed limit. Ms. Gamble recommended that the Agency move forward with upgrading the left turn permitted phase with a flashing yellow arrow instead of the green ball indication. District 5 staff has already upgraded the "right turn only" pavement markings in the northbound right turn lane to discourage its use as a passing lane, and trimmed trees on the southbound approach to improve sight distance. There are no existing pedestrian facilities and no on-street parking. The engineering study did not support a reduction in speed limit. Ms. Gamble recommended that the area be re-studied after the VTrans intersection reconstruction project scheduled for 2021, and further development of the area.

Several members of the Colchester town government gave presentations on the development plans for the New Town Center/Growth Center in the vicinity of the intersection. They pointed out that development is currently in the permit process for the southeast quadrant, and that there is a vision for pedestrian connectivity among all four quadrants so that people can live, work, and recreate without using their cars. This pedestrian friendly vision would be supported by a reduction in speed limit. Mr. O'Brien stated that development will happen in the next five to ten years. Chief Morrison stated that US 7 beyond the study area is relatively curvy and is hard to drive at 50 mph, and that there is a reduced speed zone near the US 7/VT 2A intersection, and said that the entire segment from Exit 16 to VT 2A should be 40 mph. Mr. Osborne stated that he had no issues with the engineering study on a factual basis, but desired the reduction in speed limit in anticipation of the changes in character that proposed growth will bring.

Ms. Gamble pointed out that drivers do not worry about tomorrow's traffic, and re-iterated that the speed limit should be based on current conditions and could be re-studied in the future. She also pointed out that pedestrian facilities are part of the intersection reconstruction project and do not currently exist.

Chairman Flynn stated that he had no disagreements with the engineering study and the safety mitigation measures, but that local concerns were persuasive. Commissioner Ide made a motion to establish a 40 mph zone as requested by the town. Ms. Gamble asked for clarification as to which of the three requests – the growth center, the intersection study area, or the entire 50 mph zone between Rathe

Rd and VT 2A as mentioned by the Chief. The Committee voted to reduce the entire 50 mph zone to 40 mph.

Johnson VT 100C, Speed Limit: Ms. Gamble gave a brief explanation of the engineering study, which did not support a reduction in speed limit. The proximity of the stop controlled intersection with VT 100 provides a natural speed reduction area which is appropriately signed with both warning and directional signs. Pedestrian warning signs have been provided for the pedestrian and wheelchair activity along the shoulder between the store and residences.

Mr. Story and the residents who attended said it was unnerving to walk along the shoulder even with the warning signs in place, especially with a wheelchair. Drivers approaching the intersection are relatively good about slowing down, but drivers making the turn from VT 100 tend to accelerate quickly once they've entered VT 100C.

The Committee voted to establish a short 35 mph zone in the vicinity of the intersection in the area bracketed by the pedestrian warning signs.

Northfield VT 12 Speed Limit: Ms. Gamble gave a brief explanation of the engineering study. Mr. Shulz stated that the town was in agreement with the recommendation to retain the existing speed limit. The Committee voted to retain the existing speed limit.

Plymouth VT 100A Speed Limit: Ms. Gamble gave a brief explanation of the engineering study and the sign upgrades that have been installed in response to the town's concerns. The Committee voted to retain the existing speed limit.

Additional agenda items:

Brattleboro VT 30 follow-up speed studies: Ms. Gamble explained that following the June 2017 Traffic Committee meeting establishing a permanent 40 mph speed zone, additional signs were installed to emphasize the speed limit. New speed studies were conducted at the same locations as the original engineering study. Slight reductions to the 85th percentile speed were noted (1-2 mph), but still ranging from 51 to 54 mph in the 40 mph zone.

Bridgewater US 4 preliminary speed studies: At the request of Commissioner Ide at the end of the June 2017 Traffic Committee meeting, speed studies were conducted in the village of Bridgewater in the 35 and 25 mph zones. While the studies would support raising the 25 mph zone to 30 mph, they would not support reducing the 35 mph zones to 30 mph, so there would be no advantage in simplification of the village speed limits. No further action will be taken.

Remaining Items: Ms. Gamble gave a brief explanation of the remaining agenda items, most of which were Certificate updates with no physical changes to the actual regulated zones, simply updates of location descriptions and milepoint references. The Traffic Committee voted to accept the staff recommendations for Items C - M.

**Vermont Traffic Committee
Minutes of Meeting Held
June 14, 2017**

The Vermont Traffic Committee met on Wednesday June 14, 2017. Committee Chair Joe Flynn called the meeting to order at 1:00 pm in the VTrans Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 3:15 pm.

Attendees:

Joe Flynn, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee Member
Capt. Tim Clouatre, Delegate for Commissioner of Public Safety, Traffic Committee Member
Tom McCormick, AAG, Traffic Committee legal advisor

Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator
Marcos Miller, VTrans Traffic Operations
Joe Kelly, VTrans Traffic Operations
Tyler Guazzoni, VTrans Traffic Operations
Chris Mercon, VTrans Traffic Operations

Chris Bump, VTrans Maintenance and Operations District 4
Wayne Davis, VTrans Municipal Assistance Bureau
Cos Gardner, VTrans Rail Section

Sandy Gregg, South Hero, Planning Commission
George Delano, South Hero, Planning Commission Co-chair
Dave Hobbs, South Hero, Recreation Chair

Charles Safford, Stowe, Town Manager
Patricia Shedd, Stowe, CLD Engineers project manager

By Phone:

Erica Roper, Windham Regional Planning Commission
Rod Francis, Brattleboro, Planning Director
Wendy Harris, Brattleboro Retreat Farm, Director of Community Relations
Buzz Schmidt, Brattleboro Retreat Farm, President

Dave Kiernan, Shaftsbury, Town Administrator

Agenda Items Discussed

Bethel VT 107 No Parking: Ms. Gamble reminded the Committee that this item carried over from the December 2016 meeting, with the Committee's request that VTrans reach out to the affected property owners. Mr. Bump explained to the Committee that he sent letters to each

property owner, but two were returned undeliverable so he hand carried those two to the residences. One property owner indicated to Mr. Bump that while he had off street parking for himself, if he had a party his guests would not be able to park. Mr. Bump mentioned that there is a pullout available for parking near the end of the proposed no parking zone. The Traffic Committee voted to change the no parking zone from an overnight prohibition to a full time prohibition from December 1 to April 15.

Brattleboro VT 30 Speed Limit: Ms. Gamble gave a brief explanation of the engineering study based on the town's request to make permanent the temporary 40 mph speed limit that has been in place for the past 3 years during the interstate bridge project. The engineering study does not support this request; the 85th percentile speeds are above 50 mph within the 40 mph zone, the shoulders are wide and the road is relatively straight, and the crash data is below the statewide average for similar road segments. The town is working on a corridor plan which would incorporate traffic calming features and bicycle and pedestrian facilities but this is likely to take several years for implementation. The Committee received several written (e-mail) comments in support of the town's request in addition to testimony by phone from all of the participants for Brattleboro listed above. The general theme of the testimony is that raising the speed limit would be counter to the town's efforts to improve bicycle and pedestrian safety and promote this roadway segment as a recreation destination. The Committee also reviewed the videolog of this segment to familiarize themselves with the various areas of concern.

Ms. Gamble explained that the temporary 40 mph speed limit has apparently been ineffective in changing driver speeds and that making it permanent would likely be similarly ineffective without changes to the roadway geometry, and that returning to the 50 mph speed limit would not likely result in higher driver speeds – that speed studies taken in 2003 when the speed limit was posted at 50 mph had similar 85th percentiles to the recent study.

Ms. Gamble pointed out that while the town stated that the residents support the reduction in speed limit, the speed studies show that they do not drive as if they support the 40 mph speed zone since the engineering study showed almost no drivers travelling at or below 40 mph. Mr. Francis countered that it is mostly non-local drivers who speed.

Ms. Gamble suggested that the permanent 40 mph transition speed zone could be extended modestly to incorporate both Retreat Farm driveways (instead of having the speed transition between the two driveways as signed before the temporary speed zone was installed). Mr. Schmidt stated that the Retreat Farm is currently working through Act 250 to get a third drive near Upper Dummerston Rd. Ms. Roper suggested that the Committee consider extending the 40 mph speed limit to the Upper Dummerston Rd intersection at a minimum. The Committee discussed this proposal but was concerned that it did not include the recreation fields, which were part of the town's original reason for requesting the 40 mph zone.

Chairman Flynn stated that while he believed that the engineering study and data were accurate, and understood the science behind the engineering recommendation, that if the town supported the 40 mph speed limit and was willing to actively enforce it, that he would support the local preference. The Committee voted to make permanent the 40 mph zone extending west beyond the recreation fields to milepoint 1.76 as requested by the town.

South Hero US 2 Speed Limit and No Passing: Ms. Gamble gave a brief explanation of the engineering study based on the town's request to extend the existing 35 mph zone in the village of South Hero easterly beyond the new commercial development and to establish no passing zone through the village. The Committee viewed the videolog for this area. Mr. Delano noted that there is further construction planned, including a fire station, library, and senior housing. He also stated that extension of the double yellow centerline would not be effective in discouraging passing since drivers already pass on double yellow in the village itself, and that the sheriff is in favor of a legal no-passing zone for ease of enforcement. He stated that much of the traffic in this area is through traffic to and from the ferry to New York. Mr. Hobbs and Ms. Gregg both expressed concern about bicycle and pedestrian safety, and noted that South Hero village is a popular biking destination.

Chairman Flynn stated that he is a resident of South Hero and former town official, and that he had spoken to AAG John Dunleavy who advised that he did not need to recuse himself.

After discussion, the Traffic Committee voted to extend the 35 mph easterly to zone to milepoint 3.53, and to eliminate the existing 40 mph transition zone. The Committee also voted to establish a No-Passing zone from milepoint 3.53 westerly to the next marked passing zone, near Keeler Bay.

Chairman Flynn recommended to the town officials that they use in-street pedestrian warning signs at their crosswalks in order to increase pedestrian safety. Ms. Gamble will send the town the application form for a permit to use the in-street signs on the state highway.

Shaftsbury VT 7A No Parking: Ms. Gamble explained that the town has been working with VTrans on safety improvements near this intersection for several years, and that the requested no-parking zone will provide additional sight distance at the problematic Buck Hill intersection approach. Mr. Kiernan explained that the residences have parking available at an off-street lot and do not need the on-street parking. The Committee voted to approve the proposed No-Parking zone.

Stowe VT 100 Speed Limit: Ms. Gamble gave a brief explanation of the engineering study based on the town's request to establish a 30 mph zone past the West Hill intersection to Brush Hill. She noted that the town has followed up on the tree trimming and street name sign upgrade recommendations made previously. Mr. Safford stated that although the recommended zone is slightly shorter than the town requested, he was satisfied with the result. The Committee voted to establish the 30 mph zone as recommended in the engineering study.

Wallingford North End Drive Rail Crossing Stop Condition: Ms. Gamble explained that by state law, the Traffic Committee has the authority to establish stop conditions at rail crossings for safety reasons. The rail diagnostic team recommended stop conditions at these two crossings due to restricted sight distance. Mr. Gardner explained more about the diagnostic team process. The Committee voted to establish stop conditions at the two crossings as requested.

Statewide Regulation of Trailer Parking at Park and Rides: Mr Davis explained that there have been instances of campers being parked for the winter in park and rides, and construction trailers being left periodically during the construction season as well as other unattended trailers using the park and rides for temporary storage. This can be an issue at busy park and rides such as Richmond and Waterbury, which overflow with regular commuter use. Mr. Davis worked with AAG McCormick on regulatory language prohibiting uncoupled trailers without written permission from the local DTA.

The Committee discussed pros and cons of this proposed language, which would effectively restrict travelers from leaving a camper for the day while touring, or a car/trailer combination from being parked in adjacent spaces if there was no single space long enough available which could be a problem in areas where park and rides are used as snowmobile trail ride starting points in winter. There was also discussion whether the regulation should be considered for particular park and rides with high usage, or at all park and rides, whether a time limit should be established and how that might be enforced.

The Committee was unable to reach a decision and recommended to Mr. Davis that he continue to work with AAG McCormick on the proposal and to bring it back before the Committee at their next meeting. The Committee voted to table this item.

Dorset US 7 Speed limit and VT 30 Speed limit and No Parking: Ms. Gamble gave a brief explanation of the engineering study, and noted that she had spoken to Dorset Town Administrator Rob Gaiotti regarding the recommendations and that Mr. Gaiotti has applied for a permit to install radar speed feedback signs on US 7 to address speed concerns in that segment, and said he understood the recommendation to allow parking on one side of the road near the Dorset Quarry. The Committee voted to accept staff recommendation on these items.

Additional agenda items: Ms. Gamble gave a brief explanation of the remaining agenda items, most of which were Certificate updates with no physical changes to the actual regulated zones, simply updates of location descriptions and milepoint references. The Traffic Committee voted to accept the staff recommendations on all remaining items.

Minutes approved by all Traffic Committee members via e-mail 6/16/17

**Vermont Traffic Committee
Minutes of Meeting Held
December 7, 2016**

The Vermont Traffic Committee met on Tuesday December 7, 2016. Committee Chair Chris Cole called the meeting to order at 12:50 pm in the VTrans Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 1:40 pm.

Attendees:

Chris Cole, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee Member
Capt. Tim Clouatre, Delegate for Commissioner of Public Safety, Traffic Committee Member
AAG Tom McCormack, Traffic Committee legal advisor

Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator
Michael Golden, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations
Joe Kelly, AOT Traffic Operations
Tyler Guazzoni, AOT Traffic Operations
Chris Mercon, AOT Traffic Operations
Joshua Schultz, AOT TSMO
Jon Lemieux, AOT MAB
Alex Flinn, AOT HWY

Agenda Items Discussed

Sunderland VT 7A: Ms Gamble gave a brief explanation of the engineering study based on the town's request for an extension of the existing 40 mph zone, and noted that the town of Sunderland had responded to the recommendation letter with their concurrence. The Traffic Committee voted to retain the existing 40 mph speed limit as recommended by staff.

St George VT 2A: Ms. Gamble gave a brief explanation of the follow-up speed studies conducted at the Traffic Committee's request at their August 3, 2016 meeting due to concerns that the summer studies had been influenced by adjacent construction activities. The new studies showed that speeds were somewhat higher in the 40 mph zone and the same or slightly lower in the 50 mph zone. The differences were not significant enough for the Traffic Committee to reconsider its August 3 decision to retain the existing speed limits.

Warren VT 100: Ms. Gamble gave a brief explanation of the draft speed limit certificate for the seasonal speed limit the Traffic Committee approved at its August 3, 2016 meeting. The Committee reviewed the staff proposed transition locations on iVision (videolog), and discussed the seasonal, day and time of day limits contained in the draft certificate. The Committee voted to accept the Certificate as drafted, a 40 mph speed limit to be in effect "when flashing" from May 15 – September 15, Friday through Sunday, 10am – 5pm.

St Johnsbury US 5: VTrans Project Engineer Jon Lemieux presented a scoping study for a proposed “road diet” with bike lanes and pedestrian paths for US 5 between the I-91 Exit 20 interchange and downtown St. Johnsbury. This segment of US 5 is limited access highway due to its reconstruction during the building of the interstate. Mr. Lemieux wanted the Traffic Committee to confirm that bicycles and pedestrians are allowed on this partially controlled limited access highway, before proceeding to design of the project. After much discussion, noting that bicycles and pedestrians already do use this segment and that there are no signs prohibiting such use, the Traffic Committee voted to affirm that bicycle and pedestrian use is not prohibited.

Bethel VT 107: Ms. Gamble explained that VTrans District staff had requested that morning a change to a seasonal no parking zone, from an overnight prohibition to an all day prohibition in order to improve snow maintenance activities. The District contacted the town manager, who agreed to ask the Select Board for input on this topic at their December 12 meeting. The Traffic Committee declined to sign a “provisional” revision to the No Parking Certificate, since upon discussion it appeared likely that the town would have concerns.

Additional agenda items: Ms. Gamble gave a brief explanation of the remaining agenda items, which were Certificate updates with no changes to the actual regulated zones, simply updates of location descriptions and milepoint references. The Traffic Committee voted to accept the staff recommendations on all remaining items.

**Vermont Traffic Committee
Minutes of Meeting Held
August 3, 2016**

The Vermont Traffic Committee met on Wednesday August 3, 2016. Committee Chair Chris Cole called the meeting to order at 1:00 pm in the VTrans Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 3:30 pm.

Attendees:

Chris Cole, Secretary of Transportation, Traffic Committee Chair
Carol Harrison, Delegate for Commissioner of Motor Vehicles, Traffic Committee Member
Capt. Tim Clouatre, Delegate for Commissioner of Public Safety, Traffic Committee Member
AAG Tom McCormack, Traffic Committee legal advisor

Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator
Michael Golden, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations
Joe Kelly, AOT Traffic Operations
Tyler Guazzoni, AOT Traffic Operations
Chris Mercon, AOT Traffic Operations
Joshua Schultz, AOT TSMO
Carolyn Carlson, AOT Structures
Dave Blackmore, DTA, AOT District 5/8

Peter Benevento, citizen, Lake Carmi Campers Association (Franklin)
Ernie Englehardt, citizen, Lake Carmi Campers Association (Franklin)

Maggie Kerrin, Town Administrator, St George
Tom Juiffre, citizen, St George

Cindi Jones, Town Administrator, Warren
Corinne Moulton, citizen, Warren
Brian Moulton, citizen, Warren
Gene Bifario, public safety officer, Warren
(name not recorded), public safety officer, Warren
(name not recorded), US Forest Service, Warren

Matt Mann, Sr Planner, Windham Regional Commission
Francie Marbury, Principal, Marlboro Elementary School

Agenda Items Discussed

Derby US 5: Secretary Cole attempted to call Derby Select Board Chair Grant Spates at his request, leaving a message on his cell phone. Mr. Spates had requested the Committee to revisit its March 2016 decision to retain the existing speed limit, requesting a shorter extension than previously considered. At the end of the meeting, Sec. Cole made a second attempt to reach Mr. Spates. The Committee voted to accept staff's recommendation to retain the existing speed limit.

St George VT 2A: Ms. Gamble gave a brief explanation of the engineering study, based on the town's request to extend the existing 35 mph speed limit northerly to the Williston town line. Due to 85th percentile speeds near the posted speed, low crash history, and relatively good sight distance to the major drives, the engineering recommendation was to retain the existing speed limit as is. Mr. Juiffre presented video recordings of VT 2A near Breezy Valley Lane, and testified that sight distance is limited by the vertical crests north and south of the private road intersection. He stated that the school bus stops on VT 2A northbound across from the intersection and that there have been "near misses" when his children have crossed to board the bus. Sec. Cole inquired whether the bus could stop within the development; Mr. Juiffre responded that there is no place for a bus to turn around at this time but that is an option the association would like to pursue. Mr. Juiffre stated that he was not interested in school bus warning signs or any other kind of warning sign. He read an e-mail from a state police officer who lives in the development, who described the intersection as extremely hazardous to the point that she was surprised it was permitted. Mr. Juiffre also requested that the speed studies be redone because they were conducted while the gas pipeline work was being done near the side of the road, potentially slowing traffic. Ms. Gamble explained that because speed limits are based on the 85th percentile speeds, a speed study showing even faster speeds would not help his argument to reduce the speed limit. The Traffic Committee voted to retain the existing 50 mph zone and 40 mph transition zone. The Traffic Committee requested that Traffic Operations relocate the southbound W3-5 speed reduction warning sign to a point north of the Breezy Valley Lane intersection from its current location just south of the intersection, and to conduct additional speed studies when there is no construction activity in the area.

Marlboro VT 9: Ms. Gamble gave a brief explanation of the engineering study, based on the town's request to reduce the speed on VT 9 from Staver Road to a point east of the curve at the South Road intersection. Due to the high crash rate at the South Road intersection and continued concerns near the elementary school despite several iterative improvements, the engineering recommendation was to establish a 40 mph speed limit in the requested area. Ms. Marbury stated that the school is working to increase sight distance at the school drives by trimming trees, and is actively working on safe routes to school planning. The Traffic Committee voted to establish the recommended 40 mph zone.

Warren VT 100: This was a follow-up to the October 2015 Traffic Committee meeting. Parking issues continue at Warren Falls; the Moultons and DTA Blackmore provided new photos of vehicles parked along the road, many straddling the edgeline. The Moultons stated that tractor trailer trucks often use the remaining roadway as a single lane, straddling the centerline. The public safety officers stated that emergency responders were forced to stop in the roadway at a recent call because there was no place to pull over. The USFS representative stated that they

have been putting cones and “no parking/tow away” placards on the shoulder near the parking lot entrance and that these have been mostly effective, although on busy weekends they are not fully deterrent. There is a high turnover rate for parking; people do not tend to spend all day at the falls.

The town and the Moultons requested that VTTrans re-open a pulloff area on the northbound side just north of the forest service parking lot; DTA Blackmore disagreed because the pulloff is around a sharp bend and has very little sight distance. The town administrator stated that they are working on outreach to local inns to explain the limited parking situation and discourage illegal parking. Secretary Cole suggested that the town also work with local property owners to see if a private lot could be established.

After review of video and further discussion of the benefits and risks of establishing a legal no parking zone, Secretary Cole proposed establishing a no parking zone southbound in the vicinity of the parking lot entrance to ensure sight distance for entering and exiting traffic and a place for emergency vehicles to stop, with the extent to be determined by Traffic Operations based on available shoulder widths and feasibility of parking completely off the travelled way. Additionally, a northbound no parking zone from the driveway south of the Moulton’s northerly to at least the end of the guardrail run to encompass the sharp curve, with the end point to be established based on field evaluation of sight distance. Secretary Cole also proposed a seasonal reduced speed limit “when flashing”, the extent of which to be established based on Traffic Operations engineering judgement. Ms. Gamble argued that establishing a seasonal speed limit was premature – that if the “no parking” reduces the hazardous situation, then the reason for reduced speed limit may not exist. She recommended that a seasonal “watch for turning vehicles” with flashing beacon be tried instead. After additional discussion, the Traffic Committee voted to accept Sec. Cole’s proposals. Traffic Operations will conduct additional field studies to determine exact locations for the no parking and reduced speed zones and will mail certificates to the Traffic Committee members to sign. At the Moulton’s request, Traffic Operations will also install a northbound “hidden drives” sign.

Franklin VT 120: Ms. Gamble gave a brief explanation of the town’s request to re-study the 35 mph zone near the northern edge of Lake Carmi; the previous study was conducted in November 2014. The June 2016 engineering study produced similar results. The recommendation was for sign upgrades including a short extension of the 35 mph zone easterly to provide improved visibility. Mr. Benevento explained that there is heavy use of the fishing access near the western end of the 35 mph zone, and that trucks with boat trailers use the whole road when backing into the launch. He also stated that residents on side roads east of the 35 mph zone are also concerned with speeds on VT 118 making it hazardous to turn out of their roads, and referenced the petition previously provided. The Committee voted to accept staff recommendation for sign upgrades and minor extension of 35 mph speed limit easterly.

Montgomery VT 118: Ms. Gamble gave a brief explanation of the engineering study, based on the town's request to extend the 35 mph zone past the town's community gardens and recreation fields. Due to the curves and skewed intersections within the village, the engineering recommendation was to reduce the existing 35 mph zone to 30 mph. Additionally, a short extension of the southerly 40 mph transition zone was recommended, and reduction of the existing northerly 40 mph transition zone to 35 mph and extension northerly past the recreation field drive was recommended, due to limited sight distance at the town highway intersections adjacent to the VT 118 bridges. The Traffic Committee questioned why a more traditional village speed limit pattern of 50-40-30-40-50 was not being recommended. Ms. Carlson explained that a 35 mph design speed in the northerly transition area would allow for the installation of a more open type of bridge rail when the bridges are repaired next year, which would increase sight distance at the adjacent intersections. The Traffic Committee voted to establish the speed limits as recommended.

Additional agenda items: Ms. Gamble gave a brief explanation of the remaining agenda items. The Traffic Committee voted to accept the staff recommendations on all remaining items.

**Vermont Traffic Committee
Minutes of Meeting Held
March 7, 2016**

The Vermont Traffic Committee met on Monday March 7, 2016. Committee Chair Richard Tetreault called the meeting to order at 1:00 pm in the VTrans Conference Room N313, Davis Building, Montpelier, Vermont. The meeting was adjourned at 1:45 pm.

Attendees:

Richard Tetreault, Deputy Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee Member
Lt. Garry Scott, Delegate for Commissioner of Public Safety, Traffic Committee Member

Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator
Michael Golden, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations
Joe Kelly, AOT Traffic Operations
Tyler Guazzoni, AOT Traffic Operations

No members of the public attended.

Agenda Items Discussed

Braintree VT 12A: Ms. Gamble gave a brief explanation of the engineering study, based on the town's request to extend the existing 40 mph zone from Randolph westerly past Mobile Acres Road. Due to 85th percentile speeds near the posted speed, low crash history, and relatively low AADT's, the engineering recommendation was to retain the existing speed limit as is. The Traffic Committee voted to retain the existing 50 mph zone.

Derby US 5: Ms. Gamble gave a brief explanation of the engineering study, based on the town's request to reduce the speed limit between the villages of Derby Center and Derby Line to 35 mph. Due to 85th percentile speeds near the posted speed, low crash history, and relatively low AADT's, the engineering recommendation was to retain the existing speed limit as is. Chairman Tetreault noted that US 5 was previously used as a truck bypass of the interstate due to weight limit restrictions on the interstate that were lower than for certain products on state highways. The federal restriction now matches the state restriction, so there should be less through truck traffic on US 5 than in years past. The Traffic Committee voted to retain the existing 50 mph zone.

Pittsfield VT 100: Ms. Gamble gave a brief explanation of the engineering study, based on the town's request to reduce the speed limit in the village of Pittsfield. The engineering study showed that compliance with the existing 35 mph speed limit is fair, and staff recommendation was to encourage the town to increase enforcement and use radar speed feedback signs to increase compliance. Traffic Operations will add pedestrian signs near the village green. Chairman Tetreault also noted that traffic calming measures could be considered during the

design of the planned roadway reconstruction project. The Traffic Committee voted to retain the existing speed limits.

Ripton VT 125: Ms. Gamble gave a brief explanation of the engineering study, based on the town's request for a 35 mph speed limit in the vicinity of the Middlebury College Breadloaf Campus. Due to excellent sight distance, low AADT's, lack of crash history, and relatively good compliance with the existing speed limit, the engineering recommendation was to retain the existing speed limit, and to add more pedestrian warning signs closer to the campus. The committee discussed the seasonal nature of the campus activities, and asked that another engineering study be conducted during the summer school session. The Traffic Committee voted to table this item until the new study is conducted.

Ryegate US 302: Ms. Gamble gave a brief explanation of the engineering study, based on the town's request for a safety study and possible reduction of speed near the intersection of US 302/Church St. Due to this being a "spot hazard", the engineering recommendation was to upgrade the signage and overhead flashing beacons, and to close 600 feet of the eastbound passing zone departing the intersection. The Traffic Committee voted to retain the existing speed limit.

Waterbury VT 100 (Colbyville): Ms Gamble gave a brief explanation of the engineering study, based on the town's request for a reduction in speed in the vicinity of the Ben and Jerry's factory. Due to relatively good compliance with the existing speed limit, the engineering recommendation was to retain the existing speed limit, although there is a relatively high crash rate near the Guptil Road intersection, which appear to be related to congestion and risky gap acceptance behavior and not to speed. The Traffic Committee voted to retain the existing 40 mph speed limit.

Waterbury VT 100 (Waterbury Center): Ms Gamble gave a brief explanation of the engineering study, based on the town's request for an extension of the 35 mph zone from Waterbury Center southerly past Howard Ave. Due to the relatively low crash rate and the relatively good compliance with the existing speed limit, the engineering recommendation was to retain the existing speed limit. The Traffic Committee voted to retain the existing 40 mph speed limit.

Other Agenda Items:

Ms. Gamble gave brief explanations of the remaining agenda items, which included a rewrite of a speed limit certification on US 7 in Colchester to clarify location descriptions, repeal of an obsolete no-parking zone on Charlotte at the request of VTrans D-5 staff (pending concurrence from the Charlotte Select Board), and minor adjustment of a speed limit transition location on VT 100 B in Moretown to facilitate better sign progression. The Traffic Committee approved all three amendments, with the understanding that if the Charlotte Select Board does not concur with the repeal of the no-parking zone at its own March 7, 2016 meeting, the topic will be tabled until next meeting.

Vermont Traffic Committee
Minutes of Meeting Held
October 22, 2015

The Vermont Traffic Committee met on Thursday October 22, 2015. Committee Chair Chris Cole called the meeting to order at 1:00 pm in the 5th floor Transportation Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 3:00 pm.

Attendees:

Chris Cole, 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
Michael Golden, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations
Joe Kelly, AOT Traffic Operations
Tyler Guazzoni, AOT Traffic Operations

Corinne Moulton, resident, Warren
Brian Moulton, resident, Warren

George Morehouse, Select Board, Concord (by phone)
Connie Quimby, State Representative, Concord

Neil McIntire, Flood Brook School, Londonderry (by phone)

Linda Lavalley, resident, Barton

Agenda Items Discussed

Concord US 2: Ms. Gamble gave a brief explanation of the engineering study, based on the town's request to reduce and extend the existing 35 mph zone in the village of Concord. Due to 85th percentile speeds near the posted speed, low crash history, and relatively low AADT's, the engineering recommendation was to retain the existing speed limit as is. Mr. McIntire and Rep. Quimby explained various local concerns, including poor sight distance from side streets due to curves on either end of the village, events like town meeting that cause significant on-street parking and pedestrian crossing activity, and significant numbers of higher speed through truck traffic. Mr. McIntire stated that there has not been an issue with drivers disregarding pedestrians in the crosswalk. The town currently contracts with the sheriff for enforcement. During video review, Ms. Gamble offered several sign improvements, including addition of W3-5 warning signs for the 35 mph zone and gateposting the initial speed limit signs for better visibility. The Traffic Committee voted to reduce the existing 35 mph zone to 30 mph in keeping with other similar village speed limits, but to retain the existing transition points with no extension.

Londonderry VT 11: Ms. Gamble gave a brief explanation of the engineering study, based on the town and school's request to establish a reduced school speed limit for Flood Brook Elementary School, near the Londonderry/Landgrove town line. Due to the lack of pedestrian activity along or crossing the highway, relatively good sight distance, lack of observed queuing to turn into the school drive, lack of school related crashes, and the setback of school outdoor activity areas from the highway, the engineering recommendation was to retain the existing 50 mph speed limit. Mr. McIntire stated that there was recently a rear-end collision of a parent waiting to enter the school and that queuing does happen sporadically. He also stated that the school has a "Safe Routes to School" committee, and one of the main deterrents for the 20 or so students that live nearby in the Sherwood Forest housing development to walk or ride to school is the short distance they would have to walk along and then cross VT 11. There are currently no pedestrian paths along any of the roadways or on the school property. The Traffic Committee advised Mr. McIntire that a reduced speed limit could be considered in a "package" with pedestrian facilities but not before. In the meantime, the Traffic Committee instructed Traffic Operations to install programmable flashing beacons on the School Advance Warning signs, to flash during school arrival and departure periods. The school will be required to enter into an MOU with VTrans to operate the flashing beacons according to the school calendar.

Warren VT 100: Ms. Gamble explained that VTrans District 5 had requested that the "No Parking on Travelled Lanes" signs in the vicinity of the parking lot for Warren Falls swimming hole be changed into a legal "No Parking" zone. Mr. and Mrs. Moulton, who live across the road from the parking area, brought photos showing up to 40 vehicles parked on both sides of the highway on Labor Day weekend because the parking lot was full. Many of these vehicles were parked over the white line, and even those that managed to park off the white line left no room for pedestrians to walk along the shoulder. This is a serious safety concern because there is very little sight distance in the curvy section of VT 100. This is also a popular bicycling route, and the parking activity forces cyclists to use the travel lane rather than the newly widened shoulder. The Traffic Committee was concerned that creating a no parking zone may not affect driver behavior, but if it did, that the problem might simply be pushed down the road. The Traffic Committee requested that discussions continue with the stakeholders (including the National Forest Service, Town, and District) and a proposed solution brought back to the Traffic Committee at their next meeting.

Barton US 5: Ms. Gamble gave a brief explanation of the engineering study, based on the town's request for an extension of the existing 40 mph speed limit southerly along Crystal Lake due to summer recreation activities. Due to excellent sight distance, low AADT's, lack of crash history, and relatively good compliance with the existing speed limit, the engineering recommendation was to retain the existing speed limit. Ms. Lavalley, a resident and hotel owner, explained that her guests must cross the road to get to the lake, and that many have small children or are elderly. She also noted that the boat launch is on a curve and does not have as good sight distance and can be difficult to pull out of while towing a boat. She also stated that logging trucks tend to gather speed coming down the hill toward her property and are often exceeding the speed limit by 10 or 20 mph. The Traffic Committee voted to retain the existing speed limit.

Eden VT 100: Ms. Gamble gave a brief explanation of the engineering study, based on the town's request for a safety study and possible reduction of speed near the intersection of VT 100/VT 118. Due to this being a "spot hazard", the engineering recommendation was to add intersection warning signs rather than reduce the speed limit, and for the town to work with the general store owner to create specific access points in the open frontage across from the intersection. In a letter, the town and business owner stated that they agreed with the addition of warning signs, but stated that access management would not be pursued. The Traffic Committee voted to retain the existing speed limit.

St Albans VT 104: Ms Gamble gave a brief explanation of the engineering study, based on the town's request for a reduction in speed and permission for a crosswalk on VT 104 in the vicinity of the Northwest Counseling Services. Due to relatively good compliance with the existing speed limit, the engineering recommendation was to retain the existing speed limit, although there is a relatively high crash rate. Warning signs will be added to the Congress St intersection. The crosswalk does not meet pedestrian volume warrants. The Traffic Committee voted to retain the existing speed limit.

Williston VT 2A: Ms Gamble gave a brief explanation of the engineering study, based on the town's request for a reduction in speed limit from Industrial Ave to the Essex town line. Due to the relatively low crash rate and the relatively good compliance with the existing speed limit, the engineering recommendation was to retain the existing speed limit. The Traffic Committee voted to retain the existing speed limit.

Other Agenda Items:

Ms. Gamble gave brief explanations of the remaining agenda items, including certificate adjustments that were identified as part of an effort to re-establish an electronic database of traffic regulations. Many obsolete no parking zones were identified, and speed limit site descriptions outdated due to changes in town highway numbers or route mileage since the speed zone was established. There will be more of these to come in upcoming meetings.

The Traffic Committee approved staff recommendation on all other agenda items, including certificate adjustments.

Vermont Traffic Committee
Minutes of Meeting Held
June 26, 2015

The Vermont Traffic Committee met on June 26, 2015. Committee Chair Robert Ide called the meeting to order at 1:00 pm in the 5th floor Transportation Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 2:40 pm.

Attendees:

Kevin Marshia, Deputy Chief Engineer, Delegate for Secretary of Transportation, Traffic Committee Member

Robert Ide, Commissioner of Motor Vehicles, Designated Traffic Committee Chair

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

Michael Golden, AOT Traffic Operations

Marcos Miller, AOT Traffic Operations

Charles Safford, Town Manager, Stowe

Richard Menge, Public Works Director, Hartford

Tad Nunez, Parks and Recreation Director, Hartford

Laura Gans, resident, Moretown

Bob Almeida, Select Board Chair, Orwell

Bob Fields, Select Board, Orwell

Amy Roy, School Board, Orwell

Chris Roy, Fire Department, Orwell

Furious Roy, student, Orwell

Agenda Items Discussed

Hartford/Hartland US 5: Ms. Gamble explained that the town of Hartford requested that the existing 40 mph speed limit be extended southerly to the Hartford/Hartland town line, due to development including new recreation fields for which a new left turn lane on US 5 southbound is being designed and built. The design is affected by the speed limit. The engineering study was expanded to include the northerly section of US 5 in Hartland, to the beginning of the 35 mph zone for the village of North Hartland. The speed studies showed that the 85th percentile speeds ranged from 47 to 53 mph, including in the portion of US 5 in Hartford that was reduced to 40 mph four years ago. In that segment, the 85th percentile speed was unchanged, at 47 mph, compared to the measured speeds prior to the speed limit reduction. Two possible recommendations were provided – either “no change”, or to establish a 45 mph zone between the two 35 mph zones (raising the existing 40 zone to 45, and lowering the existing 50 zone to 45.)

After discussion with the Hartford Director of Public Works and Parks and Recreation Director, the Traffic Committee voted to establish the 45 mph zone as recommended.

Orwell VT 73: Ms. Gamble explained that the town had requested that the village speed limit be reduced from 35 to 25 and that the existing 35 mph zone be extended easterly a short distance. The engineering study showed that the 85th percentile speed ranged from 36 to 42, and that there were only two reported crashes in the past 5 years. The road was recently paved and a sign project upgraded signs throughout the study area. The recommendation was made to retain the 35 mph zone, and also make a modest extension easterly as requested in order to better locate the speed limit transition point on the other end of a curve.

The town provided both written and oral testimony to the Committee. Concerns discussed included trucks travelling at a high rate of speed westbound downhill into the village, pedestrians crossing between the village green and the library, limited sight distance eastbound over the crest approaching the bank parking area where vehicles back into the road, and a school play area close to the road protected only by a split rail fence with snow fence attached. The Committee discussed speed enforcement with the town representatives, and found that while the town does contract with the county sheriff that most enforcement is concentrated on VT 22A and back roads rather than Main Street. Speed management concepts and tools were discussed, including traffic calming, access management, in-street pedestrian signs. The town is not prepared to make any changes in those areas.

The Traffic Committee voted to establish a 30 mph speed limit from VT 22A to a point just east of the fire station, and a 40 mph transition zone for the remainder of the existing 35 mph zone including the proposed extension. The Committee recommended to the town that they increase enforcement and ticketing of locals on VT 73, and that they work with parents on safe driving practices near the school.

Stowe VT 100: Ms. Gamble explained the town was concerned about the location of the “end no passing” sign being in a place where passing is not desirable. The town had requested that the passing zone be extended to the northerly end of the Class 1 portion of VT 100. In reviewing the files pertaining to the establishment of the no-passing zone, it was determined that the zone was established primarily for the possible traffic calming effect of the signs, rather than an actual passing problem, so the recommendation was made to eliminate the passing zone rather than extend it. The town agreed with this recommendation. The Traffic Committee voted to rescind the no passing zone as recommended.

Stowe VT 108: Ms. Gamble explained that this was a continuation of parking modifications discussed at the last meeting. The town requested that a seasonal no parking zone be established in order to prevent overflow on-street parking adjacent to the Stowe Mountain Resort driveway, which blocks sight distance, and when snow banks are present, also blocks the travelled lanes. The request for seasonal no-parking was to accommodate the scenic highway committee’s desire to minimize signs during the summer season, during which time the town proposed to remove the signs. Since parking was observed to occur in the summer months as well, and sight distance is an issue whenever this occurs, staff recommendation was for a full time parking ban on both

sides of VT 108 from Barnes Camp to Bridge 10. The town did not oppose this change. The Traffic Committee voted to establish the no parking zone as recommended.

Moretown US 2: Ms. Gamble explained that the town requested an extension of the existing 40 mph zone easterly beyond Gallagher Acres Road. The speed study showed that the 85th percentile speed was 42 in this segment, supporting the speed limit reduction. Resident Laura Gans, who lives in the study area, testified in support of the recommendation. The Traffic Committee voted to extend the 40 mph speed limit as recommended.

Other Agenda Items:

Ms. Gamble gave brief explanations of the remaining agenda items, including certificate adjustments that were identified as part of an effort to re-establish an electronic database of traffic regulations. Many obsolete no parking zones were identified, and speed limit site descriptions outdated due to changes in town highway numbers or route mileage since the speed zone was established. There will be more of these to come in upcoming meetings.

The Traffic Committee approved staff recommendation on all other agenda items, including certificate adjustments.

Other business:

Interstate Minimum Speed Limit: Ms. Gamble explained that the question has arisen whether the minimum speed limit of 40 mph posted on the interstates has any legal basis. No records have been found showing that Traffic Committee established the minimum, and AAG McCormick does not recall any legislative action in this regard. The Committee recommended that Ms. Gamble check with FHWA to see if there is federal code, and if not, bring a recommendation to the Committee at their next meeting for official action.

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 5th 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 Wams Ganz, 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 85th 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.

Vermont Traffic Committee
Minutes of Meeting Held
July 10, 2014

The Vermont Traffic Committee met on July 10, 2014. Committee Chair Brian Searles called the meeting to order at 1:00 pm in the 5th floor Transportation Board Room, Davis Building, Montpelier, Vermont. At 2:30 Secretary Searles had to excuse himself and Richard Tetreault took his place on the Committee. Robert Ide assumed the duties of Chair upon Secretary Searles departure. The meeting was adjourned at 3:30 pm.

Attendees:

Brian Searles, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee Member
Lt. Garry Scott, Delegate for Commissioner of Public Safety, Traffic Committee Member
Richard Tetreault, Delegate for Secretary of Transportation, Traffic Committee Member
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator
Bruce Nyquist, Traffic and Safety Engineer, Traffic Committee Coordinator

John Durkee, Fire Chief, Town of Tunbridge
Joyce Stevens, Owner, Swiss Farm Market, Pittsfield
Sue Janssen, Select board member, Town of Benson
Tyler Guazzoni, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations
David Crossley, AOT Traffic Operations
Joseph Kelly, AOT Traffic Operations

By phone:

Franz Rosenberger, Real Estate Agent, North Hero
Kathleen Banks, Resident, North Hero
Charles Jacien, Town Manager, Town of Castleton

Agenda Items Discussed

Benson VT 22A: The town of Benson precipitated this speed reduction request. Bruce Nyquist presented the merits of the engineering study. Select board member Sue Janssen informed the Committee that the town felt that they were one of the few towns along VT 22A which did not have a reduced speed zone through their town. She spoke about the dangerous conditions that existed on this road for the emergency responders. The towns request was also based partly on a recommendation in a recent corridor study done by the Rutland Regional Planning Commission. After a fairly lengthy discussion, all Committee members voted to deny the request. Traffic Operations Staff agreed to look at the signing for the town highway intersections along this corridor as well as adding some additional 50 mph speed limit signs. In addition Traffic Operations staff will work with farms along this stretch to ensure that appropriate signing is

installed. The Agency of Transportation will also pursue upcoming opportunities to provide wider shoulders and pullouts for police to use for enforcement activities.

Pittsfield: The town of Pittsfield on behalf of a resident requested that a “No Parking” zone be instituted in front of the Swiss Farm Market. Bruce Nyquist presented the engineering study that agreed with the Town’s request. This was based on the limited sight distance for vehicles exiting the easterly driveway for the Swiss Farm Market. Joyce Stevens, Owner of the Swiss Farm Market gave her concerns with the proposal. First, she said that trucks were parked for very short periods of time. Second, cars creep out to where they can see or they use the westerly driveway. She cited the fact that there had been few reported crashes. Finally she mentioned that VTrans has a project coming through this area within the next couple years which will change the island configuration in front of her store. The proposed new configuration will make it impossible for trucks to park on the street side of the island. She requested that the Committee deny the proposal and wait for the project to physically change her access. Bruce also mentioned that town resident, William Oren, was a staunch supporter of establishing a “No Parking Zone.” After a thorough discussion of the issue, all Committee members voted to reject the proposed “No Parking” zone at this time and to wait for the upcoming project to change the access.

Tunbridge VT 110: The Town of Tunbridge requested a permanent temporary speed reduction for VT 110 for 4 days during the Tunbridge World’s Fair in September each year. Amy Gamble provided the engineering report which recommended denying the request and have the fire department utilize changeable message signs and static signs to warn motorists of event traffic and to be prepared to stop. John Durkee, Tunbridge Fire Chief provided the Committee with additional information concerning the request. The fire department in order to continue their annual coin drive and comply with VTrans policies on coin drops, desire a reduction in speed for their location south of the Tunbridge Village. Apparently, per VTrans policy, coin drops are to be only conducted on roadways with speed limits of 35 mph (or less). Several options were batted around and discussed. All Committee members voted to approve an annual speed reduction for four days beginning the second Thursday after Labor Day of each year going forward. The limits of reduction will be determined by Traffic Operations in conjunction with the Tunbridge Fire Chief prior to the certificate being signed by the Traffic Committee. The town will be required to secure a 19 VSA 1111 permit to install and maintain the required signs during the fair.

North Hero: The town requested a speed limit reduction on US 2. Bruce Nyquist provided a synopsis of the engineering study and subsequent recommendations. The engineering study recommended denying the request for speed reduction and focusing on increasing the conspicuity of the school drive. Kathleen Banks, home owner, and Franz Rosenberger, real estate agent participated via phone. Several home owners along this stretch had their houses and lake accesses on the opposite sides of US 2. They relayed to the Committee the hazards for pedestrians crossing US 2 between the docks and the houses. After a lengthy discussion and several questions from Committee members, the Committee voted to retain the 50 mph speed limit. The Committee directed Traffic Operations Staff to install “Pedestrian” signs in order to increase driver awareness of the presence of pedestrians in this area.

At this point Secretary Searles excused himself from the meeting and Richard Tetreault participated in his stead. Commissioner Robert Ide took over as the Chair of the Committee.

Castleton, VT 4A: The Town of Castleton requested on behalf of a resident that a “No Parking Zone” be established on VT 4A. The property owner operates a senior housing facility and was required by a state fire inspector to establish a “No Parking Zone” in front of his property to ensure that the driveways were not blocked for emergency vehicle access. Bruce Nyquist talked about the merits of the request and that the engineering report recommended establishing the “No Parking Zone” across the width of the driveway. Charles Jacien, Castleton Town Manager joined the meeting via phone. He expressed his support for the establishment of the “No Parking Zone” however, the property owner and the Town were requesting that the “No Parking Zone” be lengthened to cover not just the width of the driveway but it be extended to cover the entire width of the road frontage of the property. After numerous questions were asked of the town manager, all Committee members voted to approve the establishment of a “No Parking Zone” across the entire width of the property.

Berlin, Berlin State Highway: This request was generated by Traffic Operations. Bruce Nyquist gave a synopsis of the engineering study. The recommendation would change the Berlin State Highway speed limit from 50 mph to 40 mph from VT 62 to the existing 40 mph speed zone near the airport. Committee members voted unanimously to accept the recommendation of Traffic Operations Staff.

Cambridge, VT 108: The Town of Cambridge requested a reduced speed limit. The request encompassed an area which was previously reduced to 40 mph. Bruce Nyquist discussed the engineering study recommendation to retain the existing speed limits. There is a high crash location within the area of this request, however, it falls within the portion that is already signed at 40 mph. After a brief discussion, Committee members voted unanimously to accept the engineering study recommendation.

Cambridge, VT 109: The Town of Cambridge also requested a reduced speed limit on the first 0.8 mile section of VT 109. Bruce Nyquist provided the findings of the engineering study. All Committee members voted to approve the engineering study recommendation to reduce the speed limit from 50 mph to 40 mph.

Fairlee, Fairlee State Highway: The Town of Fairlee precipitated this request to reduce the speed limit on the Fairlee State Highway. Bruce Nyquist gave the findings of the engineering study. The Committee members voted unanimously to approve the recommendation of the engineering study to reduce the speed limit from 50 mph to 30 mph.

Hartford (Wilder) US 5: The Town of Hartford, on behalf of several residents, requested that VTrans look at speed limits on the section of US 5 near the Dothan Brook Elementary School. Bruce Nyquist presented the recommendations of the engineering study. The engineering study reviewed the entire stretch of US 5 from Wilder village to VT 10A. Following a brief discussion, the Committee voted unanimously to accept the Staff recommendation to reduce a significant portion to 35 MPH.

Hartford-Woodstock-Bridgewater US 4: This speed limit analysis was brought forth by Traffic Operations Staff. As part of the overall safety improvement project from a year ago, speed limits, on US 4 from the intersection with US 5 in Hartford west to the intersection with VT 100A, were reviewed for consistency and with an eye towards consolidating speed zones. The highest speed limit recommended along this stretch was 45 mph. The recommendations were vetted with the various enforcement agencies that patrol this road. The Town of Bridgewater did send in a letter objecting to the most westerly speed limit revision which would change the speed limit from 40 mph to 45 mph. After several minutes of discussion on the goals of the recommendations the Committee voted unanimously to go with the recommendations of the Staff proposal.

Moretown VT 100B: The Town of Moretown requested that the speed limit on VT 100B through the village be reduced. Bruce Nyquist provided a synopsis of the engineering study recommendations. After a short discussion, the Committee voted unanimously to follow the Staff recommendation and leave the speed limit unchanged on this section VT 100B.

Richmond US 2: This request for the establishment of a “No Parking Zone” came from the District. Bruce Nyquist gave a brief description of the district’s rationale for desiring the “No Parking Zone” at this pull-off used by maintenance vehicles to change direction. The Committee agreed with the recommendation and voted to establish the “No Parking Zone.”

Richmond(Jonesville) US 2 : This request came from the Town of Richmond on behalf of some residents. Bruce Nyquist presented the merits of the engineering recommendation. Some brief discussion centered around the area of the intersection of US 2 & Cochran Rd. The Committee voted unanimously to retain the existing speed limit through this area. They also instructed Traffic Operations Staff to review and upgrade the signing around the above-mentioned intersection. In addition Traffic Operations will work with the district to cut brush to improve sight lines.

Stowe VT 100: The Selectboard requested a speed reduction on VT 100 in the area near the intersection of VT 100 and Moscow Rd. Bruce Nyquist gave a synopsis of the engineering study and accompanying recommendation to retain the existing speed limit. Some discussion ensued concerning the needs of the Moscow Rd. intersection. The Committee voted unanimously to follow the Staff recommendation but they also instructed the pavement management section to consider a left turn lane for inclusion in their upcoming project through this area.

Sudbury VT 30: The Selectboard requested that the speed limit be reduced along a stretch of VT 30 from the intersection with St. Johns Road north to the intersection with State Numbered Route 144. Bruce Nyquist provided a synopsis of the engineering study and Joe Kelly provided specific details. Joe also provided information on some additional actions to be taken to mitigate some of the issues. After some discussion, the Committee members voted to accept the recommendation from the engineering Staff. Advisory speed plaques are also going to be added to the Hidden Drives signs that are on this stretch of VT 30.

Waterbury VT 100: On behalf of a business owner, the Town of Waterbury requested the establishment of a “No Passing Zone.” Bruce Nyquist gave findings of the engineering study and the recommendation to retain the existing passing zone. A brief discussion was had concerning the section of VT 100 in question. It was also noted the few passing opportunities that exist from the interstate to Stowe village. The Committee voted to accept the engineering recommendation which included retention of the existing marked passing zone and the addition of a “Watch for Turning Vehicles” sign for south bound traffic.

Vermont Traffic Committee
Minutes of Meeting Held
April 25, 2014

The Vermont Traffic Committee met on April 25, 2014. Committee Chair Brian Searles called the meeting to order at 1:00 pm in the 5th floor Transportation Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 2:00 pm.

Attendees:

Sue Minter, Deputy Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member
Major Walter Goodell, Delegate for Commissioner of Public Safety, Traffic Committee member
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator
Bruce Nyquist, Assistant Program Manager, Traffic Committee Coordinator
Thomas McCormick, Senior Assistant Attorney General

Tim Cloutre, Vermont State Police
Tyler Guazoni, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations
David Crossley, AOT Traffic Operations
Joseph Kelley, AOT Traffic Operations

Agenda Items Discussed

Colchester, US 7: Amy Gamble presented the merits of the “No Parking Zone”. The “No Parking Zone” recommended for action was on the western side of the roadway. Large vehicles parking at this site obscure sight distance for vehicles leaving the Maplefield’s driveway. The official request from the town was for the eastern side of US 7. This was denied due to the fact that parking in this area does not constitute a safety hazard to road users. Commissioner Ide asked whether the business owners were contacted prior to the meeting to weigh in on this proposal. Amy interjected that the engineering study recommendations go to the Selectboard of the Town. Private business owners and citizens who were directly involved in the requests are sometimes cc’d on the recommendation letters. The Committee unanimously voted to approve the engineering recommendation.

Essex, VT 2A: In conjunction with the street scape enhancement project, the Village of Essex Junction requested that the 25 MPH zone be extended on the northern side of the village. All committee members were in agreement and voted to approve the engineering recommendation extending the 25 MPH zone to the entrance for the Champlain Valley Exposition.

Hartford, US 4: This request was precipitated by the owners of the KOA campground. They were concerned that large trucks parked directly adjacent to their driveway limited the ability of oncoming US 4 traffic to see pedestrians from the campground crossing US 4 to the store. Marcos Miller stated that an additional large vehicle parking space is available about 300 ft down the road. After a brief discussion, the committee voted unanimously to accept the engineering recommendation to install the “No Parking Zone”.

Pittsfield, VT 100: The town requested the Traffic Committee to investigate the possible safety issues caused by trucks parking along VT 100. The engineering study did show that large vehicles did restrict sight distance for vehicles leaving the Swiss Farm Market. However, in reviewing the crashes for this area there is no pattern that can be linked to this issue. Commissioner Ide asked whether the property owner of the business directly adjacent to the proposed “No Parking Zone” had been contacted about the recommendation. Bruce Nyquist received a phone call from Joyce Stevens, Swiss Farm Market Owner, stating her objection to the engineering proposal. She was concerned that this decision could impact her business and that she had not received adequate warning for the meeting. Discussion centered on how the engineering recommendations were disseminated back to the community. Commissioner Ide wants the Traffic Committee Coordinator to inform business owners adjacent to the proposed “No Parking Zone” prior to the meeting, especially in those cases where the business owners were not the generators of the recommended change. Deputy Secretary Minter stated that the engineering study recommendation letters to the towns should include a statement informing the Selectboard to contact the business owners. Major Goodell moved that the recommendation be tabled until the next meeting to give the effected business owners the chance to have their issues heard. The motion passed unanimously. Deputy Secretary Minter directed the engineering staff to contact the store owner, the industrial business owner and the town fire department prior to the next Traffic Committee meeting.

St. Albans, US 7: Amy Gamble explained that the engineering recommendation was to adjust the start of the 50 MPH zone to just north of the new drive to the Walmart driveway. Deputy Secretary Minter questioned whether the engineering recommendation specifically answered the town’s request. Amy stated that action on the town’s original request had been postponed to allow for traffic patterns to stabilize following the opening of the new Walmart. All speed studies along this portion are showing similar driver behavior with 85th percentile speeds of 50 MPH +/- 2 MPH. Even the northern section of US 7 that was dropped recently to 40MPH still showed 85th percentile of 50 MPH. The engineering recommendation did not support the requested speed reduction due to the most recent speed studies. The committee voted unanimously to approve the engineering recommendation. Commissioner Ide asked that the action letter remind Swanton that they verbally committed to enforcing the new 40 MPH section of US 7 in order to improve compliance.

Wilmington, VT 100: Amy Gamble explained that Traffic Operations has been reviewing this section of roadway for quite a few years. The latest request began from an inquiry from the local Representative. Joe Kelley informed the Committee that Traffic Operations and LTF staff reviewed the site because of some improvements made at the school. Following their review, they provided the school administration with a list of recommendations for maximizing the circulation around the school. As part of the school’s improvements, the existing “No Parking Zone” required modification. Selectboard Chair, James Burke called Bruce prior to the meeting to lend his support for the engineering recommendation. The Traffic Committee unanimously approved the engineering recommendation.

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

Other business: Following the site discussions a general conversation ensued about the committee's desires for public notification. For issues such as "No Parking Zone" establishments where the new regulations could affect a business, the Traffic Committee would like the engineering staff to ensure that the business owners receive notification of the Vermont Traffic Committee meeting (date and time). The business owners then have the opportunity to inform the committee of any issues that they foresee with the proposed regulation. This way all stakeholders have a chance to be heard by the committee prior to the establishment of a legally enforceable regulation. The committee did not feel that notification was necessary for other types of Traffic Committee action.

The meeting minutes from the October 15, 2013 minutes will be mailed out to the committee members for approval.

Vermont Traffic Committee
Minutes of Meeting Held
October 15, 2013

The Vermont Traffic Committee met on October 15, 2013. Committee Chair Brian Searles called the meeting to order at 1:00 pm in the 5th floor Transportation Board Room, Davis Building, Montpelier, Vermont. The meeting was adjourned at 2:30 pm.

Attendees:

Brian Searles, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member
Lt Brian Miller, Delegate for Commissioner of Public Safety, Traffic Committee member
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazonni, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations
David Crossley, AOT Traffic Operations

Carl Rogers, Town Manager, Barre Town

Paul Kendall, resident, South Woodstock
Phil Swanson, Town Manager, Woodstock (by phone)

Heidi Britch Valenta, Town Administrator, Highgate (by phone)
Richard Noel, Traffic Advisory Committee, Highgate (by phone)

Agenda Items Discussed

Barre Town, US 302: Town Manager Rogers explained that the no parking zone is being requested due to parking activities that limit sight distance from Benoit Drive, and that efforts to encourage the business to ask its customers and employees not to park on the shoulder in front of the business have not effectively eliminated the hazard. Ms. Gamble stated that the staff recommendation is to establish a no parking zone as requested. The Traffic Committee approved the no-parking zone, and asked that staff ask District personnel to trim back shrubs within the right of way to further increase sight distance.

Woodstock, VT 106: Ms. Gamble gave an overview of the request for reduction of speed on VT 106 north of the village of South Woodstock. The engineering study did not support a reduction – the existing speed limit of 40 mph is around the 50th percentile, and reducing the speed as requested would put it near the 5th percentile. There have been very few reported crashes. The narrow bridge, site of the most recent crash, is scheduled to be replaced in 2015 or 2016. Mr. Kendall stated that there have been other crashes, especially near the bridge. He also stated that over the years, several riders have been thrown from their horses after being spooked by cars, and that he has nearly been struck from behind while driving his tractor to his hay field. He asserted that a lower speed limit would have reduced the severity of the recent truck/horse crash. Town Manager Swanson stated that there are insufficient curve signs and delineation for the

current speed limit. After discussion, the Traffic Committee encouraged the town to pursue long term improvements in roadway and shoulder width through the project development process, and voted to retain the existing speed limit.

Highgate VT 78: Ms. Gamble gave a brief overview of the request for reduction in speed and establishing a no passing zone on the north side of the village of Highgate. Town Administrator Britch Valenta and TAC member Noel noted that the town is in favor of the staff recommendation to extend the village speed limit 0.2 miles. Ms. Gamble noted that the resident who petitioned the town to request the reduction in speed is not satisfied with the recommendation. The town also reiterated their request for a legal no-passing zone within the study area. As an interim measure over the summer, the marked passing zone was replaced with double yellow centerline and “unsafe to pass” warning signs had been installed. Ms. Gamble stated that staff recommends establishing a no passing zone as requested. The Traffic Committee voted to approve staff recommendation for both the speed limit and the no passing zone.

Hinesburg VT 116: Ms. Gamble explained that the restaurant owner had requested handicap parking designation during dinner hours for the no-parking/loading zone established at the June 21, 2013 meeting. Ms Gamble noted that this question had come up at the previous meeting but that the meeting notes did not specify that a decision had been made. She noted that in the AOT permit, the town permit, and the Act 250 proceedings, this area is not only noted as a loading zone but also a fire lane and tow-away zone. The Traffic Committee denied the request.

Swanton US 7: Ms Gamble gave a brief overview of follow-up speed studies for the 40 mph speed limit zone established at the November 2012 meeting. This speed zone was established against staff recommendation on the strength of the town’s testimony that it was important to local safety and that they would vigorously enforce the reduction to ensure compliance. The follow-up studies show that there has been almost no change in driver behavior; speeds are still around 50 mph. The Traffic Committee asked staff to remind the town of Swanton of their commitment to vigorous enforcement.

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

Other business: The meeting minutes from the June 21, 2013 minutes were approved.

Vermont Traffic Committee
Minutes of Meeting Held
June 21, 2013

The Vermont Traffic Committee met on June 21, 2013. Committee Chair Brian Searles called the meeting to order at 1:00 pm in the 5th floor Transportation Board Room, National Life Building, Montpelier, Vermont. The meeting was adjourned at 3:10 pm.

Attendees:

Brian Searles, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member
Major Walter Goodell, Delegate for Commissioner of Public Safety, Traffic Committee member
Tom McCormick, Asst. Attorney General, Traffic Committee Advisor
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazonni, AOT Traffic Operations
Joseph Kelly, AOT Traffic Operations
David Crossley, AOT Traffic Operations

Joe Colangelo, Town Administrator, Hinesburg

Tim Scoggins, resident, Shaftsbury
Larry Johnson, school board, Shaftsbury
Karen Mellinger, select board, Shaftsbury (by phone)
Alice Miller, state representative, Shaftsbury (by phone)

Agenda Items Discussed

Hinesburg VT 116: Ms. Gamble gave a brief overview of the two matters for Traffic Committee action. The first was to formally establish a no-parking/loading zone already in place for a new restaurant on VT 116 north of the village, opposite Mechanicsville Road. The second was to extend the existing village 30 mph zone northerly 300' to accommodate a segment of new on-street parallel parking on VT 116 north of Commerce St. The Committee approved both actions.

Mr. Colangelo asked about the town's request for a no-passing zone south of the village. Ms. Gamble responded that the agency would be installing "unsafe to pass" warning signs, and asked the town to monitor to see if that resolves the issue. He also asked about a traffic signal request, and Ms. Gamble responded that the question had been passed along to Traffic Design engineer Josh Schultz.

Addison VT 17: Ms. Gamble gave a brief overview of the request to extend the existing 30 mph speed zone easterly past the marina. Traffic Operations recommended establishing a 40 mph transition zone in this area instead. The Traffic Committee approved staff recommendation.

Alburgh US 2: Ms. Gamble explained that the town requested a year-round overnight parking ban to deal with issues they have had with long term parking of inoperable vehicles along the

road. There is already a winter overnight parking ban in place in the same segment. The Traffic Committee accepted staff recommendation to deny the request since it was not based on safety issues as required by statute, and suggested that the town contact the State Police (Major Goodell) to explore other possibilities for resolving the issue.

Glover VT 16: Ms. Gamble explained the town request to establish a “no parking here to corner” zone to improve sight distance at a town highway intersection. The Committee approved the parking ban.

Marlboro VT 9: Ms. Gamble gave a brief overview of safety issues relating to the Hogback Scenic Overlook and the town’s request to reduce the speed limit to 35 mph. Crash data shows that most crashes are related to winter “driving too fast for conditions”, not the parking and pedestrian activity. However, despite a series of oversized warning signs, some with flashing beacons, the 85th percentile speeds are still quite high in this segment, and the potential for pedestrian conflicts is high. Therefore staff recommended a reduction in the speed limit to 40 mph, and the Committee approved that recommendation.

Hartford VT 14: The Committee agreed to sign a corrected speed limit certificate for this segment, which does not change the existing speed limit but corrects outdated town highway references.

Norton State Highway: Ms. Gamble explained that this state owned gravel loop road, formerly a part of VT 114, had not been formally posted with a speed limit, and that test drives had determined that 25 mph was a reasonable speed given the geometry of the road. The Committee voted to accept staff recommendation to establish a 25 mph speed limit.

Swanton US 7 follow-up speed studies: This topic was tabled until next meeting.

Shaftsbury VT 7A: Ms. Gamble gave a brief overview of the town’s request to reduce the village speed limit from 35 mph to 25 mph due to safety concerns at the VT 7A/Buck Hill/Church St intersection. Ms. Gamble explained that the town has been proactive in improving this intersection, and that there is a sidewalk project currently under development that will improve access management at both corners on the Church St side of the intersection, but that parking on the northeast corner of the intersection between Buck Hill and the village store is the primary safety concern, limiting sight distance at the Buck Hill approach. Because of these issues, despite the 85th percentile speeds in the 37 mph range and there being no particular safety concerns in the rest of the proposed speed zone (0.6 miles), staff recommended establishing a 30 mph speed limit in the village area, while raising the remainder of the existing 35 mph zone (north of the VT 67 intersection) to 40 mph to match the northerly transition speed limit zone.

Mr. Scoggins gave a powerpoint presentation that also illustrated the town’s efforts to improve pedestrian safety at the intersection, and enumerated several concerns the town has regarding safety at the intersection.

A lengthy discussion between the Committee members and all of the Shaftsbury participants ensued, much of which revolved around the appropriate speed limits and locations for the

transitions into the village area. The intersection of VT 7A and VT 67 is also a safety concern, and raising the northerly approach speeds was a concern. There was discussion regarding whether changing the speed limit from 35 to 40 would actually change driver behavior in this segment, since the existing 85th percentile speed is already 40 mph. There was also much discussion whether 25 mph or 30 mph was a more appropriate speed in the village area. Weight was given to the fact that there is a high speed parallel route (US 7, a limited access highway) that carries much of the long distance through traffic. There was discussion of whether 25 mph was a reasonably attainable speed given that Shaftsbury does not have its own police force, and the town assured the Committee that they would increase their contract with the county sheriff to provide adequate enforcement of a lower speed limit. Ms. Gamble pointed out that the primary safety issue is corner sight distance at the intersection, and that while reducing speeds through the village might mitigate the safety issue, the ultimate solution is to improve the sight distance by eliminating parking at the corner. The town reluctantly said that they would pursue this issue, but has concerns about the economic viability of the store if parking is limited in any way.

The Traffic Committee voted to establish a 25 mph speed limit within the village, and to raise the speed limit north of the VT 67 intersection to 40 mph.

Other business: The meeting minutes from the November 27, 2012 minutes were approved.

Vermont Traffic Committee
Minutes of Meeting Held
November 27, 2012

The Vermont Traffic Committee met on November 27, 2012. Committee Chair Brian Searles called the meeting to order at 1:05 pm in the 5th floor Transportation Board Room, National Life Building, Montpelier, Vermont. The meeting was adjourned at 2:50 pm.

Attendees:

Brian Searles, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member
Major Walter Goodell, Delegate for Commissioner of Public Safety, Traffic Committee member
Tom McCormick, Asst. Attorney General, Traffic Committee Advisor
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazoni, AOT Traffic Operations
Joseph Kelly, AOT Traffic Operations
David Crossley, AOT Traffic Operations

Leonard Stell, Police Chief, Swanton
David Jescavage, Town Administrator, Swanton
Harold Garrett, Selectboard member, Swanton
Dick Thompson, Selectboard member, Swanton

Laura Gans, resident, Moretown (by phone)

Agenda Items Discussed

Swanton US 7 – Speed limit reduction request

Ms. Gamble gave a brief overview of the engineering study completed for this segment of US 7. The initial study was based on a Swanton resident's request to review the 50 mph segment near Swanton village with the understanding that a formal request from the town was coming; Traffic Operations chose to expand the study area to include the adjacent 40 mph segment to the south due to its similarity in roadside characteristics to the initial study area. The 40 mph zone was established in the early 1970's due to residential development. Traffic Operations did not receive the formal study request from the town until after the recommendation letter was sent to the town, so the additional 50 mph segment to the south of the existing 40 mph zone was not included in the study.

The study found that the 85th percentile speeds were similar in the 40 mph segment (48 mph) and the northerly 50 mph segment (51-52 mph), and the crash rates were well below the critical rate. The recommendation based on the engineering study was to establish a 45 mph speed limit for the existing 40 mph zone, extending northerly through the existing 50 mph zone, and including a portion of the existing 40 mph transition zone leading into the village of Swanton, and to extend

the existing village 30 mph speed limit southerly 0.13 miles in order to include the most densely developed area, ending at the northerly terminus of the new 45 mph zone.

Chief Stell noted that he had done speed studies in the southerly 50 mph zone, and found the 85th percentile speeds to be 53-56 mph. He also stated that it would be confusing to his officers to enforce a 45 mph speed limit since they are accustomed to enforcing evenly numbered speed limits (30, 40, and 50 mph). The select board members testified that they would find it difficult to go back to their constituents and explain that while they had requested a reduction in speed, the speed limit would be raised in the 40 mph segment. There was also much discussion of the potential impacts of the Wal*Mart in St Albans, possibly increasing traffic on US 7 through Swanton and leading to further development within the southerly 50 mph zone. Secretary Searles noted that the study had not included the southerly 50 mph zone, so no decision would be made by the Traffic Committee in that segment, but that it should be studied in the future.

Ms. Gamble stated that an increase in speed limit in the existing 40 mph zone was unlikely to increase actual driver speeds through this segment since the drivers are already driving at their selected "comfortable speed" well above the posted speed limit. The representatives from Swanton countered that speed limits are only enforced within 10 mph, and therefore there would be a commensurate increase in speed. Ms Gamble pointed out that the 85th percentile speeds in the northerly 50 mph zone are close to the posted speed limit, and are similar to the speeds found in the 40 mph zone.

Commissioner Ide ascertained that all were in agreement with extending the existing 30 mph zone southerly as proposed, then moved to establish a 40 mph speed limit in the northerly 50 mph zone, thereby creating a continuous 40 mph zone from the existing 40 mph zone to the new beginning of the 30 mph zone. Further discussion ensued regarding the continuing development along this segment of US 7 and that the 40 mph zone would become increasingly appropriate. The motion was passed unanimously.

Moretown US 2 – Speed limit reduction request

Ms. Gamble gave a brief overview of the engineering study, which included the entire 50 mph zone from the Middlesex-Moretown town line westerly toward the intersection of VT 100 near Waterbury village. The 85th percentile speeds ranged from 50-53, and the crash rate was well below the critical rate, with most crashes occurring in winter. The recommendation based on the engineering study was to retain the existing 50 mph speed limit.

Secretary Searles called Laura Gans to obtain her testimony. Ms. Gans testified that she lives on the westerly end of the study area across from Teds Kar Kare, and that the truck traffic in particular has increased recently due to changes in routing for Green Mountain Coffee Roasters deliveries – she testified that the village of Waterbury has requested GMCR to reduce the number of trucks accessing the interstate through the village, and that southbound deliveries are now using US 2 to access I-89 in Middlesex. She also noted that there is significant truck traffic related to the Moretown landfill. Secretary Searles asked whether the trucks were exceeding the existing speed limit – Ms. Gans was not sure; the speed studies show that they are travelling at or below the speed of passenger vehicles.

Ms. Gans noted that the speed limit in other similar areas she is familiar with, such as US 2 approaching the city of Montpelier, and US 302 approaching the city of Barre are posted at 35 and 25 mph respectively. Ms. Gamble noted that both of these segments are on Class 1 town highway under city jurisdiction, and that the speed limits are artificially low.

After brief discussion, the Traffic Committee voted to retain the existing 50 mph speed limit, and requested that Traffic Operations upgrade existing warning signs as necessary since many of the signs along this segment are older signs.

The Committee voted to approve staff recommendation on all remaining agenda items without further discussion.

The meeting minutes from the July 16, 2012 minutes were approved.

Vermont Traffic Committee
Minutes of Meeting Held
July 16, 2012

The Vermont Traffic Committee met on July 16, 2012. Committee Chair Brian Searles called the meeting to order at 1:00 pm in the 5th floor Transportation Board Room, National Life Building, Montpelier, Vermont. The meeting was adjourned at 3:10 pm.

Attendees:

Brian Searles, Secretary of Transportation, Traffic Committee Chair
Michael Smith, Delegate for Commissioner of Motor Vehicles, Traffic Committee member
Lt. John Flannigan, Delegate for Commissioner of Public Safety, Traffic Committee member
Tom McCormick, Asst. Attorney General, Traffic Committee advisor
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazonni, AOT Traffic Operations
Joseph Kelly, AOT Traffic Operations
David Crossley, AOT Traffic Operations
Bruce Nyquist, AOT Traffic Safety and Design

Carla Ochs, Select Board, Orwell
Theodore Michel, Resident, Orwell
Roland (Ted) Simmons, Select Board, Orwell

Angelo Napalitano, Resident, Middlesex
Cindy Carson, Select Board asst., Middlesex

Jeff Blow, Select Board Chair, Barre Town

Jacqueline Higgins, Town Manager, Williamstown
Thelma Greene, Resident, Williamstown
Hilda Martin, Resident, Williamstown
Edith Damgaard, Resident, Williamstown
Glen Goodall, Resident, Williamstown
Esther Goodall, Resident, Williamstown
Sheila Magoon, Resident, Williamstown
Ronald Holt, Resident, Williamstown
Victor Valley, Resident, Williamstown
Sharon Crofts, Resident, Williamstown
Ruth Beaton, Resident, Williamstown
Gloria Keye, Resident, Williamstown
Malcom Davis, Resident, Williamstown
Peg Montgard, Resident, Williamstown
Rebecca Gomez, Resident, Williamstown
Mary Norman, Resident, Williamstown
Lucille Fair, Resident, Williamstown
Robert Quinlan, Resident, Williamstown

Travis Ingraham, Resident, South Royalton (by phone)

Agenda Items Discussed

Barre Town, US 302: Ms. Gamble gave a brief overview of the study of the section of US 302 from Barre City/Barre Town line to US 302/VT 110 roundabout. The section is currently 40 mph near Barre City, followed by a 0.8 mile segment posted at 50 mph, and 40 mph in the vicinity of the roundabout. Crash data shows that there have been several driveway/intersection related crashes within the 50 mph zone, there are two curves advised at 40 mph, and the 85th percentile speed is 46 mph. The staff recommendation to reduce the 50 mph speed limit to 40 mph was approved.

Jeff Blow, Barre Town Select Board member, testified that the town is also concerned about westbound approach speeds to the US 302/VT 110 roundabout. The roundabout is within a 40 mph speed zone but is advised at 20 mph. Mr. Blow reported that vehicles, including heavy loaded trucks, drive straight through the roundabout without slowing, using the raised truck apron instead of slowing around the curved travel lane. He expressed frustration that the advisory speed cannot be enforced, and the police are unable to control the speeds. So far this has not resulted in any "failure to yield" type crashes. Bruce Nyquist noted that he is also a resident of the area and drives through the roundabout daily, and would feel uncomfortable attempting to exceed 20 mph through the roundabout; Mr Blow concurred for himself but says that it does happen. Ms. Gamble stated that other roundabouts in the state are also posted with advisory, not regulatory speeds. Committee asked Mr. Nyquist to investigate further and determine whether there are non-regulatory mitigations that can be employed.

Middlesex, US 2: This item was tabled at the December 14, 2011 meeting at the request of the Middlesex Select Board. Ms. Gamble explained that the town is engaged in efforts to increase pedestrian safety in the village, and asked for an engineering study of speeds in the village. The study showed that there is good compliance with the 35 mph speed limit near the VT 100B intersection, with 85th percentile speed of 35 mph. At the western end of the village the 85th percentile speed was 45 mph, with higher speeds eastbound (into the village) than westbound (out of the village). There are narrow shoulders and no pedestrian facilities.

Mr. Napalitano and Ms. Carson noted that the town is working on pedestrian safety, that it is currently difficult to cross the road or walk along it, that US 2 is part of the Mad River Byway, and that there are many bicycle tours that pass through the village. Ms. Carson stated that enforcing the 35 mph speed limit has been challenging because officers will not write tickets for speeds under 45 mph, and drivers are aware of this.

The Committee voted to retain the 35 mph speed limit as recommended by staff, but Lt. Flannigan stated that he would ensure that state police speed enforcement activities are increased in the village. Lt. Flannigan also recommended that AOT place portable changeable message signs in the area at the same time as the increased enforcement to reinforce safe driver behavior.

Orwell, VT 22A: This was a two part discussion, a no parking request and a speed reduction request. Ms. Gamble explained that parking related to the gas station at the intersection of VT 22A and VT 73 contributes to crashes by blocking corner sight distance, and that DTA Nelson

Blanchard is planning to installed a painted median with tubular markers (plastic delineator posts) to define driveways into what is currently wide open access and physically prevent parking near the corner. The town representatives noted that there is also an issue with trucks parking across the road from the gas station and requested delineators along the roadside to discourage parking there also. The Committee voted to accept staff recommendation not to establish a legal no parking zone at this time.

The speed limit issue was also discussed. This 50 mph zone has an 85th percentile speed of 53 mph, and a long history of crashes and non-regulatory mitigation efforts, including re-grading to remove a dip on the southbound approach to the VT 73 intersection, addition of flashing beacons and intersection warning signs with 40 mph advisory speeds at the VT 73 intersection, and intersection warning signs at two town highway intersections to the south. Staff recommendation was to decrease the speed limit to 45 mph in order to emphasize to drivers that this is not a free-flow area and allow enforcement of the most egregious speeding. The Committee discussed whether posting at 45 mph would allow effective enforcement of the majority of higher speed vehicles which tend to be travelling at less than 55 mph. Given the discretionary nature of enforcement and a tendency to allow up to 10 mph above the speed limit before ticketing, the Committee voted to establish a 40 mph speed limit.

Williamstown, VT 14: This was a rehearing of the speed reduction request denied at the December 14, 2011 meeting. Ms. Gamble explained that although the speed studies reflect good compliance with the existing 40 mph speed limit at the southern end of the village, the recent development in this area and addition of sidewalks does make the roadside environment similar to the rest of the village, and therefore staff recommended that the 40 mph transition zone be reduced to 35 mph to match the village speed limit. The Committee approved this recommendation.

In addition, the town requested a marked crosswalk at the intersection of Business Center Road, which due to the prevalence of elderly pedestrians in the area, was approved by AOT Traffic Operations. Many citizens of the adjacent elderly housing complex voiced their opinion that the crosswalk was necessary, and that they were concerned about approach speeds to the crossing area. Ms. Gamble noted that there is sufficient stopping sight distance for drivers to stop at the to-be-marked crosswalk and recommended that the town also apply for a permit to use an in-street pedestrian warning sign to increase conspicuity of the crosswalk and driver compliance.

Royalton VT 14: Ms. Gamble gave a brief overview of the study, which showed good compliance with the existing 45 mph zone, with an 85th percentile speed of 46 mph. There were 4 reported crashes in the past 5 years. Travis Ingraham testified that 10 vehicles have left the roadway and ended up in his yard or crashed into his garage in the past 10 years. He reported that his children no longer play in the yard due to safety concerns. In addition to reducing the speed limit, he would like to have guardrail installed at the top of the bank along the road, although he acknowledged that most of the vehicles that left the road were probably exceeding the existing speed limit or were driving too fast for conditions in winter months. The Committee voted to retain the existing speed limit and instructed staff to upgrade signs and install delineators as proposed by staff, and to look further into the applicability of guardrail installation.

Bennington VT 9: Ms. Gamble gave a brief overview of the study, and noted that staff would be keeping an eye on the situation due to the soon-to-be-operational signal at the VT 9/VT 279 intersection adjacent to the request area. The Committee voted to approve staff recommendation to extend the existing 40 mph speed zone.

Canaan VT 102, VT 114, VT 253: Ms. Gamble gave a brief overview and explained that these six recommendations were due to field evaluations conducted for an upcoming sign upgrade project. Two are addition of speed transition zones and two are elimination of no parking zones that are no longer necessary. One is to change a seasonal speed limit into a full time speed limit due to the geometry of the road and increased year-round use of the recreational area. The last is to reduce the 50 mph speed limit between the village of Canaan and Beecher Falls to 40 mph, and extend that 40 mph speed limit into the existing 30 mph speed zone up to the River Road intersection since the entire segment is similar in roadside development and geometry. The Committee approved all staff recommendations.

The Committee voted to approve staff recommendation on all remaining agenda items without further discussion.

Vermont Traffic Committee
Minutes of Meeting Held
December 14, 2011

Approved via
e-mail 12/14/11 AG

The Vermont Traffic Committee met on December 14, 2011. Acting Committee Chair Rich Tetreault called the meeting to order at 1:00 pm in the 5th floor Transportation Board Room, National Life Building, Montpelier, Vermont. The meeting was adjourned at 3:10 pm.

Attendees:

Rich Tetreault, Delegate for Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member
Lt. John Flannigan, Delegate for Commissioner of Public Safety, Traffic Committee member
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazonni, AOT Traffic Operations
Joseph Kelly, AOT Traffic Operations
David Crossley, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations
Joe Segale, AOT Planning

Larry Hebert, Select Board Chair, Williamstown
Rodney Graham, Select Board, Williamstown
Arthur Stone, Select Board, Williamstown
Jacqueline Higgins, Town Manager, Williamstown
Jason Charest, Transportation Planner, CCRPC
Mark Begin, Select Board, Pittsfield (via telephone)
George Deblon, Select Board, Pittsfield (via telephone)
Nicole Losch, City Planner, Burlington (via telephone)
Norm Baldwin, Asst City Engineer, Burlington (via telephone)
Steve Goodkind, City Engineer, Burlington (via telephone)

Minutes:

Approval of the July 6, 2011 minutes was tabled since Commissioner Ide was the only member present who also attended that meeting.

Agenda Items Discussed

Williamstown VT 14 speed limit request: Ms. Gamble gave a brief overview of the study. This item had been discussed at the July 6, 2011 meeting, but was tabled at that time due to request from town to extend the study area southerly to include the industrial park access. The revised study showed that compliance with the existing speed limits is good, that there are very few crashes within the study area, and that sight distance to the industrial park is marginal for northbound traffic due to a vertical crest but is marked with an intersection warning sign for that reason. The crosswalk studies requested at the July 6, 2011 meeting have been postponed until spring 2012; the delay is due to staffing shortages related to Irene recovery efforts, and the desire to do the counts in warm weather when pedestrians are most likely to be present.

The town was represented at the meeting by three select board members and the town manager, who strongly support extending the 35 mph village speed limit southerly, and stated that there is strong local support which should be considered by the Committee. The town representatives pointed out that sidewalks have been constructed on the southerly end of the village and the Dollar General store is now open, increasing turning traffic and pedestrian traffic in the existing 40 mph transition zone. Concern was also raised regarding the sight distance for the industrial park access, where there is increasing truck traffic and also access to the town's recreational fields. The Committee voted 2-1 to retain the existing speed limits, with Commissioner Ide dissenting.

Pittsfield VT 100 No Parking request: Ms. Gamble explained to the Committee that the request came from the AOT Utilities and Permitting section following unsuccessful efforts to obtain voluntary compliance from the holder of the events permit. There is a traffic control plan in place that requires all event parking to be on-premise, but photos show that vehicles park on both sides of the road straddling the edgeline during events, creating a safety issue for through traffic. The town sent a letter of dissent, and via telephone testimony conveyed their concern that there is a similar parking issue at an adjacent business that is not addressed by the staff recommended no-parking zone. After discussion about whether the roadside can accommodate parked vehicles without encroachment on the travelled portion of the road, the committee voted not to establish a no-parking zone but instructed the Traffic Operations unit to install "No Parking on Travelled Way" signs for both properties of concern.

Barton speed transition zones (four locations): Ms. Gamble explained that the request came from an internal review related to Class 1 paving projects in Barton. The speed limit in the village jurisdiction is 30 mph and the state highway speed limit is 50 mph. In recent years, the Traffic Committee has systematically approved transition zones at locations where the speed differential exceeds 15 mph. The length of the proposed 40 mph transition zones were selected based on roadside development to include the more developed areas outside the village limits, and are approximately 2/10 of a mile in length. The Committee voted to establish the 40 mph speed zones in all four locations.

Bennington US 7 and Hartford US 5 speed limit requests: These two requests were discussed simultaneously due to their similarity. Each request was to extend an existing 40 mph speed limit due to business drives beyond the end of the zone. Ms. Gamble explained that in each case, the 85th percentile speed was close to the posted 50 mph, and that crash history showed that the crash rate is below the critical crash rate for similar roads statewide. In Bennington the primary driver of the town's request is a nature center with buildings on one side of the highway and activities on the other, requiring pedestrians to cross the highway. There is also a seasonally operated country store/gift shop, motels, and vacant business buildings in the requested zone. Ms. Gamble's field check of the area resulted in a recommendation that the 50 mph zone be retained based on engineering judgment that drivers are unlikely to voluntarily comply with a reduced speed zone based on the roadway geometry and roadside development. Signage upgrades are recommended, including pedestrian warning signs at the nature center. In Hartford, although the speed studies and crash data were similar, the field check resulted in a recommendation to extend the 40 mph zone in the most densely developed area of the requested

area. After discussion, the Traffic Committee voted to accept staff recommendation for both sites.

Dummerston VT 30 no parking request: This swimming hole has been the subject of several Traffic Committee actions over the past few years, with incremental changes. The essential issue is that there is high demand for parking that cannot be accommodated in the existing gravel lot, resulting in roadside parking and pedestrian traffic on a high speed arterial highway. The shoulders are wide enough to accommodate parked vehicles without encroachment, and there is no other place to park once the gravel lot fills up. Ms. Gamble explained that the staff recommendation is to extend the no parking zone adjacent to the gravel lot to provide better sight distance from the driveway and for pedestrians crossing in that concentrated area, but to allow roadside parking across from the lot and further down the road on both sides. In addition, signage upgrades including a southbound flashing beacon to be used during summer daylight hours are recommended. The Traffic Committee approved extension of the no parking zone as recommended.

Hartford I-89 speed limit request: The request to lower the speed limit in the vicinity of the I-89/I-91 interchange came from AOT District 4 and the state police. This area is currently under a temporary work zone speed limit of 55 mph due to construction in New Hampshire, so new speed studies would not reflect the normal conditions. Although the crash rate is below critical in this area, there are safety concerns with the extremely short merge area southbound approaching the Connecticut River bridge and with the northbound interchange clover-leaf ramp weaving area. Reducing driver speeds would increase the amount of time drivers have to make these critical maneuvers. The Traffic Committee voted to reduce the speed limit to 55 mph as recommended.

Killington US 4 No Parking: This request came from internal review with AOT District 3 input. The existing parking restrictions were established in response to winter maintenance concerns. With the existing roadway geometry, two of the three no parking zones are no longer necessary. The Traffic Committee voted to rescind these certificates per staff recommendation.

Middlesex US 2 speed limit request: This item was not discussed, and was tabled until the next meeting upon request of the Middlesex Select Board.

Mount Holly/Wallingford VT 155 speed limit request: This request to adjust the speed limit was based on internal review, to provide a consistent speed limit in adjacent sections of the highway on each side of the town line. The existing speed limit was 30 mph in Wallingford, and was 50 mph in Mount Holly with no change in roadside character. The engineering study showed that 35 mph is appropriate for the zone, resulting in a lower speed limit in Mount Holly and a higher speed limit in Wallingford. The Wallingford Town clerk indicated in a telephone conversation with Ms. Gamble that the town was in concurrence with the recommendation. The Traffic Committee approved the establishment of the 35 mph zone as recommended.

South Hero US 2 speed limit request: This request to adjust the speed limit was to reduce the number of speed transitions between the villages of Keeler Bay and South Hero. The village speed limits of 35 mph are bounded by 40 mph transition zones, with a short 50 mph zone

between the two 40 mph zones. The Traffic Committee voted to accept staff recommendation to establish a single 45 mph zone between the two villages in place of the 40 and 50 mph zones.

Worcester VT 12 speed limit request: The town of Worcester requested changes at both ends of the village 30 mph zone which was established by the Traffic Committee in 2009. Based on those recent studies and decisions, Ms. Gamble declined to re-study the entire request area. Based on the towns concerns about the location of the southerly transition into the village speed zone, Ms. Gamble recommended extending the 30 mph zone from the top of the hill to the bottom of the hill and shifting the existing 40 mph zone accordingly. The Traffic Committee approved these changes.

Charlotte US 7 No Passing: This request resulted from the establishment of the No Passing zone on US 7 at the July 6, 2011 meeting. The residents of housing development not encompassed by the no-passing zone complained that the location of the new “End No Passing” sign had resulted in increased passing activity near their road in an area unsafe to pass due the crest of a hill. Ms. Gamble recommended a slight lengthening of the certified no passing zone to locate the “End No Passing” sign at the beginning of the next marked passing zone. The Traffic Committee approved this recommendation.

Wallingford VT 140 certificate correction: When reviewing VT 155 speed limit request, staff found that the VT 140 speed limit certificate was outdated due to changes in town highway designations and mile points since the certificate was issued. The Traffic Committee approved a corrected certificate.

Bicycles on Limited access highways: Ms. Gamble explained that there is an inconsistency between state statute and Traffic Committee regulations regarding bicycles on partially controlled limited access highways – state statute presumes that bicycles are allowed unless the Committee takes action to prohibit them, and the TC regulations presume that bicycles are prohibited unless the Committee takes action to allow them. Because the statute is newer, it supercedes the regulations. The Traffic Committee directed the Traffic Operations unit to review all partially controlled limited access highways for use by bicycles, and make recommendations at the next Traffic Committee meeting.

Burlington Citywide speed limit: The City of Burlington established a city wide speed limit of 25 mph, with few exceptions, effective December 1, 2011. Ms. Gamble requested that the city present its methodology to the Traffic Committee based on the Committee’s authority to review local speed limits under 23 VSA 1007(d). Ms. Gamble’s primary concern was the validity (and enforceability) of the speed limits if they were not established in accordance with the MUTCD. The 2009 MUTCD (unlike previous versions) requires that all non-statutory speed limits be established after conducting an engineering study which includes an analysis of the current speed distribution of free-flowing vehicles.

The City provided the Committee with a memo summarizing their methodology, and provided testimony by telephone. Ms. Losch testified that all 53 of the traffic studies referenced in the memo included speed data, and that they were distributed throughout the city street network on all functional classes. She also testified that there were a few studies which had an 85th

percentile speed around 35 mph, but that most were within the 30 mph range. The city's desire to provide drivers with a uniform speed limit on based on roadway character guided the decision to include these outliers in the reduced speed zone, in accordance with the MUTCD provisions allowing for roadway character to be considered when establishing speed limits. When asked whether there was any plan to do "after" studies to determine whether driver behavior had changed in the higher speed areas where the new speed limit is lower, the city indicated that there was no specific plan to do so but that they do collect speed data as part of their regular traffic count program so such an analysis would be possible.

The Committee asked whether the city attorney had been asked to render an opinion on the validity of the ordinance. The city responded that the city council was involved in the decision making process and raised no concerns. The Committee asked the city to provide a letter from the city attorney with an opinion on the validity of the ordinance.

The meeting was adjourned at 3:10 pm.

Vermont Traffic Committee
Minutes of Meeting Held
July 6, 2011

The Vermont Traffic Committee met on July 6, 2011. Committee Chair Brian Searles called the meeting to order at 2:00 pm in the 5th floor Transportation Board Room, National Life Building, Montpelier, Vermont. The meeting was adjourned at 4:00 pm.

Attendees:

Brian Searles, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member
Maj. Walter Goodell, Delegate for Commissioner of Public Safety, Traffic Committee member
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazonni, AOT Traffic Operations
Joseph Kelly, AOT Traffic Operations
David Crossley, AOT Traffic Operations

Bill Finger, Town Manager, Middlebury
Larry Hebert, Select Board Chair, Williamstown
Garrett Earls, Town Manager, Williamstown
Carolyn Kovac, resident, Preserve Association, Charlotte
John Kovac, resident, Preserve Association, Charlotte
Larry Sudbay, resident, Preserve Association, Charlotte
Kathleen Lett, reporter, Northfield News
Julie Mack, resident, Pawlet (via telephone)

Minutes:

Robert Ide and Walter Goodell approved the minutes for the December 10, 2010 Traffic Committee meeting. Brian Searles abstained since he did not attend that meeting.

Agenda Items Discussed

Middlebury US 7 (North) – Amy Gamble gave an overview of the engineering study, which recommended no change to the speed limit but recommended increased enforcement due to high 85th percentile speeds in the 40 mph zone. Middlebury Town Manager Bill Finger testified that there are pedestrians using this section of US 7, primarily originating from a 12-15 person residential group home across the road from Grandview Terrace. He also stated that there are many OBDS sign assemblies along this stretch of US 7, possibly distracting drivers from paying attention to turning vehicles. Mr. Finger stated that the town has used speed carts and enforcement activities to try to slow traffic in this segment with some temporary effect, but that enforcement is difficult due to lack of wide shoulders to pull vehicles over. He asked about possibly adding a hidden drive warning sign or intersection warning sign for Grandview Terrace. Ms. Gamble responded that warning signs are not typically installed where adequate sight distance is available, as in this case, and suggested that the private road could be made more

conspicuous if the residents moved the street name sign to a more visible position. The Traffic Committee voted unanimously to accept staff recommendation of no change to the speed limit.

Middlebury US 7 (South) – Ms. Gamble gave an overview of the engineering study, which recommended no change to the speed limit but recommended increased enforcement of the existing speed limit. She pointed out that while there have been a fairly high number of crashes, the crash rate is relatively low compared to similar highways statewide. Mr. Finger testified that a recent fatal crash near the US 7/Cady Falls Road which involved a distracted driver (texting) was the original impetus behind the request for a reduced speed limit. He also stated that there are many bicycles on this route because VT 125 is co-located with US 7 along this stretch and is a popular bicycle route, and that vehicles bypassing left turning vehicles using the right shoulder tend to cut cyclists off. The Committee discussed several long term potential improvements to this high traffic commercial corridor, including adding a two way left turn lane or a raised median with left turn bays which the town could pursue through the regional planning process. The Committee voted unanimously to accept staff recommendation of no change to the speed limit.

Williamstown VT 14 – Ms. Gamble gave an overview of the engineering study, which indicated good compliance with the existing speed limit and recommended no change to the speed limit. Town Manager Garrett Earls and Select Board Chair Larry Hebert discussed the recent improvements to sidewalks along the study area and requested that marked crosswalks be reconsidered. Ms. Gamble agreed to conduct updated crosswalk studies. Mr. Earls and Mr. Hebert also discussed the industrial development occurring on the south end of Williamstown and the increasing number of tractor trailer trucks turning along the segment, some in areas with limited sight distance. Many of the concerns were south of the town's original request and were not part of the engineering study conducted, therefore the Committee voted to table this item and instructed Ms. Gamble to conduct an engineering study extending southerly to Chelsea Road, for consideration at the next Traffic Committee meeting.

Charlotte US 7 – Ms. Gamble gave a brief overview of the engineering study conducted in 2010 which was considered at the August 26, 2010 Traffic Committee meeting, resulting in a vote to deny the request for a no passing zone. Residents Larry Sudbay, Carolyn Kovac, and John Kovac testified that they have each experienced “near misses” with passing vehicles when exiting their private road. The Committee discussed traffic along this corridor and the need to provide mobility for through traffic, and also noted that there are several opportunities for passing south of this section including both two lane segments with no intersecting drives and three lane segments (truck climbing lanes). Because of these passing opportunities, the Committee determined that closing this segment to passing would not create an undue hardship to through traffic, and would increase safety for the residents of the three private roads along this segment. The Committee voted unanimously to overturn the previous decision, and establish a no-passing zone.

Pawlet VT 30 – Ms. Gamble gave a brief overview of the engineering study which recommended no change to the speed limit but did recommend installation of warning signs for the farm activities and the curve approaching the village. Written testimony was received from the town, the local constable, and the Rutland Region Transportation Council. In addition, farm resident

Julie Mack provided testimony by telephone. The testimony from all parties requested that the speed limit be lowered due to the curves, limited sight distance to the farm drives and to a restaurant drive, and potential for a school bus stop in the near future. The Committee discussed these issues and decided that the incremental approach recommended by staff (addition of warning signs) is the appropriate action at this time. The Committee voted unanimously to accept staff recommendation of no change to the speed limit.

Franklin VT 120 – Ms. Gamble gave a brief overview of the no-parking request, and the Committee voted unanimously to accept staff recommendation to establish a no parking zone.

Jay/Westfield VT 242 – Ms. Gamble gave a brief overview of the engineering study, which recommended a reduction in speed limit to 40 mph westerly from mp 3.90 in Jay to mp 3.20 in Westfield. Written testimony from Jay Peak Resort concurred with this recommendation. The Committee voted unanimously to accept staff recommendation to establish the 40 mph speed zone.

Montpelier Junction State Highway – Ms. Gamble gave a brief overview of the engineering study, which recommended establishing a 35 mph speed limit for the entirety of the state highway portion of this road. The Committee voted unanimously to establish the 35 mph speed zone.

Alburgh US 2, Searsbug VT 9, and Thetford US 5 – Ms. Gamble gave a brief overview of the minor changes to no-parking certificates for these existing no-parking zones to clarify the intent of the established zones. The Committee voted unanimously to accept the corrected certifications.

Statewide interstate minimum speed limits – Ms. Gamble explained that 40 mph minimum speed limits are currently posted on the interstate system, but are not supported by an official certification from the Traffic Committee. She also noted that the portion of US 4 from Fair Haven to Rutland which has an interstate typical and is posted for 65 mph like the interstates is not currently signed with a 40 mph minimum speed limit. The purpose of establishing a minimum speed limit is to increase safety by encouraging traffic to travel at similar speeds; mixing high speed traffic with low speed traffic can lead to rear-end crashes or side swipe crashes due to sudden evasive action. The Committee voted unanimously to establish a 40 mph minimum speed limit on both the interstate highways and the segment of US 4 from Fair Haven to Rutland.

Truck Chain Up Areas – this discussion was tabled until next meeting, because AOT Operations has been unable to identify viable chain up areas at the desired locations, and hopes to have locations identified over the next few months.

The meeting was adjourned at 4:00 pm.

Vermont Traffic Committee
Minutes of Meeting Held
December 10, 2010

The Vermont Traffic Committee met on December 10, 2010. Committee Chair David Dill called the meeting to order at 1:00 pm in the 5th floor Transportation Board Room, National Life Building, Montpelier, Vermont.

Attendees:

David Dill, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member
Maj. Walter Goodell, Delegate for Commissioner of Public Safety, Traffic Committee member
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazonni, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations
David Crossley, AOT Traffic Operations

David and Sue Kancir, Bridgewater Grange (via telephone)

Agenda Items Discussed

Mr. Dill called the Kancirs, who explained that they had initiated the request for a speed reduction on VT 100A to the town, who passed it along to the Traffic Committee. Their primary concern is the volume of turning traffic in the vicinity of the intersection of VT 100A and US 4 and various drives and town highways in close proximity thereto. They agreed with the recommendation letter sent to the town by Ms. Gamble prior to the meeting. There was no further discussion, and the Committee approved staff recommendation.

Ms. Gamble gave a brief overview of Agenda items 2-5 and items A and B, and staff recommendation was approved unanimously on each item.

The meeting was adjourned at 1:25 pm.

Vermont Traffic Committee
Minutes of Meeting Held
August 26, 2010

The Vermont Traffic Committee met on August 26, 2010. Committee Chair David Dill called the meeting to order at 1:00 pm in the 5th floor Transportation Board Room, National Life Building, Montpelier, Vermont.

Attendees:

David Dill, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member
Thomas Tremblay, Commissioner of Public Safety, Traffic Committee member
Tom McCormack, Assistant Attorney General, Traffic Committee legal counsel
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazonni, AOT Traffic Operations
Joseph Kelly, AOT Traffic Operations
David Crossley, AOT Traffic Operations

John Nicholls, Woodbury Lake Association

Agenda Items Discussed

Ms. Gamble gave a brief overview of Agenda items 1-5, and staff recommendation was approved unanimously on each item.

Agenda Item 6 (Speed limit reduction, VT 232, Groton/Peacham/Marshfield) was abstained from by Commissioner Ide, who is the moderator for the town of Peacham. Staff recommendation to establish 40 mph zone was approved on a 2-0-1 vote.

Agenda Item 7 (Speed limit request, US 7, Pittsford) – staff recommendation to retain existing speed limit was approved unanimously. Committee also recommends that the town pursue additional enforcement of existing speed limit.

Agenda Items 8 and 9 – staff recommendation was approved unanimously.

Agenda Item 10 – Woodbury VT 14 speed limit reduction request. Ms. Gamble gave brief overview of the engineering study recommending no change to the existing speed limit. Mr. Nicholls explained that the Woodbury Lake Association believes that there is no significant change in character from one end of the lakeside to the other and that the speed limit should be consistent throughout. Committee discussed speed study findings that indicate 85th percentile speeds exceed existing speed limits, and asked Mr. Nicholls whether the town has contracted for enforcement of speeds or has used a speed cart to promote compliance with the speed limit. Mr. Nicholls indicated that the town of Calais contracts enforcement near the beginning of the 40 mph zone which begins at the Woodbury-Calais town line, but that there is rarely if ever enforcement in the town of Woodbury. He also indicated that there is significant granite truck

traffic which routinely exceeds the speed limit. Commissioner Tremblay encouraged Mr. Nicholls to ask the town to coordinate with the town of Calais to increase enforcement , to use speed carts, and to write letters to the granite companies encouraging them to comply with the speed limit. Commissioner Ide made a motion to extend the existing 40 mph speed limit to the northerly end of the lake, near the fishing access. This motion carried on a unanimous vote.

Agenda Items A – D: Ms. Gamble explained that these are certificate adjustments needed because mile points have changed due to roadway reconfigurations since the certificates were first written. No changes to the actual locations of the signs will occur as a result. The Committee approved the changes unanimously.

Agenda Items E-F: Ms. Gamble explained that these certificate adjustments were supposed to be part of the July 29, 2010 meeting which updated limited access highway speed limit certificates, but were not available at that time for signature. The Committee approved the certificates unanimously.

The meeting was adjourned at 1:45 pm.

Vermont Traffic Committee
Minutes of Meeting Held
July 29, 2010

The Vermont Traffic Committee met on July 29, 2010. Committee Chair David Dill called the meeting to order at 1:00 pm in the 5th floor Transportation Board Room, National Life Building, Montpelier, Vermont.

Attendees:

David Dill, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member
Thomas Tremblay, Commissioner of Public Safety, Traffic Committee member
Tom McCormack, Assistant Attorney General, Traffic Committee legal counsel
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazonni, AOT Traffic Operations
Joe Kelly, AOT Traffic Operations

Agenda Items Discussed

The purpose of this meeting was to establish updated certifications for limited access highways. The 2010 session of legislature changed 23 VSA 1003 and 1004 to clarify that the Vermont Traffic Committee has the authority to establish speed limits on all highways under state jurisdiction, including interstate and other limited access highways, on the basis of an engineering and traffic investigation, without going through the rule making process in 3 VSA chapter 25.

The agenda items for this meeting included only existing speed limits which vary from the statutory speed limits of 65 mph on interstate highways and 50 on all other state highways. Requested changes to reduce the speed at locations which are currently posted at the statutory speed limit were not addressed at this meeting.

The new certifications are based on speed studies conducted in the summer of 2008, and reflect the milepoints as the speed limits are currently posted, and supercede previous certifications which do not reflect current conditions in all cases.

One clarification to existing posted speed limits was approved: US 4 eastbound in Fair Haven is not currently posted from the New York state border to the beginning of the 4 lane divided highway. This would imply that this section falls under the statutory speed limit of 50 mph, but there is no speed limit sign in this section. The new certification clarifies the intent of the Traffic Committee to begin the 65 mph speed limit at the beginning of the 4 lane divided portion of the highway.

On US 7 in Bennington, the speed limit certification for the non-limited access highway adjacent to the limited access highway was adjusted so that the end points match the mile points on the adjacent limited access highway certification.

Two non-statutory speed limit limited access highway certifications were not addressed at this meeting and will be addressed at the next Traffic Committee meeting in August. These are I-189 in South Burlington, and VT 279 in Bennington.

Commissioner Ide moved to accept staff recommendation on all items. The motion was seconded by Commissioner Tremblay, and the motion was unanimously approved.

The meeting was adjourned at 1:25 pm.

Vermont Traffic Committee
Minutes of Meeting Held
March 22, 2010

The Vermont Traffic Committee met on March 22, 2010. Committee Chair David Dill called the meeting to order at 1:35 pm in the 5th floor Transportation Board Room, National Life Building, Montpelier, Vermont.

Attendees:

David Dill, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member
Thomas Tremblay, Commissioner of Public Safety, Traffic Committee member
Tom McCormack, Assistant Attorney General, Traffic Committee legal counsel
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazonni, AOT Traffic Operations
Joe Kelly, AOT Traffic Operations
Dave Crossley, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations

W. Michael Hedges, AOT Structures, as private citizen

Agenda Items Discussed

Moretown VT 100 and VT 100B

Ms. Gamble explained that this item was brought to our attention internally during review for the VT 100 sign upgrade project, and also by request from AOT Planner Scott Bascom, and by request of the Town of Moretown which was asked by the Maynards who live just north of the VT 100/VT 100B intersection to forward this request to the Committee. The intersection is currently posted at 40 mph on 2 of the 3 approaches. The recommendation is to extend the existing 40 mph zone such that all three approaches are 40 mph. Mr. Hedges opposed the change on the grounds that there are many intersections and curves within the state which are advised at lower speeds than the posted speed and that changing the legal speed limit is not necessarily appropriate. Ms. Gamble agreed with the general principle of Mr. Hedges concerns, but stated that in this situation, the proposed 40 mph zone is part of a larger zone and not established only for the intersection. The Traffic Committee voted to accept staff recommendation.

Other Agenda Items:

Ms. Gamble gave a brief explanation of each remaining agenda item. Staff recommendations were approved for all items.

Other Discussion:

The proposed statute changes regarding setting speed limits on limited access highways appears to be making its way successfully through the House and Senate Transportation committees. The changes will take effect upon passage, at which point the Traffic Committee needs to be ready to enact speed limits on the 55 mph interstate speed zones which are currently subject of an emergency rule which expires 5/13/10.

The minutes for the 12/8/09 meeting were approved as written.

Vermont Traffic Committee
Minutes of Meeting Held
December 8, 2009

The Vermont Traffic Committee met on December 8, 2009. Committee Chair David Dill called the meeting to order at 1:05 pm in the 5th floor Transportation Board Room, National Life Building, Montpelier, Vermont.

Attendees:

David Dill, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member
John Filipek, designee for Commissioner of Public Safety, Traffic Committee member
Tom McCormack, Assistant Attorney General, Traffic Committee legal counsel
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazonni, AOT Traffic Operations
Joe Kelly, AOT Traffic Operations
Dave Crossley, AOT Traffic Operations
Aimee Pope, AOT Safe Routes to School Coordinator
Susan Clark, AOT Planning Coordinator

Mary Lou Wells, grandparent, Twinfield Union School
Emily Davis, student, Twinfield Union School
Hannah Newton, student, Twinfield Union School
Caleb Kennison, student, Twinfield Union School
Elizabeth Newton, student, Twinfield Union School

Pat Hazouri, resident, Worcester
Bill Haines, Select Board member, Worcester
Roger Hill, Select Board member, Worcester

Peter Webster, Town Manager, Norwich
Douglas Robinson, Police Chief, Norwich
Margaret Cheney, State Representative, Norwich
Dennis McCullough, resident, Norwich
Pamela McCullough, resident, Norwich
Lee Michaelides, resident, Norwich
Evelyn Marcus, resident, Norwich

Agenda Items Discussed

Marshfield US 2 (Twinfield Union School)

Twinfield students read their letter dated October 30, 2009 to the Committee. Ms. Gamble reviewed the MUTCD guidelines for school zones, and explained that Danville High School was not comparable because it has school crosswalks. Crash history and the nature of the crashes was discussed. Proximity of the school to US 2 and whether the school could be considered

adjacent to the highway was discussed. The Committee voted to retain the existing speed limit, and to encourage the town to enforce the speed limit and the no-passing zone.

Norwich US 5

Ms. Gamble reviewed the history of this request to un-do the 11/14/08 speed limit changes, and reviewed the results of the follow-up studies showing that the 85th percentile speed (36 mph) had not changed following the raising of the speed limit from 25 mph to 35 mph. Residents gave some of the 20 year history behind the 25 mph zone, and expressed their desire to make the road safer for pedestrians. Chief Robinson stated that he does enforce the speed limit, primarily through presence, and that a speed cart is used to promote compliance. The town manager pointed out that for trucks that are not legal on the interstate, US 5 is a primary alternate route. The Traffic Committee voted to rescind its 11/14/08 decision and to re-instate the previous 25 mph limit and extend it 0.2 miles as previously requested by the town. The Committee asked to revisit this decision in one year.

Worcester VT 12

Mr. Haines and Ms. Hazouri testified that the 40 mph zone which was shortened by the Committee's 9/3/09 decision is very important to safety on the northern side of the village where the intersection of Mill Road has very limited sight distance and there is a sharp curve currently advised at 30 mph. Mr. Haines presented results of a speed count conducted by the CVRPC which collaborates Traffic Operations findings, that the 85th percentile speeds are in the 48-50 mph range in the posted 40 mph segment. Ms. Gamble presented photos of the recently installed warning signs which had been part of the 9/3/09 decision. The Traffic Committee voted to implement the speed limit changes approved in the 9/3/09 decision on the south end of the village and through the village, but to rescind its decision to shorten the 40 mph zone on the north end of the village.

U-Turn Policy Discussion

In light of information that the 9/3/09 decision to delegate authority to authorize use of U-Turns to the Director of PDD and the Construction Engineer did not take into account the similar needs of the Operations division, the Traffic Committee voted to delegate this authority to the Director of Operations and District Transportation Administrators as well.

Interstate Speed Limits

In light of questions about the status of the 55 mph zones on the interstates and lower speed limits on other limited access highways, the Traffic Committee discussed options to bring the speed limit certification into compliance.

Background: Interstate speed limits have been changed over the years by a variety of legislative and federal government actions. In 1987 Act 21 of the state legislature raised the speed limit on all limited access highways to 65 mph "to the extent allowed by federal law". At that time, federal law required that certain urban areas be posted at 55 mph. In 1995 the federal requirement was rescinded, but not all of the urban speed limits were then re-posted at 65 mph per the 1987 legislation. Federal law addressed only interstate highways.

Traffic Committee has the authority to change the speed limits on limited access highways through rulemaking, per 23 VSA 1004, but has not done so to date.

AAG McCormack laid out several options which could be mixed and matched, including do nothing, go forward with APA rulemaking, change the existing signs to 65 mph, establish an emergency rule (good for 120 days), ask legislature to give the Traffic Committee authority to change speed limits by the same process as other state highways, or ask legislature to enact legislation setting the speed limits.

The Traffic Committee asked AAG McCormack to put together draft documentation for an emergency rule. Legislation has already been drafted to change the TC authority to set speed limits, which will be introduced by AOT.

Other Agenda Items:

Ms. Gamble gave a brief explanation of each remaining agenda item. Staff recommendations were approved for all items.

The minutes for the 9/3/09 meeting were approved as written.

Vermont Traffic Committee
Minutes of Meeting Held
September 3, 2009

The Vermont Traffic Committee met on September 3, 2009. Committee Chairperson David Dill called the meeting to order at 1:00 pm in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

Attendees:

David Dill, Secretary of Transportation, Traffic Committee Chair
Robert Ide, Commissioner of Motor Vehicles, Traffic Committee member
John Filipek, designee for Commissioner of Public Safety, Traffic Committee member
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazonni, AOT Traffic Operations
Joe Kelly, AOT Traffic Operations
Wayne Davis, AOT LTF

Mike Welch, Town Manager, St Johnsbury
James Rust, Selectboard, St Johnsbury
William Haines, Selectboard, Worcester
Mrs. Haines, citizen, Worcester
Steve Schlipf, citizen, Georgia
Andy Legg, Town Engineer, Milton (by telephone)
Tom Page and others, BMUS School Board, Newbury (by telephone)

Minutes:

Agenda Items Discussed:

Georgia, VT 104A, Speed limit reduction request

Mr. Schlipf testified that a new trucking terminal near the narrow bridge was his major concern, and submitted photos showing trucks travelling on the bridge crossing over centerline. He also questioned whether there is adequate corner sight distance at the town highway intersection leading to the new truck terminal. The Committee ordered AOT to investigate warning signs for trucks entering and for the narrow bridge, but voted to retain the existing speed limit per staff recommendation.

Newbury, US 302, School Speed limit for BMUS

BMUS school board members testified that the engineering report did not include a more recent serious crash in which a student pulled out of the school driveway into the path of an oncoming truck and was seriously injured. Commissioner Ide felt that a reduced speed limit was justified despite the very short distance allowed under MUTCD, while Major Filipek felt that such a short speed limit would not be enforceable. Staff recommendation was no change. The Committee voted to establish a 40 mph school speed limit "when flashing."

St. Johnsbury, US 2, Park and Ride truck parking prohibition

Mr. Welch testified that the park and ride is located below a densely populated residential area, and that residents have complained about trucks running engines and refrigerator units overnight. Mr. Davis testified that AOT plans to expand the park and ride and that local approval hinges on managing noise. He also testified that use of the park and ride by trucks hinders the primary use of the lot by commuters. The Committee discussed whether the prohibition should be for tractor trailer trucks or all commercial vehicles, and voted to prohibit both tractor trailer and commercial single unit trucks. Wording of the certificate is pending review by legal counsel.

St Johnsbury US 2 speed reduction (East St Johnsbury village)

Mr. Welch testified that that the town concurs with staff recommendation. The Committee voted to change the speed limits as recommended.

Milton, US 7, Speed limit reduction

Mr. Legg presented an alternate recommendation of extending the existing 40 mph zone to a point 500 feet beyond Edgewater Terrace. Staff recommendation was to raise the 40 mph zone to 45 mph and extend the 45 mph zone to Edgewater Terrace. The Committee voted to accept the town's recommendation, and instructed AOT to study the area again after the Lake Road intersection reconstruction project is complete (currently scheduled for 2011.)

Worcester, VT 12, speed limit reduction

The Committee reviewed the town's follow-up letter to the engineering study. Mr. and Mrs. Haines testified that speeds in the village area are the primary concern and that shortening the speed zones on the south side of the village as recommended is acceptable. They testified that speeds on the north side of the village in the sharp curve by the farm is also of concern. The Committee noted that the curve is already posted with an advisory speed of 30 mph. The Committee voted to approve the speed limit transition points per staff recommendation, but to reduce the speed limit in the village from 35 to 30 mph. The Committee also directed AOT to follow up on the town's request for fire station warning signs.

Springfield US 5 Park and Ride truck parking prohibition

As with the St Johnsbury Park and Ride, the Committee voted to prohibit trucks, pending review by legal counsel for appropriate wording of the certificate.

Lyndon US 5 Speed limit reduction

Chairman Dill abstained from this vote because he is a resident of Lyndon. The Committee voted to retain the existing speed limit per staff recommendation.

Williston, VT 2A and US 2 Speed Limit reduction

The Committee discussed the town's follow-up letter to the engineering study which largely agreed with staff recommendations. The Committee voted to accept staff recommendations.

U-Turn Policy discussion

The Committee reviewed Construction Engineer Hoyne's memo and voted to accept his recommendation that signatory authority for Use of U-Turns by AOT staff, consultants and contractors be delegated to both the Construction Engineer and the Director of Project Development.

Marshfield US 2, Twinfield Union School presentation

This presentation was deferred to the next Traffic Committee meeting.

All Other Agenda Items:

Staff recommendations were approved by the Committee on all other Agenda items.

Vermont Traffic Committee
Minutes of Meeting Held
November 14, 2008

The Vermont Traffic Committee met on November 14, 2008. Committee Chairperson David Dill called the meeting to order at 1:05 pm in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

Attendees:

David Dill, Deputy Secretary of Transportation, Traffic Committee Chair
Bonnie Rutledge, Commissioner of Motor Vehicles, Traffic Committee member
Tom Tremblay, Commissioner of Public Safety, Traffic Committee member
Tom McCormick, Asst. Attorney General, Traffic Committee Legal Counsel
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Tyler Guazonni, AOT Traffic Operations
David Crossley, AOT Traffic Operations
Joe Kelly, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations
Jon Kaplan, AOT Bicycle/Pedestrian Project Manager

Steve Gladzuk, Transportation Planner, CVRPC
Margaret Loftus, Citizen, East Montpelier
Ann Day, Citizen, Norwich (by telephone)
Doug Roberts, Chief of Police, Norwich (by telephone)

Minutes:

East Montpelier/Marshfield/Plainfield, VT 214

The town of East Montpelier requested a reduction in speed on their portion of VT 214 from 50 mph to 35 mph. Traffic Operations conducted an engineering study for the whole length of VT 214, including the very short section in Marshfield, and the portion in Plainfield currently posted at 35 mph. The staff recommendation was to post all of VT 214 at 40 mph. The Committee received written responses from the Town of Plainfield, the Plainfield Area Community Association, Goddard College, and a former constable, all requesting that the 35 mph zone in Plainfield be retained. Mr. Gladzuk also advocated for retaining the 35 mph zone, citing conversations with Goddard College that there are several on campus sessions per year with approximately 200 students in residence during those times, and noting that there are multiple school bus stops. Ms. Loftus stated her appreciation that the speed limit was recommended to be reduced but thinks that it would make more sense to post the entire road at the same speed limit, so if the 35 mph zone were retained in Plainfield then the East Montpelier section should be posted correspondingly. She also requested that a follow-up speed limit sign be posted in East Montpelier, not just at the transition point. The Committee voted unanimously to retain the 35 mph speed limit in Plainfield, and reduce the speed limit in Marshfield and East Montpelier to 40 mph.

Norwich US 5 (Church St)

The town requested an extension of the existing 25 mph speed limit northerly (westerly) to the point at which the shoulders widen near the interstate overpass. Traffic Operations conducted an engineering study and recommended that the 25 mph zone be shortened to a point 200 feet north of Carpenter St, and that a 35 mph zone be established from the new transition point to the point requested by the town. The Traffic Committee called Ms. Day and Chief Roberts for their input. Both cited the Safe Routes to School efforts currently underway in the town, along with use by pedestrians and cyclists from Dartmouth College, and advocated for the extension of the 25 mph zone. Mr. Kaplan noted that the SRTS proposal is to build a sidewalk along US 5 from the school to Carpenter St and that the staff proposed transition point made sense to him. Chief Day stated that his officers do regular enforcement activity in this section, that the town owns and deploys a speed feedback cart on a regular basis, and that if the speed limit was reduced that he was prepared to enforce it. The Traffic Committee voted unanimously to approve staff recommendation, and noted that the town could request that the committee revisit this after the SRTS project has been completed.

Norwich State Highway (River Road)

The town of Norwich requested that the speed limit be reduced from 40 mph to 30 mph for the entire length of Norwich State Highway. Ms. Gamble reviewed the traffic engineering study and staff recommendation to retain the 40 mph speed limit for the southern half of the road and reduce the speed limit to 35 mph for the remainder. There was no other discussion. The Committee voted unanimously to accept staff recommendations.

Bennington VT 67A

The town of Bennington requested that the speed limit be raised from 30 mph on a portion of VT 67A. Ms. Gamble reviewed the traffic engineering study and staff recommendation to eliminate the 30 mph zone by extending the existing 40 mph zone to the North Bennington village limits and establishing a 35 mph zone within the village to match the Class 1 village speed limit. There was no other discussion. The Committee voted unanimously to accept staff recommendations.

Manchester VT 30

The town of Manchester requested that the state highway portion of VT 30 be reviewed to see if the speed limit should be reduced. Ms. Gamble reviewed the traffic engineering study and staff recommendation that the speed limits be retained. There was no other discussion. The Committee voted unanimously to accept staff recommendations.

Berlin US 302

Ms. Gamble explained that two existing certificates were obsolete. The Committee voted unanimously to repeal these certificates.

Manchester VT 11

Ms. Gamble explained that the town of Manchester took over a portion of VT 11 as Class 1 Town Highway, and that the certificate needed to be revised to reflect the new state highway limits. The Committee voted unanimously to accept the certificate revision.

Weathersfield VT 106

Ms. Gamble explained that the town of Weathersfield closed the school for which there was a school speed limit, which therefore needed to be repealed. The Committee voted unanimously to repeal the school speed limit.

Other business:

The Committee accepted the minutes from the July 21, 2008 meeting.

The Committee requested that AAG McCormick draft legislation to enable the Committee to enact variable speed limits, as discussed at the July 21, 2008 meeting.

The Committee requested that Ms. Gamble prepare to hold a public meeting on limited access highway speed limits as part of the rulemaking process, in conjunction with the next Traffic Committee meeting.

The Committee asked for follow-up information regarding VT 78 in Swanton. Ms. Gamble reported that she has not received the enforcement data the Committee requested from the town at the July 21, 2008 meeting. Traffic Operations did conduct a pedestrian study on a recent warm day and observed only one student crossing VT 78 to the school and no pedestrians walking along VT 78. Traffic Operations also conducted a speed study but this was influenced by a nearby work zone. At that time, the town also had a speed feedback cart in place, and in the opposite direction, a Portable Changeable Message Sign (PCMS) with the messages "Reduce Speed" and "Please obey posted speed limit". The 85th percentile speed was measured at 41 mph in the 35 mph zone.

Vermont Traffic Committee
Minutes of Meeting Held
July 21, 2008

The Vermont Traffic Committee met on July 21, 2008. Committee Chairperson David Dill called the meeting to order at 1:10 pm in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

Attendees:

David Dill, Deputy Secretary of Transportation, Traffic Committee Chair
Howard Deal, Deputy Commissioner of Motor Vehicles, Traffic Committee member
Tom Tremblay, Commissioner of Public Safety, Traffic Committee member
Tom McCormick, Asst. Attorney General, Traffic Committee Legal Counsel
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Nancy Avery, AOT Traffic Operations
David Crossley, AOT Traffic Operations
Joe Kelly, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations
Jon Kaplan, AOT Safe Routes to School Coordinator
Susan Clark, AOT Planning Coordinator
Dick Hosking, AOT Rail Project Manager
Scott Rogers, AOT Deputy Director, Operations
Jake Elovirta, DMV Commercial Motor Vehicles Enforcement

Michael J. Brown, Selectboard Chair, Thetford
Dick Thompson, Town Administrator, Swanton
Harold Garrett, Selectboard Chair, Swanton
Floyd Nease, State Representative, Johnson

Minutes:

Swanton VT 78: The meeting started with a discussion of the conditionally approved speed reduction for VT 78, from 40 mph to 35 mph. At its October 23, 2007 meeting, the Committee approved the speed reduction on a 6 month trial basis because the engineering study did not support the reduction but the town wanted the opportunity to show that with increased enforcement and public education they could bring the 85th percentile speeds into compliance with the desired speed. The signs were installed in January 2008. Follow-up speed studies were conducted in June 2008, which showed little or no change to the 85th percentile speed. Mr. Thompson and Mr. Garrett testified that the town did contract for additional speed enforcement and that numerous citations have been written. Commissioner Tremblay suggested that the town try using speed carts to further increase driver awareness of speeding. A school speed zone was discussed, but this option would result in a speed zone too short to have the desired safety effect for pedestrians walking on the west side of the interstate ramps.

The Committee voted to allow the town to try for another 6 months to reduce speeds through enforcement and education, and requested that the town provide the Committee with documentation of its efforts at a future meeting.

Thetford VT 113 and 244: Mr. Brown testified that on VT 113, the town's primary concern is a sharp curve with a hidden drive, rather than the entire section for which the speed reduction was requested. The Committee voted to retain the existing speed limit and directed the AOT Traffic Operations section to review signage for the curve and install upgrades, such as fluorescent yellow signs and advisory speed plaques if warranted. On VT 244, the Committee voted to retain the existing speed limit because there is adequate warning of the summer activity and a speed limit reduction is not supported by the engineering study.

Johnson VT 15: Representative Nease testified in support of reducing the speed limit in the vicinity of the quarry operation due to slow moving trucks entering and exiting on both sides of the road. No crashes have been reported in the study area since warning signs were upgraded in May 2007, but there is still a perception that this is an unsafe area. The Committee voted to reduce the speed limit to 40 mph for a length of approximately 0.3 miles, with the exact termination point to be determined by AOT Traffic Operations after field review.

Arlington Laver Rd: This crossing has been signed as a stop controlled crossing for many years without benefit of a legal determination by the Committee as described in 23 VSA 1006. The Committee voted to officially designate this as a stop controlled crossing.

Ferrisburgh US 7: This no parking zone was rendered legally redundant by recent construction of curb extensions preventing the parking of vehicles on the shoulder of US 7. Two options were discussed for this no parking zone, to repeal the existing No Parking zone and replace it with regulatory signs stating "No Parking on Traveled Lane", or to extend the no parking zone to include the entire length of the recently constructed curb extensions. The Committee voted to extend the no parking zone, because the no parking signs may be more effective at preventing illegal parking than the NPOTL signs.

Other Items: After discussions, all other items were passed as per staff recommendation.

Discussion Item A, Variable Speed Limits. Mr. Rogers and Capt. Elovirta took part in a discussion of implementing legally enforceable variable speed limits. This is a concept that could be technically feasible after fiber-optic cables are complete along the interstate corridors. Variable speed limits would allow the speed limit to be reduced for inclement weather or other emergencies. The Committee voiced its support of the concept and requested that Ms. Gamble and Mr. McCormick draft language for inclusion in the next Transportation Bill to give the Committee the explicit authority to implement variable speed limits. 23 VSA 1006a(b) already gives the Committee authority to establish temporary speed limits for construction and maintenance activities, however, variable speed limits might be outside the legislative intent.

Vermont Traffic Committee
Minutes of Meeting Held
April 14, 2008

The Vermont Traffic Committee met on April 14, 2008. Committee Chairperson Neale Lunderville called the meeting to order at 1:10 pm in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

Attendees:

Neale Lunderville, Secretary of Transportation, Traffic Committee Chair
Bonnie Rutledge, Commissioner of Motor Vehicles, Traffic Committee member
Tom Tremblay, Commissioner of Public Safety, Traffic Committee member
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Nancy Avery, AOT Traffic Operations
David Crossley, AOT Traffic Operations
Joe Kelly, AOT Traffic Operations
Marcos Miller, AOT Traffic Operations
Jon Kaplan, AOT Safe Routes to School Coordinator
Amy Bell, AOT Northwest Planning Coordinator

Samuel Hudson, Hudson Forestry, Fairfax
Don Collins, State Senator, Fairfax
Bob Horr, Fairfax Selectboard
Colleen Steen, Northwest Regional Planning Commission, Fairfax
Carolyn Branegan, State Representative, Fairfax
Gary Gilbert, State Representative, Fairfax
Bethany Remmers, Northwest Regional Planning Commission, Fairfax
John Mitchell, Fairfax

Kirstin Reilly, Warren Selectboard

Minutes:

Fairfax, VT 104: The meeting started with an overview of the Fairfax VT 104 speed limit reduction request. Visidata was reviewed with commentary from Mr. Horr and Ms. Gamble. Fairfax attendees each spoke about their concerns, primarily to do with pedestrian safety along VT 104 due to limited shoulders and lack of adequate sidewalks. Fairfax is working on a Safe Routes to School initiative. They have applied for grants for sidewalk improvements and set aside funds each year in their town budget for sidewalk improvements, however, they do not currently have the resources to provide continuous sidewalks along VT 104. They also do not maintain the sidewalks they do have in the winter. The other primary concern is the lack of sight distance at several town highway intersections, including the three town highways that are used to access the school.

Commissioner Rutledge moved to lower the 35 mph speed limit to 30 mph. The motion passed unanimously.

Warren, VT 100: The committee discussion began with a Visidata review of the requested reduced speed zone, with commentary from Ms. Reilly and Ms. Gamble. Discussion centered around northern intersection of VT 100/Main Street, a High Crash Location. There is a potential project to reconfigure this from a “Y” to a “T”, which may cause more vehicles to slow down to make turns, and sight distance is somewhat limited southbound. There has already been a sign improvement project in this area to try to improve safety. Other concerns are growth on other town highways intersecting with VT 100 along this section, and use of the highway shoulders by pedestrians. There is a fairly long stretch with no intersecting roads within the request limits. The committee decided that no changes are needed at this time but that the speed limit issue could be revisited if/when the reconfiguration occurs or other conditions change.

Commissioner Rutledge moved to retain the existing 50 mph speed limit. The motion passed unanimously.

U-Turn permit for “Need a Hand Roadside Emergency Assistance” company. This company is based in Williston and is called to assist motorists on I-89. They have been stopped by state police questioning their authority to use the U-Turns. According to the Traffic Committee regulations on Limited Access highways, “repair and towing vehicles” are authorized.

Commissioner Rutledge moved to have Ms. Gamble write a letter confirming the company’s authority to use the U-Turns when dispatched to assist on the interstate. The motion passed unanimously.

Limited Access Speed Limits: Ms. Gamble updated the committee on efforts to collect speed data for limited access highways, in preparation for rule-making.

Road Closure Notices: The memorandum of agreement between the Vermont State Police and the Agency of Transportation requires that emergency road closures be reported to the Traffic Committee. Ms. Gamble has been receiving and saving e-mails. The Traffic Committee indicated that there is not a need to keep a permanent record of these.

All other items: After discussion, Commissioner Rutledge moved to accept staff recommendations for Jericho VT 15, Readsboro VT 100, Sheffield VT 122, Poultney VT 30, Wells VT 30, and Bethel VT 107. The motion passed unanimously.

Vermont Traffic Committee
Minutes of Meeting Held
October 23, 2007

The Vermont Traffic Committee met on October 23, 2007. Committee Chairperson Neale Lunderville called the meeting to order at 1:00 pm in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

Attendees:

Neale Lunderville, Secretary of Transportation, Traffic Committee Chair
Bonnie Rutledge, Commissioner of Motor Vehicles, Traffic Committee member
Kerry Sleeper, Commissioner of Public Safety, Traffic Committee member
Amy Gamble, Traffic Operations Engineer, Traffic Committee Coordinator

Nancy Avery, AOT Traffic Operations
David Crossley, AOT Traffic Operations
Joe Kelly, AOT Traffic Operations
Steve Sherrill, AOT Traffic Operations
Rob Hall, AOT Utilities and Permitting

John Elwell, Enosburg Village Manager (by phone)
Charles "Chip" Castle, Barre Town Selectboard Chair
Bill Botzow, State Representative, Pownal
Richard Cummings, Swanton
Daniel Billado, Swanton Selectboard Vice-Chair
Dick Thompson, Swanton Town Administrator
Roger Dickinson, Lamoureux and Dickinson, St Albans

Minutes:

Commissioner Rutledge moved to accept the minutes from the June 26, 2007 meeting. Motion passed unanimously.

Enosburg VT 105: Secretary Lunderville called John Elwell to participate by speaker phone. There have been several site visits and meetings between AOT personnel and Enosburg to address safety concerns following a fatality. Discussion around establishing 30 mph zone on state approach to village, and trying to get village concurrence to match 30 mph zone in the village section except for downtown 25 mph. Mr. Elwell thought it possible but not likely that the village would raise their speed limit. Given this, the recommended 30 mph speed limit zone was deemed unenforceably short, so the suggestion was made to lengthen the proposed 30 mph zone by 1000 feet. Commissioner Sleeper emphasized that enforcement was a key component to achieving compliance and thereby improving safety.

Commissioner Rutledge moved to adjust staff recommendation by extending proposed 30 mph zone 1000 feet, and to shorten 40 mph zone as recommended by staff. Motion passed unanimously.

³⁴⁶
Pownal VT 133: Ms. Gamble provided an overview and reviewed Visidata. Representative Botzow provided a letter in support of lowering the speed limit and discussed town concerns with pedestrian safety in a residential area and on the approaches to the at-grade rail crossing. Enforcement was discussed, and Rep. Botzow said there is coverage by a constable.

Commissioner Rutledge moved to establish a 40 mph zone to a point beyond the rail crossing. The motion passed unanimously.

St. Albans VT 36: Ms. Gamble provided an overview. There was no discussion. Commissioner Rutledge moved to accept staff recommendation. Motion passed unanimously.

St. Albans VT 104: After overview by Ms. Gamble, Mr. Dickinson spoke in favor of staff recommendation. Commissioner Rutledge moved to accept staff recommendation. Motion passed unanimously.

Swanton VT 78: Ms. Gamble provided an overview and reviewed Visidata. There has been a signal project, and a safety improvement project at the I-89 interchange in the past year. Mr. Thompson discussed town concerns with pedestrians (middle/high school students) walking along VT 78. Enforcement was discussed, and town agreed to step up enforcement if speed limit reduced.

Commissioner Rutledge moved to lower speed limit to 35 mph, and ask Traffic Operations to conduct revised engineering study at 6 months. If enforcement has not been effective, speed limit may be raised back to 40 mph. Motion passed unanimously.

Barre Town US 302: Ms. Gamble provided an overview. This request is to reduce the approach speeds to 40 mph on either side of the proposed roundabout at the intersection VT 110. Mr. Castle spoke on behalf of the town requesting a longer speed zone at 35 mph, due to topography and high truck traffic.

Commissioner Rutledge moved to accept staff recommendation to establish 40 mph zone 2/10's of a mile on each side of the intersection, to be effective when the roundabout is built, and to ask Traffic Operations to conduct a follow-up study after construction is complete. The motion passed unanimously.

Other items: Commissioner Rutledge moved to accept staff recommendation for Newbury US 5, Alburg VT 78, and Swanton VT 78 (Missisquoi Bridge). Motion passed unanimously.

The meeting was adjourned at 2:57 pm.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
June 26, 2007**

The Vermont Traffic Committee met on June 26, 2007. Committee Chairperson, Neale Lunderville called the meeting to order at 1:00 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Neale Lunderville	Deputy Secretary of Transportation, Acting Chair
Bonnie Rutledge	Commissioner of Motor Vehicles
William Sheets	Designee for Commissioner of Public Safety
Tom McCormick	VTrans, Assistant Attorney General's Office
Amy Gamble	VTrans, Traffic Systems Engineer
Steve Sherrill	VTrans, Traffic Investigations Supervisor
Joseph Kelly	VTrans, Traffic Operations Regional Investigator
Marcos Miller	VTrans, Traffic Operations Regional Investigator
Thomas Clark	VTrans, Traffic Operations Temp.
Kevin Marshia	VTrans, Roadway, Traffic and Safety
Leni Jorschick	Town Commissioner, Town of Westford
Caroline Brown	Town Commissioner, Town of Westford
Gary L. Estus	Highway Department, Town of Westford
Alma Roystan	Town of Newbury, Select board Chair
Robin Barone	Town of Newbury, Village Trustees Chair
Patricia Smith	Town of Newbury, Clerk
Alec Tuscany	Town of Waterbury, Public Works Director

The chair called the meeting to order at 1:00 PM

Committee Member Sheets made a motion to accept the minutes from the January 8, 2007 Traffic Committee Meeting. Commissioner Rutledge seconded the motion.

With Westford represented by Leni Jorschick, Caroline Brown, and Gary Estus the Committee chair moved to item # 12 on the agenda, a request for a parking ban along the side of VT 128. Amy Gamble gave the recommendation to establish a No Parking zone along the north side of VT 128 from mile point 3.90± to mile point 3.84±. Commissioner Rutledge moved to accept the staff recommendation. Designee-member Major Sheets seconded and the motion was passed unanimously.

With representatives from Newbury in attendance, the chair moved to item # 5 on the agenda, a speed limit reduction request for US 5, in the town of Newbury. Amy gave an overview of the request, the speed study findings, and sign upgrade actions. The Committee viewed subject section of US 5 on Visi-data. Robin Barone, Chair of Newbury Village Trustees, discussed school crosswalk proposals, and explained that

school children are in town and safety issues with trucks backing into, and parking along US 5. Ms. Barone addressed that while trying to retain the rural village character, a 35 mph speed limit is to fast, mentioning the area is only enforced by State Police when they are available. Alma Roystan, select board chair, spoke on the traffic volumes on Chapel Street, and poor visibility for northbound drivers. Ms. Barone compared the situation to speed limits in Bradford, which are non-compliant. Discussion of implementing a 40-30-40 limit, Ms. Barone didn't concur with raising some sections to 40 to get 30 through the village. She proposed 40-35-25-35-40, Amy pointed out this will lose its effect on drivers, or "litter on a stick." Ms. Presented letters of support from residents and business owners. Commissioner Rutledge moved to establish 30 in place of 35 mph, Chairperson Lunderville amended to propose that the 30 include Montebello. Commissioner Rutledge moved to direct Traffic Operations to develop a 30 within the school zone and develop another recommendation for the community, notify the town first and then draft a certificate. Major Sheets seconded the motion and Chair Lunderville accepted.

The committee moved to item #8 on the agenda, a no parking zone extension request for VT 100 in Waitsfield. Secretary Lunderville contacted Nancy, a representative of the Ambulance service facility. Amy proposed the staff recommendation to extend the No Parking Zone along VT 100 from mile points 3.85± to 3.98±. Nancy concurred with the proposal for safety reasons. Commissioner Rutledge moved to accept the recommendation. Major Sheets seconded the motion and Chair Lunderville accepted.

Items #9 & 10, requests from town of Waterbury to extend existing 35 mph and 40 mph speed limits and retain the No Passing zone in 40 area. Alec Tuscany, representing Waterbury, spoke in favor of the request. Amy discussed the staff recommendation to reduce the 40 zone to 35 mph between mile points 3.43± and 3.82±, and extend the 40 mph south from m.p. 3.43± to m.p. 2.56±. Staff recommended repealing the passing restriction in the 40 zone. Commissioner Rutledge moved to accept the speed limit change. Major Sheets seconded the motion and Chair Lunderville accepted. Commissioner Rutledge moved to retain passing restriction, Major Sheets seconded and Chair Lunderville accepted

Item # 1, speed limit request for VT 14 in Hardwick. Amy proposed staff recommendation not to change the speed limit stating that speed studies do not support a reduction from 40 mph.

Item #3, speed limit request for US-2 in Middlesex. Amy proposed staff recommendation to establish a 40 mph zone from m.p. 0.69 to m.p. 1.01, encompassing I-89 access and park and ride drive.

Item #6, school speed limit request for VT 100 in Stamford. Amy proposed recommendation to convert existing school zone speed limit from time-based to "When Flashing."

Item # 11, speed limit request for VT 106 in Weathersfield. Amy proposed recommendation to extend 40 mph zone southerly to m.p. 0.93.

Commissioner Rutledge moved to accept the recommendation of staff on items # 1, 3, 6, 11. Major Sheets seconded and Chair Lunderville accepted. There was no discussion on these topics.

Item #13, school speed limit for US 4 in Woodstock. Amy proposed recommendation that no change take place, she noted that a speed reduction is not supported by the engineering study, and the area contains a turn lane for traffic and little pedestrian traffic. Commissioner Rutledge moved to accept the recommendation, Major Sheets seconded and Chair Lunderville accepted.

Items # 2, 4, & 7, speed limit requests for VT 133 in Ira, Middletown Springs, and Tinmouth. Amy gave staff recommendation of extending the existing the 40 mph zone north to Tinmouth town line, through to Route 140 intersection in Tinmouth m.p. 2.29±. Ira; retain existing 40 speed limit from Clarendon town line m.p. 4.78± south to m.p. 2.65± and 50 mph limit to Tinmouth. The committee discussed the history and character of this area of road. Commissioner Rutledge moved to accept all three recommendations, Major Sheets seconded and Chair Lunderville accepted.

Item A, repeal of parking restriction on VT 78 in Swanton. Amy gave recommendation to repeal the restriction due to signal reconstruction which precludes parking. Commissioner Rutledge moved to accept the recommendation, Major Sheets seconded and Chair Lunderville accepted.

Item B, temporary parking restriction along VT 106, Springfield. Chair Lunderville and the other Committee members did not want to get involved with local town events, but felt that the District Transportation Administrators should continue to issue permits for this safety concern on an event by event bases.

Item C, interstate closure to trucks during severe storms, Chair Lunderville suggested that this type of closure was instituted during the Valentine's Day blizzard, by a Traffic Committee vote over the phone. Chair Lunderville and Commissioner Sleeper convened and voted to close the highway in a combine effort.

Certificates were circulated for member's signatures and Commissioner Rutledge moved for adjournment. Seconded and accepted, the meeting was adjourned at approximately 2:30 PM.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
January 8, 2007**

The Vermont Traffic Committee met on January 8, 2007. Committee Chairperson Designee, David Dill called the meeting to order at 1:00 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

David Dill	Deputy Secretary of Transportation, Acting Chair
Bonnie Rutledge	Commissioner of Motor Vehicles
William Sheets	Designee for Commissioner of Public Safety
Tom McCormick	VTrans, Assistant Attorney General's Office
Amy Gamble	VTrans, Traffic Systems Engineer
Nancy Avery	VTrans, Traffic Operations Regional Investigator
Steve Sherrill	VTrans, Traffic Investigations Supervisor
Joseph Kelly	VTrans, Traffic Operations Regional Investigator
Robert Bast	Chair, Hinesburg Selectboard
Darlene Butler	Town of Hubbardton
Gregg Rickert	Town of Hubbardton

The chair called the meeting to order at 1:02 PM

Committee Member Sheets made a motion to accept the minutes from the July 24, 2006 Traffic Committee Meeting. Acting Chair Dill seconded the motion. Discussion: Chair Dill suggested Lynda Snyder, who attended on behalf of the Commissioner of Motor Vehicles, review the minutes. He also pointed out that he used the word "resolved", not "adopted" in the discussion of Rest Area advertising. The minutes were revised to reflect the correction. Chairperson Dill accepted.

With Hinesburg represented by Selectboard Chair Rob Bast, the chair moved to item # 7 on the agenda, a speed limit reduction request for VT 116, from the town of Hinesburg. Amy Gamble gave an overview of the current conditions and summarized the 50-40-30-40-50 speed limit progression. Rob Bast, addressing the proposed northern limit of the 30 mph zone, pointed out that there is a high volume of turning movements at Riggs Road, the access to the NRG Systems facility. The committee viewed the subject section of VT 116 on VTrans Visi-data. Mr. Bast advocated for extension of the proposed 30 mph zone northerly to encompass the Commerce Street intersection. Member Sheets concurred with the proposed revision, indicating it was "doable". Commissioner Rutledge moved to accept the staff recommendation, incorporating the adjustment proposed by Mr. Bast. Designee-member Major Sheets seconded and the motion was passed unanimously.

With representatives from Hubbardton in attendance, the chair moved to item # 8 on the agenda, a speed limit reduction request for VT 30, in the town of Hubbardton. Amy gave an overview of the request and the study findings. She pointed to the speed studies, which support the recommendation to retain the existing 50 mph limit. Gregg Rickert spoke in favor of a lower speed limit. He informed the committee that there are 2 campgrounds on VT 30, generating traffic and pedestrian activity. And there have been lots of run-off-the-road crashes. He did not think the Agency's accident data was accurate. Darlene Butler added that the highway has a high volume of seasonal use in the summer. She also reported that the town plans to hire the Sheriff's department for 8 hours a week of speed enforcement. Amy reiterated that the speed studies do not support a reduction in the speed limit and more vigorous enforcement is required. Major Sheets indicated he would notify the VSP Castleton Outpost of the local concerns over excessive speeds on VT 30. Commissioner Rutledge moved, and member-designee Major Sheets seconded, to accept the recommendation of staff. Passed unanimously.

The next agenda item taken up was # 9, a speed limit reduction request for VT 133, from the town of Tinmouth. It was noted that the Tinmouth Constable did not support the recommendation to retain the current 50 mph speed limit, but was not able to attend the meeting. Amy gave an overview of the request and pointed out that the character of the roadway is comparable in adjacent towns, with varying speed limits. Amy suggested that an expanded corridor study be conducted, including the adjacent towns of Middletown Springs and Ira. The committee was in favor of the strategy and Commissioner Rutledge moved to table item # 9 until the next meeting. Major Sheets seconded the motion and it was accepted by Chair Dill.

The chair returned to item #1 on the agenda, a request from the Town of Arlington to lower the speed limit on a portion of Historic VT 7A, from 40 mph to 35 mph. Amy gave an overview and an explanation of the recommendation of "No Change". Commissioner Rutledge moved to accept the recommendation of staff. Major Sheets seconded the motion and Chair Dill accepted.

Item # 2, Cambridge VT 108, involved a request from the town of Cambridge to extend the 25 mph zone southerly toward the Notch. Amy gave an overview, noting that the speed studies did not support a limit of 25 mph. Commissioner Rutledge moved to accept the recommendation of staff and Major Sheets seconded. Chair Dill accepted.

Commissioner Rutledge moved to accept the recommendation of staff on the remaining items # 3,4,5 & 6. Major Sheets seconded and Chair Dill accepted. There was no discussion on these topics.

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January 8, 2007

Certificates were circulated for member's signatures and Commissioner Rutledge moved for adjournment. Seconded and accepted, the meeting was adjourned at approximately 2:00 PM.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
July 24, 2006**

The Vermont Traffic Committee met on July 24, 2006. Committee Chairperson Designee, David Dill called the meeting to order at 1:00 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

David Dill	Deputy Secretary of Transportation, Acting Chair
Linda Snyder	Designee for Commissioner of Motor Vehicles
Kerry Sleeper	Commissioner of Public Safety
Tom McCormick	VTrans, Assistant Attorney General's Office
Amy Gamble	VTrans, Traffic Systems Engineer
Nancy Avery	VTrans, Traffic Operations Regional Investigator
Steve Sherrill	VTrans, Traffic Investigations Supervisor
Kris Martin	VTrans, Traffic Committee Secretary
Joseph Kelly	VTrans, Traffic Operations Regional Investigator
Michael Matzke	Federal Highway Administration
Ed VonTurkovich	Vermont Buildings and General Services

Committee Member Sleeper made a motion to accept the minutes from the March 20, 2006 Traffic Committee Meeting. Acting Chair Dill seconded the motion and Ms. Snyder abstained. Chairperson Dill accepted.

With Mr. VonTurkovich in attendance at 1:08 PM, the chair began the meeting with discussion of advertising on Limited Access facilities, in particular, Vermont Rest Areas and Welcome Centers on Interstate Highways. Mr. VonTurkovich stated that he is seeking guidance for signs at rest areas. The initial proposal includes graphic layouts for various ski mountains, with other thematic advertising anticipated. Amy Gamble gave an overview of the issue, pointing out that ski areas are privately owned and the proposal could constitute advertising vs. providing information to the traveling public. The Code of Federal Regulations (CFR) allows for traveler information at Rest Areas. The Traffic Committee rules allow signs to be installed on limited access highways, installed by VTrans, with permission from the Traffic Committee. The Travel Information Council (TIC) rules prohibit signs in rest areas, with the exception of traffic signs and TIC plaza signs. Chair Dill stated that he interpreted the information to mean that advertising can be permitted, with Traffic Committee blessing. Traffic Committee Counsel Tom McCormick indicated he disagreed. Mr. VonTurkovich explained BGS' thematic approach and hoped to highlight ski areas, Vermont food network and Vermont's diversified agriculture. Chair Dill stated that his objective is to get this resolved quickly. Mr. Matzke stated that FHWA would normally permit advertising for special events that occur within 12 air miles. However, he indicated that states may be more restrictive than the federal government. Amy pointed out that Title 10 prohibits outdoor advertising

within the highway right-of-way (ROW). Title 19 indicates that rest areas and facilities are within the ROW. Legal Counsel McCormick opines that the TIC should weigh in on this as well. John Kessler, Chair of the TIC, was unable to attend this meeting.

At 1:30 PM Chair Dill called a 2 minute recess.

Upon resumption of the meeting at 1:35 PM, Commissioner Sleeper stated that there would be no safety problems with the proposal. Mr. VonTurkovich asked if there is a way to convey images of opportunities that is not considered advertising. Discussion continued on fair and non-discriminatory use of advertising space. Legal counsel McCormick agreed that all interested parties must have equal access. Chair Dill recommended a "meeting of the minds" with legal staff to find a way forward. He continued stating that the proposal could be acceptable as long as it conforms with FHWA content and description requirements. The TIC must accede and BGS must ensure equal access.

End of discussion on this topic. Included below is a summary of the topic provided by Amy Gamble, Traffic Committee Coordinator to John Kessler, TIC Chair.

John -

At today's Traffic Committee meeting we discussed five different areas of regulation of outdoor advertising at interstate rest areas:

1. FHWA (CFR 750), which allows signs "in the specific interest of the traveling public" to be displayed outdoors at rest areas. They must be on panels not exceeding 13 feet high and 25 feet wide, with no single sign being greater than 12 square feet. The signs must not be legible from the mainline.
2. Title 10, which allows no outdoor advertising in the highway right of way except as specifically allowed. No specific exception is made for rest areas. It does state that the Agency of Commerce and Community Development "shall provide travel information...at rest areas...using the most appropriate methods and means, such as publications, audio/visual, computer and telephone." Title 10 gives the Travel Information Council the responsibility to administer Title 10.
3. Title 23 § 1004, which gives the Traffic Committee exclusive authority to make rules pertaining to "vehicular, pedestrian and animal traffic, speed limits, and the public safety" on the interstates and other limited access highways. The rules "shall be consistent with law, and shall not be unreasonable or discriminatory in respect to persons engaged in like, similar, or competitive activities".
4. Traffic Committee rules for limited access highways, which state that "no person shall erect, place or display any advertising matter, posters or placards of any kind, regardless of character of message, on limited access highways. This shall not apply to signs erected by the State Highway Department with the approval of the Traffic Committee." The definition of limited access highways clearly includes the right of way (within which the rest areas are built).

5. Travel Information Council rules of procedure, which state that AOT shall erect business signs (assemblies or plazas) on the highways, and that the only business signs allowed on 4-lane limited access highways and ramps are the approach signs for the Travel Information Plazas. (There are Travel Information Plazas at all interstate rest areas.)

The Traffic Committee, acknowledging that its jurisdiction on advertising signage is limited to the interests of public safety, defers to the TIC as the administrator of Title 10. The Traffic Committee approves the proposed outdoor advertising signs in accordance with its own regulations, as long as:

- they conform to the limitations in CFR 750 in regard to content and size
- the TIC approves of them as being in conformance with Title 10
- BGS develops a system to ensure equitable treatment of all potential advertisers who provide travelers with information.

The Traffic Committee recommends that at the earliest convenient time (at the next scheduled TIC meeting if relatively soon) that the Travel Information Council, the Traffic Committee, AOT attorneys general, FHWA and BGS meet to hash out the various regulations and come up with a comprehensive approach to resolving the question as to what outdoor advertising is allowed in interstate rest areas.

- Amy

Return to TC agenda items

1. VT 129, Alburgh – Speed Limit Reduction

Amy Gamble gave an overview of this request, describing roadway characteristics and features. Committee Member Sleeper made a motion to accept the recommendation of staff. Committee Member Designee Snyder seconded and Chairperson Dill accepted.

2. US 4, Hartford (Quechee Gorge) – Speed Limit Adjustment

Amy Gamble gave an overview of this request, noting the confusion that has resulted from posting a seasonal speed limit of 30 mph. Recent improvements for pedestrian accommodation have improved safety and a year-round speed limit of 35 is recommended, with 40 mph transition zones. Committee Member Sleeper made a motion to accept the recommendation of staff. Committee Member Designee Snyder seconded and Chairperson Dill accepted.

3. VT 232, Marshfield – Speed Limit reduction

Amy Gamble gave an overview of the town's request, explaining VTrans' recommendation to retain existing speed limits. A comprehensive upgrade of signage will occur to address specific safety concerns. Committee Member Sleeper made a motion to

accept the recommendation of staff. Committee Member Designee Snyder seconded and Chairperson Dill accepted.

4. VT 66, Randolph - Speed Limit Reduction

Amy Gamble gave an overview of the town's request, explaining VTrans' recommendation to establish a 40 mph zone from the McDonald's restaurant easterly to the 35 mph zone approaching the VTC campus. Commissioner Sleeper moved to accept the recommendation of staff. Committee Member Designee Snyder seconded and Chairperson Dill accepted.

5. US 2, South Hero – No Passing

Amy Gamble gave an overview of the town's request to prohibit passing on a portion of US 2. The engineering study did not support establishment of the restriction. Committee Member Designee Snyder moved accept the recommendation of staff, and Commissioner Sleeper seconded. Chairperson Dill accepted.

School Zone Compliance

VT 116, Hinesburg
VT 15A, Morristown
US 2, Grand Isle

Amy explained that these items were presented by Traffic Operations, to bring the school zone limits into compliance with the latest edition of the MUTCD (2003). Towns have been notified of the initiative and none have expressed objections. Chair Dill moved all 3 items and Commissioner Sleeper seconded. The motion was passed unanimously.

Certificates were circulated for signatures and Chairperson Dill adjourned the meeting at 2:03 PM

approved 7/24/06

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
March 20, 2006**

The Vermont Traffic Committee met on March 20, 2006. Committee Chairperson Designee, David Dill called the meeting to order at 1:03 PM in the 5th Floor Board Room, 1 National Life Building, Montpelier, Vermont.

ATTENDEES:

David Dill	Deputy Secretary of Transportation, Acting Chair
Bonnie Rutledge	Commissioner of Motor Vehicles
Kerry Sleeper	Commissioner of Public Safety
Tom McCormick	VTrans, Assistant Attorney General's Office
Amy Gamble	VTrans, Traffic Systems Engineer
Nancy Avery	VTrans, Traffic Operations Regional Investigator
Steve Sherrill	VTrans, Traffic Investigations Supervisor
Kris Martin	VTrans, Traffic Committee Secretary
Marcos Miller	VTrans, Traffic Operations Regional Investigator
Seth Hisman	VTrans Rotational Engineer
Don Howard	Windsor Town Administrator

Committee Member Rutledge made a motion to accept the minutes from the October 17, 2005 Traffic Committee Meeting. Committee Member Sleeper seconded the motion and Chairperson Dill accepted.

1. VT 7A, Bennington – Speed Limit Reduction

Amy Gamble gave an overview of this request, describing roadway characteristics and features, pointing out a high-crash segment within the area of request. Committee Member Rutledge made a motion to accept the recommendation of staff. Committee Member Sleeper seconded and Chairperson Dill accepted.

2. VT 100, Wilmington – Speed Limit Reduction

Amy Gamble gave an overview of this request, noting the high number of winter crashes. The presence of the Elementary School, within the area of request, contributed significantly to the recommendation to extend the 40 mph zone. Committee Member Rutledge made a motion to accept the recommendation of staff. Committee Member Sleeper seconded and Chairperson Dill accepted.

3. US 5, Windsor – Speed Limit reduction

Amy Gamble gave an overview of the town's request, explaining VTrans' recommendation to retain existing speed limits. Don Howard, Town Administrator, spoke

in favor of the town's request to extend the 40 mph zone southerly. He cited the limited sight distance to the north from Cedar Lawn elderly housing drive where a fatality had occurred. He also identified the land use surrounding the Miller Construction facility as a growing industrial area for the region. Visidata video was viewed and discussion focused on the Cedar Lawn facility drive. Commissioner Sleeper moved to extend the 40 mph zone southerly to meet the 40 mph zone in the town of Weathersfield. The motion was seconded by Commissioner Rutledge and Chairperson Dill accepted.

Additional Topics

1. US 4, Hartford (Quechee Gorge) – Speed Limit Study

Amy Gamble explained the reasons for tabling any action to revise speed limits in this area. Construction of the Visitor Center and adjacent sidewalks, in conjunction with installation of an additional marked crosswalk has changed the overall conditions. A seasonal speed limit of 30 mph is rarely observed and may contribute to confusion over the posted speed. Speed studies have been conducted, but not during the summer tourist season. The topic will be taken up at the next meeting, following collection of additional speed data.

2. US 2, Middlesex – Speed Limit Zone Adjustment

Amy Gamble explained that the minor revision to the easterly limit of the 35 mph speed zone was driven by the construction of the new bridge and relocation of the VT 100B intersection. Committee Member Rutledge made a motion to accept the recommendation of staff. Committee Member Sleeper seconded and Chairperson Dill accepted.

3. VT 100, Rochester – Repeal of Parking Restriction

Amy Gamble explained that the parking restriction is no longer warranted, as the town has constructed a sidewalk, precluding the opportunity to park on the shoulder in the area north of School Street. Committee Member Rutledge made a motion to accept the recommendation of staff. Committee Member Sleeper seconded and Chairperson Dill accepted.

Adjournment

Chair Dill adjourned the meeting at 2:15 PM

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD**

~~June 14, 2005~~
October 17, 2005

The Vermont Traffic Committee met on October 17, 2006. Committee Chair VTrans Secretary Terrill, called the meeting to order at 1:00 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Dawn Terrill	Chair, Secretary of Transportation
Bonnie Rutledge	Committee Member, Commissioner of Motor Vehicles
Thomas Powlovich	Committee Member Designee, Department of Public Safety
Tom McCormick	VTrans, Assistant Attorney General's Office
Amy Gamble	VTrans, Traffic Systems Engineer
Nancy Avery	VTrans, Regional Traffic Investigator
Steve Sherrill	VTrans, Traffic Investigations Supervisor
Joseph Kelly	VTrans, Regional Traffic Investigator
Marcos Miller	VTrans, Regional Traffic Investigator
Glen Smith	Westminster Town Manager
Jim Hutchins	Representative, Randolph
Stuart Silloway	Silloway's Septic
Richard Schnaedter	Randolph Town Manager

The minutes from the June 14, 2005 Traffic Committee Meeting were presented and Committee Member Rutledge made a motion to accept the minutes. Committee Member Powlovich seconded the motion and Chair Terrill accepted.

7. Westminster, US 5 – Speed Limit

Amy Gamble presented an overview of this request, pointing out the geometry, village setting and intersection with VT 123 as features justifying the proposed 35 mph zone. The intersection with the Westminster State Highway is a logical speed limit change point. Committee Member Rutledge made a motion to accept recommendation of staff, Committee Member Powlovich seconded and Chair Terrill accepted.

4. Randolph – VT 14 – Speed Limit

Amy Gamble gave an overview of this request. The recommendation is to establish a 40 mph transition zone and to lower and extend northerly the existing 40 mph zone. Mr. Silloway spoke on agricultural traffic and covered bridge access. Representative Hutchins spoke in favor of a longer 40 mph zone extending south to the farm. Marcos Miller confirmed the agricultural activity and Steve Sherrill recommended farm machinery warning signs and advisory speeds for the southerly portion. Committee Member Powlovich moved to accept recommendation of staff, with additional warning signs. Committee Member Rutledge seconded and Chair Terrill accepted.

8. Wilmington, VT 9 - Speed Limit Reduction

Chair Terrill called the town of Wilmington, where officials were awaiting contact. Representing Wilmington were: Sonia Alexander, Town Manager; Joe Szarejko, Police Chief and Andrew Palumbo, Selectboard Member. Amy Gamble gave an overview of this request and the staff recommendation. Chief Szarejko concurs with the recommendation to extend the 25 mph zone westerly, but he disagrees with the recommendation to raise the 35 mph zone to 40 mph. He is very concerned with turning movements and congestion related to Shaw's and the church. Member Powolovich made the motion to accept the recommendation for the west end and extend the 25 mph zone easterly to east of the Shell station adjacent to the "Lions" sign. Member Rutledge seconded the motion and Chair Terrill accepted.

1. Georgia, US 7 – School Speed Limit

Amy Gamble gave an overview of this request. Staff recommended a northerly extension of the 40 mph zone and compression of the school speed limit zone, to conform with the Manual on Traffic Control Devices (MUTCD). Member Powlovich moved to accept staff recommendation and Member Rutledge seconded. Chair Terrill accepted.

2. Leicester – US7 – Speed Limit

Amy explained the town's request to lower the speed limit on US 7 to 40 mph. Speed studies do not support a reduction and staff recommends no change. Member Powlovich moved to accept the recommendation of staff and Member Rutledge seconded. Chair Terrill accepted.

3. Milton, US 7 - Speed limit

Amy explained that an improvement project is planned for the Lake Road intersection, which is within the study area. Staff recommends no change. Member Powlovich moved and Member Rutledge seconded the motion to accept the staff recommendation. Chair Terrill accepted.

4. Sheldon, VT 105 – School Speed Limit

Amy gave an explanation of the reason Traffic Operations undertook this initiative. Chair Terrill asked staff how different treatments are determined for school zones. Amy explained the applications of beacons in school zones; for warning purposes or for implementation of school speed limits, "when flashing".

4. Sheldon, VT 105 – School Speed Limit (continued)

Staff recommendation would bring the school zone into MUTCD compliance. Member Powlovich moved to accept the staff's recommendation. Member Rutledge seconded and Chair Terrill accepted.

6. Weathersfield, VT 131 – Speed Limit

Amy summarized the town's request to extend the 35 mph through the hamlet of Amsden, both easterly and westerly. Staff's recommendation indicates that a change in speed limit west of the VT 106 junction was not warranted. However, an extension of the 35 mph zone is recommended westerly to VT 106. Member Powlovich moved and Member Rutledge seconded staff recommendation. Chair Terrill accepted.

Additional Topics

Steve Sherrill explained that the topics of Richmond, Sudbury and Arlington involved repeal of outdated regulations, due to roadway changes. The Woodbury certificate replaces one that has been misplaced. Member Powlovich moved acceptance of all 4 items and Member Rutledge seconded. Chair Terrill accepted.

Closure of Meeting:

Member Powlovich moved to adjourn the meeting. Member Rutledge seconded and Chair Terrill adjourned the meeting at 2:19 PM.

APPROVED
10-17-05

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
June 14, 2005**

The Vermont Traffic Committee met on June 14, 2005. Committee Chairperson Designee, David Dill called the meeting to order at 1:02 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

David Dill	Deputy Secretary of Transp. Chair, Designee Committee Member
Glen Button	Dept. of Motor Vehicles, Designee
Thomas Powlovich	Dept. of Public Safety, Committee Member Designee
Tom McCormick	VTrans, Assistant Attorney General's Office
Harry Hinrichsen	Town Engineer, Town of Barre
Frances Marbury	Marlboro School Board (via phone testimony)
Amy Gamble	VTrans, Traffic Systems Engineer
Nancy Avery	VTrans, Traffic Operations Regional Investigator
Steve Sherrill	VTrans, Traffic Operations Technician Supervisor
Kris Martin	VTrans, Traffic Operations Section
Marcos Miller	VTrans, Traffic Operations Section
Dan Newhall	VTrans, Traffic Operations Section

The minutes from the February 7, 2005 Traffic Committee Meeting were accepted. Committee Member Powlovich made a motion to accept the minutes and Committee Person Button seconded the motion and Chairperson Dill accepted.

1. Barre Town – US 302 – Speed Limit

Amy Gamble did an overview of this request. The Town of Barre requested a speed limit reduction from 50 mph to 40 mph on US 302 from just east of East Barre Village (mile point 3.0 +/-) to the "35 mph zone" (it is actually 40 mph) near the Barre City line (mile point 0.27 +/-). Our recommendation is to extend the existing 40 mph zone easterly 1.25 miles to a location east of the Emergency Medical Services Station, mile point 1.53 +/-). Committee Member Powlovich made a motion to accept recommendation of staff, Committee Person Button seconded and Chairperson Dill accepted.

2. Hyde Park – VT 15 – School Speed Limit

Amy Gamble did an overview of this request. Our recommendation is to establish a school speed limit of 35, "when flashing" from mile point 1.03 +/- to mile point 1.17 +/-). Committee Member Powlovich made a motion to accept recommendation of staff, Committee Member Button seconded and Chairperson Dill accepted.

4. Stowe – VT 100 – Speed Limit Reduction

Amy Gamble did an overview of this request. The Town of Stowe requested a reduction in speed limit from 50 to 40 mph from 1000 feet south of Moscow Road (mile point 0.67 +/-) to the southerly end of the existing 40 mph zone (mile point 1.20 +/-). The Traffic Operations Section conducted an engineering study, which did not support a change in speed limit at this location. Committee Member Button made a motion to accept the recommendation of staff, Committee Member Powlovich seconded and Chairperson Dill accepted.

5. Weathersfield – US 5 – Speed Limit

Amy Gamble did an overview of this request. The Town of Weathersfield requested a speed limit reduction on US 5 from the intersection of VT 131 (mile point 5.14 +/-) to the intersection of VT 44A (mile point 6.29 +/-). As a result of Traffic Operations engineering study our recommendation is to establish a 35 mph zone from the intersection of VT 131/US 5 (mile point 5.14 +/-) northerly approximately one half mile to mile point 5.63 +/--. Committee Member Powlovich made a motion to accept recommendation of staff, Committee Member Button seconded and Chairperson Dill accepted.

3. Marlboro – VT 9 – School Speed Limit

Amy explained the town's request to the Committee before calling Francie Marbury, principal of the Marlboro School. Mr. Reichsman, representative of the Marlboro School Board answered the call at 1:15. Mr. Reichsman cited safety concerns related to tractor trailers bypassing left turning busses. Principal Marbury reported that there have been instances of cars passing school busses stopping for students on VT 9.

Traffic Operations will be improving signage, pavement markings and adding eastbound dual flashing beacons for the school zone. A speed limit reduction is not supported by the engineering study. Committee Member Button moved and Committee Member Powlovich seconded to accept the recommendation of staff. Chairperson Dill accepted.

Barre – US 302 – Speed limit (continued)

Harry Henrichsen, Barre town Engineer, arrived at the meeting representing the Barre Selectboard in regard to the US 302 speed limits. Mr. Henrichson indicated that the VT 110 intersection is their highest concern citing a 2001 Lamoreaux and Dickinson study and recent fatalities. Chairperson Dill asked Committee Members if they wanted to revisit their decision. Committee Members Button and Powlovich indicated they did not.

Traffic Committee Meeting
June 14, 2005
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Additional Topics

1. Limited Access Speed Limits:

Amy Gamble gave an overview of Limited Access Speed Limits. The Legislature failed to make any changes to the statutes so rulemaking is required to revise any Limited Access speed limits. VTrans' preference would be that the Traffic Committee had full authority over all state speed limits.

There was discussion about proposed speed limit reductions in Hartford and Brattleboro. Committee Member Powlovich moved that we go to rulemaking on these two topics. Committee Member Button seconded and Chairperson Dill accepted.

Closure of Meeting:

Chairperson Dill adjourned the meeting at 1:51 P.M.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
February 7, 2005**

The Vermont Traffic Committee met on February 7, 2005. Committee Chairperson, Dawn Terrill called the meeting to order at 1:05 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Dawn Terrill	Secretary of Transportation, Chair, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles,
Thomas Powlovich	Dept. of Public Safety, Committee Member Designee
Tom McCormick	VTrans, Assistant Attorney General's Office
Ray Petry	East Dorset General Store
David Stevens	Town of Westmore Select Board Member
Jon Alexander	Town of Westmore Select Board
Tim Burke	Town of Dorset Select Board
Joe Bomford	Town of Dorset Town Manager
Carl Lamberton	Town of Calais Select Board
Rick DeWolfe	Town of Calais Engineer
Amy Gamble	VTrans, Traffic Systems Engineer
Nancy Avery	VTrans, Traffic Operations Regional Investigator
Steve Sherrill	VTrans, Traffic Operations Technician Supervisor
Kris Martin	VTrans, Traffic Operations Section
Marcos Miller	VTrans, Traffic Operations Section
Joe Kelly	VTrans, Traffic Operations Section
David Dill	Deputy Secretary, VTrans

The minutes from the October 21, 2004 Traffic Committee Meeting were accepted. Commissioner Rutledge made a motion to accept the minutes and Thomas Powlovich seconded the motion and Secretary Terrill accepted.

2. Calais – Speed Limit

Amy Gamble did an overview of this request. The Town of Calais requested a reduction in the East Calais Village Speed Limit to 30 mph and an extension of the reduced zone northerly to the recreation field. The section was reviewed on Visidata. In addition to VTrans' recommendations, a representative from Calais suggested that the northerly limit of the 35 zone should be extended northerly 100' +/- . Commissioner Rutledge made a motion to accept recommendation of staff, including the requested adjustment to the 35 MPH zone. Committee Member Powlovich seconded the motion and Secretary Terrill accepted.

3. Dorset – US 7 – No Parking Zone

Amy Gamble did an overview of this request. The Town of East Dorset requested a no parking zone on the east and west sides of US 7 in the vicinity of the East Dorset General Store, in coordination with revised pavement markings and curbing. Amy also explained that the parking restriction was part of a larger plan. Ray Petry from Dorset disagreed with statements regarding cooperative efforts. Visidata of the area was shown. Committee Member Powlovich made a motion to accept recommendation of staff and Commissioner Rutledge seconded. Secretary Terrill accepted.

10. Westmore - VT 5A – Speed Limit

Amy Gamble did an overview of this request. The Town of Westmore requested a reduction in the speed limit in the vicinity of the White Caps Campground on VT 5A in Westmore. David Stevens pointed out that the seasonal feature of the speed limit should be reconsidered. Winter recreational activity is increasing and during the summer there is pedestrian crossing activity at the pull-offs. Amy Gamble suggested additional pedestrian warnings such as pedestrian warning signs at parking areas. Committee Person Powlovich made a motion to accept recommendation of staff with addition of new signs and brush removal. Commissioner Rutledge seconded. Secretary Terrill accepted.

4. Manchester – VT 7A – Speed Limit/No Passing

Amy Gamble conveyed that the Town of Manchester concurred with VTrans “No Passing” recommendation, although they would have preferred a speed limit reduction as well. Committee member Powlovich made a motion to accept recommendation of staff on this and remaining Agenda Items. Commissioner Rutledge seconded the motion. Secretary Terrill accepted.

Additional Topics

1. Limited Access: Amy Gamble gave an overview of limited access highway speed limits. Tom McCormick suggested that all speed limits should be set the same way. Committee person Powlovich supports changing the law. David Dill and John Dunleavy will work with Amy Gamble to move this to legislature for action.

Additional Topics Continued

2. **School Zones:** Amy Gamble gave an overview of MUTCD changes to school zones and explained that there will be future recommendations to revise school speed limit zones to bring into compliance with the MUTCD.

Secretary Terrill suggested abbreviated packets for the Committee Members.

Closure of Meeting:

Secretary Terrill adjourned the meeting at 2:23 P.M.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
October 21, 2004**

The Vermont Traffic Committee met on October 21, 2004. Committee Chairperson, Patricia McDonald called the meeting to order at 2:00 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Patricia McDonald	Secretary of Transportation, Chair, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles,
Thomas Powlovich	Dept. of Public Safety, Committee Member Designee
John Perkins,	VTrans, Traffic Operations Engineer
Amy Gamble	VTrans, Traffic Systems Engineer
Nancy Avery	VTrans, Traffic Operations Regional Investigator
Steve Sherrill	VTrans, Traffic Operations Technician Supervisor
Kris Martin	VTrans, Traffic Operations Section
Jim Hutchinson	Town of Randolph Select Board
Rick Schnaedter	Randolph Town Manager
Christopher Martin	Town of Marshfield Select Board

The minutes from the September 24, 2004 Traffic Committee Meeting were accepted with one change in spelling to Pat McDonald's name. Thomas Powlovich made a motion to accept the minutes with the one change. Commissioner Rutledge seconded the motion and Secretary McDonald accepted.

3. Marshfield – US 2 – Speed Limit Reduction and No Passing Zone

Amy Gamble did an overview of this request. The Town of Marshfield has requested a reduction in speed limit and establishment of a legal no passing zone in the vicinity of Twinfield High School on US 2 in Marshfield. The Traffic Operations Section conducted an engineering study and has the following recommendations. Retain the existing 50 MPH speed limit and establish a legal no passing zone from a point 100 feet north of Onion River Road (M.P. 1.67 +/-) to a point 100 feet north of Currier Road (M.P. 2.20 +/-). Add unsafe to pass warning signs on other tangent sections between this location and Plainfield Village.

Christopher Martin from the Marshfield Select Board spoke about his concerns with the high number of accidents that have occurred over the years and that passing is when the accidents seemed to have occurred.

Commissioner Rutledge made a motion to accept the recommendation of staff on the no passing zone, with the caveat that if problems persist, a speed limit reduction could be considered. Thomas Powlovich seconded the motion and Secretary McDonald accepted.

4. Randolph – VT 12 – Speed Limit

Amy Gamble did an overview of this request. The Town of Randolph requested a reduction in speed limit on VT 12 between the current village speed limit zone of 25 MPH, and Beanville Road (M.P. 0.40 to 1.47). This section is currently posted partly at 40 MPH and 50 MPH. The Traffic Operations Section conducted an engineering study and recommends the following: Extend the existing 40 MPH zone southerly from M.P. 1.27 +/- to M.P. 1.00 +/-, near Magee Office Equipment. In addition, intersection warning signs should be installed in advance of Beanville Road. During the study it also became apparent that the 25 MPH speed limit entering the Village is low and should more appropriately be set at 30 or 35 MPH until a point north of the Gifford Hospital.

Jim Hutchinson, Selectman, spoke in favor of retaining the existing 25 MPH speed limit in the vicinity of Gifford Medical Center. He favors extension of the 40 MPH speed limit zone to Beanville Road and distributed curb cut information to support his argument.

After some discussion Commissioner Rutledge made a motion to accept recommendation of staff. Thomas Powlovich seconded the motion and Secretary McDonald accepted.

Commissioner Rutledge made a motion to accept recommendation of staff on remaining Traffic Committee Agenda items. Thomas Powlovich seconded the motion and Secretary McDonald accepted.

Closure of Meeting:

Secretary McDonald adjourned the meeting at 2:58 P.M.

**SPECIAL VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
September 24, 2004**

The Vermont Traffic Committee met on September 24, 2004 for a special meeting regarding Crossett Brook School. Chairperson, Patricia McDonald called the meeting to order at 1:03 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Patricia McDonald	Secretary of Transportation, Chair, Committee Member
Glenn Button	Dept. of Motor Vehicles, Committee Member Designee
Thomas Powlovich	Dept. of Public Safety, Committee Member Designee
Tom McCormick	Assistant Attorney General's Office
Amy Gamble	VTrans, Traffic Systems Engineer
Nancy Avery	VTrans, Traffic Operations Regional Investigator
Steve Sherrill	VTrans, Traffic Operations Technician Supervisor

1. Crossett Brook Middle School Safety Concerns:

Background information on this was provided by Steve Sherrill. Colonel Powlovich made a motion to establish a school speed limit of 35 MPH, when flashing, from milepoint 5.55 to milepoint 5.72 on Vermont Route 100 in the Town of Duxbury. The motion was seconded by Glen Button and Chair MacDonald accepted the motion.

Closure of Meeting:

Secretary McDonald adjourned the meeting at 1:12 P.M.

**Traffic Committee Review Session
September 21, 2004**

Presented by:

Amy Gamble, Traffic Systems Engineer, 828-1055
Steve Sherrill, Traffic Investigations Supervisor, 828-5569
Traffic Operations Section

Topics:

New legislation allowing “designees”. Draft a motion (for formal Traffic Committee vote at a regular meeting) on the committee’s intent for use of designees.

Overview of Traffic Committee Manual, Chapters 1-4

1. Introduction
2. Committee Authority
3. Committee Activity
4. Delegated Authority

Review of sample Traffic Committee action “packet”

Handouts:

Traffic Committee Manual, Chapters 1-4
TC Regulations Governing Use of State Highways with Limited Access Facilities
MUTCD sections related to speed limits and school zones
Relevant statutory references
Sample Packet

Traffic Committee Quick Reference:

The three most common Traffic Committee action requests are for change in speed limits, change in school speed limit zones, and change in parking regulations. The following are things to keep in mind when considering those actions:

Speed limits:

Requests for changes in speed limit are often based on emotional, perceived needs to slow traffic down. Often traffic is perceived to be exceeding the current speed limit. Changing the speed limit may not be the most appropriate method to achieve lower driver speeds, and may in fact increase non-compliance by setting what drivers perceive to be an unreasonable speed limit. Other measures might include increased enforcement, or better signage.

Village areas are often subject to lowered speed limits, accompanied by what we refer to as “transition zones.” These typically short transition zones are used to create a natural deceleration area for drivers, and enhance the probability that the desired speeds will be obtained within the village area. Typical village speed transitions are 50-40-30-40-50, or if transition zones are not used, 50-35-50.

Speed limits must, by law and in accordance to the MUTCD, be set on the basis of an engineering study. The study will take into account the current speeds, particularly the 85th percentile speed, which is the speed below which 85 percent of the drivers are traveling. In a sense, drivers “vote” with their right foot. The speed limit should be set at the 85th percentile speed, rounded to the nearest 5 mph, unless there are other factors that necessitate a different speed limit (hazards that drivers are not perceiving correctly). Such factors include roadway geometry such as curves or limited sight distance, parking or pedestrian activity, or a high occurrence of crashes related to excess speed.

School Speed Limits:

These requests often follow an incident in which a child is injured or a near-miss has occurred, and are by nature emotionally charged.

The MUTCD has changed in the most recent editions, tightening up the extent of school speed limit zones to the vicinity immediately adjacent to the school property. Many existing school speed limit zones exceed the current guidelines.

School speed limits may be set using prescribed times (ie, 7:30 to 3:30 pm), or “when children are present”, or “when flashing”. The flashing beacon is the least ambiguous and most easily understood by drivers. VTrans’ typical MOU with a school limits the use of the flashing beacons to times when children are arriving or leaving school, at the beginning and end of the school day. The purpose of this limitation is to increase driver respect by lowering the speed limit only when doing so would have the most impact on

safety. The MOU typically does not allow the flashing beacons to be used for extra-curricular activities.

Often a reduced speed limit is not the most appropriate mechanism for enhancing driver awareness in a school zone, particularly when there is limited pedestrian activity. Improved signing, increased enforcement, educating parents and students about appropriate pick-up and drop-off procedures, or adding a school crossing guard may all enhance safety in the vicinity of a school.

No Parking Zones:

The Traffic Committee is often requested to restrict parking along state highways, particularly through villages that do not have Class 1 town highways and cannot regulate parking except by express permission of the TC delegating that responsibility to the municipality. State statute limits the TC to consideration of safety or "undue interference with the free movement of traffic", not the inconvenience or aesthetics of the parking "problem".

Parking restrictions are often considered for areas with limited sight distance, in areas where associated pedestrian activity may be unsafe, and where parked vehicles inhibit turning movements or obscure intersection sight distance. Seasonal parking restrictions are considered where parked vehicles interfere with maintenance operations such as snow removal.

Delegation of jurisdiction to a municipality is considered when a municipality has an active legislative body (select board or trustees) that is trying to develop a village wide parking strategy, for consistency and ease of management and enforcement. For example, it is challenging for the TC to get involved with and manage local issues of short term and long term downtown parking.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
July 15, 2004**

The Vermont Traffic Committee met on July 15, 2004. Committee Chairperson, Patricia McDonald called the meeting to order at 1:00 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Patricia McDonald	Secretary of Transportation, Chair, Committee Member
Glenn Button	Dept. of Motor Vehicles, Committee Member Designee
Thomas Powlovich	Dept. of Public Safety, Committee Member Designee
Tom McCormick	Assistant Attorney General's Office
John Perkins,	VTrans, Traffic Operations Engineer
Amy Gamble	VTrans, Traffic Systems Engineer
Nancy Avery	VTrans, Traffic Operations Regional Investigator
Steve Sherrill	VTrans, Traffic Operations Technician Supervisor
Kris Martin	VTrans, Traffic Operations Section
J. C. Bremmer	Zoning Administrator, Town of Derby
Karl Erickson, Jr.	Citizen Town of Johnson
Polly Lehoulier	Town of Johnson

The minutes from the March 22, 2004 Traffic Committee Meeting were accepted. Glen Button made a motion to accept the minutes, Thomas Powlovich seconded the motion and Secretary McDonald accepted.

2. Derby – VT 105 – No Parking Zones

Amy Gamble did an overview of this request. The Village of Derby Center has requested the establishment of No Parking zones on the east side of VT 105 from VT 111 (m.p. 0.50 +/-) to the Junior High School driveway (m.p. 0.40 +/-) and on the west side of VT 105 from m.p. 0.39 +/- to West Street (m.p. 0.53 +/-).

J.C. Bremmer, Zoning Administrator, explains a letter he sent to District 9 dated July 9, 2004.

Amy Gamble explains the recommendations of staff. She explains that the Traffic Committee “may authorize the legislative body of a municipality to regulate

parking within a thickly settled area of a municipality, particularly described in the authorization, on state highways.” In parallel to this request, the Traffic Operations Section has conducted an engineering study, and recommends that no parking zones be established on both sides of VT 105 from the Junior High School driveway (milepoint 0.40 +/-) to the intersection of VT 111 (milepoint 0.50 +/-). Amy also explained the advantages of allowing the Town to make its own parking regulations.

Secretary McDonald asked Mr. Bremmer if he had a problem with the recommendation of staff. Mr. Bremmer said no he did not, in fact he thinks it is the best solution.

Committee Member Powlovich made the motion to give the Town of Derby the authority to set parking regulations but to restrict the area that they can set those regulations in only to the incorporated Village. Committee Member Button seconded the motion and Secretary McDonald accepted after asking if there were any comments.

Steve Sherrill had the comment that the Town should understand that the responsibility for installing and maintaining signs in accordance with the MUTCD would fall on them. That the Agency would no longer maintain No Parking signs.

J.C. Bremmer said that was understood.

Secretary McDonald asked if that was ok?

J.C. Bremmer said yes.

6. Johnson – VT 15 – Speed Reduction.

Amy Gamble explains request and staff recommendation. The Town of Johnson requested the consideration of a speed limit reduction from 50 mph to 35 mph from Hogback Road (milepoint 2.43 +/-) easterly to the existing 35 mph zone at the west end of the Village (milepoint 3.59 +/-). The Traffic Operations Section conducted an engineering study and recommended that the 35 mph zone be extended easterly approximately 0.2 miles to the intersection of Wescom Road (TH 82) at milepoint 3.37 +/- to incorporate the expansion of commercial development at the west end of the village. Speed studies do not support a reduction in speed limit further to the west.

Karl Erickson, Jr., a citizen from Johnson passed out a handout/packet and went over it. He also passed out the Johnson Main Street Traffic Calming Project that the Town has been putting together. He explains what they want.

Secretary McDonald asked what the Select Board's input was on this request.
Traffic Committee Meeting
July 15, 2004
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Amy Gamble pointed out that the letter in the packet, page 2, that the Select Board wanted to make it clear that they are not endorsing this proposal. The Select Board passed it on the Traffic Committee. They have not weighed in with a recommendation. Secretary McDonald asks "either way"? Amy answered "no".

Visidata of the area was shown. Polly Lehoulier from the Town also explained her concerns. She explains that they have daily close call accidents because they have a very busy parking lot. She said that from the driveway to the bridge there is very little visibility for tractor-trailers coming into town. She said the trucks just cannot stop.

After much discussion, Committee Member Button made a motion that the speed limit be extended to the vicinity of the Johnson Discount Store – 35 mph speed limit and previous to that we have signs that say "Reduce Speed Ahead". Committee Member Powlovich seconded the motion and Secretary McDonald accepted.

Committee Member Button made a motion to accept the recommendation of staff on the remaining Traffic Committee items. Committee Member Powlovich seconded and Secretary McDonald accepted.

Additional Topics:

a. Phish Concert – Temporary No Parking – various routes and towns.

Committee Member Powlovich made a motion to accept recommendation of staff, Committee Member Button seconded the motion and Secretary McDonald accepted.

b. Shelburne – Temporary speed limit – during US 7 construction.

Committee Member Powlovich made a motion to accept recommendation of staff, Committee Member Button seconded the motion and Secretary McDonald accepted.

c. – f. Each item was explained but no action was required by the Committee.

Closure of Meeting:

Secretary McDonald adjourned the meeting at 2:20 P.M.

passed

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
March 22, 2004**

The Vermont Traffic Committee met on March 22, 2004. Committee Chairperson, Patricia McDonald called the meeting to order at 1:05 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Patricia McDonald	Secretary of Transportation, Chair, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles, Committee Member
Kerry Sleeper	Commissioner, Dept. of Public Safety, Committee Member
Tom McCormick	Assistant Attorney General's Office
Amy Gamble	VTrans, Traffic Systems Engineer
Nancy Avery	VTrans, Traffic Operations Regional Investigator
Steve Sherrill	VTrans, Traffic Operations Technician Supervisor
Kris Martin	VTrans, Traffic Operations Section
Chuck Wise	TRORC
Martha Marteney	Admin. Assistant/Selectboard, Town of Fairlee
Gary Gardner	Town of Fairlee
Leon C. Marsh, Jr.	Chief of Police, Town of Fairlee
Rick Kehne	Planning Coordinator, VTrans

The minutes from the December 5, 2003 Traffic Committee Meeting were accepted. Commissioner Rutledge made a motion to accept the minutes, Commissioner Sleeper seconded the motion and Secretary McDonald accepted.

2. Fairlee – US 5 – Speed Reduction

Amy Gamble did an overview of this request. The Town of Fairlee requested a speed limit reduction on US 5 to establish a 40-30-40 MPH speed zones within the Village of Fairlee, superceding the existing 40-35-50 MPH speed zones. Amy explained that after reviewing their study and also some of the studies that Traffic Operations had done previously, it was determined that the 40 MPH transition zone at the north end of the Village was a good idea but that the 30 MPH in the Village wasn't warranted based on the studies. Staff recommendation was to keep the existing 35 MPH speed zone and the 40 MPH speed zone on the southern end and to establish a new 40 MPH speed zone on the northern end of the Village.

Chuck Wise, TRORC, spoke on behalf of the Village of Fairlee. He presented a display. Police Chief Leon Marsh also spoke as well as Gary Gardner from Fairlee and Martha Marteney made a presentation.

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March 22, 2004
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After much discussion, Commissioner Rutledge made a motion to change the speed limit to 30 MPH with a review period in 2 years. Commissioner Sleeper seconded the motion and Secretary McDonald accepted.

Commissioner Rutledge made a motion to accept the recommendation of staff on the remaining Agenda items. Commissioner Sleeper seconded the motion and Secretary McDonald accepted.

Commissioner Rutledge also made a motion to accept recommendation of staff on the additional topics on the agenda. Commissioner Sleeper seconded the motion and Secretary McDonald accepted.

The Committee discussed allowing telephone testimony and directed Traffic Operations to make this option known and available to the towns.

Closure of Meeting:

Secretary McDonald adjourned the meeting at 2:10 PM.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
December 5, 2003**

The Vermont Traffic Committee met on December 5, 2003. Committee Chairperson, Patricia McDonald called the meeting to order at 1:08 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Patricia McDonald	Secretary of Transportation, Chair, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles, Committee Member
Kerry Sleeper	Commissioner, Dept. of Public Safety, Committee Member
Tom McCormick	Assistant Attorney General's Office
John Perkins	VTrans, Traffic Operations Engineer
Amy Gamble	VTrans, Traffic Systems Engineer
Joseph Kelly	VTrans, Traffic Operations Regional Investigator
Steve Sherrill	VTrans, Traffic Operations Technician Supervisor
Kris Martin	VTrans, Traffic Operations Section
Roland Simmons	Chairman, Town of Orwell Select Board
Walker James	Select Board, Town of Orwell
Hunter Rieseberg	Town Manager, Town of Hartford
John Bruno	Bruno Associates (Town of Hartford)

The minutes from the August 14, 2003 Traffic Committee Meeting were accepted. Commissioner Rutledge made a motion to accept the minutes, Commissioner Sleeper seconded the motion and Secretary McDonald accepted.

13. Richford – VT 105 - Speed Limit

Amy Gamble suggested that we do this one first because we had to make a phone call to a person and they had been told that we would call between 1:15 and 1:30PM. Amy explained that the Town currently has a school speed zone and they are proposing to change that to a full time 35 MPH speed limit. She also explained that it was the recommendation of staff to make this a full time 35 MPH speed limit and that the people that were going to be called were in favor of doing this, they just wanted to make sure they had an opportunity to speak. Secretary McDonald made the phone call and spoke with Tammy Ryea and a woman named Phyllis Tiffany. They explained that they were in favor of the full time 35 MPH speed limit. Commissioner Rutledge made a motion to accept the recommendation of staff, Commissioner Sleeper seconded the motion and Secretary McDonald accepted.

amend by striking

9. Orwell – VT 22A – Speed Limit

Amy Gamble did an overview of this request. Amy explained that the Town of Orwell was looking to reduce the speed on VT 22A in the area of the intersection of VT 22A and VT 73. The engineering study did not support a reduction in speed. Staffs recommendation was to keep the speed limit as it is at 50 MPH. Town representatives testified that they have concerns with the intersection of VT 22A and Cook Road. After much discussion Commissioner Rutledge made a motion to have the staff look at the possibility of putting up additional speed advisory signs for the Cook Road intersection. Commissioner Sleeper seconded the motion and Secretary McDonald accepted.

7. Hartford – US 4 – Speed Limit

Amy Gamble did an overview of this request. This request is on US 4 in the Quechee area. The request was to extend the existing 40 MPH speed limit to beyond West Gilson Road due to limited sight distance to the town highway intersection. We took a look at this and the engineering study does support that. So staff proposed to extend the 40 MPH speed limit to account for this. Commissioner Rutledge made a motion to accept recommendation of staff, Commissioner Sleeper seconded the motion and Secretary McDonald accepted.

10. Pittsford – US 7 – Speed Limit

Amy Gamble did an overview of this request. The Town of Pittsford's request was that the 25 mph speed limit currently in place on US 7 in the vicinity of Lothrop School be changed to be effective only when a flashing beacon is activated by the school, and that the speed limit be increased to 35 mph at all other times. Amy stated that our engineering study supports this. However, the school wanted permission to activate the lower speed limit for non-school related activities and this was unacceptable to the Agency. Therefore, the recommendation was withdrawn, in favor of leaving the full-time speed limit of 25 MPH in place. Commissioner Sleeper made a motion to accept recommendation of staff, Commissioner Rutledge seconded the motion and Secretary McDonald accepted.

17. Wallingford – US 7 – Speed Limit

Amy Gamble did an overview of this request. The Town of Wallingford requested a speed limit reduction on US 7 in Wallingford, between the Cumberland Farms and the cemetery, from 30 mph to 25 mph. An engineering study was conducted that showed the current speed limit should be retained. Following review of a letter from a resident and further discussion, a motion was made by Commissioner Rutledge and

seconded by Commissioner Sleeper to extend the existing 30 MPH zone southerly to encompass the existing 35 MPH speed limit transition zone.

3. Cambridge – VT 108 – Speed Limit

Amy Gamble did an overview of this request. The Town of Cambridge proposed an extension of the current 40 MPH speed zone from its current ending point at the Smuggler's Notch Resort Base Lodge to the lower intersection of Desjardin Road. An engineering study was conducted of VT 108 in the vicinity and it was recommended that a 40 mph zone be established beginning 100' south of West Hill Drive and extending northerly to 200' north of Notch View Road. Commissioner Rutledge made a motion to accept recommendation of staff, Commissioner Sleeper seconded the motion and Secretary McDonald accepted.

Commissioner Rutledge made a motion to accept the recommendation of staff on all remaining agenda items. Commissioner sleeper seconded the motion and Secretary McDonald accepted.

Additional Topics for Discussion

1. **Hinesburg – Repeal Existing Parking Restriction** – The Town says that this is no longer an issue and would like to repeal. Commissioner Rutledge made a motion to accept and Commissioner Sleeper Seconded. Secretary McDonald accepted.
2. **Existing Certifications** - Amy discussed the fact that there are several certifications that need updating. The updates are mainly on old certifications that haven't been kept up with changes such as route numbering etc. Staff would like to present them to the Traffic Committee with the revisions that could represent the current conditions. Talked about possibly scheduling a special meeting to address these. Commissioner Rutledge made a motion that in lieu of having a formal meeting to update the certificates that once the certificates have been updated we just circulate them to the Committee for signatures. Commissioner Sleeper seconded this motion and Secretary McDonald accepted.

Closure of Meeting:

Secretary McDonald adjourned the meeting at 2:15 PM.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
August 14, 2003**

The Vermont Traffic Committee met on August 14, 2003. Committee Chairperson, Patricia McDonald called the meeting to order at 1:00 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Patricia McDonald	Secretary of Transportation, Chair, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles, Committee Member
Amy Gamble	VTrans, Traffic Systems Engineer
Nancy Avery	VTrans, Traffic Operations Regional Investigator
Marcos Miller	VTrans, Traffic Operations Regional Investigator
Joseph Kelly	VTrans, Traffic Operations Regional Investigator
Jessica Daye	VTrans, Traffic Operations Section
Kris Martin	VTrans, Traffic Operations Section
Senator Matt Dunne	State Senator representing Town of Cavendish

The minutes from the May 8, 2003 Traffic Committee Meeting were accepted with one change on Page 1 under Agenda Items 1-4 and 6-14. It should read Commissioner Rutledge made a motion to accept recommendation of staff on all remaining items, “no other towns were represented.” Secretary McDonald made a motion to accept and Commissioner Rutledge seconded the motion.

2. Cavendish – VT 131 – School Speed Limit When Flashing.

This was a request for flashing beacons for the school speed limit signs on VT 131 in the vicinity of the Cavendish Town Elementary School in Cavendish. The addition of flashing beacons would require a change in the legal school zone speed limit, from “when children are present” to “when flashing”. The Traffic Operations Section conducted a traffic engineering study and found that sight distance is adequate and that the site is not a high accident location. Senator Matt Dunn was there representing the Town of Cavendish and discussed the Town’s concerns. The issue of using crossing guards instead of flashing beacons was raised. It was thought it would be safer for the children. After much discussion Commissioner Rutledge made a motion to put up the flashing beacons and Secretary McDonald Seconded it.

5. Jamaica – VT 30 – Speed Limit Reduction.

Letters were received from the Select Board and the Volunteer Fire Department advocating the extension of the 40 MPH transition zone to the area of West Hill Road. Following discussion Committee accepted recommendation of staff. Copies are attached.

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Items 1, 3, and 4-13 – Commissioner Rutledge made a motion to accept recommendation of staff on these items. Secretary McDonald seconded.

Additional Topics:

14. Pittsford – US 7 – School Speed Limit 25 “When Flashing” - Tabled until December meeting.
15. Berlin – VT 12 – Revise No Parking Certificate.
16. Wallingford – US 7 – Certificate Correction. Type – Milepoint – Not needed it was done at last Traffic Committee Meeting May 8, 2003.
17. Bradford – VT 25B – Rescind No Parking. Was an extremely old certificate.
18. Chester – VT 103 – Rescind Speed Limit 60. Old Certificate.
19. Bennington – VT 279 – Discussion of Speed Limit Reduction from 60 to 55 MPH. Commissioner Rutledge made a motion to lower to 55 MPH. Secretary McDonald seconded.

Closure of Meeting:

Secretary McDonald adjourned the meeting at 2:12 PM.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
May 8, 2003**

The Vermont Traffic Committee met on May 8, 2003. Committee Chairperson, Patricia McDonald called the meeting to order at 9:07 AM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Patricia McDonald	Secretary of Transportation, Chair, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles, Committee Member
Kerry Sleeper	Commissioner, Dept. of Public Safety, Committee Member
John H. Perkins	VTrans, Traffic Operations Engineer
Amy Gamble	VTrans, Traffic Systems Engineer
Steve Sherrill	VTrans, Traffic Investigations Supervisor
Nancy Avery	VTrans, Traffic Operations Regional Investigator
Dan Newhall	VTrans, Traffic Operations Regional Investigator
Meredith Voutas	Principal, Lothrop School – Pittsford
Rob Howland	School Board Chair, Lothrop School – Pittsford
David Lacy	School Board Member, Lothrop School - Pittsford

The minutes from the October 30, 2002 Traffic Committee Meeting were accepted. Commissioner Rutledge made a motion to accept, Secretary McDonald seconded and concurred.

5. Pittsford – US 7 – Speed Limit

Secretary McDonald asked the people in attendance from Pittsford if they had any comments. Rob Howland, School Board Chair, spoke. He explained that the School Board is opposed to increasing the speed limit because the area is heavily used by school children. He mentioned that the speed limit was reduced to 25 MPH from 35 MPH. Principal Voutas spoke on behalf of the school and the children. She said that the school grounds were used year round and the children believe that it is a safe zone. After much discussion of the situation Commissioner Rutledge made a motion to table the request until such time as the town and school come to an agreement on the local level. This was seconded by Commissioner Sleeper.

Agenda Items 1-4 and 6-14. Commissioner Rutledge made a motion to accept recommendation of staff on all remaining items because there was no representation from the Towns. Commissioner Sleeper seconded the motion and Secretary McDonald accepted and concurred.

No other towns represented.

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Closure of Meeting:

Secretary McDonald adjourned the meeting at 9:36 AM.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
October 30, 2002**

The Vermont Traffic Committee met on October 30, 2002. Committee Chairperson, Brian Searles called the meeting to order at 1:04 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Brian Searles	Secretary of Transportation, Chair, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles, Committee Member
James Walton	Commissioner, Dept. of Public Safety, Committee Member
Thomas McCormick	VTrans, Assistant Attorney General
John H. Perkins	VTrans, Traffic Operations Engineer
Steve Sherrill	VTrans, Acting Traffic Systems Engineer
Joseph Kelly	VTrans, Traffic Operations Regional Investigator
Greg Western	Field Supervisor, Green Mountain Club
Matt Moore	Stewardship Prog. Coord., Green Mountain Club

The minutes from the June 25, 2002 Traffic Committee Meeting were accepted. Commissioner Rutledge made a motion to accept, Secretary Searles seconded and concurred.

Commissioner Walton made a motion to accept the recommendation of staff on Items 1 through 8 on the Agenda to be discussed because there was no representation from the Towns. Commissioner Rutledge seconded the motion and Secretary Searles accepted.

Under Additional Topics For Discussion, Reading – VT 106 – Speed Limit: This item had been tabled from the June 25, 2002 Traffic Committee Meeting pending further information of other routes and more studies at possibly different times of day. Comparative studies were presented to retain existing speed limit. Commissioner Walton made a motion to accepted recommendation of staff. Commissioner Rutledge seconded the motion and Secretary Searles accepted.

Under Additional Topics For Discussion, Dorset – No Parking – Revise: This item is in response to the Town's request to reduce the length of the No Parking zone established in the vicinity of the quarry on VT-30 in the town of Dorset. The original zone was established at the March 11, 2003 Traffic Committee meeting. Staff recommendation to the Committee was that the zone be revised at the north end so that the northern terminus was at the intersection of Snow Road (mp 1.90 ±) with VT-30. This represents a 700'+ reduction in the length. Commissioner Walton made a motion to accept recommendation of staff. Commissioner Rutledge seconded the motion and Secretary Searles accepted.

Under Additional Topics For Discussion, Certificate for pedestrian use of drainage structure under US-2 and I-89. This was to discuss the Green Mountain Club's request to use this drainage structure for pedestrian traffic. Steve Sherrill explained the history of this. After some discussion and Commissioner Walton asking Steve if this had his approval and Steve said that it did, Commissioner Walton made a motion to designate this area as being able to be used by pedestrians. Commissioner Rutledge seconded the motion and Secretary Searles accepted.

Closure of Meeting:

Secretary Searles adjourned the meeting at 1:26 PM.

VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
June 25, 2002

The Vermont Traffic Committee met on June 25, 2002. Committee Chairperson, Brian Searles, called the meeting to order at 1:04 P.M. in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Brian Searles	Secretary of Transportation, Chair, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles, Committee Member
Thomas McCormack	VTrans, Assistant Attorney General
John H. Perkins	VTrans, Traffic Operations Engineer
Roger Thompson	VTrans, Traffic Systems Engineer
Joseph Kelly	VTrans, Transportation Technician
Kris Martin	VTrans, Traffic Operations
Dan Newhall	VTrans, Transportation Technician
Louis Dorwaldt	Co-Chair, North Hero Selectboard
Doug Robertson	Co-Chair, North Hero Selectboard
Barbara Acuna	Town Clerk, Reading, Vermont
Janet Abbott	Resident, Reading, Vermont

The minutes from the March 11, 2002 Traffic Committee Meeting were accepted. Commissioner Rutledge made a motion to accept, Secretary Searles seconded and concurred.

1. VT 14 – Albany – Speed Limit

The request was to extend the 35 MPH speed zone on Vermont Route 14 northerly for a distance of 0.4 miles. Roger Thompson gave an overview of the request. The engineering study conducted by Traffic Operations indicated that the existing 35 MPH speed zone should be extended northerly to the present location of a Reduced Speed Ahead sign located at mile point 2.76, representing a distance of approximately 0.44 miles. The existing Speed Limit 35 / When Flashing sign assemblies would be replaced with new advance School warning symbols, retaining the flashing beacons. The hours of operation of the beacons would remain unchanged. Secretary Searles asked if this does what was requested. Roger Thompson said yes. Commissioner Rutledge made a motion to accept recommendation of staff. Chairperson Searles seconded and accepted.

2. US 2 – North Hero – Speed Limit

The request was to raise the existing 40 MPH speed limit to 50 MPH on US Route 2 in North Hero from the northern end of City Bay to Blockhouse Point Road. Roger Thompson

gave an overview of the request. The traffic engineering study conducted indicates that the speed limit should be 45 MPH along this portion of US Route 2. Louis Durwaldt from the town explained that the businesses that were there and the reason why they lowered the Speed Limit from 50MPH to 40MPH no longer existed. After some discussion, it was decided that it could be raised to 50 MPH. Commissioner Rutledge made a motion to change the speed limit to 50 MPH. Chairperson Searles seconded the motion and accepted. Chairperson Searles also asked that the mile point be read again. They were W-E Roadway – MM 3.80 – Current 50 – 40 Stay 50 from 3.80 to 4.93 - 45 MPH from 4.93 – 5.44 or where it turns to 35 MPH.

3. VT 243 – North Troy – Speed Limit

This was a request for a speed limit reduction along Vermont Route 243 west of the Village of North Troy. The Village requested that the 25 MPH speed zone be extended westerly from mile point 0.88 to mile point 0.73. Roger Thompson gave an overview of the request. The traffic engineering study indicated that the 25 MPH zone should be moved west to the existing Reduced Speed Ahead sign located at mile point 0.72 +/- . Commissioner Rutledge made a motion to accept the recommendation of staff. Chairperson Searles seconded the motion and accepted.

4. VT 106 – Reading – Speed Limit

This was a request to reduce the posted speed limit on a portion of VT 106 in the Village of Felchville. The request was that the existing 35 MPH speed limit be reduced to 30 MPH. Roger Thompson gave an overview of the request. The traffic engineering study indicated that the existing speed limit should not be reduced. After a lot of discussion between staff, committee and the Reading Town Clerk, reviewing of the tape explanation of why a 5 MPH speed reduction would probably not make any difference in the speed of vehicles in the area, Commissioner Rutledge made a motion to table the request pending further information of other routes and more studies at possibly different times of day. Chairperson Searles seconded the motion and accepted.

5. VT 140 – Wallingford – Speed Limit

This was a request to reduce the speed limit from 30 MPH to 25 MPH on a portion of VT 140 in the Village of East Wallingford. The traffic engineering study indicated that the speed limit in the requested areas should not be reduced. Commissioner Rutledge made a

motion to accept the recommendation of staff. Chairperson Searles seconded the motion and accepted.

6. VT 155 – Wallingford – Speed Limit

This was a request to reduce the speed limit from 30 MPH to 25 MPH on a portion of VT 155 in the Village of East Wallingford. The traffic engineering study indicated that the speed limit in the requested areas should not be reduced. Commissioner Rutledge made a motion to accept the recommendation of staff. Chairperson Searles seconded the motion and accepted.

7. US 5 – Windsor – Speed Limit

This was a request to reduce the speed limit on portions of US 5 in the Town of Windsor. There were three separate reductions. They were to extend the 25 MPH zone from the northerly State Highway limit north to a point near Hubbard Brook Road. The existing speed limit is 40 MPH. Also to extend the 25 MPH speed zone from the southerly State highway limit south to a point just beyond "Mister G's Discount Store". The existing speed limit is 40 MPH. Also to extend the existing 40 MPH speed limit on US 5 from mile point 5.94 to the Hartland-Windsor Town Line at mile point 6.85. The existing speed limit is 50 MPH. The traffic engineering studies indicate that the speed limits in the requested areas should not be reduced. Commissioner Rutledge made a motion to accept the recommendation of staff. Chairperson Searles seconded the motion and accepted.

Additional Topics for Discussion

Additional topics 1, 2 and 3. Commissioner Rutledge made a motion to accept recommendation of staff on all three. Chairperson Searles seconded the motion and they were accepted.

4. I-289 – Canada – USA AIDS Ride – Shoulder Closure – Under Title 23 Section 1006a.

Roger Thompson explains the 289 Proposal. The district will provide staff to monitor the traffic control plan. The Circ cannot be closed. They can use the shoulder. Commissioner Rutledge made a motion to accept the recommendation of staff. Chairperson Searles concurred. Chairperson Searles' comment was to make it work and make it safe.

Closure of Meeting:

Secretary Searles adjourned the meeting at 2:08 P.M.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
March 11, 2002**

The Vermont Traffic Committee met on March 11, 2002. Committee Chairperson, Brian Searles, called the meeting to order at 1:04 PM in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Brian Searles	Secretary of Transportation, Chair, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles, Committee Member
James Walton	Commissioner, Dept. of Public Safety, Committee Member
Thomas McCormick,	VTrans, Assistant Attorney General
John H. Perkins,	VTrans, Traffic Operations Engineer
Roger Thompson	VTrans, Traffic Systems Engineer
Steve Sherrill	VTrans, Traffic Operations
Joseph Kelly	VTrans, Traffic Operations
Dan Newhall	VTrans, Traffic Operations
Kris Martin	VTrans, Traffic Operations

The minutes from the October 16, 2002 Traffic Committee Meeting were accepted. Commissioner Rutledge made a motion to accept, Commissioner Walton seconded and Secretary Searles concurred.

1. US 2 - Grand Isle - No Parking

The request was to create a No Parking Zone on US Route 2 in the Village of Grand Isle. Roger Thompson gave an overview of the request and engineering study. No Change. Commissioner Rutledge made a motion to accept the recommendation of the staff, Commissioner Walton seconded and Chairperson Searles accepted.

2. VT 104 - Fairfax - No Parking

The request was to create a No Parking Zone along the east side of Vermont Route 104 in Fairfax, on the Main Street hill in the village. Roger Thompson gave an overview of the request and the engineering study. No Change. Commissioner Walton made a motion to accept the recommendation of the staff, Commissioner Rutledge seconded, Chairperson Searles accepted.

3. VT 242 - Montgomery - Speed Limit

The request was to reduce the speed limit from 50 MPH to 40 MPH on Vermont Route 242 in Montgomery. Roger Thompson gave an overview of the request and engineering study.

The engineering study conducted by the Traffic Operations Section indicates that the speed limit should be reduced from 50 MPH to 40 MPH beginning at mile point 1.46 and continuing to mile point 0.62 where the current 40 MPH speed zone starts. Commissioner asked what the distance was. Roger Thompson told him approximately 1 mile. Commissioner Walton made a motion to accept recommendation of staff to change the speed limit from 50 MPH to 40 MPH. Commissioner Rutledge seconded and Chairperson Searles accepted.

4. VT 30 - Dorset - No Parking

The request was to establish a No Parking Zone on Vermont Route 30 in the area of the quarry. Roger Thompson gave an overview of the request and the engineering study. The engineering study indicated that a No Parking Zone be established from mile point 1.75 to mile point 2.04 on both sides of the road. Commissioner Rutledge made a motion to accept recommendation of staff. Commissioner Walton seconded and Chairperson Searles accepted.

5. VT 100 - Morristown - Speed Limit

The request was to extend the 35 MPH speed limit in the area of the Bishop Marshall Catholic School. Roger Thompson gave an overview of the request and the engineering study. The engineering study indicated that the 35 MPH speed limit should be extended from mile point 4.60 to mile point 4.54. Commissioner Rutledge made a motion to accept the recommendation of staff. Commissioner Walton seconded and Chairperson Searles accepted.

6. VT 100 - Duxbury - School Speed Limit

The request was to create a School Zone speed limit on Route 100 in the vicinity of Crossett Brook Middle School. The present speed limit is 50 MPH. The Town requested a 35 MPH speed limit. Roger Thompson gave an overview of the request and the engineering study. The engineering study indicated that a 40 MPH speed limit should be extended from mile point 5.97 to mile point 5.24. Commissioner Rutledge made a motion to accept the recommendation of staff. Commissioner Walton seconded and Chairperson Searles accepted.

7. VT 106 - Woodstock - Speed Limit

The request was to reduce the speed limit on Vermont Route 106 in the area of the Green Mountain Horse Association to 35 MPH. Steve Sherrill gave an overview of the request and engineering study. The engineering study conducted indicates that a 40 MPH speed zone from mile point .960 to mile point 1.60 should be created. Commissioner Walton made a motion to accept the recommendation of staff. Commissioner Rutledge seconded and Chairperson Searles accepted.

8. US 5 - Dummerston - Speed Limit

The request is to move the 40 MPH speed zone 200 yards North of the Dummerston town line on US Route 5. Steve Sherrill gave an overview of the request and engineering study. The engineering study conducted indicates that the 40 MPH speed zone be moved from mile point 0.000 to mile point 0.245. Commissioner Walton made a motion to accept the recommendation of staff. Commissioner Rutledge seconded and Chairperson Searles accepted.

9. VT 116 - Starksboro - Speed Limit

The request is to extend the 35 MPH speed limit south on Vermont Route 116 to Tatro Road. Steve Sherrill gave an overview of the request and engineering study. The engineering study conducted indicates that the 35 MPH speed zone should be extended from mile point 2.45 to mile point 2.33. Commissioner Walton made a motion to accept the recommendation of staff. Commissioner Rutledge seconded and Chairperson Searles accepted.

10. VT 112 - Halifax - No Parking

The request was to establish no parking zones on Vermont Route 112 in Halifax. Steve Sherrill gave an overview of the request and engineering study. The engineering study conducted indicates that a no parking zone be established from mile point 1.12 to mile point 1.80 on both the Northbound and Southbound lanes of Vermont Route 112. After some discussion Commissioner Rutledge made a motion to accept recommendation of staff. Commissioner Walton seconded and Chairperson Searles accepted.

Additional Topics for Discussion

1. US 2 Williston Certificate Correction. It was noted that a correction was made on this certificate clarifying milepoints.

Closure of Meeting:

Secretary Searles adjourned the meeting at 1:30 PM.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
October 16, 2001**

The Vermont Traffic Committee met on October 16, 2001. Committee Chairperson, Brian Searles, called the meeting to order at 1:20 P.M. in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Brian Searles	Secretary of Transportation, Chair, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles, Committee Member
James Walton	Commissioner, Dept. of Public Safety, Committee Member
Thomas McCormick	VTrans, Assistant Attorney General
Roger Thompson	VTrans, Acting Traffic Operations Engineer
Steve Sherrill	VTrans, Traffic Operations
Dan Newhall	VTrans, Traffic Operations
Kris Martin	VTrans, Traffic Operations
Tom Frazier	Town of Roxbury, Select Board Chair

The minutes from the June 6, 2001 Traffic Committee Meeting were accepted with one change. Commissioner Rutledge suggested that on Page 2 under #6 we change the word "challenge" to "address". Everyone agreed.

10. VT12A - Roxbury, No Parking

The request was for a No Parking Zone to be established along the southbound lane of Vermont Route 12A through the Village of Roxbury. Roger Thompson, Acting Traffic Operations Engineer gave an overview of the request and the engineering study. Recommendation was to deny the request. Tom Frazier, Chair of Roxbury Select Board was there to represent the Town. He explained that there is a real problem at the entrance of the school parking lot to the Store. He said that the property owner adjacent to the store parks on the sidewalk which blocks the view from the store lot. Kids from the school who walk to the store walk into the street to get around the vehicles. He said he has talked to the State Police about it. He said that the property owner has no other place to park because his property is so cluttered.

There was some discussion of placing No Parking signs also about reactivating sidewalks. Mr. Frazier explained that money is tight and they don't want to have to do it.

Commissioner Walton made a motion to install No Parking Zone signs on west from Store to northern most edge of the entrance of school. Commissioner Rutledge seconded the motion. Secretary Searles asked if the DTA could be worked with. Steve Sherrill said that Maintenance (District 6) was asked if there were any Maintenance concerns and no response was received. All in favor of motion which supports amended request? All said Yes.

Because no one in attendance came to address the remaining topics, Commissioner Walton made a motion to accept recommendations of the Traffic Operations Section on #9 Barton and #2 Poultney. Motion was seconded by Commissioner Rutledge and Secretary Searles concurred. Commissioner Walton made a motion to accept recommendations of the Traffic Operations Section of #3, Moretown and #4 Manchester. Motion was seconded by Commissioner Rutledge and Secretary Searles concurred. Commissioner Walton made a motion to accept recommendations of the Traffic Operations Section on #1, Richmond, #5, Bridport, #6 Fairlee, #7, Fairlee and #8, Pittsfield. Commissioner Rutledge seconded the motion and Secretary Searles concurred.

Closure of Meeting:

Secretary Searles adjourned the meeting at 1:45 P.M.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
June 6, 2001**

The Vermont Traffic Committee met on June 6, 2001. Committee Chairperson Brian Searles called the meeting to order at 1:01 P.M. in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Brian Searles	Secretary of Transportation, Chair, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles, Committee Member
James Walton	Commissioner, Dept. of Public Safety, Committee Member
Thomas McCormick	VTrans, Assistant Attorney General
Mark W. Ljungvall	VTrans, Traffic Operations Engineer
Thomas E. Urell	VTrans, Traffic Operations
Roger L. Thompson	VTrans, Traffic Operations
Nancy Avery	VTrans, Traffic Operations
Kris Martin	VTrans, Traffic Operations
Dick Guthrie	Police Chief, Town of Brattleboro
Kenneth P. Leach	VTrans District #7 Maintenance Supervisor
Tony Stout	Brandon, VT, Consultant, Champlain Oil Company
Bob Eichlon	Town of Westmore
Roy M. Perkins	Town of Westmore Selectboard Chair
S. S.	Town of Westmore, Resident

The minutes from the January 26, 2001 Traffic Committee Meeting were accepted.

1. US 7 - Brandon, Speed Limit:

The request was for a reduced speed limit of 40 MPH on the section of US Route 7, immediately north of the village limits. Mark Ljungvall, Traffic Operations Engineer gave an overview of the request and the engineering study. The recommendation was to approve a 40 MPH zone for approximately one-quarter mile. A video of the area was shown. Tony Stout spoke as a representative for landowners in support of the proposal. Commissioner Walton made a motion to approve the staff recommendation. Commissioner Rutledge seconded the motion and Secretary Searles concurred. **The motion was passed.**

2. US 5/VT 9 - Brattleboro, Speed Limit:

The request was for a reduced speed limit 25 MPH on the approaches to the Roundabout. Mark Ljungvall, Traffic Operations Engineer gave an overview of the request and the engineering study. The recommendation was to approve the 25 MPH speed limit. Dick Guthrie, Chief of Police in Brattleboro spoke. He agrees with what has been done. Said he was never a believer in Roundabouts but is now. Secretary Searles asked if the Roundabout had made any difference. Said there has been a decrease especially with tractor trailer accidents in the area.

Commissioner Walton made a motion to approve the staff recommendation. Commissioner Rutledge seconded the motion and Secretary Searles concurred. The motion was passed.

6. US 5 - St. Johnsbury, No Parking:

The request was to establish two No Parking Zones along US 5 in St. Johnsbury Center. Mark Ljungvall, Traffic Operations Engineer, gave an overview of the request. He explained that through much of the area, the shoulder width is not sufficient to allow parking along the roadway. It was discussed that winter maintenance operations are restricted. There are residences on both sides of the street with no off street parking. Ken Leach from Maintenance District #7 expressed concern about plowing with on-street parking. Commissioner Walton asked about Seasonal No Parking signs. It was decided to defer decision to allow Traffic Operations to work with the District.

Because no one in attendance came to challenge the remaining topics, Commissioner Walton made a motion to accept the recommendations of the Traffic Operations Section on the remaining agenda items. Commissioner Rutledge seconded the motion and Secretary Searles concurred. The motion was passed.

Additional Topics for Discussion:

A. VT 10 - Chester, Speed Limit:

On December 18, 1998, the Vermont Traffic Committee approved a reduction in speed limit from 50 MPH to 40 MPH for a section of VT Route 10 in Chester. At that time, Chairperson of the Traffic Committee (Secretary Gershaneck) asked the support staff to do a follow-up study in a year to reassess the effects of the reduction in the speed limit. Additional speed studies have been done. These speed studies demonstrated that posting at a lower speed did nothing to lower vehicular speeds. Secretary Searles asked if it should be raised? Commissioner Walton said it was not worth the hassle. No action was taken by the Committee.

B. VT 5A - Westmore, Speed Limit:

The request was for an extension of the existing 35 MPH speed limit on VT 5A in the Town of Westmore, northerly to the Brownington Town Line. Mark Ljungvall, Traffic Operations Engineer gave an overview of the request. In viewing the area, we could not, from an engineering standpoint, justify reducing the speed limit. Westmore Selectboard members testified that a lot of people are interested in lowering the speed limit because the traffic volume is higher and there have recently been a lot of residential property built. The trucks don't slow down coming down the hill. Commissioner Walton asked if we could do a transition speed. Mark Ljungvall stated that it was appropriate. Commissioner Walton made a motion to extend the 35MPH speed limit to Chuck's Willoughby Pub and a 45 MPH zone from that point northerly to the Westmore/Brownington Town Line. Commissioner Rutledge seconded the motion and Secretary Searles concurred. The motion was passed.

C. VT 30 - Sudbury, No Passing:

Mark Ljungvall told the Committee that Rutland County State's Attorney James Mongeon asked that the "Unsafe to Pass" signs on VT Route 30 in Sudbury be changed to "DO NOT PASS". This is the location of several fatal accidents related to vehicles passing near a blind spot caused by a dip in the highway. The topic was brought to the Committee at the request of Secretary Searles. Due to the short period since the request was received, no studies were conducted and no recommendations were made. Commissioner Walton made the motion to create a No Passing zone at the area in question with the location to be determined by the Agency of Transportation staff. Commissioner Rutledge seconded the motion and Secretary Searles concurred. The motion was passed.

Mark Ljungvall also introduced Roger Thompson, the new Traffic Systems Engineer, who will be making future presentations to the Committee.

Closure of Meeting:

Secretary Searles adjourned the meeting at 1:59PM.

VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
January 26, 2001

The Vermont Traffic Committee met on January 26, 2001. Committee Chairperson Brian Searles called the meeting to order at 1:02 P.M. in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Brian Searles	Secretary of Transportation, Chair, Committee Member
Bonnie Rutledge	Commissioner, Dept. Of Motor Vehicles
James Walton	Commissioner, Dept. Of Public Safety, Committee Member
Thomas McCormick	VTrans, Assistant Attorney General
Mark W. Ljungvall	VTrans, Traffic Operations Engineer
Tom Urell	VTrans, Traffic Operations
Steve Sherrill	VTrans, Traffic Operations
Nancy Avery	VTrans, Traffic Operations
Kris Martin	VTrans, Traffic Operations
Gilbert Newbury	VTrans, District Transportation Administrator #8
Jane Brown	VTrans, Planning Coordinator
Amy Jestes	VTrans, Planning Coordinator
Robert Gervais	Bakersfield Selectboard
Linda McCall	Bakersfield, Bed & Breakfast Owner
Charles Hafter	So. Burlington, City Manager
Sonny Audette	So. Burlington, State Representative
Lee Graham	So. Burlington, Police Chief
Annie Voldman	So. Burlington, Citizen
Ray Walters	Sunderland, Bed & Breakfast Owner
Sandy Walters	Sunderland, Bed & Breakfast Owner

The minutes from the November 1, 2000 Traffic Committee meeting were accepted.

1. VT 108 - Bakersfield, Speed Limit, No Parking:

The request was for a reduced speed limit of 25 MPH in the vicinity of the VT Route 36 intersection and to reconsider the No Parking zone on VT Route 108 at the northwest corner of the intersection with VT Route 36 established by the Traffic Committee at its July 19, 2000 meeting. Mark Ljungvall, Traffic Operations Engineer gave an overview of the request and the engineering study. The speed studies did not support the requested speed limit. Sight distance measurements further show that the existing No Parking zone barely met stopping sight distance requirements for 25 mph. Linda McCall spoke to the impacts of the No Parking zone to her business and her mother. Robert Gervais spoke on behalf of the Selectboard emphasizing that the requested 25 mph speed limit was only in the area of the VT Route 36 intersection. Commissioner Walton expressed doubt that posting a 25 mph speed limit would slow traffic given the speed study results. Commissioner Walton asked about other options to improve the safety of the intersection. Tom Urell described recent sign installations on all approaches to the

Traffic Committee Meeting

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intersection and flashing beacon installation on VT Route 36. Gil Newbury reported sight distance problem for truckers and the general lack of speed enforcement. Mr. Gervais responded that the Town would like to do more speed enforcement but lack the funds. Secretary Searles stated that a speed limit should be set only if there is a reasonable expectation that it will be obeyed. The extent to which the No Parking zone could be reduced was discussed. Linda McCall indicated that she would like to see the zone end at the southerly sidewalk to her Bed & Breakfast. Commissioner Rutledge made a motion to end the No Parking zone at the southerly sidewalk. Secretary Searles stated that he could support a reduced zone but questioned the northerly end. After discussion, Commissioner Rutledge amended her motion to state that the No Parking zone should end "at the rear of the black car in the photo", referring to a photo in the engineering report (attached). Commissioner Walton stated that he could support the amended No Parking zone but was reluctant to change the speed limit. Secretary Searles suggested that the Town could bring an enforcement plan to the Committee and the Committee would reconsider the speed limit reduction request. Commissioner Walton, with Commissioner Rutledge's agreement, made a motion to modify the No Parking zone as proposed by Commissioner Rutledge, that the Agency of Transportation would investigate traffic calming techniques for the location and that the effectiveness of the newly installed flashing beacon would be evaluated after one year. Commissioner Rutledge seconded the motion with Secretary Searles concurring. **The motion was passed.**

7. VT 116 – South Burlington, Speed Limit:

The request was for extending the current 35 mph speed limit on VT Route 116 from milepoint 3.08, south of Kennedy Drive, southerly to Dynapower and to extend the existing 40 mph zone southerly to Van Sicklen Road. Mark Ljungvall gave an overview of the request and the results of the engineering study. The speed studies did not support the requested speed limit reductions. Charles Hafter, So. Burlington City Manager, gave a brief discussion of their reasoning for the request. Annie Voldman, a resident of Old Farm Road, recounted her personal experiences at the VT Route 116/Old Farm Road intersection. She also presented a letter from her neighbor, Marla Weiner, to the Committee. After a short discussion, Commissioner Walton made a motion to establish a 45 mph zone up to the existing 45 mph zone, then 40 mph to just south of Old Farm Road, and then 35 to the existing 35 mph zone. Representative Sonny Audette stated that part of the problem is restricted sight distance at the Old Farm Road intersection. Charles Hafter discussed the development of the area and gave a planning and zoning map to the Committee. Chief Graham reported accident information and indicated intent to increase speed enforcement. Secretary Searles stated that he felt that the 35 mph zone should be extended to a point just south of the bridge. Commissioner Walton amended his motion to end the 35 mph zone to just south of the bridge. Commissioner Rutledge seconded the motion and Secretary Searles concurred. **The motion was passed.**

10. VT 7A – Sunderland, Speed Limit:

The request was to extend the existing 40 mph speed limit southerly to the Arlington/Sunderland Town Line. Mark Ljungvall presented the information from the engineering study and described the study area. Mr. Ljungvall explained that the

recommendation to the Committee to retain the existing 50 mph speed limit as supported by the study, was not a strongly held position. This was due in part to the varying speed limits on VT7A from Arlington Village northward. A more uniform speed limit could be considered desirable. Secretary Searles stated that motorists wishing to travel at higher speeds could use US Route 7. Commissioner Walton commented that the speed studies could support a 45 mph speed limit. Ray Walters, owner of a Bread & Breakfast at the northerly end of the study area spoke about the efforts that he and his wife have to improve the area and their historic business. He stated that he had spoken to Lt. Perrott of the State Police who agreed that the speed limit through the area should be lowered. Mr. Walters complimented Tom Urell and Steve Sherill for the courteous and professional manner in which they conducted themselves. Commissioner Walton made a motion to lower the speed to 45 mph from the Town Line northerly to the 40 mph zone. Mark Ljungvall suggested that, given the short distance from the Town Line to the 40 mph speed zone in Arlington, if the speed limit was changed, it should be carried to the 40 mph zone in Arlington. Secretary Searles stated that the speed studies should be checked when seasonal traffic volumes are higher in July or August. Videotape of the area was viewed. Commissioner Walton amended his motion to lower the speed limit to 45 mph to include the short segment in Arlington as well. Commissioner Rutledge seconded the motion and Secretary Searles concurred. **The motion was passed.**

4. **VT 132 – Sharon, Speed Limit:**
5. **VT 14 – Sharon, Speed Limit:**

The requests were to lower speed limits to 25 mph. Mark Ljungvall explained that the Sharon Selectboard had sent a letter stating that they supported the recommendation to lower the speed limit on VT 132 but requested that consideration of speed limit on VT 14 be postponed to a later meeting to allow Selectboard representation at the meeting. Commissioner Walton was called away from the meeting. Commissioner Rutledge made a motion to accept the staff recommendation for VT 132 and to table discussion of the VT 14 request. Secretary Searles concurred. **The motion was passed.**

12. **VT 30 – Winhall, Speed Limit:**

The request was to lower the speed limit to 40 mph. Commissioner Walton returned to the Committee meeting. Mark Ljungvall stated that the Town of Winhall had sent a letter supporting the staff recommendation to lower the speed limit to 40 mph but asked that the end of the zone be extended an additional 0.2 miles. Steve Sherrill suggested adding 0.1 miles to the zone to accommodate sign placement. Commissioner Walton made a motion to approve the staff recommendation with the 0.1 mile addition. Commissioner Rutledge seconded the motion and Secretary Searles concurred. **The motion was passed.**

Because no one in attendance came to challenge the remaining topics, Commissioner Walton made a motion to accept the recommendations of the Traffic Operations Section on the remaining agenda items. Commissioner Rutledge seconded the motion and Secretary Searles concurred. **The motion was passed.**

Additional Topics for Discussion:

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Mark Ljungvall, Traffic Operations Engineer, brought one addition topic to the Traffic Committee's attention for discussion. The Traffic Operations Section requested that the 25 mph school zone speed limit on US 2 in Danville be extended easterly approximately 300 feet to facilitate sign and beacon installation and to include a school crossing at the village green. Commissioner Walton made a motion to approve request. Commissioner Rutledge seconded the motion and Secretary Searles concurred. **The motion was passed.**

Closure of Meeting:

Secretary Searles adjourned the meeting at 3:15 PM.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
November 1, 2000**

The Vermont Traffic Committee met on November 1, 2000. Committee Chairperson Brian Searles called the meeting to order at 1:00 PM in the 5th floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Brian Searles	Secretary of Transportation, Chair, Committee Member
James Walton	Commissioner, Dept. of Public Safety, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles, Committee Member
Mike Welch	Town Manager, Town of St. Johnsbury
Bill Merrow	Planning Commission, St. Johnsbury
Thomas McCormick	VTrans, Assistant Attorney General
Mark W. Ljungvall	VTrans, Traffic Operations Engineer
Thomas E. Urell	VTrans, Traffic Operations
Stephen C. Sherrill	VTrans, Traffic Operations
Nancy Avery	VTrans, Traffic Operations
Daniel Newhall	VTrans, Traffic Operations
Kris Martin	VTrans, Traffic Operations
Paul Tober	VTrans, Planning Division

The minutes from the July 19, 2000 Traffic Committee Meeting were accepted.

11. US 2 – St. Johnsbury, Speed Limit:

Request was for a reduced speed limit. Mike Welch, Town Manager from St. Johnsbury spoke on behalf of the Town. He handed out an aerial photo of US Route 2 in the vicinity of the F.W. Webb facility and expressed the town's concerns about the speed of vehicles traveling along US Route 2 when trucks are turning into the facility. He said that F.W. Webb has increased the amount of trucks coming in. There is much more traffic due to development in the area. Mark Ljungvall presented the results of the engineering study done by Traffic Operations, which did not support a speed limit reduction. Mr. Ljungvall also stated that reducing the speed limit at this location would result in short zones where speed limits would go up and down over a relatively short distance. The Committee viewed videotape of the segment of US Route 2 in question. A discussion on lowering the speed limit to 45mph followed. Questions were asked about signing changes that might improve safety in the area. Mike Welch asked if the Agency of Transportation could look at installing Watch For Turning Vehicles signs, trucks entering signs, etc. with an advisory speed limit and put them out further to better warn motorists of the area. Commissioner Walton said the more signs the better. Mike Welch asked if they could reduce the speed limit to 45 and have the signing modified. The Committee voted to try the improved signing before acting on the speed limit question. Traffic Operations staff agreed to would work with the Town while developing the signing. This request was tabled for a year.

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6. VT 11 – Manchester, Speed Limit:

Mark Ljungvall, Traffic Operations Engineer gave an overview of the engineering study conducted by Traffic Operations staff. He explained that the Police Chief called with concerns about the findings of the engineering study but would not be able to attend. Mr. Ljungvall reviewed the issues and the two speed studies that Traffic Operations conducted. The speed studies suggest a speed limit in the 50 – 55 mph range. Commissioner Walton made a motion to accept the staff's recommendation. Commissioner Rutledge seconded the motion and Secretary Searles concurred. The Committee agreed to revisit the issue in a year.

Because no one was present from the Towns on the remaining topics and there appeared to be no opposition, Commissioner Walton made a motion to accept the recommendation of the Traffic Operations staff on the remaining topics. Commissioner Rutledge seconded the motion and Secretary Searles concurred.

Additional Topics for Discussion:

Mark Ljungvall, Traffic Operations Engineer brought one additional topic to the Traffic Committee's attention for discussion.

1. Bennington-Hoosick DPI 0146(1) – Speed Limit:

Mark Ljungvall explained that this request was for a 55 mph speed limit on a yet to be constructed limited access highway. Mr. Ljungvall explained that Traffic Operations made no recommendations on the request since the design consultant under contract to the Special Project Unit had provided a letter to justify a 55 mph speed limit on the new highway. Mr. Ljungvall expressed his opinion that the consultant's letter detailed costs associated with changing the design speed of the project from 100 kph (62.14 mph) to 110 kph (68.35 mph), not why a 55 mph speed limit was appropriate. Mr. Ljungvall cited speed studies that Traffic Operations conducted on a similar highway, US Route 7, that suggested that a 60 mph would be appropriate. After discussion, Commissioner Walton made a motion to set the speed limit on the new facility as 60 mph. It was seconded by Commissioner Rutledge and Secretary Searles concurred.

Closure of Meeting:

Secretary Searles adjourned the meeting at 1:52 PM.

VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
July 19, 2000

The Vermont Traffic Committee met on July 19, 2000. Committee Chairperson Brian Searles called the meeting to order at 1:09 PM in the 6th floor Commerce and Community Development Conference Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Brian Searles	Secretary of Transportation, Chair, Committee Member
James Walton	Commissioner, Dept. of Public Safety, Committee Member
Bonnie Rutledge	Commissioner, Dept. of Motor Vehicles, Committee Member
Robert Graham	TAC Member, Town of Royalton
John Dumville	Selectman, Town of Royalton
Thomas McCormick	VTrans, Assistant Attorney General
Mark W. Ljungvall	VTrans, Traffic Operations engineer
Thomas E. Urell	VTrans, Traffic Operations
Stephen C. Sherrill	VTrans, Traffic Operations
Kris Martin	VTrans, Traffic Operations

The minutes from the February 4, 2000 Traffic Committee meeting were accepted.

5. VT 14 - Royalton, Speed Limit:

Request was for a reduced speed limit from the existing 50 MPH speed limit on VT 14 in the vicinity of Dairy Hill Road. Mark Ljungvall, Traffic Operations Engineer gave an overview. Recommendation was to reduce the speed limit to 45 MPH. Robert Graham, TAC Member, Town of Royalton, and John Dumville, Selectboard, Town of Royalton were representing the Town of Royalton. The Town is in complete agreement with the recommendation of reducing the speed limit to 45 MPH. Commissioner Rutledge made a motion to accept the staff's recommendation to reduce the speed limit from 50 MPH to 45 MPH. Secretary Searles seconded the motion, thereby approving the motion.

1. VT 108 - Bakersfield, No Parking:

Request was for a No Parking Zone on the corner of VT Route 108 and VT Route 36 intersection. Mark Ljungvall, Traffic Operations Engineer gave an overview. Recommendation was for a No Parking Zone at this location. Commissioner Rutledge made a motion to accept the staff's recommendation. Secretary Searles seconded the motion, thereby approving the motion.

2. VT 108 - Bakersfield, Speed Limit:

Request was for a reduced speed limit on VT Route 108 at the south end of Town. Mark Ljungvall, Traffic Operations Engineer gave an overview. At their February 4, 2000 meeting, The Traffic Committee's decision was to retain the existing speed limit. Representative Albert Perry asked to have this issue revisited. Additional speed studies were done. It was confirmed that vehicles are traveling at or in excess of the currently posted speed limit. It was agreed that this was an enforcement issue. Commissioner Rutledge asked if this was the second study conducted. Mark Ljungvall said that it was. The Traffic Committee's decision to retain the existing speed limit will stand.

3. US 4 - Hartland, Speed Limit:

Request was for a reduced speed limit on Route 4 in the area of the intersection of TH #2 and US Route 4 in Taftsville. Mark Ljungvall, Traffic Operations Engineer gave an overview. The existing speed limit is 35 MPH. The traffic engineering study conducted by the Traffic Operations Section indicates that the existing 35 MPH speed limit is warranted. Commissioner Walton made a motion to accept the staff's recommendation. The motion was seconded by Commissioner Rutledge and Secretary Searles.

4. US 7 - Limited Access, Speed Limit:

Mark Ljungvall, Traffic Operations Engineer gave an overview. Mark Ljungvall brought to the Committee's attention that many of the State's Limited Access highways have speed limits that have not been considered by the Committee. Traffic Operations performed two spot speed surveys within the Limited Access portion of US 7. These studies suggest a 60 MPH speed limit would be appropriate. After a brief discussion of the process to be used, the Committee directed Traffic Operations to conduct all necessary speed limit studies and to schedule a special Traffic Committee meeting to consider speed limits on Limited Access highways.

6. US 2 - St. Johnsbury, Speed Limit:

Request was for a reduced speed limit on US Route 2 from 55 MPH. Mark Ljungvall, Traffic Operations Engineer gave an overview. The Traffic engineering study conducted by the Traffic Operations Section on US Route 2 indicates that a speed limit reduction to 45 MPH is warranted beginning at milepoint 2.41 and extending easterly to the Class 1 Town Highway limit. Commissioner Walton made a motion to accept the staff's recommendation. Commissioner Rutledge seconded the motion and Secretary Searles concurred, thereby approving the motion.

7. US 5 - St. Johnsbury, Speed Limit:

Request was for a reduced speed limit on US Route 5. Mark Ljungvall, Traffic Operations Engineer gave an overview. The Traffic engineering study conducted by the Traffic Operations Section on US Route 5 indicates that a speed limit reduction to 40 MPH is warranted, beginning at milepoint 1.06 (200' north of the "Truck Route" sign) and extending northerly to the Class 1 Town Highway limit. Commissioner Walton made a motion to accept the staff's recommendation. Commissioner Rutledge seconded the motion and Secretary Searles approved the motion.

8. VT 78 - Swanton, No Parking:

Request was for No Parking signs to be erected along Route 78 from the corner of Brown Avenue to Swanton Mobile on the north side of Route 78 and from Elm Street to Swanton Sunoco on the south side of Route 78 in Swanton. Mark Ljungvall, Traffic Operations Engineer gave an overview. The Traffic Operations Section conducted an engineering study and have determined that No Parking zones are warranted on VT Route 78 from Elm Street to Robin Hood Drive on the south and from the Grand Union/McDonald's Drive to Brown Avenue on the north. Commissioner Rutledge made a motion to accept the staff's recommendation. Commissioner Walton seconded the motion. Secretary Searles approved the motion.

9. VT 100 - Troy, Speed Limit:

Request was for extending the current 35 MPH speed zone on VT 100 in the Town of Troy. Mark Ljungvall, Traffic Operations Engineer gave an overview. The Traffic Operations Section engineering study indicates that extending the 35 MPH speed zone to MM 0.81, the south end of the guardrail on the west side of VT 100 is warranted. Commissioner Walton made a motion to accept the staff's recommendation. Commissioner Rutledge seconded the motion. Secretary Searles approves the motion.

10. VT 9 - Woodford, Speed Limit:

Request was for a reduction of the 50 MPH speed limit on VT 9 in the vicinity of Woodford Lake. Mark Ljungvall, Traffic Operations Engineer gave an overview. The Traffic Operations Section engineering study indicates that the existing 50 MPH speed limit should be retained. Things such as Summer Camp signs being installed were discussed as well as Seasonal Speed Limits. Commissioner Walton made a motion to accept the staff's recommendation. Commissioner Rutledge seconded the motion. Secretary Searles approved the motion.

Additional Topics for Discussion:

Mark Ljungvall, Traffic Operations Engineer brought one additional topic to the Traffic Committee's attention for discussion.

1. Reduced Speed Limit - I-91 - Hartford:

Mark Ljungvall, Traffic Operations Engineer, advised the Committee that advertisements were placed in two newspapers of local circulation as notification that the speed limit reduction on I-91 in Hartland, previously approved by the Committee, would be discussed at this meeting. This was to address concerns by legal council, Tom McCormick, that the process specified in 23 V.S.A. § 1004(a) must be followed to change limited access speed limits. Since nobody attended to contest the speed limit reduction, the Committee reaffirmed their previous action.

Closure of Meeting:

The meeting was adjourned by Secretary Searles at 2:07 PM.

**VERMONT TRAFFIC COMMITTEE
MINUTES OF MEETING HELD
February 4, 2000**

The Vermont Traffic Committee met on February 4, 2000. Committee Chairperson Brian Searles called the meeting to order at 2:27 P.M. in the 5th Floor Board Room, National Life Building, Montpelier, Vermont.

ATTENDEES:

Brian Searles	Secretary of Transportation, Chair, Committee Member
James Walton	Commissioner, Dept. Of Public Safety, Committee Member
Thomas McCormick	VTrans, Assistant Attorney General
Glenn Smith	Town Manager, Town of Westminster
John Dumville	Selectboard, Town of Royalton
Richard W. Ellis	Selectboard, Town of Royalton
Ann Creamer	Resident, Town of Royalton
Virginia Wilkinson	Resident, Town of Royalton
Pauline G. Ellis	Resident, Town of Royalton
Bob Graham	Selectboard, Town of Royalton
Carl Lamberton	Selectboard, Town of Calais
Randall Fitch	Selectboard, Town of Calais
Jane E. Brown	VTrans, Planning & Policy Coordinator
Mark Bannon	VTrans, Regional Coordinator-Benn. & Windham
Mark W. Ljungvall	VTrans, Traffic Operations Engineer
Tom Urell	VTrans, Traffic Operations
Bill Kerpka	VTrans, Traffic Operations
Steve Sherrill	VTrans, Traffic Operations
Kris Martin	VTrans, Traffic Operations
Ken Valentine	VTrans, Regional Planning Coordinator

The minutes from the October 7, 1999 Traffic Committee meeting were accepted.

12. US 5 - Westminster, Speed Limit:

Request was for a reduced speed limit to 40 MPH. Mark Ljungvall, Traffic Operations Engineer gave an overview. Recommendation was to extend the existing 40 speed limit at the southerly end of the study area a distance of 0.32 miles northerly. Glenn Smith, Westminster Town Manager, thanked Mark Ljungvall for conducting the speed studies and asked that the entire study area be reduced to 40 mph. Commissioner Walton suggested changing the speed limit to 45 mph for the entire area (both 40 mph and 50 mph). After some discussion and viewing the videotape of the area, Commissioner Walton made a motion to accept the staff's recommendation to reduce the speed limit of the southerly 0.32 miles from 50 mph to 40 mph. Secretary Searles seconded the motion, thereby approving the motion.

10. VT 107 - Royalton, No Parking:

Request was for a no parking zone along VT 107 near Exit 3, Bethel. Mark Ljungvall, Traffic Operations Engineer gave an overview. Recommendation was for no change. Bob Graham, Selectboard from Royalton showed pictures of the area in question. After much discussion, Commissioner Walton made a motion to install a No Parking sign and Secretary Searles seconded the motion. The motion therefore passed. Commissioner Walton asked that crosshatching be painted on the shoulder of the area to further identify the No Parking area. Secretary Searles concurred.

5. US 5 - Dummerston, Speed Limit:

Mark Bannon, VTrans Planning Coordinator spoke for the Town of Dummerston. After some discussion, Commissioner Walton made a motion to accept the recommendation of the staff and Secretary Searles seconded the motion. The motion therefore passed.

4. VT 125 - Cornwall, Speed Limit:

Request was for changing the existing 50 mph speed limit to 35 mph. Mark Ljungvall, Traffic Operations Engineer gave an overview. Recommendation was to lower the speed limit to 40 mph in the vicinity of Cider Mill Road until such time as the Agency makes improvements to sight distance at the intersection. Ken Valentine, VTrans Planning Coordinator spoke for the Town. After some discussion about a possible 45 mph speed limit, Commissioner Walton made a motion to accept the recommendation of the staff. Secretary Searles concurred with the motion. The area will be reviewed again following improvements to the highway.

Because no one in attendance came to challenge the remaining topics, Commissioner Walton made a motion to accept the recommendations of the Traffic Operations Section on the remaining agenda items. Secretary Searles seconded the motion. The motion was passed.

Additional Topics for Discussion:

Mark Ljungvall, Traffic Operations Engineer, brought one addition topic to the Traffic Committee's attention for discussion.

1. Speed Limit Changes on Limited Access Highways.

Mark Ljungvall, Traffic Operations Engineer brought Tom McCormick's October 20, 1999 memo regarding the change of speed limit on I-91 in Hartford to the Committee's attention. Mr. McCormick's opinion is that the proper procedure was not followed in establishing the speed limit and that a public hearing was necessary. Following a discussion about whether changes were actually being made to the Traffic Committee Regulations relating to Limited Access Highways, Secretary Searles recommended that the topic be put on a future agenda and advertised as a public hearing. Commissioner Walton agreed with the suggestion.

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Mark Ljungvall also mentioned that while researching this topic, it became evident that although the Regulations specify that the speed limit shall be 65 mph on Limited Access Highways unless otherwise established by the Traffic Committee, the Committee has yet to consider many non-interstate limited access facilities. Secretary Searles and Commissioner Walton agreed that Traffic Operations should review the highways in question and bring them before the Committee at a future date.

Closure of Meeting:

The meeting was adjourned by Secretary Searles at 3:32 PM.