

**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.