

**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 85<sup>th</sup> 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 85<sup>th</sup> 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 VTrans 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.