

**Vermont Traffic Committee**  
**DRAFT - 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 30<sup>th</sup> were relatively compliant. Speed studies look at 85<sup>th</sup> 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. Approved by email [x-x-2022](#)