



RUTLAND REGIONAL PLANNING COMMISSION

RUTLAND REGIONAL TRANSPORTATION ADVISORY COMMITTEE

THURSDAY, NOVEMBER 30, 2023, 5:30 PM

MEETING DETAILS

Virtual: [Teams Meeting](#), ID: 226 664 661 864, Pass: qCPd89 | Call: 1-802-440-1368, ID: 485 980 535#

In-Person: The Opera House, 3rd Floor, 67 Merchants Row, Rutland, VT 05701

ATTENDANCE

(X = in person) (V = virtual attendance)

TOWN	NAME		TOWN	NAME	
Benson	Cheryl Murray	V	Pawlet	John Sabotka	V
Brandon	Tracy Wyman	X	Pittsford	David Atherton	X
Castleton	Michael Jones		Poultney	Sarah Pelkey	V
Chittenden	Jan Sotirakis	V	Proctor	Bruce Baccei	
Clarendon	Dave Potter	X	Rutland City	Kiana McClure	
Danby	John Mykleburst		Rutland Town	Dave Sears	
Fair Haven			Shrewsbury	Marc Cimonetti	
Hubbardton	Janet Morey		Sudbury		
Ira	Larry Tagart		Tinmouth	Sherry Johson	V
Killington	Young Namkung		Wallingford	Bruce Dobbins	
Mendon	Larry Courcelle	X	Wells		
Middletown Springs	William Reed		West Haven	John Garrison	
Mount Holly	Clinton Wooley		West Rutland	Sean Barrows	X

Staff: Ethan Pepin, Nic Stark

MEETING MINUTES

1. INTRODUCTIONS

Introductions were made.

2. APPROVAL OF NOVEMBER 30TH AGENDA

Motion by Wyman to approve the agenda. Second by Atherton. Approved by voice vote.

3. APPROVAL OF SEPTEMBER 29TH MINUTES

Pelkey noted that she had attended the meeting but was marked absent, so the minutes should be amended. Pelkey made a motion to approve the minutes as amended. Sotirakis seconded.



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4. OPEN TO PUBLIC

No public comments.

5. LANE WIDTHS, ROADWAY GEOMETRY & SPEED

Pepin gave a presentation on the difference between principles of highway design and design of streets in built up areas. Pepin explained that highway design favors wide lanes and wide shoulders to facilitate high speed free flowing traffic while providing 'room for error'. Pepin then explained that these design principles make highways safer, but when applied to built up areas with pedestrians, cyclists and lots of access points/driveways it creates safety issues. Pepin explained typically, highway design has been applied to all roadways which is not ideal for all users. Pepin then explained that in built up areas, narrowing lanes through paint or curbing generally improves safety by giving drivers less room for error in space, so they compensate by creating more room for error in time (ie slowing down). This roadway design promotes slower speeds for vehicles thereby improving safety for all users. Discussion was had on centerlines and whether they make a street safer. Pepin noted that in a high speed highway situation, defining lanes is important for safety, but in a built up area, it can

6. ANNOUNCEMENTS

Pepin announced that Downtown Transportation Fund grants were available and would be due February 19th. Eligible communities are West Rutland, Poultney, Rutland City and Brandon. Barrows noted that Vergennes was engaged in a planning study to look at building a bypass for 22A, and the TAC should follow these developments.

7. TOWN UPDATES

Town updates were tabled due to the amount of time devoted to the presentation and subsequent discussion.

8. ADJOURN

Adjourned at 6:50 PM.

Respectively submitted by Ethan Pepin