



RUTLAND REGIONAL PLANNING COMMISSION

RUTLAND REGIONAL TRANSPORTATION ADVISORY COMMITTEE

THURSDAY, JANUARY 25, 2024, 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	Harley Cudney	V
Brandon	Tracy Wyman		Pittsford	David Atherton	V
Castleton	Michael Jones		Poultney	Sarah Pelkey	V
Chittenden	Jan Sotirakis	V	Proctor	Bruce Baccei	
Clarendon	Dave Potter	X	Rutland City	Kiana McClure	X
Danby	John Mykleburst		Rutland Town	Dave Sears	
Fair Haven			Shrewsbury	Marc Cimonetti	
Hubbardton	Janet Morey		Sudbury		
Ira	Larry Tagart		Tinmouth	Sherry Johson	V
Killington			Wallingford	Bruce Dobbins	
Mendon	Larry Courcelle	X	Wells		
Middletown Springs	William Reed		West Haven	John Garrison	
Mount Holly	Clinton Wooley		West Rutland	Sean Barrows	V

Guests: James Sullivan (UVM), Fred Bagley (Mendon), Dave Coppock

Staff: Ethan Pepin

MEETING MINUTES

1. INTRODUCTIONS

Introductions were made.

2. APPROVAL OF JANUARY 25TH AGENDA

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



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3. APPROVAL OF NOVEMBER 30TH MINUTES

Motion by McClure to approve the minutes. Second by Courcelle. Approved by voice vote.

4. OPEN TO PUBLIC

No public comments.

5. TRAFFIC SAFETY TOOLBOX – JAMES SULLIVAN

James Sullivan presented the newly published document Traffic Safety Toolbox. Sullivan explained the purpose of the document- to distill common traffic calming treatments into an easy guide for use by municipalities or regional planning organizations. Sullivan went over the structure of the document, showing off the way the PDF is set up with clickable links that will take you directly to the pages mentioned as well as links to online engineering documents which the information was drawn from. Pepin asked Sullivan to go over two of the countermeasures, speed feedback signs and lane narrowing, since towns often ask about these as a means of dealing with speeding on rural roads. Sullivan noted that the speed decrease from these countermeasures was inconsistent. Data from one radar feedback sign showed high compliance with speed limits, but data from another showed little to no impact. This was similar to line striping, which calms traffic, but not more than a few MPH. Pepin pointed out that the context surrounding these countermeasures had a big effect on their efficacy. When countermeasures are installed as part of a suite of measures, especially at the transition zone between high-speed highway and village/town center they are much more effective. Pepin noted the importance of land use in making countermeasures effective. Sullivan concurred and spoke about highway hypnosis, the effect where drivers accustomed to traveling at highway speeds must suddenly slow down, they often continue to drive at elevated speeds. So, gateway treatments can be effective in highlighting to drivers that they have entered a new context, but countermeasures like signage and striping will not do a lot for drivers who are purposefully speeding. In that case, enforcement is often needed. Cudney asked a question about if you could turn left on neighborhood traffic circles. Sullivan explained that you could and that it isn't actually a roundabout, but more of a barrier to traffic going straight. Bagley asked a question about speed cameras. Sullivan explained that this was solely about speed countermeasures, which are part of a larger program of speed management which incorporates enforcement which is outside of the scope of this project. Pepin noted that there were two bills in the state legislature that were looking at this. He noted that these have been very effective in reducing speeding when implemented and given the difficulties in fully staffing law enforcement agencies, they may be one of the few tools that can effectively deal with speeding on rural roadways where countermeasures are simply not suitable. Murray noted that rumble strips were installed on 22A and have been very effective in keeping people in the lane when weather conditions obscure road markings.

6. ANNOUNCEMENTS

Pepin explained that VTrans was revising their State Transportation Improvement Program (STIP) plan, which is a plan that guides capital funding on transportation projects and is submitted to FHWA every three years. He noted that the project list for the region was sent out and there would be a public



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hearing on February 5th. Potter asked about what happened to the Pittsford-Brandon project that has been in the works for years. Pepin noted that he wasn't sure, but pointed out that there were few major roadway projects funded at all during the period. Potter said that this project should be on there and suggested TAC and RRPC should be making a lot of noise over this. Pepin agreed that the TAC and RRPC should do everything to advocate for this but noted that they have no formal power of the allocation of funding. Pepin said he would attend the hearing and raise the issue on behalf of the TAC.

7. TOWN UPDATES

Murray gave an update on the 22A project in Benson. The project is getting into environmental permitting and ROW. Murray said the design was pretty much done, so there is little to report, but things are continuing to move. The bottleneck is mostly around negotiating ROW.

8. ADJOURN

Adjourned at 6:45 PM.

Respectively submitted by Ethan Pepin