

**BRATTLEBORO TRAFFIC SAFETY COMMITTEE  
TUESDAY, MAY 28, 2013  
8:30AM – SELECTBOARD MEETING ROOM  
MINUTES**

Members present: Town Manager Barbara Sondag, Public Works Director Steve Barrett, Police Chief Gene Wrinn, Planning Director Rod Francis, Fire Chief Mike Bucossi, Leo Schiff as Chamber of Commerce Representative, Betsy Gentile as School Representative, and Robert Immler as Citizen Representative.

Selectboard representative present: David Gartenstein.

Other staff members present: Highway/Utilities Superintendent Hannah O'Connell, and Assistant Town Manager Patrick Moreland.

Others present: Donna Zhao, Grant Li, Kelly Price, Susan Avery, Stewart McDermet, Matt Mann from Windham Regional Commission, Terry Carter, and others who did not sign the attendance sheet.

Public Works Director Steve Barrett called the meeting to order at 8:30am. He confirmed that the meeting was properly warned.

Barrett presented minutes from the April 23, 2013 meeting.

**MOTION BY GENE WRINN, AND SECONDED BY BETSY GENTILE, TO APPROVE THE MINUTES FROM APRIL 23, 2013. MOTION CARRIED UNANIMOUSLY.**

Public Participation – Terry Carter spoke of her ongoing concerns about Putney Road in general and specifically the intersection in the area of Harris Avenue and Vermont Avenue. Stewart McDermet, from West Brattleboro Association, thanked the Town for repainting street lines in West Brattleboro and for reinstating bollards by Academy School. He also asked that additional bollards be placed at the western end where other lines are painted. He agreed to contact Public Works to meet and review the requested site location.

Committee Terms/Vacancies – Assistant Town Manager Moreland said that the committee terms of Betsy Gentile and Robert Immler will expire on June 30, 2013. There was a brief discussion.

Traffic Calming Plan – Review draft Plan – Highway/Utilities Superintendent O'Connell reviewed changes she made to the draft Traffic Calming Plan since the Plan was last presented to the Committee, including tiers of prioritization, working around construction projects, and budgetary and geographical components. There was discussion about the Plan, certain revisions, purchase of other devices for the traffic calming toolbox, funding and grants for additional devices, and upgrading devices currently owned but that were in disrepair. Matt Mann suggested compiling a spreadsheet of various devices with costs and benefits. It was decided that the Committee would vote at its next meeting whether to make a recommendation about the Plan to the Selectboard. It was also agreed to include the Plan on the Town's website and send out a press release asking for public comment.

Sidewalks – Putney Road and Cedar Street. George Anthes spoke about his concerns regarding pedestrian safety and the addition of sidewalks particularly on Putney Road by the Memorial Bridge heading north to the top of the hill and on Cedar Street to the Retreat trails. Terry Carter inquired about the border between the State and Town jurisdiction on Putney Road, reiterated her concerns about Putney Road, and requested another discussion about that area because she was not available to attend the meeting when the Committee made a decision. There was discussion by the Committee about pedestrian safety concerns on Putney Road, the State's jurisdiction on Putney Road, proposed Putney Road project, and topographical limitations in that area. There was a brief discussion about pedestrians on Cedar Street and other sidewalk priority areas in Town.

Trains/Traffic Flow – Sondag said that David Cadran asked that this matter be added to the agenda, but he did not identify his concerns and was not present at the meeting. There was no discussion.

Williams Street – O’Connell said that she researched different guardrail options for the bridge on Williams Street near Whetstone Drive and that she met with a representative from Lafayette Guardrail. She said that different rail options were available, that they were primarily decorative in nature, and that rail posts could be altered but the height of the guardrail would have to be maintained due to pedestrian and vehicular crash safety standards so changes would not make a notable difference in the height of the guardrail and visibility in the area. She said she also researched the Federal Aid Secondary highway system (FAS) and she did not find a clear definition for FAS designated roads. She said that the road was classified as an urban connector and it may be eligible for Federal funding during emergency or reconstruction projects. Barrett agreed that the Federal Aid Highway definition was vague, but added that the FAS designation provided advantages for Federal funding. Police Chief Wrinn said that in response to the Home Owners’ request to post the road for local traffic only, the limited traffic signs could only be used temporarily when limiting access for short distances for construction, that any permanent limitations would require the Town to throw up the road (abandon it), and that the Town Attorney advised that enforcement would be very difficult. Terry Carter suggested that Federal funding may be used as leverage for road maintenance, and that there was a responsibility to keep the road in good condition particularly in the case of a nuclear emergency. Susan Avery, from Whetstone Village, spoke about a letter she received in March from Amy Gamble [VTrans’ Traffic Operations Engineer] indicating that FAS designated streets were under the jurisdiction of the Town, that designated projects may be eligible for partial Federal funding, and that maintenance was not federally funded. She discussed applying for a State structural grant or Federal funds, and said that she had copies of the project development plans and letter of acceptance from the Town. Matt Mann, from Windham Regional Commission, suggested looking at Williams Street as a whole after the adoption of the Traffic Calming Plan. There was discussion by the Committee, including other options for the corner, such as cutting brush to increase visibility, installing a “dangerous intersection” sign, installation and maintenance of mirrors at the intersection, and monitoring traffic speeds. There was also a discussion about altering the corner at the bottom of Crosby and Williams Streets, the impact it would have on abutting landowners, and adding a stop sign at the corner of Crosby Street to open the line of sight.

Sondag summarized some of the discussions over the past few months. She said that the Whetstone Home Owners Association previously filed a petition requesting that Williams Street be identified as “No Thru Traffic, Local Traffic Only,” and she asked the Committee to vote on the request.

**MOTION BY LEO SCHIFF, AND SECONDED BY STEVE BARRETT, FOR INSTALLING A “LOCAL TRAFFIC ONLY” SIGN FOR WILLIAMS STREET. MOTION WAS DEFEATED UNANIMOUSLY.**

Signage on Route 30 at West River Park – Recreation & Parks Director Carol Lolatte spoke about past discussions and decisions about installing traffic signs near the new West River Park on Route 30. She said that she met with Marcos Miller from the State Agency of Transportation before the park opened about State regulations and possible signage. She said that the State prohibited certain traffic calming measures, such as rumble strips, but allowed installation of signs that read, “watch for turning vehicles” and “emergency parking only.” She said she would continue to heighten awareness for large events and that she had not received any incident reports. Chief Wrinn concurred that no incidents had been reported. Betsy Gentile thanked Lolatte for the hard work in getting the park open. There was a brief discussion.

Ad Hoc Bicycle & Pedestrian Committee – Local Motion, Update. Sondag said that the spring action plan was being initiated, including some sidewalk painting for pedestrian caution messages, preparing brochures and local store coupons for distribution, and implementation of a youth-involved sign project.

Other Business

There was a brief discussion about the memo submitted to the Committee clarifying Terry Carter’s allegations that her ongoing comments were not included past minutes.

There was no further business.

**MOTION BY BARB SONDAG, AND SECONDED BY STEVE BARRETT, AT 9:30AM TO ADJOURN. MOTION CARRIED UNANIMOUSLY.**