

**BRATTLEBORO TRAFFIC SAFETY COMMITTEE  
SPECIAL MEETING  
TUESDAY, AUGUST 8, 2012 – 8:00AM  
MINUTES**

Members present: Town Manager Barb Sondag, Betsy Gentile from Windham Southeast Supervisory Union, Public Works Director Steve Barrett, Police Captain Mike Fitzgerald, Fire Chief Mike Bucossi, Planning Director Rod Francis, and Robert Immler as Citizen Representative.

Selectboard representative present: David Gartenstein.

Others present: Terry A. Carter, Kate Anderson, Alice Charkes, Teta Hilsdon, Academy School Principal Andy Paciulli, and others who did not sign the attendance sheet.

Town Manager Sondag called the meeting to order at 8:09am in the Selectboard meeting room. She confirmed that the meeting was properly warned. Minutes from the July 24, 2012 meeting were presented.

**MOTION BY DAVID GARTENSTEIN, AND SECONDED BY BETSY GENTILE, TO APPROVE THE MINUTES FROM JULY 24, 2012 MEETING. MOTION WAS APPROVED UNANIMOUSLY.**

It was agreed to adjust the order of the agenda.

Paint-the-Pavement Project – Cedar and Myrtle Streets. Alice Charkes and Teta Hilsdon, from the Cedar and Myrtle Streets neighborhood, and Kate Anderson, from the Arts Committee, were present and discussed the neighborhood project. Charkes provided and reviewed information on paint-the-pavement projects in other cities, including a note pertaining to a St. Paul, Minnesota project that speed around the project had dropped from 30 mph to 29 mph, and that there was no crash data or other evidence related to distracted drivers. She said that the Cedar/Myrtle Street neighborhood steering committee would be responsible for fundraising to buy paint for the initial painting, additional upkeep/repainting, and black paint to cover the design after it was no longer maintained. She said that the steering committee intended to have direct contact with all of the residents in the area and would ask neighbors to sign a consent, and that the steering committee's goal was to obtain 75% agreement from the neighbors. Hilsdon said that the design had been redesigned to eliminate the cat, dog and bicyclist, and that the swirl and tree trunk remained in the design. Members of the Committee discussed concerns, including whether the design would attract children, if the paint would become slippery in wet weather, whether the design would distract drivers, if the design should be located within an intersection, financial responsibilities, permits, lack of supporting data as a traffic safety measure, accountability and neighborhood support. There was much discussion about the specific project and projects in other cities. Sondag said that if the Committee endorsed paint-the-pavement projects in Town, it should develop criteria for this and other similar projects that may follow. Gartenstein noted that the project was initially presented as a traffic safety project but that no supporting traffic safety data had been submitted. There was further discussion that the project had served as a neighborhood art project that developed positive community involvement, and that it could be developed as a pilot project and submitted to the Selectboard as such. It was agreed that there was consensus by the Committee to proceed, that the matter would be added to the next agenda and more information would be presented at that time. The neighborhood steering committee was asked to present the final design and bring written consents of the other neighbors. Sondag said that staff would put together criteria for such projects, including ordinance changes. It was also agreed that contact should be made with other cities about data around their paint-the-pavement projects, including the location of a project in intersections with traffic control signs and devices.

**MOTION BY DAVID GARTENSTEIN, AND SECONDED BY BETSY GENTILE, THAT THE TRAFFIC SAFETY COMMITTEE ASK STAFF TO DEVELOP A LIST OF DRAFT CRITERIA GOVERNING PAINT-THE-PAVEMENT PROJECTS, AND THAT AT THE AUGUST 28 MEETING THE COMMITTEE REVIEW A FINAL DESIGN WITH CHANGES THAT HAVE BEEN PROPOSED TO THE PAINT-THE-PAVEMENT PROJECT AT CEDAR AND MYRTLE STREETS. MOTION CARRIED UNANIMOUSLY.**

Guilford Street – Traffic Calming Devices. Sondag asked to have a discussion and reach an agreement concerning traffic calming devices on Guilford Street, as well as the area around Academy School. She suggested installing a larger painted pedestrian crosswalk at Academy School, adding stenciled school zone markings near the crosswalk, adding engineering work in that area into a possible grant, and to install a traffic hump on Guilford Street. Barrett provided examples of traffic calming devices and described differences between the seasonal speed bumps, speed plateaus/humps, speed cushions, speed tables, and electronic speed signs. He suggested that a town-wide plan with safety and design criteria be developed to address areas of pedestrian safety, school zones, crosswalks, and lighting. He said after a plan had been developed, future discussions would include funding and methods of phasing in the plan. Gartenstein suggested developing a comprehensive plan to determine where the Traffic Safety Committee should focus its discussions and efforts. Others agreed that a long term plan for the Committee should be a goal, but that ongoing areas of concern should be addressed sooner, such as the Academy School area and Guilford Street near Living Memorial Park. There was discussion about where crosswalks could be added or improved, seasonal traffic calming devices, the pending AARP grant for the Canal Street/Clark Avenue/Belmont Avenue area, and seasonal and non-seasonal traffic calming devices.

Academy School Principal Paciulli spoke of safety concerns around drop-off and pick-up times, including dangerous pedestrian crossings, vehicle congestion and traffic accidents. He said that the installation of the bollards on Western Avenue had a positive effect on helping to control traffic and suggested adding school zone markings on Western Avenue, increasing crosswalk awareness to protect pedestrians and crossing guards, and striping and enforcing no-parking zones. He also spoke of traffic calming efforts being made by the School. There was discussion about whether to close the road strip by the church in front of the school during drop-off and pick-up times, or making it one-way, and/or eliminating parking on the strip. Fire Chief Bucossi spoke of his concerns around getting emergency equipment to the school during those times. **It was agreed by the Committee to try blocking the road strip by the church in front of Academy School.**

**MOTION BY BARBARA SONDAG, AND SECONDED BY ROBERT IMMLER, TO ENLARGE THE SIZE OF THE PEDESTRIAN CROSSWALK ON WESTERN AVENUE NEAR ACADEMY SCHOOL, TO ENSURE THE NO-PARKING ZONE ON EITHER SIDE OF THE CROSSWALK WAS SUFFICIENT FOR THE CROSSING GUARDS, ADD STENCILED SCHOOL ZONE MARKINGS ON BOTH SIDES OF THE CROSSWALK, ADD ENGINEERING WORK INTO A GRANT FOR WESTERN AVENUE IN ACADEMY SCHOOL AREA, AND TO PURCHASE A TRAFFIC HUMPS FOR A PILOT PROGRAM AT GUILFORD STREET. MOTION CARRIED UNANIMOUSLY.**

#### ***OTHER BUSINESS***

Bullock Street - Barrett said that since crews from Public Works would have the line-striping equipment out, it would be beneficial to line-stripe Bullock Street at the same time in order to decrease the travel lane and increase the walkway. He referred to the sketch attached to his memo. **The Committee agreed to the line-striping as proposed.**

Crosswalk on Western Avenue at Spruce Street Intersection – Barrett also asked if there had been an agreement to move the crosswalk on Western Avenue from the east side of Spruce Street to the west side so it would line up with the street light. He said that a citizen had requested the change after a pedestrian/vehicle accident on Western Avenue last year. There was a brief discussion by the Committee and it was decided to discuss the matter at another meeting and that Barrett would provide photographs of the intersection.

There was no further business.

**MOTION BY ROBERT IMMLER TO ADJOURN. MOTION WAS UNANIMOUSLY APPROVED.**