

**TRAFFIC SAFETY COMMITTEE  
THURSDAY, JANUARY 16, 2020 – 8:00AM  
SELECTBOARD MEETING ROOM, MUNICIPAL CENTER  
AGENDA**

1. Minutes – December 19, 2019
2. Public Participation
3. Monthly Report on Pedestrian and Bicycle Incidents
4. Monthly Report on Traffic Data Collection
5. Updates/Continued Discussion on Ongoing Matters
6. Street and Sidewalk Safety Policy Safety Action Requests
  - (a) *Request for Pedestrian Crossing Signal and Street Light at Intersection of Canal and South Main Streets*
  - (b) *Request for “Children Playing” Sign and Sidewalks on Fairview Street*
  - (c) *Request for No Parking Signage Near 64 Western Avenue*
7. Request for Handicapped Parking Space on Canal Street Adjacent to the Co-Op
8. Other Business – Informational Items
9. Adjournment

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**TRAFFIC SAFETY COMMITTEE  
THURSDAY, DECEMBER 19, 2019, 8:00AM  
SELECTBOARD MEETING ROOM, MUNICIPAL CENTER  
MINUTES**

Members present: Town Manager Peter Elwell, Police Chief Mike Fitzgerald, Planning Director Sue Fillion, Chamber of Commerce Representative Deb Bunker, Citizen Representative Louise Zak, School Representative Alice Charkes, and Highway/Utilities Superintendent Dan Tyler.

Selectboard Representative: None.

Other staff members present: DPW Engineering Technician Josh Carnes.

Others present: Prudence MacKinney, Carmen "Nina" Willson, and others who did not sign the attendance sheet.

Town Manager Elwell called the meeting to order at 8:03am.

Approve Minutes – October 17, 2019

Elwell asked the committee to approve the minutes from the October 17 meeting. There was no discussion.

**MOTION BY DEB BUNKER, AND SECONDED BY ALICE CHARKES, TO APPROVE THE MINUTES FROM THE OCTOBER 17 MEETING. MOTION CARRIED UNANIMOUSLY.**

Public Participation

None.

Monthly Report on Pedestrian and Bicycle Incidents – Police Chief Mike Fitzgerald reported that since the last meeting, a total of 71 motor vehicle accidents were reported, with 9 containing personal injuries and 2 involving pedestrians. He reported that the first pedestrian accident took place on October 31 at 6:45pm at the intersection of Canal Street and Oak Grove Avenue where the motor vehicle struck two pedestrians who were in the in crosswalk and had activated the crossing lights. He said that it was raining, and the roadway was wet. He reported that the driver was arrested and cited for failure to yield to pedestrians in a crosswalk and for negligent operation of motor vehicle. Fitzgerald said that the second accident occurred on December 9 at approximately 5:00pm in the Carriage Hill/Yorkshire Circle area. He said that the motor vehicle struck a pedestrian who was walking in the roadway and was wearing all dark clothing, He said it was dark and that visibility was poor due to heavy rain. He reported that the accident was still under investigation. He noted that everyone had responsibility in sharing roadway safety – drivers need to be responsible and attentive, slow down, and keep their vehicles in good operating order, and pedestrians should dress to be seen and take necessary safety precautions. There was some discussion by the committee about making devices available to pedestrians and bicyclists, such as blinking lights or reflective materials, to improve visibility. Charkes noted that at the last BCAT meeting (Brattleboro Coalition for Active Transport) there was discussion about BCAT partnering with the Police Department about funding for such devices. There was further discussion about the airing of a winter safety video and other social media safety notices.

Monthly Report on Traffic Data Collection – Josh Carnes, Engineering Technician from Public Works, spoke about the data collected weekly from the mobile traffic devices in various locations, as set forth in his report dated December 10. He said that the goal in setting the devices at various locations was to get an overview about traffic on moderately traveled thoroughfares in town. He spoke about data collected on Marlboro Road, Fairview Street, Western Avenue, Guilford Street (near the park), Putney Road (along the straightaway near #192), South Main Street, Canal Street (in the vicinity of Clark Avenue), Meadowbrook Road, Memorial Park Drive, Black Mountain Road (by the entrance to the Police Department), and the permanent speed sign near Green Street School. There was some discussion by the committee about the data collected and possibly lowering speed limits below 25mph in some areas of town. Elwell asked that the mobile speed device be installed on stealth mode on Green Street past the school and that the data be presented at the next committee meeting.

1  
2 Updates/Continued Discussion on Ongoing Matters

3 (a) *Signage at Melrose Bridge*

4 (b) *Safety Improvements on the State Highway Section of Route 9 (Marlboro Road)*

5  
6 (a) Highway/Utilities Superintendent Dan Tyler said that this matter had been discussed at the October  
7 17 Traffic Safety Committee meeting and since then he reviewed correspondence with Dave Cohen, an  
8 individual who had requested the particular sign that was now installed at the bridge, and which was  
9 approved by the Traffic Safety Committee. He spoke about a device installed in Portland that would activate  
10 flashing lights when a bicycle traveled over it and noted that it cost approximately \$90,000. He offered a sign  
11 that was approved in the MUTCD (Manual on Universal Traffic Control Devices) and included in the back-up  
12 materials. Charkes said that she recalled the previous conversations with Cohen and recommendation by  
13 the committee about installing the current sign, and she suggested that the sign now be replaced by the  
14 MUTCD approved sign. She said that sign was standard throughout the region and would be recognizable  
15 by drivers. There was a brief discussion.

16  
17 **MOTION BY ALICE CHARKES, AND SECONDED BY LOUISE ZAK, TO CHANGE THE SIGN FROM “DO**  
18 **NOT PASS BICYCLES ON BRIDGE” TO THE STANDARD MUTCD “BICYCLE MAY USE FULL LANE”**  
19 **SIGN. MOTION CARRIED UNANIMOUSLY.**

20  
21 (b) Elwell provided an update on the requests for safety improvements on Route 9 that were discussed  
22 at the last meeting. He said that the Selectboard had endorsed the committee's requests, and he then sent  
23 a letter to Wayne Symonds, Highway Division Director/Chief Engineer at VTrans, a copy of which was  
24 included in the back-up materials. He said that he received an e-mail and phone call confirming that VTrans  
25 would consider the request. He said that further studies were needed and VTrans may include the matter on  
26 the State's Traffic Committee meeting in March or April. Elwell said that he would report any further  
27 information when it was available.

28  
29 Request for Additional Handicapped Parking Space on Main Street – Elwell said that staff was modifying its  
30 previous recommendation about the location of installing a handicap parking space on Main Street after  
31 hearing from the ADA Committee last week, along with members from the Brattleboro Area Chamber of  
32 Commerce and the Downtown Brattleboro Alliance. He said that the new recommendation was to use the  
33 first space on the southbound side of Main Street after the intersection of High Street in front of Duo  
34 Restaurant, rather than the previously suggested space in front of the Chamber of Commerce. He noted the  
35 benefits of collaboration and communications last week between members of the ADA Committee and  
36 bike/pedestrian advocates. He said that the owners of Duo Restaurant approved the revised request, and  
37 the parking space would occupy a space previously used as loading zone but was currently rarely used for  
38 that purpose. He said if the committee approved the request, it would then go before the Selectboard for  
39 approval and an amendment to the ordinances. Nina Willson, from the ADA Committee, spoke about the  
40 need to install another handicap parking space on Main Street, even though it would not fully comply with  
41 regulations due to the narrow roadway. She spoke about the limited spaces downtown that were truly  
42 accessible. There was a brief discussion by the committee members.

43  
44 **MOTION BY LOUISE ZAK, AND SECONDED BY ALICE CHARKES, TO RECOMMEND TO THE**  
45 **SELECTBOARD ADDING A HANDICAPPED PARKING SPACE ON MAIN STREET IN FRONT OF DUO**  
46 **RESTAURANT. MOTION CARRIED UNANIMOUSLY.**

47  
48 Street and Sidewalk Safety Policy Action Requests

49 (a) *Frost Street – Request for Extension of Sidewalk Plow Service Area*

50 (b) *Clark Street – Request for Extension of Sidewalk Plow Service Area*

51  
52 (a) Dan Tyler spoke about the request to plow the sidewalk on Frost Street in front of the Whetstone  
53 Brewery and Mocha Joe's Coffee (westerly of Elm Street). He said that staff did not recommend adding that  
54 area to the snowplow route. He said that property owners in the Downtown District were required by  
55 ordinance to remove snow from their sidewalks and the Public Works Department was hesitant to add  
56 additional footage to the sidewalk plow route. Elwell noted that the area easterly of those businesses

1 (between Elm Street and the CF Church building) was not included on the sidewalk snowplow route so a  
2 large section of sidewalk between downtown and those businesses would not be cleared. He said that the  
3 Town plowed the sidewalks in front of the parking lots on Flat Street as part of its responsibility as a property  
4 owner in the Downtown District but did not clear further west. Charkes noted that if any sidewalks were  
5 added to the route, the sidewalk easterly of Elm Street toward downtown, the parking garage, Sam's, and the  
6 Food Co-Op would have a greater impact and be more beneficial for pedestrians. Elwell clarified that a  
7 request to clear the sidewalks easterly of Elm Street had not been received and staff did not recommend  
8 adding it to the plow route. There was much discussion by the committee. The committee did not approve  
9 the request.

10  
11 (b) Tyler said that a request had been received to add Clark Street to the sidewalk plow route. He  
12 provided a picture of Clark Street after a snowstorm and said that the street was very narrow and did not  
13 provide space to place the snow if it were plowed or blown. He said that snow was often removed from the  
14 street after large storms which would then clear the sidewalks. There was a brief discussion by the  
15 committee members. The committee did not approve the request.

16  
17 Other Business – Informational Items  
18 None.

19 There was no further business.

20 **ELWELL ADJOURNED THE MEETING AT 9:00AM.**

Town of Brattleboro  
**DEPARTMENT OF PUBLIC WORKS**

211 Fairground Road, Brattleboro, Vermont 05301  
Tel: 802-254-4255 • Fax: 802-257-2316 •  
E-mail: [jcarnes@brattleboro.org](mailto:jcarnes@brattleboro.org)

## MEMORANDUM

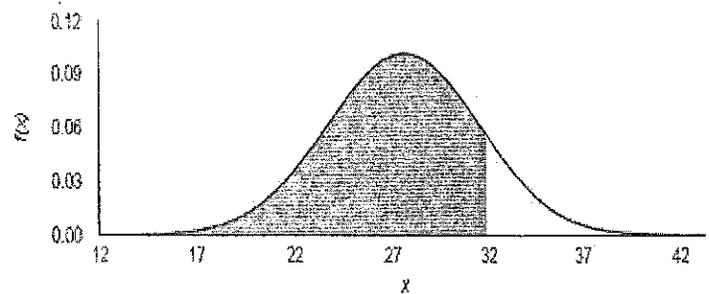
TO: Traffic Safety Committee  
FROM: Joshua A. Carnes, Engineer Tech  
RE: Traffic Data Collection Report  
DATE: January 13<sup>th</sup>, 2020

The Department of Public Works collected the following traffic data from December 11<sup>th</sup>, 2019 to January 13<sup>th</sup>, 2020. Probability curves have been added to illustrate the statistical likelihood of vehicles traveling a given speed. 68% of the speeds fell within 1 standard deviation ( $\sigma$ ) of the average ( $\mu$ ); 95% fell within 2 standard deviations of the average; and 99.7% fell within 3:

### Western Avenue near Academy School (12/11/19 – 01/08/20):

#### Eastbound Traffic

Posted speed: 25 mph  
Average speed ( $\mu$ ): 27.6 mph\*  
85<sup>th</sup> percentile: 31.7 mph  
Max recorded speed: 60 mph  
Date of max speed: THR, Dec 19  
Hour of max speed: 20:00 – 21:00  
Display: **On**  
Standard deviation ( $\sigma$ ): 3.91  
Average vehicles per day: 5182.2



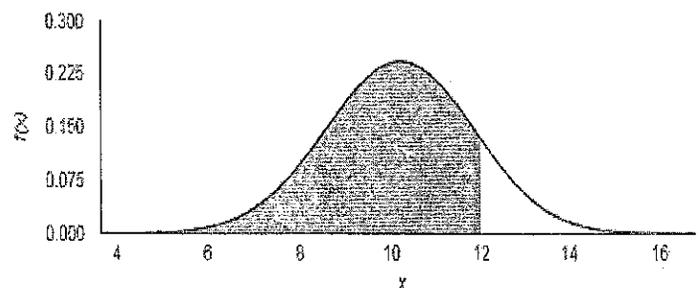
$$\mu = E(X) = 27.61 \quad \sigma = SD(X) = 3.91 \quad \sigma^2 = Var(X) = 15.288$$

\* 6.1% (1.8 mph) **decrease** in average speed from last observation period

### Memorial Park Drive (12/11/19 – 12/17/19):

#### Outbound Traffic

Posted speed: 10 mph  
Average speed ( $\mu$ ): 10.2 mph  
85<sup>th</sup> percentile: 11.9 mph  
Max recorded speed: 38 mph  
Date of max speed: THR, Dec 12  
Hour of max speed: 01:00 – 02:00  
Display: **Stealth**  
Standard deviation ( $\sigma$ ): 1.64  
Average vehicles per day: 93.6



$$\mu = E(X) = 10.23 \quad \sigma = SD(X) = 1.64 \quad \sigma^2 = Var(X) = 2.69$$

Town of Brattleboro  
**DEPARTMENT OF PUBLIC WORKS**

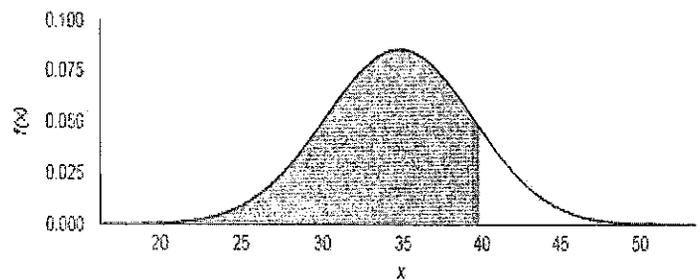
211 Fairground Road, Brattleboro, Vermont 05301  
Tel: 802-254-4255 • Fax: 802-257-2316 •  
E-mail: [jcarnes@brattleboro.org](mailto:jcarnes@brattleboro.org)

## MEMORANDUM

### Marlboro Road near Edward Heights (12/18/19 – 12/26/19):

#### Eastbound Traffic

Posted speed:	30 mph
Average speed ( $\mu$ ):	34.8 mph
85th percentile:	39.7 mph
Max recorded speed:	60 mph
Date of max speed:	WED, Dec 25
Hour of max speed:	02:00 – 03:00
Display:	<b>On</b>
Standard deviation ( $\sigma$ ):	4.64
Average vehicles per day:	4825.4

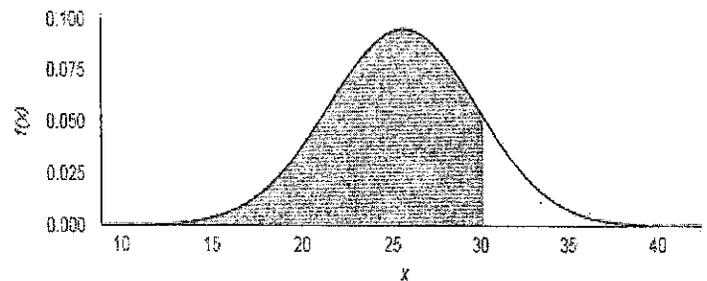


$$\mu = E(X) = 34.84 \quad \sigma = SD(X) = 4.64 \quad \sigma^2 = \text{Var}(X) = 21.53$$

### Guilford Street near Memorial Park (01/02/20 – 01/08/20):

#### Southbound Traffic

Posted speed:	25 mph
Average speed ( $\mu$ ):	25.7 mph
85th percentile:	30.0 mph
Max recorded speed:	60 mph
Date of max speed:	FRI, Jan 03
Hour of max speed:	05:00 – 06:00
Display:	<b>On</b>
Standard deviation ( $\sigma$ ):	4.18
Average vehicles per day:	2261.9



$$\mu = E(X) = 25.65 \quad \sigma = SD(X) = 4.18 \quad \sigma^2 = \text{Var}(X) = 17.472$$

Town of Brattleboro  
**DEPARTMENT OF PUBLIC WORKS**

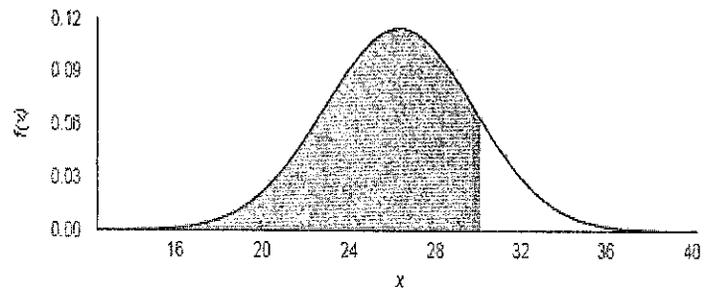
211 Fairground Road, Brattleboro, Vermont 05301  
Tel: 802-254-4255 • Fax: 802-257-2316 •  
E-mail: [jcarnes@brattleboro.org](mailto:jcarnes@brattleboro.org)

## MEMORANDUM

### Green Street near #154 (01/09/20 – 01/13/20):

#### Eastbound Traffic

Posted speed:	25 mph
Average speed ( $\mu$ ):	26.3 mph
85th percentile:	29.9 mph
Max recorded speed:	48 mph**
Date of max speed:	SUN, Jan 12
Hour of max speed:	17:00 – 18:00
Display:	Stealth
Standard deviation ( $\sigma$ ):	3.47
Average vehicles per day:	895.4



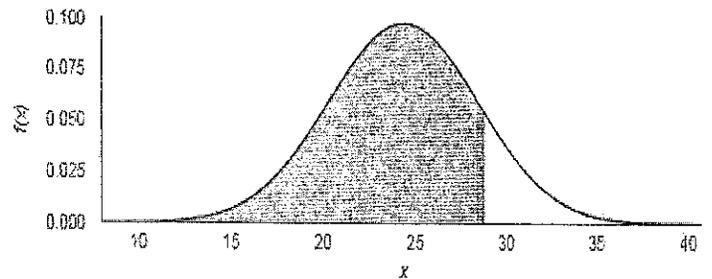
$$\mu = E(X) = 26.34 \quad \sigma = SD(X) = 3.47 \quad \sigma^2 = Var(X) = 12.041$$

\*\*42 mph recorded by other sign (at High and Green Streets) at same time

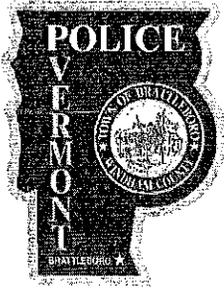
### Green Street near High Street (12/11/19 – 01/13/20):

#### Eastbound Traffic

Posted speed:	25 mph
Average speed ( $\mu$ ):	24.4 mph
85th percentile:	28.6 mph
Max recorded speed:	50 mph
Date of max speed:	WED, Jan 08
Hour of max speed:	04:00 – 05:00
Display:	<b>On</b>
Standard deviation ( $\sigma$ ):	4.08
Average vehicles per day:	3567.5



$$\mu = E(X) = 24.38 \quad \sigma = SD(X) = 4.08 \quad \sigma^2 = Var(X) = 16.646$$



# BRATTLEBORO POLICE DEPARTMENT

- 62 BLACK MOUNTAIN ROAD - BRATTLEBORO, VERMONT 05301 -  
802.257.7950

**To:** Traffic Safety Committee  
**Via:** Peter Elwell, Town Manager  
**From:** Captain Mark Carignan  
**Re:** Cross walk – Intersection of Canal Street / South Main Street  
**Date:** 1/10/20

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The purpose of this memorandum is to recommend to the Brattleboro Traffic Safety Committee that no action be taken to supplement or support the visibility and accessibility of the crosswalk that crosses Canal Street just south of the intersection of South Main Street, near #9 Canal Street. In fact, if changes were to be made to increase pedestrian safety, we recommend the crosswalk be removed. The reasons for this are:

- 1) About 100 yards north of this crosswalk there is a fully controlled, well lit crosswalk across Canal Street. At this intersection vehicular traffic is required by signal to stop in all directions in order to afford pedestrians safe passage.
- 2) The subject crosswalk exists at a location where driver attention is not generally focused on the potential presence of pedestrians. Further, they are not generally focused on the observance and obedience of traffic control devices.
  - a. Southbound S. Main drivers usually turn right (north) onto Canal, and are focused on the stop sign there as well as the next signal they will encounter at the “5-way,” which is visible from S. Main Street.
  - b. These same drivers occasionally turn left (south) onto Canal. In such cases they are primarily focused on entering traffic in a congested area. Once they are clear left (south side), usually by a car that has stopped for them, they focus on the right (north side), waiting for a break in traffic to proceed. Once that break is detected the driver accelerates and proceeds left. Driver habits, while improper, often result in this acceleration and turn occurring without a subsequent check of the left (south) side where a pedestrian potentially emerged.
  - c. The crosswalk in question is on the south side of S. Main / Canal, and a pedestrian in such a location has a higher than normal chance of being struck by a turning vehicle.
- 3) Drivers headed south from the intersection of Main and S. Main (5-way) are generally focused on accelerating up the Canal St hill and away from the congested traffic of downtown. This behavior results in a lower level of expectation of pedestrians because southbound traffic in this area moves significantly more freely than it had in the downtown area. There are also fewer pedestrians. Finally, driver anticipation of moving from a highly signalized area (downtown) to a less signalized area (Canal St) results in less driver vigilance in observing and obeying traffic devices.

- 4) Northbound traffic regularly backs up from stop lights at the 5-way. This backup often extends south past the intersection of Canal and South Main Streets, as well as the subject crosswalk. As a result, pedestrians using the subject crosswalk appear to drivers to be acting as mid-block jay-walkers, as opposed to law abiding pedestrians. This can result in collisions.

If the Town removed the crosswalk in question pedestrians would be required to cross at the 5-way, a signalized and well-lit crosswalk about 100 yards north.

**Town of Brattleboro, VT**  
*Customer Service Form*

*Citizen Information*

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**CUSTOMER SERVICE ID**

CSR-206

**DATE**

Dec 17, 2019

**TIME**

7:53 pm

**NAME**

NA

**ADDRESS**

Street Name: CANAL ST

Street Num: 10 Unit:

**PHONE NUMBER**

802-275-6508

**EMAIL**

Citizen Concern / Complaint / Compliment Information

---

**Return Call/E-mail Requested**

Yes

No

**Communication Format Preference**

Phone

[ ] E-mail

**Date of Incident**

Dec 16, 2019

**Time of Incident**

07:53 pm

**Describe your Concern / Complaint / Compliment**

This follow up notice is a repeated request seeking for a cross walk signal light and lamp post light to be installed on the corner of south main street and canal. This traffic area is extremely dangerous as has been currently designed; I can not count the number of times day and night drivers have almost accidentally hit pedestrians. What is the cost to install the lights? Whatever the price is, is worthwhile to be responsible for preventing travesties.

**Explain how we might address your concern**

Please cooperate with resolving this as addressed.

Once the form is completed, please click the SUBMIT button below to process the form.

The questions below this point are only visible when logged in as an administrator.

---

Action Taken

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Call or e-mail returned date

Call or email returned time:

Town of Brattleboro  
**DEPARTMENT OF PUBLIC WORKS**

211 Fairground Road, Brattleboro, Vermont 05301  
Tel: 802-254-4255 • Fax: 802-257-2316 • E-mail:  
dtyler@brattleboro.org

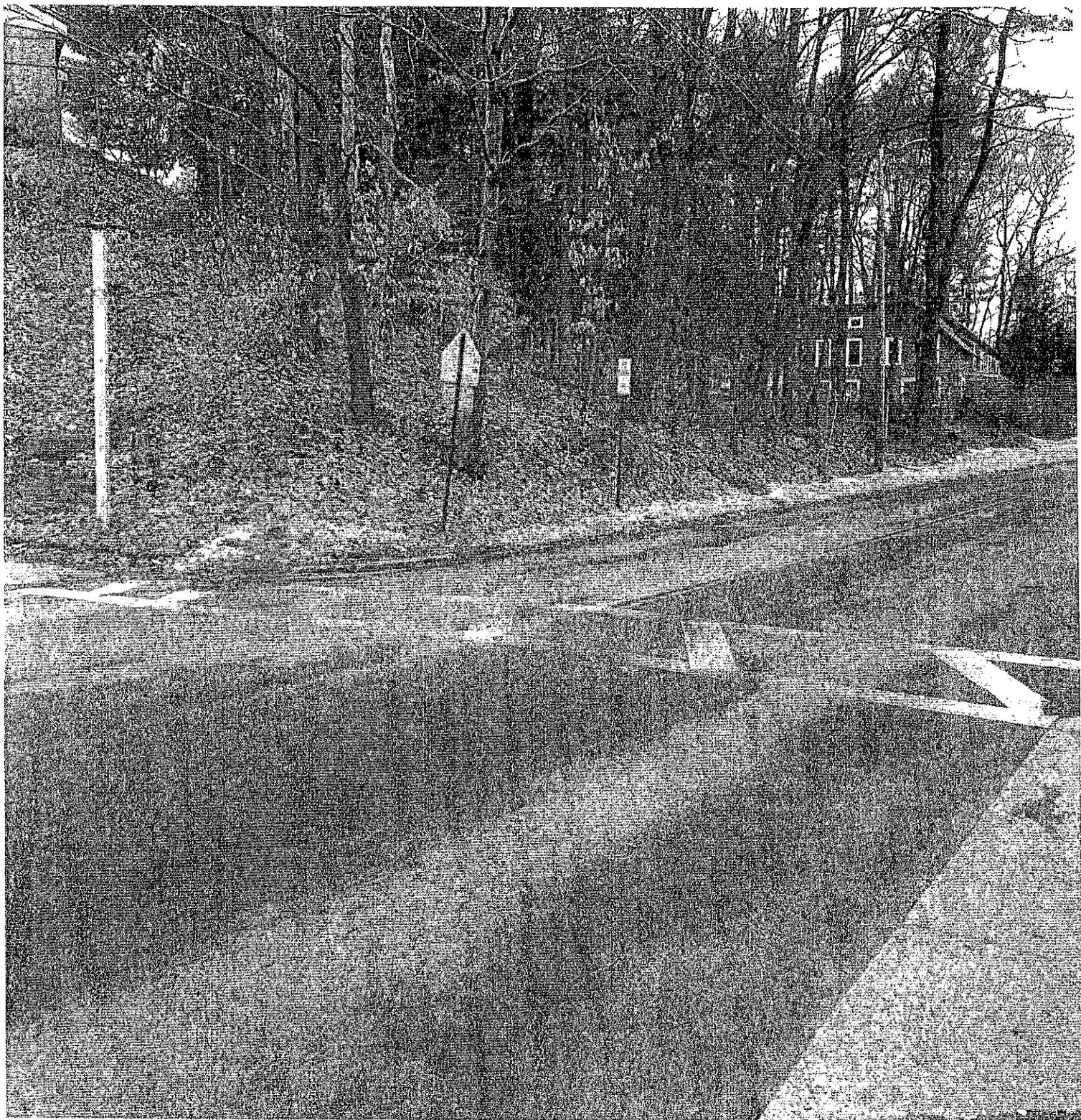
TO: Traffic Safety Committee  
FROM: Daniel Tyler, Superintendent Highway/Utilities  
RE: Fairview St.  
DATE: January 10, 2020

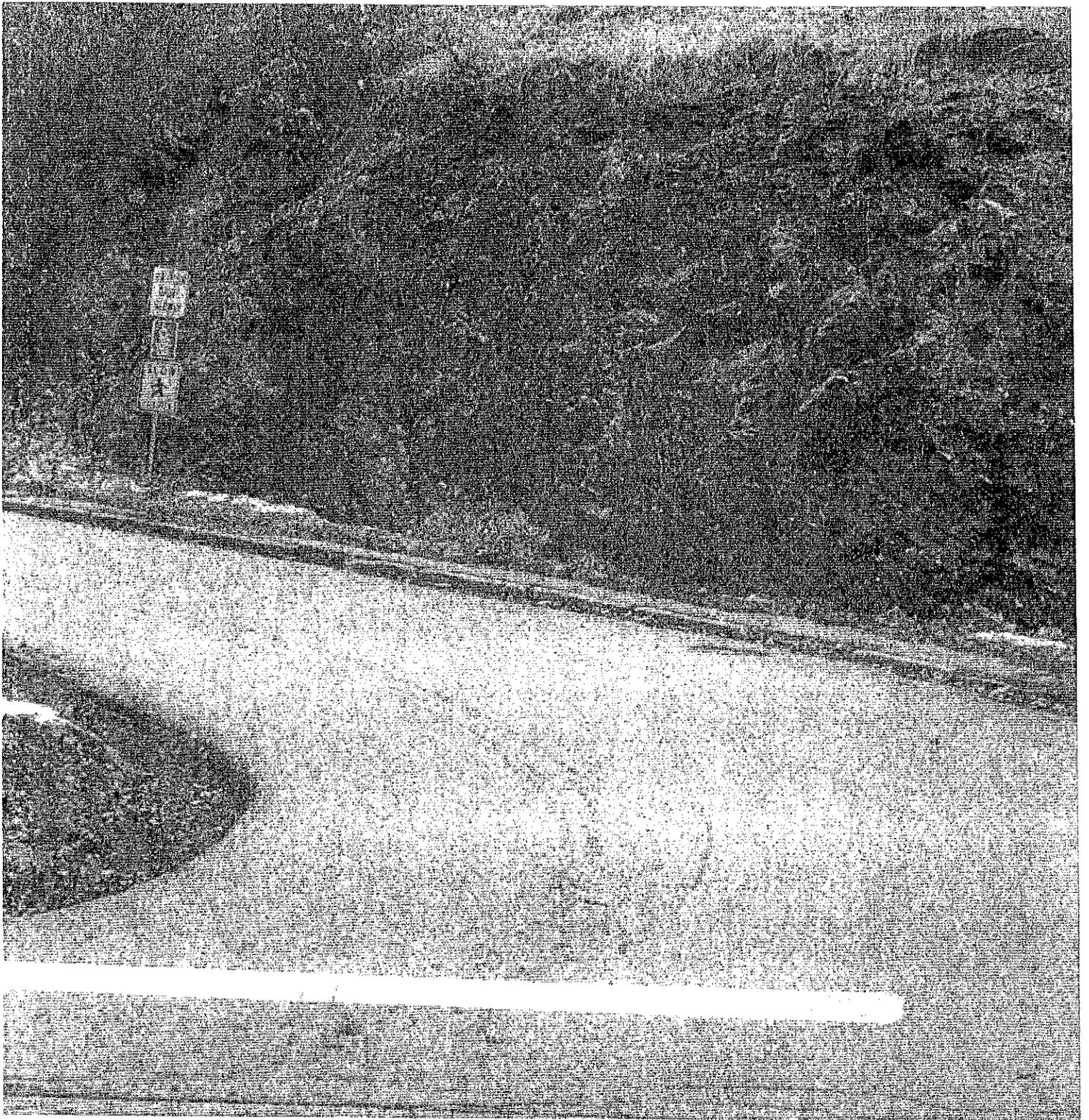


1/13/2020

A citizen requested “children playing signage and sidewalks by housing where currently none exist on the street,” on Fairview St. There was not a house number or specific location provided. Fairview St. currently has a sidewalk which runs from Canal St. to Maple St., on the east side of the street. There are marked crosswalks at Canal St., the shopping plaza, Ledgewood Heights, and Winter St. DPW feels that adequate sidewalks and crossing are available to pedestrians.

There is a “children at play signs” at the entrance to Ledgewood Heights. The Department of Public Works does not recommend additional signage on Fairview St. No action is recommended at this time.





# Town of Brattleboro, VT

## Brattleboro Safety Action Request Form

### Name

Rikki Risatti

### Address

Street Name: FAIRVIEW ST

Street Number: Unit:

### Date

December 23, 2019 clear

### Phone

999 999 9999 ext.

### E-mail Address

rikkirisatti@protonmail.com (in the format email@example.com)

### Preferred Method we contact you

- E-Mail
- Phone Call

### Location of Concern (Be as Specific as Possible)

resident did not give house number on fairview st

### Description of Concern

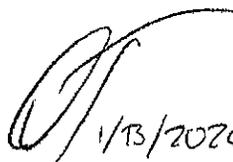
Need of children playing signage and sidewalks by housing where currently none exist on the street

Submit Cancel

Town of Brattleboro  
DEPARTMENT OF PUBLIC WORKS

211 Fairground Road, Brattleboro, Vermont 05301  
Tel: 802-254-4255 • Fax: 802-257-2316 • E-mail: [dtyler@brattleboro.org](mailto:dtyler@brattleboro.org)

TO: Traffic Safety Committee  
FROM: Daniel Tyler, Superintendent Highway/Utilities  
RE: Parking on Western Ave., Near #64  
DATE: January 10, 2020



1/13/2020

A citizen expressed concern surrounding parking near 64 Western Ave.:

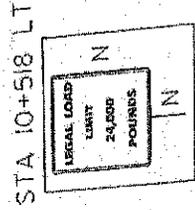
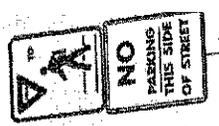
**“We live on part of the street where there are no parking lines in front of our home, and on either side for nearly all the way down the block. This is because the street has a curve and if there are vehicles parked, we can not see enough to pull out on to the street. Because of the snow, and even before the snow, there are cars parked in these spots during the day and into the evening. It is difficult to see when we pull out of our driveway and several times we are almost hit because a vehicle was coming that we couldn’t see.”**

Prior to the reconstruction of the Union St. intersection, there was a turn lane for Cedar St. There was no parking hatching in the shoulder which allowed traffic to pass. This detail can be seen in the attached plan. The intersection reconstruction eliminated the turn lane, and the hatching has not been maintained since.

A review of the parking ordinance found that there is no parking permitted from the Union St. intersection, 115 feet west. There is a sign which delineates this area. The standard parking buffers of six feet from a driveway apply at number 56, 64, and 66 Western Ave.

Considering the six-foot buffer, the area between 64 and 66 Western Ave. does not allow for a parked vehicle, yet there is often one there. Delineating this space as no parking would increase the visibility at 64 Western Ave. Hatching of the buffer at each of the other driveways would also increase visibility.

While visiting the site, a conversation was had with the owners of Coopers Coop. They are concerned with the number of vehicles parked long term for the offices at 70 Western Ave. They feel that the number of vehicles often effects their lunch business. DPW recommends adding 15 minute short term parking in front of their business, much like was done at Gouger’s Market.



DURABLE WHITE LINE (TYPE I TAPE)

STA 10+518 LT

STA 10+518 LT

CEDAR ST TH 324 STA 10+510.11 (MM 6.53) PAVED

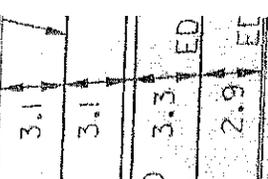
LIMIT OF COLD PLANE & PAVING

GRASS PANEL

EXISTING DRIVE

UP

FIRE HYDRANT



10+520

WS0

WS0

WS0

WS0

WS0

WS0

10+540

WS0

WS0

WS0

WS0

WS0

WS0

WS0

WS0

10+550

WS0

WS0

WS0

WS0

WS0

WS0

WS0

WS0

STA 10+502 LT

CEDAR ST R&S



R

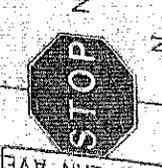
R

R

R

STA 10+502 LT

CEDAR ST S



S

N

N

DURABLE DOUBLE YELLOW LINE

DURABLE WHITE LINE

EXISTING DRIVE

EXISTING SIDEWALK

EDGE OF PAVEMENT

+460 EDGE OF TRAVEL WAY 10+480

10+500

12.3

3.1

3.1

3.1

CB

CB

CB

CB

CB

DURABLE WHITE LINE (TYPE I TAPE)

EXISTING DRIVE

TO RT

N

LIMIT OF COLD PLANE & PAVING

UNION ST. TH 448

5.5

5.5

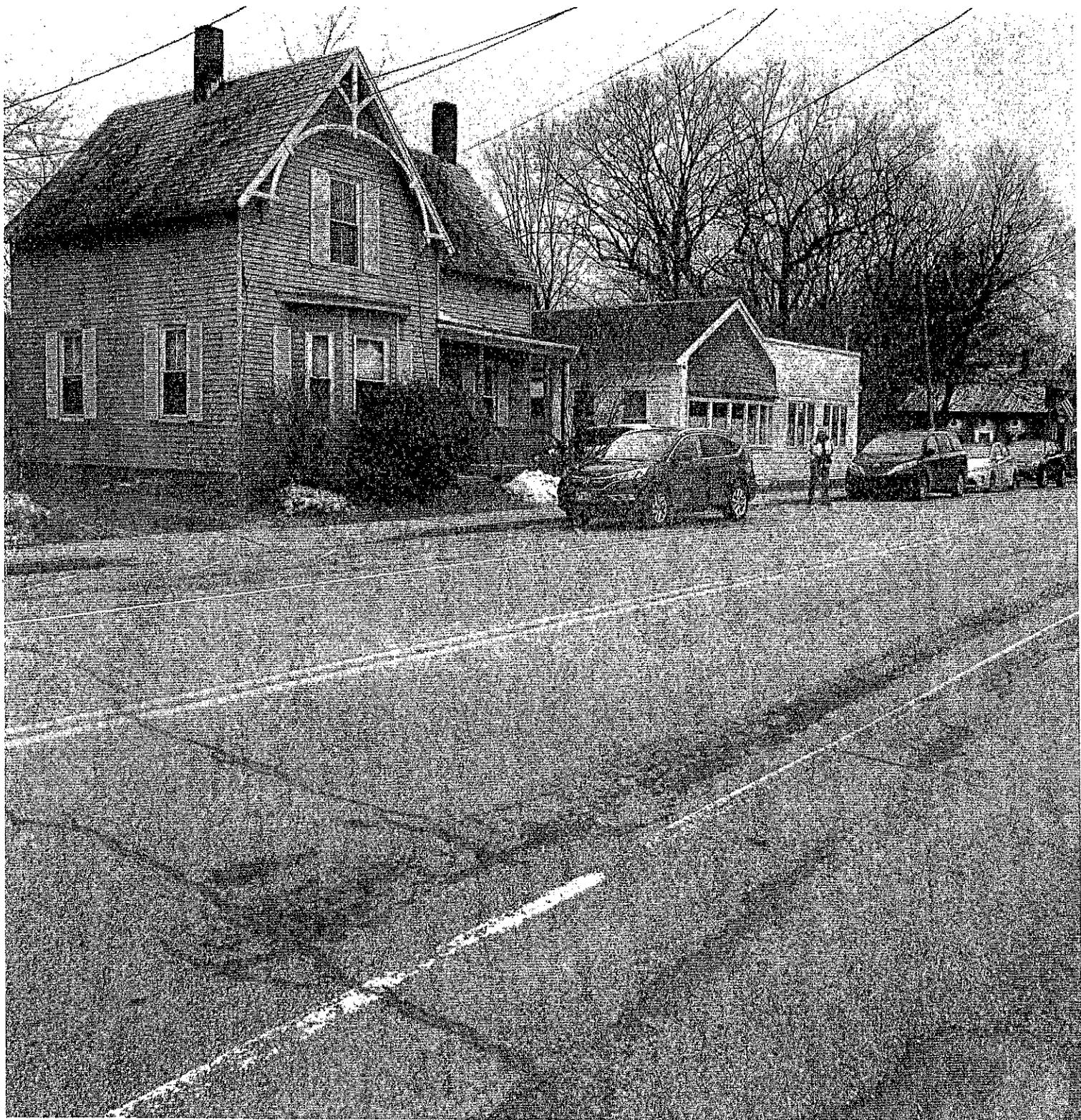
5.5

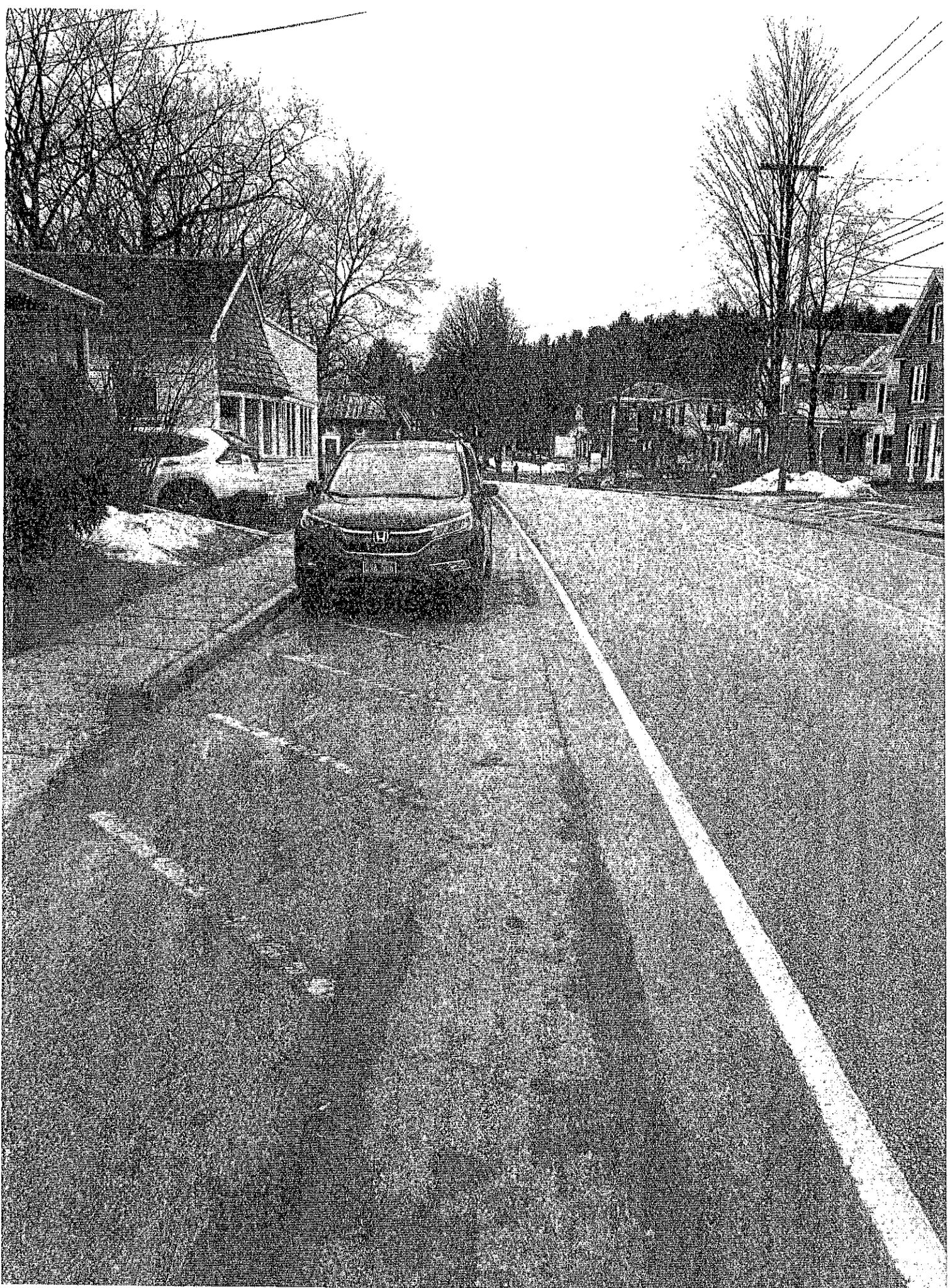
5.5

5.5

5.5

5.5







**GOUGERS MARKET & DELI**  
ENJOY OUR FAMOUS BRINDERS

SALADS  
MEAT  
PLATTERS



15  
MIN  
PARKING

ICE

**Town of Brattleboro, VT**  
*Customer Service Form*

*Citizen Information*

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**CUSTOMER SERVICE ID**

CSR-209

**DATE**

Jan 07, 2020

**TIME**

6:54 am

**NAME**

Karuna Duval

**ADDRESS**

Street Name: WESTERN AVE

Street Num: 64 Unit:

**PHONE NUMBER**

707-494-0668

**EMAIL**

revkaruna@gmail.com

Citizen Concern / Complaint / Compliment Information

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**Return Call/E-mail Requested**

Yes

No

**Communication Format Preference**

Phone

[ \* ] E-mail

**Date of Incident**

**Time of Incident**

**Describe your Concern / Complaint / Compliment**

We live on a part of the street where there are no parking lines in front of our home, and on either side for nearly all the way down the block. This is because the street has a curve and if there are vehicles parked, we can not see enough to pull out on to the street. Because of the snow, and even before the snow, there are cars parked in these spots during the day and into the evening. It is difficult to see when we pull out of our driveway and several times we are almost hit b/c a vehicle was coming that we couldn't see.

**Explain how we might address your concern**

Please put no parking signs up in areas where there are these lines on the street, so that when they are covered with snow, people will still know there is no parking there. Thank you.

Once the form is completed, please click the SUBMIT button below to process the form.

The questions below this point are only visible when logged in as an administrator.

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Action Taken

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**Call or e-mail returned date**

# TOWN OF BRATTLEBORO

Town Manager's Office · 230 Main Street · Brattleboro, VT 05301  
(802) 251-8151 Fax (802) 257-2322

January 13, 2020

To: Brattleboro Traffic Safety Committee  
From: Peter B. Elwell, Town Manager  
Re: Handicapped Parking on the North Side of Canal Street  
Near Brattleboro Food Coop and WWHT Apartment Building

The ADA Committee and Town staff recommend the designation of a handicapped parking space on the north side of Canal Street adjacent to the Windham and Windsor Housing Trust's apartment building and the upper level of the Brattleboro Food Coop. The request for this space was made by the Coop's General Manager, Sabine Rhyne.

As background, any owner of a handicapped permit has the right to park in any public parking space without the need to pay and without the usual time restrictions. The issue here is not cost, but availability. The applicable space (the easternmost one immediately west of the intersection with South Main Street) is one of several metered spaces along that section of Canal Street and is almost continuously in use. Its location makes it ideal for an HP space, as there are accessible units in the WWHT portion of the building and mobility impaired people often attend meetings and events at the Coop's community room.

The north side of Canal Street has parallel parking and given the existing roadway and sidewalk width, a truly ADA compliant space is not possible. However, this doesn't prevent a space from being designated as a handicapped space. According to the New England ADA Center, a regional resource and a member of the national network of ADA centers, "There's nothing in the ADA that prohibits the use of the International Symbol of Accessibility in circumstances where the ADA Standards have not been met."

After reviewing the conditions at this location and conferring with the ADA Committee, staff recommends the first space on Canal Street west of South Main Street be designated as a handicapped parking space.

# Town of Brattleboro, VT

## Brattleboro Safety Action Request Form

### Name

Sabine Rhyne

### Address

Street Name: MAIN ST

Street Number: 2 Unit:

### Date

January 8, 2020 clear

### Phone

802 246 2801 ext.

### E-mail Address

SabineR@brattleborofoodcoop.coop (in the format email@example.com)

### Preferred Method we contact you

- E-Mail
- Phone Call

### Location of Concern (Be as Specific as Possible)

Handicap-designated metered space at 7 Canal St on the north side of the street, just past the curb cut and crosswalk.

### Description of Concern

There are currently four metered spaces on Canal St. outside of 7 and 9 Canal St, the upstairs offices and Community Room for the Co-op and the Windham and Windsor Housing Trust's Canal St. Apartments. WE have been bhaving some conversations with the

*See attached.*

Update

Cancel

There are currently four metered spaces on Canal St. outside of 7 and 9 Canal St, the upstairs offices and Community Room for the Co-op and the Windham and Windsor Housing Trust's Canal St. Apartments. WE have been bhaving some conversations with the Inclusion Center and a group from Landmark lately about inclusion for people that are differently abled. Attendees to events in the Co-op Community Room, some of which are community meetings that have nothing to do with the Co-op, need access to 7 Canal. Also, some of the tenants in 9 Canal are physically challenged and they require rides to appointments and the like. I thought if the first metered space were designated handicap, that would be helpful to that population. If we (the town) need a fourth regular metered space, we could make one more south of the four that currently exist. Thank you for your consideration.

FYI TO THE TRAFFIC SAFETY COMMITTEE.  
ALSO, TRI-PARK IS SENDING A LETTER  
SUPPORTING THE TOWN'S REQUEST.

**Jan Anderson**

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**From:** Symonds, Wayne <Wayne.Symonds@vermont.gov>  
**Sent:** Monday, January 6, 2020 10:57 AM  
**To:** Douglas Cox; Peter Elwell  
**Cc:** Brandie Starr; Tim Wessel; David Schoales; Elizabeth McLoughlin; Daniel Quipp; Alice Charkes; Louise Zak; James E. Bunker; Steve Barrett; Sue Fillion; michael.fitzgerald@vermont.gov; Michael Bucossi; Mollie Burke; Jan Anderson; Patrick Moreland; Daniel Tyler; Joshua Carnes; Michael Bosworth; Emilie Kornheiser; Degutis, Ian; Devlin, Jesse  
**Subject:** RE: Letter Requesting Lower Speed Limit on Route 9 in West Brattleboro

Good morning Mr. Cox,

Thank you for sending the letter. I will forward this to the traffic committee who is processing the speed reduction request and also to the design team working on the upcoming project in this section of highway.

Best regards,

Wayne

**Wayne B. Symonds, PE** | Chief Engineer  
VTrans Highway Division  
219 N. Main St,  
Barre, VT 05641.  
Cell Phone: (802) 279-8745  
[vtrans.vermont.gov](http://vtrans.vermont.gov)

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**From:** Douglas Cox <dcoxviolins@gmail.com>  
**Sent:** Saturday, January 04, 2020 8:56 AM  
**To:** Peter Elwell <pelwell@brattleboro.org>; Symonds, Wayne <Wayne.Symonds@vermont.gov>  
**Cc:** Brandie Starr <bstarr@brattleboro.org>; Tim Wessel <twessel@brattleboro.org>; David Schoales <dschoales@brattleboro.org>; Elizabeth McLoughlin <emcloughlin@brattleboro.org>; Daniel Quipp <dquipp@brattleboro.org>; Alice Charkes <acharkes@myfairpoint.net>; Louise Zak <lzak655@gmail.com>; James E. Bunker <bunker@aya.yale.edu>; Steve Barrett <sbarrett@brattleboro.org>; Susan Fillion <sfillion@brattleboro.org>; Fitzgerald, Michael <Michael.Fitzgerald@vermont.gov>; Michael Bucossi <mbucossi@brattleboro.org>; Mollie Burke <MBurke@leg.state.vt.us>; Jan Anderson <tmsecretary@brattleboro.org>; Patrick Moreland <pmoreland@brattleboro.org>; Daniel Tyler <dtyler@brattleboro.org>; Joshua Carnes <jcarnes@brattleboro.org>; Michael Bosworth <mlb@sover.net>; Emilie Kornheiser <EKornheiser@leg.state.vt.us>  
**Subject:** Re: Letter Requesting Lower Speed Limit on Route 9 in West Brattleboro

**EXTERNAL SENDER: Do not open attachments or click on links unless you recognize and trust the sender.**  
Friends,

Please find attached a letter of support from the West Brattleboro Association for the Town's request :

Doug Cox, acting WBA president

Douglas C. Cox, violinmaker  
1138 Sunset Lake Road  
West Brattleboro, VT 05301  
802-257-1024  
Mobile: 617-230-2497  
Website: [coxviolins.com](http://coxviolins.com)

On Dec 6, 2019, at 4:02 PM, Peter Elwell <[pelwell@brattleboro.org](mailto:pelwell@brattleboro.org)> wrote:

FYI

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**From:** Peter Elwell  
**Sent:** Friday, December 6, 2019 3:59 PM  
**To:** Symonds, Wayne <[Wayne.Symonds@vermont.gov](mailto:Wayne.Symonds@vermont.gov)>  
**Subject:** Letter Requesting Lower Speed Limit on Route 9 in West Brattleboro

Hi Wayne –

Attached is the Town's request to lower the speed limit on Marlboro Road (and to add bike lanes and crosswalks during the 2021 reclaim project).

Please let me know if you need any additional information or any other action from the Town in order to commence the Traffic Committee's process of reviewing the speed limit change request.

Thank you, as always, for being a good partner in addressing roadway issues in Brattleboro and throughout Vermont. I appreciate the clarity and responsiveness we receive when communicating with you and the rest of the VTrans team.

-Peter

<VTrans letter re Route 9.pdf>



The purpose of the Association is to promote the thoughtful and effective evolution of the community of West Brattleboro as a place that is safe, healthy, attractive, and prosperous.

Mr. Wayne Symonds, PE

December 17, 2019

Highway Division Director / Chief Engineer

Vermont Agency of Transportation

219 North Main Street

Barre, VT 05641

Re: Safety Improvements on Marlboro Road (State Route 9) in West Brattleboro

Dear Mr. Symonds,

The West Brattleboro Association writes to add support to the Town of Brattleboro's request dated December 6, 2019.

The West Brattleboro Association (WBA) is a 501c3 civic organization of residents and business owners of West Brattleboro, (the section of Brattleboro west of I-91) working to fulfill its mission "to promote the thoughtful and effective evolution of the community of West Brattleboro as a place that is safe, healthy, attractive, and prosperous."

The work of WBA is largely shaped by an extensive Master Plan Process finished in 2008 that looked at the needs and desires of West B residents and other stake holders, and how the community can achieve its goals with the assets and problems we have to deal with. Rt 9 which both connects our community, but also actively divides our community was, and is a major concern for WBA and our community.

A clear conclusion of the Master Plan is the desire to be a walk-able community where all of life's basic needs can be met without driving to somewhere else. The Rt 9 corridor is both our pedestrian and bicycle route to our needs, and Rt 9 also divides one side of the community from the other. Mountain Home and Westgate are the two major concentrations of housing in the area under consideration and account a large part of the areas 1,200 residents. The affordable nature of these housing communities means that a larger proportion do not have access to automobile transportation and rely on their feet, bicycles, and public transportation.

The design of the housing in this area, hidden on side roads, does not give Rt 9 motorists visual clues of the number of pedestrians who use this stretch of road. We hope that the redesign of Rt 9 in 2021 can better take into account the residents of this community west of the West Brattleboro village center.

WBA would be happy to be involved with highway planning along this stretch of road and help to achieve a roadway that truly serves all who use it. We can facilitate community meetings if that would be useful.

Please contact me if more information about the West Brattleboro community would be helpful in your planning process, or in clarifying the appropriate priorities for this roadway.

Douglas Cox, WBA acting chair



## TOWN OF BRATTLEBORO

Town Manager's Office  
230 Main Street, Suite 208  
Brattleboro, VT 05301  
Phone (802) 251-8151  
FAX (802) 257-2322  
[www.brattleboro.org](http://www.brattleboro.org)

December 6, 2019

Mr. Wayne Symonds, PE  
Highway Division Director / Chief Engineer  
Vermont Agency of Transportation  
219 North Main Street  
Barre, VT 05641

Re: Safety Improvements on Marlboro Road (State Route 9) in Brattleboro

Dear Mr. Symonds:

The Brattleboro Selectboard voted unanimously on November 26, 2019, to direct me to send this letter.

Brattleboro's Selectboard, Traffic Safety Committee, staff, and citizens respectfully request the following:

- Reduction of the speed limit from 40mph to 30mph on Route 9 in Brattleboro between the intersection with Edward Heights (which is the eastern limit of State Highway jurisdiction for this section of Route 9) and the Paradise Farm property that is west of Sunset Lake Road intersection.
- Addition of bike lanes both eastbound and westbound through this same section of Route 9.
- Addition of crosswalks at appropriate locations in this same section of Route 9.

We are making these requests because we believe they are essential to increasing public safety in this roadway section and to furthering VTrans' and the Town's commitment to implementing complete streets wherever possible. More specifically, our justification includes the following:

- This section of Route 9 bisects one of the highest concentrations of low income housing in Vermont. Many of the people living in this area rely on walking, cycling, and public transportation. Dozens of people daily cross this road without benefit of crosswalks. This section also is heavily used by cyclists for recreation, commuting, and errands, and includes numerous commercial driveway access points.
- The Town of Brattleboro's 2008 West Brattleboro Master Plan and 2011 Commercial Districts Study identified this stretch of road as important to the health of the community and recommended this speed reduction, along with the addition of sidewalks and bike lanes.
- A 2017 study of pedestrian and bicycle safety on Route 9 does not directly address this roadway section, but recommends traffic calming measures throughout the area, including narrower travel lanes and more consistent bicycle and pedestrian facilities.

To: VTrans Highway Division Director / Chief Engineer Wayne Symonds  
Re: Safety Improvements on Marlboro Road (State Route 9) in Brattleboro  
December 6, 2019  
Page 2

We recognize that the speed limit reduction will be subject to review and action by the State of Vermont's Traffic Committee and we stand ready to provide additional information and assistance to the Traffic Committee and to VTrans staff regarding this matter. We are hopeful that the bike lanes and crosswalks can be incorporated into the final design for the major roadway improvement project VTrans is planning to construct in 2021 on Route 9 between Wilmington and Brattleboro.

Thank you for your consideration of the Town's concerns. We look forward to working with the VTrans team to implement these needed safety improvements.

Sincerely,



Peter B. Elwell  
Town Manager

PBE:

c: Brattleboro Selectboard  
Brattleboro Traffic Safety Committee  
State Representative Mollie Burke