

**SOUTHERN WINDSOR COUNTY
TRANSPORTATION ADVISORY COMMITTEE (TAC)**

Meeting Minutes of March 28, 2018

A meeting of the Transportation Advisory Committee (TAC) was held at Martin Memorial Hall in Ascutney at 6pm.

Attendance – TAC members present: Kristi Morris (Chair), Wayne Wheelock, Baltimore (Vice Chair); John Saydek, Cavendish; Gordy Eastman, Reading; Tom Kenyon, West Windsor.

Others present: Katharine Otto, SWCRPC

Meeting Opened: The meeting opened at 6:00pm

Welcome and introductions

Changes to the agenda

Add 2017 Traffic Count Report after Functional Class Review

Acceptance of minutes

Tom Kenyon moved to approve the minutes of February 28, 2018. Seconded by Gordy Eastman. 4 ayes. 1 abstention. Motion carried.

Systemic Local Road Safety Program

Katharine gave an overview of how the program has evolved from the High Risk Rural Roads program which focused on areas with proven crash records to the new program “Systemic Local Road Safety” (SLRS) which also looks at which areas are most at risk to have crashes. VTrans wants to help towns proactively prevent and reduce single vehicle crashes on their rural town-maintained roads. Katharine gave two handouts that explained the program and the history of which towns have had work done over the last decade.

The program this year will look at as many curves as possible in one Town per Region. Katharine gave the curve statistics for all the towns. She called Ludlow and Chester who had several critical and high priority curves, and historically have not had much involved in the HRRR/SLRS Program (mostly due to ineligibility). Both were interested to be involved this year. The TAC decided that the town for this year is Ludlow – which had more crashes on high priority curves, more high priority curves and more critical paved curves. Chester will be considered next year against another town.

The TAC also discussed the following:

- Effectiveness of removing brush and vegetation around curves to reduce crashes. Don’t necessarily have to remove trees – sometimes just removing the vegetation at the lower height is enough
- Why no “risk” in Baltimore? Because the data we were given didn’t include unpaved roads that didn’t have existing crash records (ie critical curves on unpaved roads)

Functional Class Review

Katharine gave an overview of the task to review functional classification of the region’s highways. Functional class is applied to all roadways in the country. There are three main types of “functional class”:

- Arterials – few access points, high mobility (getting somewhere fast)
- Collectors – feed traffic from arterials to local traffic. Mix of access and mobility
- Local – many access points, low mobility (most roadways)

Katharine gave handouts which explained the history of functional class and how the review will occur. She also outlined the consequences of altering functional classifications (minimal given which classes are being switched).

RPC staff reviewed the existing functional classes and had the following major changes:

- In Weathersfield swap Plains Road's classification (Minor Collector) for Stoughton Pond Road's (Local Road) – which would allow for a more logical connector into Reservoir Road. Plains Road is unpaved and doesn't form as logical a connection to Reservoir Road.
- In Chester and Springfield swap VT-106 (River St) and VT-10 (Minor Arterial) for VT-11 (Chester Road) (Major Collector). Traffic volumes on VT-106/ River Street are very high, but there are also a lot of access driveways. VT-10 has low traffic volumes. In comparison VT-11 between Chester and Springfield has reasonable traffic volumes and not too much access, making it a good connection between the Minor Arterial on VT-11 east of Springfield downtown, VT-103 as it runs through Chester, and VT-11 as it travels west from Chester.

If the TAC approves of the changes, Katharine will then take these suggestions to Town Selectboards and the VTrans District for their approval. Then the suggestions will be brought to the RPC Board for ratification.

Gordy moved to adopt the functional class changes as recommended by the RPC staff, conditional on the approval of the VTrans District and Selectboard approval in the relevant areas. Seconded by Tom Kenyon. Approved unanimously.

Traffic Count Annual Report

Katharine gave out the 2017 Traffic Count Annual Report which has just been finalized. Several routine traffic counts – which have now been done every 1-3 year for nearly 2 decades, as well as many local requests from towns. The full traffic count report, including details for each count about when it was done, proportion of trucks and speeds, is available at <http://swcrpc.org/transportation/>

Regional Active Transportation Plan

Katharine re-introduced the needs map that was last used for the 2014 Regional Transportation Plan (RTP). The TAC brainstormed needs, focusing on Reading, West Windsor, Baltimore and Windsor this time – updating existing points and adding new ones. Katharine requested that TAC members email her if there are any updates to RTP map items that are not related to the Active Transportation Plan. Katharine will be visiting some local committees – including Springfield's in the next month or so – to get their input also. The map is available at <http://swcrpc.org/atp/>

Updates and Announcements

- a) *Municipal Roads General Permit (MRGP)* – There is a bill in the legislature looking to change the fees according to town size and road mileage
- b) *Construction Updates* – Woodstock bridge work has started
- c) *Grant Opportunities* - <http://swcrpc.org/grants/> - No new grant opportunities right now
- d) *Meetings* – None upcoming or to report on, except the Regional Road Foreman meeting on 4/17 which will focus on MRGP
- e) *2018 VT Walk Bike Summit in WRJ* – Friday, May 4th – Program now available <https://vtwalkbikesummit.com/>.
- f) *Permit applications* – No applications of regional concern
- g) *Legislative updates* – No major updates.
- h) *Other*
 - a. Rectangular Rapid Flashing Beacons are allowed to be used again. Katharine got this information late this afternoon and will be sending this information to Towns, including police chiefs.

Other Business

Tom Kenyon brought up the concept of changing class 4 roads to legal trails

Future agenda items and next meeting date

Next meeting: 4/25. Future topic ideas: Rail meeting (including maintenance practices), sign markings, highway safety, automated vehicles, Reading bridges construction, E911 dispatch center

Gordy Eastman moved to adjourn the meeting at 7:45pm. Seconded by Tom Kenyon. Approved unanimously.