



## Central Vermont Regional Planning Commission

### TRANSPORTATION ADVISORY COMMITTEE

Tuesday November 25, 2025, 6:30 p.m.

**In-Person: 29 Main St, Suite 4, Montpelier VT, 05062**

**Join Zoom Meeting via Computer, Tablet or Smartphone:**

<https://us02web.zoom.us/j/86220375669?pwd=aXFEYkNaOVYeTBORmlhd2tZV3VKdz09>

**Meeting ID:** 862 2037 5669- **Passcode:** 692202

**Dial in via Phone:** +1 929 436 2866

Find your local number: <https://us02web.zoom.us/u/kbEE5qK91g>

Download Zoom here: <https://zoom.us/download>

#### **Agenda (Amended)**

- 6:30 1) Meeting Commencement
  - a) Roll Call
  - b) Adjustments to the Agenda
  - c) Public Comment
  - d) Staff Announcement
- 6:40 2) Approval of October 2025 TAC Meeting Minutes (*Enclosed; Action*)
- 6:45 3) Discussion: FFY 26 Town Study Proposals for TPI Funding
- 7:10 4) Action: Appoint Selection Subcommittee to Score and Recommend Studies for Funding
- 7:20 5) TAC Member Round Table
  - a) Local concerns including project updates and other issues
- 7:30 6) Adjourn

#### ***Next Meeting January 27, 2026***

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29 Main Street Suite 4 Montpelier Vermont 05602  
802-229-0389 E Mail: [CVRPC@CVRegion.com](mailto:CVRPC@CVRegion.com)



Central Vermont Regional Planning Commission  
Transportation Advisory Committee (TAC)

Minutes

Tuesday, October 28, 2025

Attendees:					
	Barre City			Northfield	Thomas Davis
X	Barre Town	Phil Cecchini			Jeff Schulz, Alt
X	Berlin	Robert Wernecke	X	Orange	Lee Cattaneo
	Cabot	John Cookson	X	Plainfield	Bob Atchinson (Chair)
	Calais	David Ellenbogen	X	Roxbury	Gerry D'Amico
		Karin McNeill, Alt	X	Waitsfield	Don LaHaye
X	Duxbury	Alan Quackenbush	X		Alice Peal, Alt
				Warren	Jim Crafts
X	E. Montpelier	Adam Stanforth		Washington	Peter Carbee
		Jen Devine, Alt			
	Fayston		X	Waterbury	Mike Hedges (Vice Chair)
	Marshfield	Todd Eaton			Doug Greason, Alt
X	Middlesex	Ronald Krauth	X	Williamstown	Richard Turner
X	Montpelier	Dona Bate		Woodbury	Michael Gray
	Moretown	John Lynch			
			X	Worcester	Bill Arrand
Staff: Reuben MacMartin, Keith Cubbon					
Guests: Monica White (GMT), Marcella Dent (VTrans)					

Bob A. brought the meeting to order at 6:30 PM.

**Roll Call**

- Roll was called and a quorum was present.

**Adjustments to the Agenda**

- None

**Public Comments**

- None

**Staff Announcements**

- A recent hire fell through leaving the commission with less transportation planning than previously anticipated.

- CVRPC hosted a complete streets training, led by VTrans staff, for municipal officials and road crews in Northfield with attendees from multiple member towns as well as attendees from neighboring RPCs.
- CVRPC will be hosting their Fall Road Supervisors meeting on November 6<sup>th</sup> at 10 AM with a presentation by the state bridge inspection engineer.

#### **Approval of September 2025 Minutes**

- September Minutes were approved pending an update to the attendance to reflect that Dona Bate (Montpelier) and Monica White (GMT) were present at the September meeting.

#### **Discussion: Regional Safety Action Plan**

- Reuben presented on the progress of CVRPC's Regional Safety Action Plan work including purpose, requirements, and methods.
- Multiple committee members advised of need to compensate for underreporting of crashes in state database due to limitations of police coverage. Reuben affirmed that this was a known challenge and that public engagement efforts would aim to mitigate the gaps in the data.
  - Mike H recommended connecting with the Head of VTrans Safety Section.
- Ron K advised that facility condition, particularly of sidewalks, needed to be a consideration in an analysis of network safety for non-drivers.

#### **Discussion: FFY 26 Town Study Proposals**

- Reuben advised the TAC that two towns had submitted proposals while others that had expressed interest were still in process and recommended extending selection deadline to next meeting. No objections were made.

#### **TAC Member Round Table**

- **Meadow Road Bridge:** Alice updated the TAC on the status of the bridge and efforts to secure funding for repairs until funding for a full replacement can be secured.
  - Mike H noted that towns can close bridges they own and that there would potentially be money available from the State in Summer 2026.
- **Mad River Path:** Alice notified TAC that Mad River Path/Waitsfield would be pursuing \$600,000 in grant funding to design and build a section of trail over Mill Brook.

#### **Adjourn**

- A 7:29 PM Mike H moved to adjourn Robert W 2<sup>nd</sup> the motion.
  - Group voted; Motion passed.

1   **Action Items**

- 2       • Reuben to follow up with Lee on crash data reporting
- 3       • Marcella to connect CVRPC with Jesse Devlin in VTrans Safety Section with potential for
- 4       future presentation at TAC
- 5       • CVRPC Staff to review VTrans methodology for identifying dangerous intersections and
- 6       road segments
- 7

8       Respectfully submitted by:

9       Reuben MacMartin, Senior Transportation Planner

DRAFT

## Berlin Corners Traffic Calming & Sidewalk Scoping

The study area should center on Crosstown Road from the intersection with Paine Turnpike South on the east to Paine Turnpike North on the west and could easily be expanded to address the need for pedestrian access on Scott Hill Road and Paine Turnpike North.

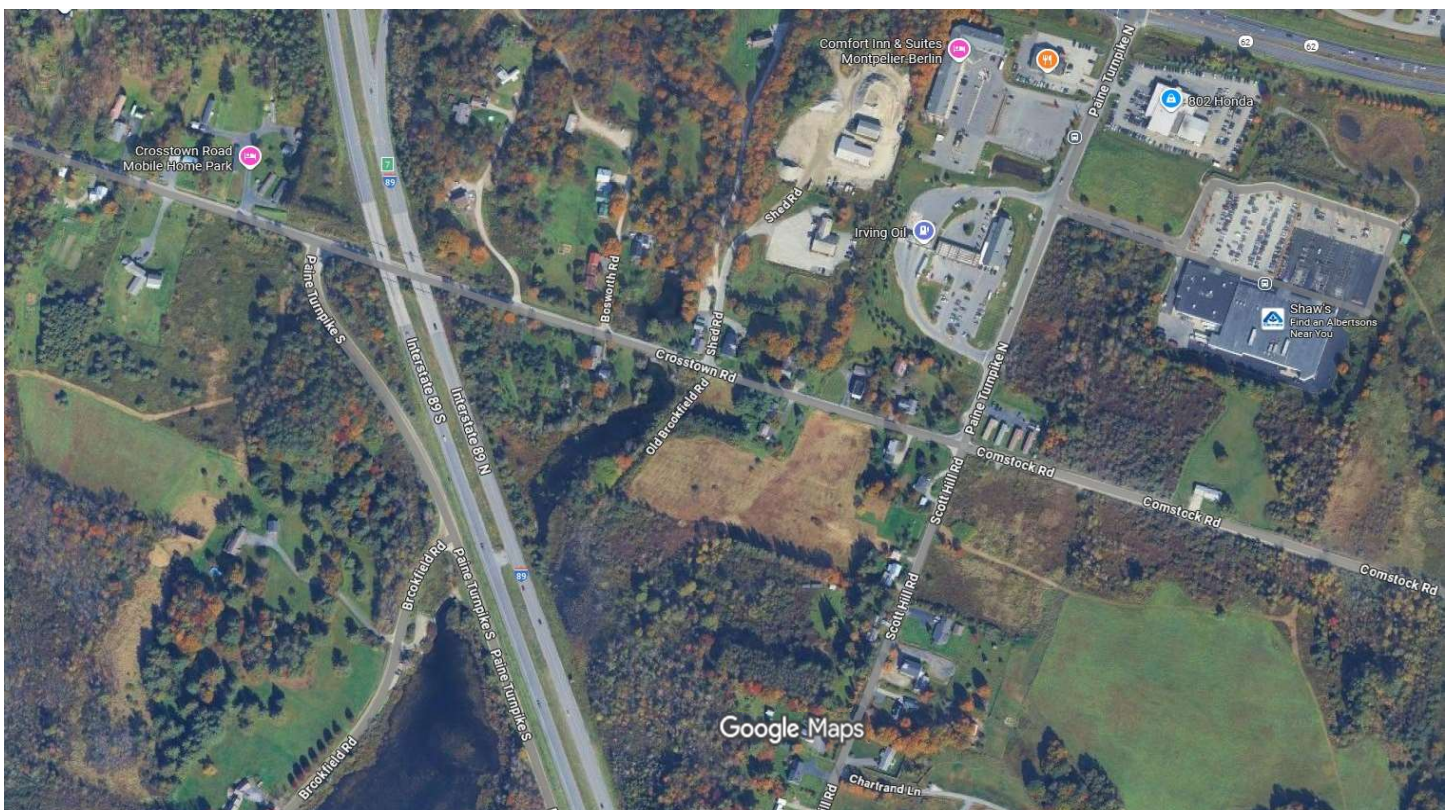
Berlin Corners has historically been the Town center of Berlin. It is zoned as residential but is immediately adjacent to our Town Center zone which is experiencing significant growth with a new hotel to be built, O'Reilly moving into the shopping center and a new bank and coffee shop all on Paine Turnpike North. Shed Road is home to the Town Offices, the Police Department and the Town Garage and this intersection sees a lot of truck traffic.

There is a lot of traffic, including through traffic, on Crosstown Road. The speed limit is 30 mph on this stretch, but speeding is a constant problem. This is a very popular pedestrian destination in conjunction with the walk around Berlin Pond. And is used a lot by people from surrounding communities. There are no sidewalks, and to complicate the matter, the road is narrow where it crosses the outlet to Berlin Pond. This is also a popular fishing location.

Pedestrian facilities and traffic calming is indicated and a study on how best to achieve this is requested.

Estimated Project Cost is \$40,000

Google Maps





## Marshfield Village Complete Streets Scoping

A feasibility assessment consisting of a concept design and conditions assessment for increased walkability and safety enhancements in Marshfield Village building on the work of the Marshfield Walkability Audit report.

Marshfield is seeking funds to study and generate concept designs for new and enhanced sidewalks and crosswalks, as well as relevant supportive traffic-calming measures, in Marshfield Village. This study would focus on Gilman, Creamery, and School Streets; as well as US-2 and VT-215/Cabot Road.

Marshfield Village currently has deficient sidewalks along US-2 and suffers from a lack of safe crossing locations paired with excessive speeds through the village. Marshfield seeks to develop a plan, with conceptual design and cost estimates, for phased pedestrian improvements to create safe paths between The Village Store, The Library, and the school on creamery street.

Estimated Project Cost is \$40,000



# Update to the 2012 North Moretown Transportation Study of the US2 – VT100 East Intersection

Resource Systems Group submitted a Final Report in 2012 on the [North Moretown Transportation Study: US2—VT100 East Intersection](#) which concluded that a roundabout (p. 12) along with various other improvements to this intersection (sidewalks and bike paths, cross-walks and re-routing of above ground utility lines) would best accommodate the safe flow of traffic through the intersection (p. 38). Subsequently the Vermont Department of Transportation (VTrans) installed a traffic light instead. For reasons described below, we are asking CVRPC to update the 2012 Report. The reason is to support consideration of replacement of the traffic light with a roundabout because of tentative plans for development in the area.

The apparent reason that VTrans installed a traffic light rather than a roundabout is the Report's finding that the roundabout would impinge on commercial property for which the owner had planned to expand an existing septic system into the area (p. 25). The report also pointed out that extension of Waterbury's municipal wastewater system—Edward Farrar Utility District (EFUD)—to this area would address the wastewater needs of the property owner, thereby enabling installation of a roundabout.

The study predicted that, with a traffic light, delays during morning and evening peak periods at the intersection would reach the maximum standard for state-maintained highways (Level of Service C) by 2022 (pp. 30-31). Based on casual observation, delays that equal or exceed that standard currently occur at this intersection during many peak periods today.

Currently the towns of Moretown and Duxbury, in collaboration with Waterbury, are exploring the option of promoting development in the neighborhood of the intersection via extension of the EFUD wastewater system (see attached maps). EFUD already supplies drinking water to this neighborhood. Under Vermont's revise planning regulations, the neighborhood could potentially receive the Tier 1B designation. The goal of Moretown and Duxbury planners would be to develop a mixed-use neighborhood to help address the critical need for housing. It would also achieve the vision of creating an attractive gateway to North Moretown, Duxbury Corner and Waterbury Village, as described in the 2012 Report (pp. 34-35). The attachment shows the location of the prospective development area.

## Update Goals and Questions

The Report update should be designed to inform the planning of the EFUD wastewater extension and possible development in the area. It might be that the extent to which development could occur before unacceptable congestion levels are reached would be too

small to warrant the investment in the wastewater system and roundabout. This information will help planners decide whether to proceed with planning the infrastructure development and, if so, its scale. The need for the update is urgent as a critical next step in the planning process.

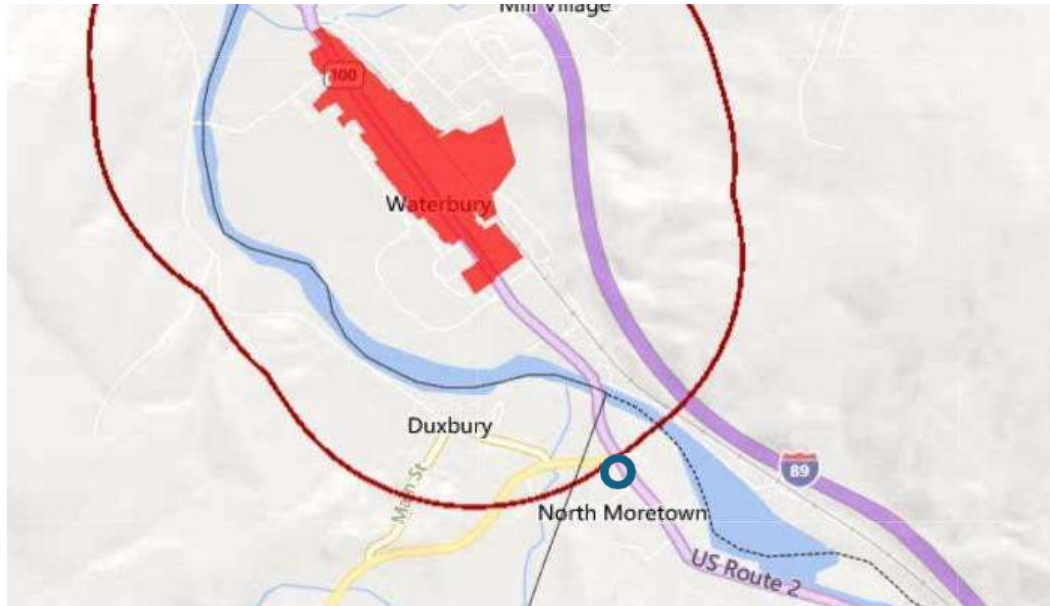
The proposed update should address the following questions:

1. What changes to the 2012 roundabout design might be needed or desired to accommodate planned pedestrian and bicycle pathways and any changes in the area that might have occurred since 2012?
2. What are the average traffic delays during peak periods in 2026?
3. What would average traffic delays be in 2026 under the roundabout counterfactual (i.e., what would delays be if the roundabout had been installed, given current traffic volume)?
4. What would peak traffic delays be in 2036 and 2046 if a roundabout is installed in the next five years and the number of standardized housing units in the immediate area increases by up to each of: 100, 200, 300, 400 and 500 units. The study should specify a standardized unit that is consistent with Vermont planning practices for similar areas and allow for commensurate growth in retail establishments.
5. How should wastewater, roundabout and sidewalk/bikepath construction be sequenced to minimize cost and disruption during the construction period?
6. How much would construction of the roundabout cost in the near future? The 2012 Report estimated cost for the roundabout of nearly \$1.2 million (p. 32). Installation of the traffic light and inflation have likely increased cost considerably.

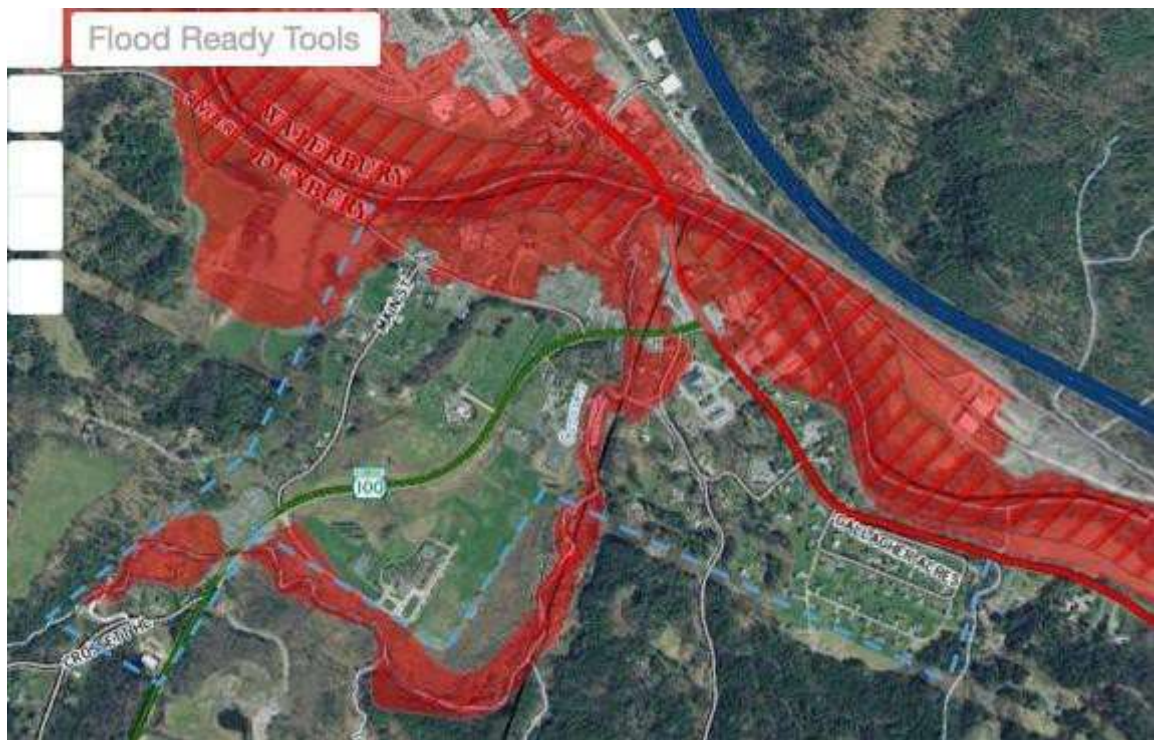
Estimated project cost is approximately \$80,000 - \$100,000



## Attachment: Prospective Development Area Location and Size



The location of the prospective development area overlaps the ½ mile development zone surrounding Waterbury Village and is within walking distance of the Waterbury state office complex. The prospective roundabout (circle) is on the edge of the zone.



The prospective development area would roughly coincide with the area in the Edward Farrar Utility District on the south side of the Winooski River, exclusive of the flood plain (dashed blue boundary). The blue circle is in the location of the prospective roundabout

# Plainfield's Second Crossing:

## A proposal to CVRPC's Transportation Advisory Committee for the VTrans Transportation Planning Initiative

The town of Plainfield after the events of the 2023 and 2024 flooding, in addition to the closure of the Main Street Bridge in 2022 has recognized the importance of redundancy in egress from the lower village area to US Route 2.

The area we would like to study is West of the Village Area between Country Club Road and The Main Street Bridge. This study area was chosen after evaluating several other locations that all had compelling reasons making them not feasible.

In the study area there are multiple features that make this location compelling for more study. The first being the town ownership of a parcel that had historically been used as a livestock crossing (GPS 44.276234, -72.440317) from the Greatwood Estate which became Goddard College and Littlewood Farm at the end of Recreations Field Road.

The second feature in the study area is an old railroad bed that is now privately held. The town has no easement or right of way in this location, looking at Right-of-Way acquisition for a portion of this feature could be a component to the study. The second egress of the village may not necessarily need to involve a river crossing if a connection could reach to Country Club road. Giving access to US 2 that way linking up a disconnected segment of municipal roadway not connected through to the rest of town.

The third component to consider is the status of the Major Federal Highway Collector route. Brook Rd. is a major collector in the Federal Highway System and that route continues north on to Mill St. and then to Main St. crossing the bridge and onto US Route 2. Investigating this area might allow the collector to be diverted around the village and through to a western terminus on US 2. Allowing for traffic relief to the US 2 Main St. intersection.

Transportation in this area is critical to study at this time given a few recent developments. Plainfield has lost its only grocery store within the town boundary (Plainfield CO-OP) and that store has moved to a location near to the western edge of the proposed study area. Creating a roadway off of the US highway better suited to multimodal transportation would allow easier access to a full service grocery store. It also would provide for the relocation of the Cross VT Trail off of Rt 2. Another recent development is the sale of Goddard College to Execusuite LLC and its redevelopment with new housing project proposals. This could make for a significant shift in traffic patterns in and around Plainfield and may warrant some further investigation, though we would consider study north of US 2 outside the scope of this study.

We are looking at an estimated project cost of \$40,000 for such a comprehensive conceptual study.

Thank you for your consideration and we look forward to hearing back from you.

Sincerely,

Josh Pitts

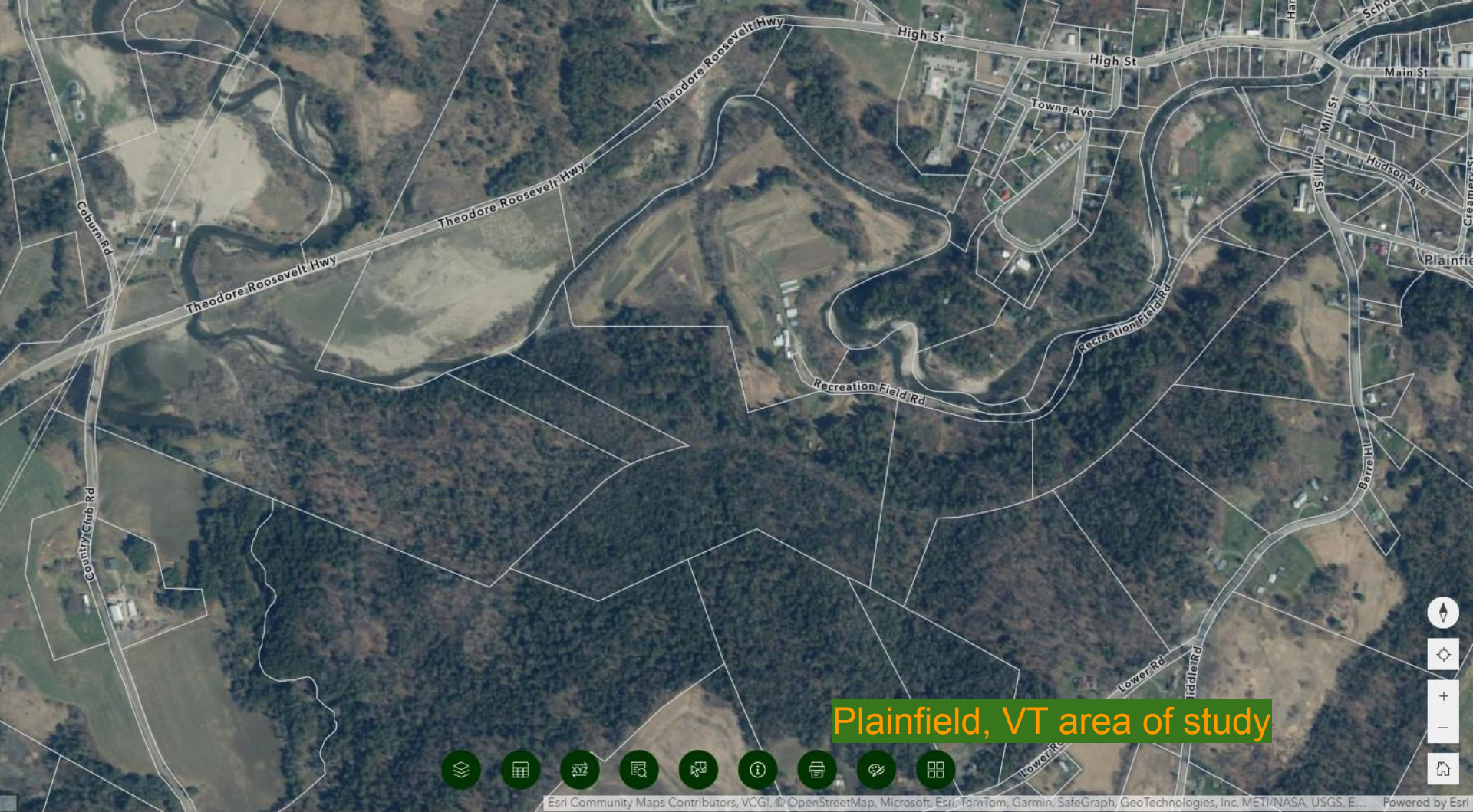
Plainfield Treasurer & Road Commissioner

# VTrans Transportation Planning Initiative

Plainfield's Second Crossing

Submitted to CVRPC Transportation Advisory Committee by Josh Pitts  
Plainfield Road Commissioner



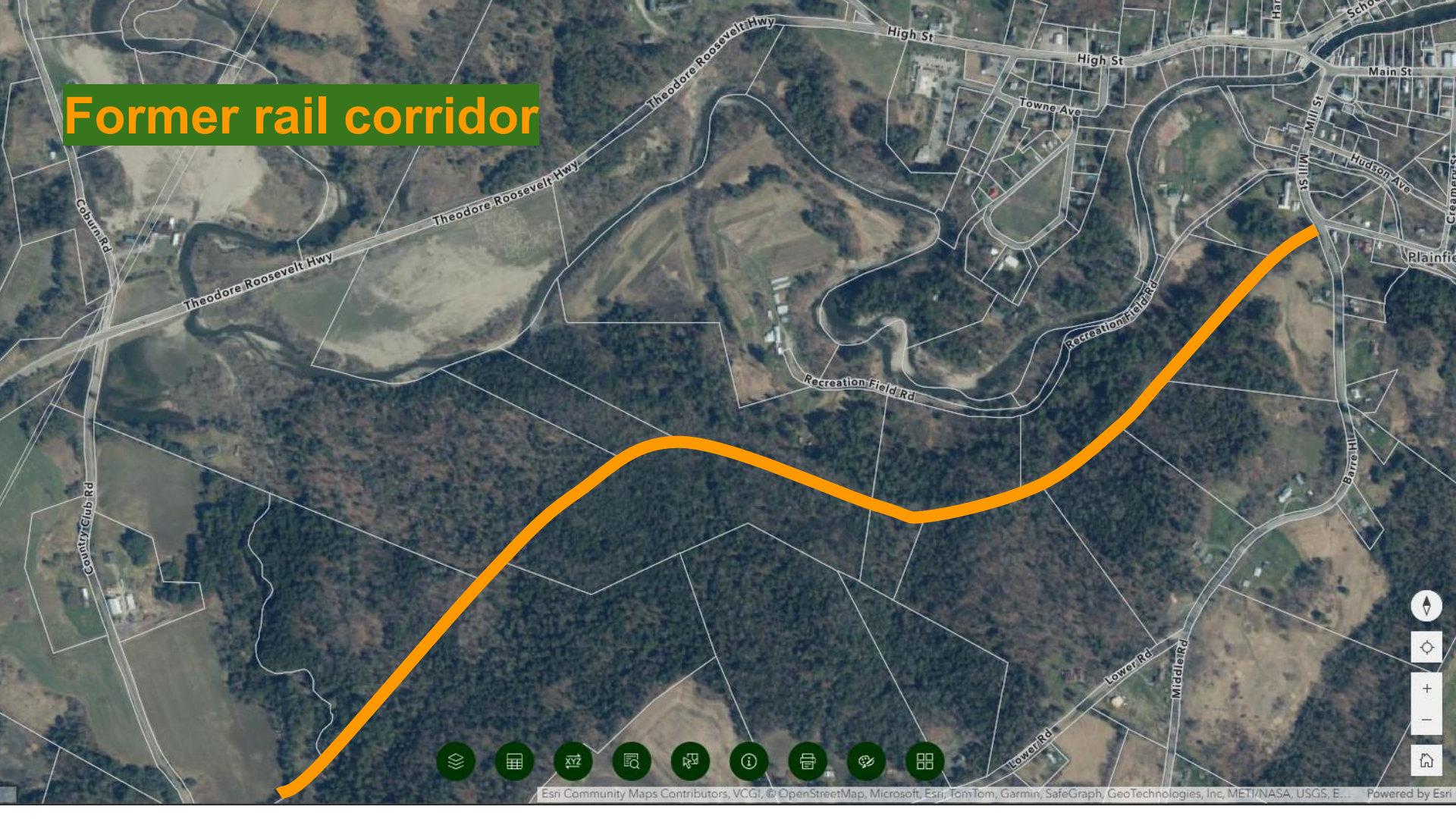


Plainfield, VT area of study

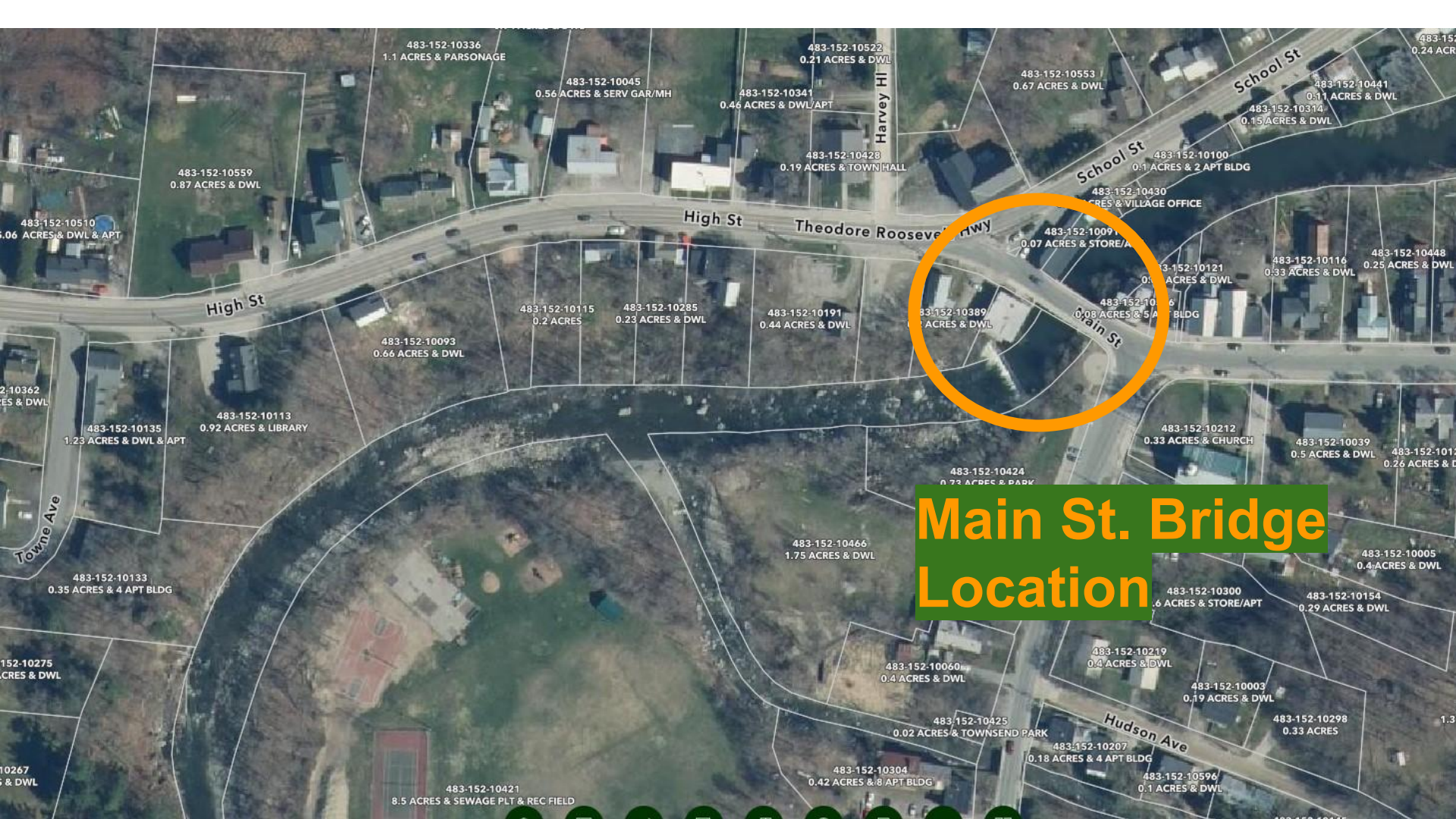




Former rail corridor







Main St. Bridge  
Location





Parcel owned by  
Town of  
plainfield



Zoom to

The property at 60 US RTE 2 in PLAINFIELD is owned by PLAINFIELD TOWN OF. There is no record of a previous owner for this parcel since the current statewide Grand List Parcel geometry was last updated in 2023.

Emergency 911 Address	60 US RTE 2
Town	PLAINFIELD
Ownership (Annual Grand List)	PLAINFIELD TOWN OF PO BOX 217 PLAINFIELD, VT, 05760
Property Description	10.1 ACRES & GRASS
Total Acreage	Annual Grand List GIS Acres: 10.49 3.8% Difference
Property Type	PARCEL
Parcel ID	200-0600.
Category (Real Estate only)	M
Resident Ownership Code (Keyed)	T (Grand List owner Resident)
GIS Year	2023
Grand List Year	2024
Listed Real Value (Full)	51,500
Listed Value of Land	51,500



## Williamstown Sidewalk Study

Williamstown is seeking funding for preliminary design/scoping of a sidewalk to connect their Middle and High Schools to their downtown sidewalk network. There are currently no dedicated pedestrian facilities for students to access the schools.

Below is a google earth plan of the village area and marked in yellow shows a possible sidewalk route coming down from the schools and crossing VT Route 14 to the existing town sidewalk. Marked in red is an alternative possibility. In our discussion we thought that this scoping process would cost in the range of \$25,000.

