



The City of
Rutland, Vermont

Board of Alderman

Public Works Committee

Minutes Dec 2 2025

Committee Members present: Alderman, Gillam, Talbott, Clifford, Adams & Alderwoman Tadio,

Other BOA Members Davis, President Allaire

Other Present: DPW City Engineer Gillen, and Commissioner DPW Bob Protivansky, Soupie Dethlefsen, Associate City Engineer, Ed Bove Rutland City Planning Dir, Steffanie Bourque, Municipal Project Manager (MPM) program RRPC. And [Ethan Peppin](#) Transportation Planner RRPC

Gordon Dritschilo, Rutland Herald

5:30 meeting Call to Order by Chair Gillam, LaMontagne Conference room

ISSUE:

Scoping study for US RT 7 and US RT 4 intersections

For North Main Street and Woodstock Ave and West Street

The City Engineer layout the four Options for the new plan

See Attachment of Scoping Study goals

Also See Attachment in the BOA Agenda Packet Dec 15, 2025 Pages 124-144 maps etc,

If the Public Works agrees that Alternative #2 is in fact the "Preferred Alternative", the following motion could be considered:

Motion to recommend to the full Board of Aldermen that Alternative #2 as presented in the Traffic Safety Scoping Study be selected as the Preferred Alternative.

Motion to move to BOA that the Public Dept file a report with RRPC and TRANS the board recommendations,

Both motions was agree to 5-0-0

Background

The City hired Stantec Engineers to perform a scoping study in the area surrounding the intersections of US4/US7 and US Business 4/US 7.

Purpose: The purpose of this study is to develop concepts to improve intersection safety and operations to meet the needs of all users - pedestrians, cyclists, motorists, and transit users .

Need: Recognizing the importance of these intersections in the transportation system for the City of Rutland, the following needs have been identified:

- Improve pedestrian and bike safety and facilities. The City of Rutland Master Plan (2020) identifies the alignment of US 4 / US 7 and US Business 4 / US 7 as creating barriers to pedestrians and bicyclists. Public input indicates vehicular speeds and congestion, lack of access management, sidewalk and crossing network gaps, poor sidewalk condition, and lack of dedicated bicycle facilities limit the comfort, safety, and accessibility of the corridor for active transportation.
- Address existing congestion at the intersection during peak travel periods. This is a highly traveled corridor with Annual Average Daily Traffic ranging from just under 10,000 vehicles per day to over 22,000 vehicles per day. Intersection capacity analysis results indicate traffic backs up to form long queue lengths.
- Mitigate factors that contribute to a high number of crashes. The intersection of US Business 4 / US 7 is identified as a High Crash Location with 48 crashes and 18 injuries during the 2012-2016 period. Some residents avoid the intersections completely due to safety concerns. Public input indicates lane and merge configurations, confusing signage, and congestion contribute to driver confusion and impatience, particularly during peak travel periods, resulting in increased crashes.
- Improve Access Management of adjacent properties within the project area. The number of access drives create additional conflict points among drivers, bicyclists, and pedestrians.

The Committee adjourned 6:27 pm