



## **TOWN OF BARRE, VERMONT**

### **DEPARTMENT OF ENGINEERING**

149 Websterville Road

P.O. Box 116

Websterville, VT 05678-0116

Tel. Barre 479-2595

Email [Hhinrichsen@barretown.org](mailto:Hhinrichsen@barretown.org)

### **TRAFFIC SAFETY ADVISORY COMMITTEE**

**January 20, 2016**

**7:00 P.M.**

**Review any items for addition to the agenda before taking up any business.**

**New items for consideration to be added agenda**

- 1. Review and approve the Minutes of November 18, 2015.**
- 2. Review and Discussion – Old & New Business**
  - A. Kings Row –Update on discussion with VTRANS on the speed limit and available sight distance for Kings Row at Route 14 (So. Barre Road). Possible Action item**
  - B. Osborne Road- Discussion and review of the CVRPC speed study and consideration for changing the existing 40 MPH speed limit. Possible Action item**
  - C. Sunset Road- Review of four-way intersection at Sunset Rd. and Windy Wood – Cummings Rds. Discussion on the existing two-way stop condition. Possible Action item**
- 3. Other Business –**
  - A. Miscellaneous – Discussion regarding Open Meeting Law and limits to the amount of electronic dialogue between TSAC members.**
  - B. Schedule items for February 17 meeting –**
- 4. Adjourn**

**TRAFFIC SAFETY ADVISORY COMMITTEE**  
**DRAFT MEETING MINUTES**

January 20, 2016  
7:00 P.M.

Review any items for addition to the agenda before taking up any business.

**New items for consideration to be added agenda**

New Items - Town Engineer, Harry Hinrichsen, indicated that he had information to provide under Other Business. He had a handout for the VTRANS project on Route 110 - Mill Street as well as information on the VTRANS Route 63 repaving in the summer of 2016.

The TSAC agreed to accept the Town Engineer's information under Other Business.

**Members Present:** Chauncey Liese, Dan Newhall, Val Vallerand, William Kirby

**Members Absent:** Paul White

**Other Present:** Harry Hinrichsen

1. Review and approve the Minutes of November 18, 2015.

Motion: A motion was made to accept with one correction. The ere should be a "T" in front of the own Engineer in the third paragraph of item 2D.

Motion By: Dan Newhall

Second By: William Kirby

The motion was adopted unanimously.

2. Review and Discussion – Old & New Business

- A. Kings Row – Harry provided an update on his discussion with VTRANS on the speed limit and available sight distance for Kings Row at Route 14 (So. Barre Road).

Amy Gamble had responded to his inquiry with several suggestions that could improve the attention of north bound motorists. She had indicated that the advance warning signs for both the "Side road Ahead" and the "School Bus Stop Ahead" could be upgraded to comply with the 2009 MUTCD standards.

Amy mentioned there is an evergreen tree that could be trimmed back as well as seasonal grass and brush. Some of this work could be coordinated with the abutting property owner, some being done by the VTRANS District Maintenance crew.

The street name signs along Route 14 have the smaller all upper case letter size and not compliant with the current MUTCD.

**In the new standard, roads having speeds greater than 25 MPH are required to have larger sign plates and upper and lower case lettering. Amy recommended making the street name signs compliant. Changing the street name signs would help make the side roads more apparent to north bound motorists in her opinion.**

**The current 40 MPH speed limit sign could be gate posted with a second sign on the westerly side of the road for north bound traffic. This too would help to emphasize the speed limit change even before the traffic enters the more built up area.**

**Amy didn't believe a speed study would result in a reduction of the currently posted 40 MPH speed limit. In order for this to happen, Amy said the 85<sup>th</sup> percentile speed would need to be about 35 MPH and certainly lower than 40 MPH there now.**

**TSAC believes the Street name signs are in the States Right-of-Way and could be the responsibility of VTRANS.**

**The TSAC recommended the Town Engineer get back to Amy to get the various sign improvements done by VTRANS as soon as possible.**

**B. Osborne Road- Discussion and review of the CVRPC speed study and consideration for changing the existing 40 MPH speed limit.**

**The CVRPC speed study for Osborne Rd. was briefly discussed.**

**Since the full TSAC was not present, it decided Table this item. TSAC would schedule a public hearing for either February or March to finalize their position on the possible reduction (to 35 MPH) of the speed limit from its current posting.**

**This item was tabled.**

**C. Sunset Road- Review of four-way intersection at Sunset Rd. and Windy Wood – Cummings Rds.**

**TSAC had a discussion on the existing two-way stop condition.**

**Harry mentioned the only crash he was aware of in the past few years involved a school bus and a pick-up truck. The truck had failed to stop at Windy Wood and T-boned the bus at the intersection as the bus was going through.**

Discussion included questions as to whether there are advanced warning signs for both sides of the intersection.

Harry indicated that there are advanced warning signs for both the stop sign and the intersection for the Windy Wood approach. He would check further on the Cummings Rd side in for inbound traffic.

**3. Other Business –**

**A. Miscellaneous –**

**Opening Meeting Law - Discussion regarding Open Meeting Law and limits to the amount of electronic dialogue between TSAC members.**

The topic of the guidelines for the Open Hearing Law Due was reviewed do the number of emails regarding the Windy Wood – Sunset Road intersection and the adherence to the stop signs there. The amount of back and forth email dialogue was reviewed.

The Town Engineer pointed out that in the future TSAC members that have a topic for review or discussion should refer the item to the Chairman and the Town Engineer rather than the entire TSAC.

If other members are included, additional feedback from the members should be directed to the Town Engineer only. This works better than using the “reply all” button on the computer.

**B. Route 110 and Mill Street – The Town Engineer passed out an 11”x 17” Color Arial Photo showing proposed improvements by VTRANS.**

The intersection of Bianchi Street being proposed for “One Way” inbound from Route 110 was discussed. The impacts were primarily to the local business of Cameron’s Garage and local traffic coming and going out of Bianchi Street.

Harry provided there is a Barre Town (BTMES) school bus route that uses Carnes and Bianchi for a drop-off of grade school students at the stop on the northerly end of Carnes Rd. Terrie Salvadore of BTMES has said the drop-off there is only about 5 years old. Formerly the drop-off was at the intersection of Route 110 and Carnes Rd.

The other discussion was about fuel and customer use and access in and out of Cameron’s Garage. In particular the fuel delivery trucks access is usually from the north – from the direction of the Roundabout (Route 302). Since these trucks head uphill facing into Bianchi Street, it would be difficult for the driver to enter Route 110 by

**backing up. The most logical move would be for the truck to simply pull back out onto Route 110 headed south or to cross over to Old Route 302. Customers would be able to enter and exit from either Bianchi Street or the curb cut near the bridge. They would have to exit by the same bridge entrance or head up to Carnes and come out of Carnes onto Route 110 from the south. Some may think this is an inconvenience and it may have a negative impact on Cameron's business.**

- C. Route 63 –South Barre Access Road to I-89 – The Town Engineer discussed the VTRANS project to resurface the South Barre Access Road in 2016. Some milling and intersection paving work will be done in addition to the main road surface on Route 63. The road surface on this road is pretty rough and hasn't been resurfaced in close to 20 years.**

**Dan Newhall mentioned that the project was one of the early train type paving projects where milled product was reused to pave a leveling course before the top wearing course was placed.**

- D. Schedule items for February 17 meeting – Possible schedule for a Public Hearing of reducing the current 40 MPH Speed Limit to 35 MPH Speed Limit for the Osborne Road from House # xxx to the Phelps – Cutler Corner Road intersection.**

- 5. Adjourn –  
Val Moved to adjourn at 8:32 P.M.**