



## **TOWN OF BARRE, VERMONT**

### **DEPARTMENT OF ENGINEERING**

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### **TRAFFIC SAFETY ADVISORY COMMITTEE**

**September 16, 2015**

**7:00 P.M.**

### **AGENDA**

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

**1. Review and approve the Minutes of August 19, 2015.**

**2. Review and Discussion – Old & New Business**

**A. Traffic Painting - Paul White requested the Town Engineer look into the letter size of pavement marking. Also, the words Stop Ahead are missing from both north & south sides the Hill Street intersection.**

**B. Barkley Road - Paul requested looking into whether a “No Outlet” sign had previously been recommended for the intersection of Barkley Rd at Sunset and Phelps Roads.**

**C. Kings Row – Review of the sight distance for the intersection of Kings Row at Route 14 (So. Barre Road). Consider recommending a request to the State of Vermont for a side road ahead advisory and or a slower recommended speed limit for the section of road. Receive a brief update from Harry and determine the proper contact person at VTRANS for this item.**

**D. Osborne Road – Consider the speed on the easterly end of Osborne and consider a recommendation to lower the speed limit to 35 MPH.**

**3. Other Business –**

**A. Miscellaneous –**

**B. Schedule items for October 21 meeting –**

**4. Adjourn**

**TRAFFIC SAFETY ADVISORY COMMITTEE**

**September 16, 2015**

**7:00 P.M.**

**Draft Minutes**

**Members: Chauncey Liese, Val Vallerand, Dan Newhall  
Bill Kirby, Paul White Absent**

**There were no items for addition to the agenda before taking up any business. Item C was taken first to accommodate the guests present for that item.**

**1. Review and approve the Minutes of August 19, 2015.**

**Motion: Move to accept as written**

**Made by: Val Vallerand**

**Second by: Dan Newhall**

**Approved Unanimously**

**2. Review and Discussion – Old & New Business**

**A. Traffic Painting - Paul White had requested the Town Engineer look into the letter size of pavement marking. Also, the words Stop Ahead are missing from both north & south sides the Hill Street intersection.**

**Dan N suggested that Harry get in touch with Mario Dupigny-Giroux at VTRANS. He thought is would also be good idea to review the standards from the MUTCD on letter height.**

**The Town Engineer will look into the situation on letter size particularly as it relates to the MUTCD. Harry will also check for previous recommendations on the Stop Ahead status for Windy Wood and W. Cobble Hill Roads.**

**No Action taken by the TSAC.**

**B. Barkley Road - Paul requested looking into whether a “No Outlet” sign had previously been recommended for the intersection of Barkley Rd at Sunset and Phelps Roads.**

**No Action taken by TSAC**

**The Town Engineer will review the status and report back at the next meeting.**

**C. Kings Row – Review of the sight distance for the intersection of Kings Row at Route 14 (So. Barre Road). Consider recommending a**

**request to the State of Vermont for a side road ahead advisory and or a slower recommended speed limit for the section of road. Receive a brief update from Harry and determine the proper contact person at VTRANS for this item.**

**Guests Devin and Tori Carten were present for this discussion. Discussion took place on the available sight distance for Kings Row and issues leaving and or entering onto South Barre Road.**

**Devin stated that the frequency and timing of salting and plowing have a significant impact on the traffic leaving Kings Row in the winter. Most of the time, considering the lack of good sight distance, it doesn't create a safe situation even in good conditions.**

**Dan N. – Perhaps the Town could talk with the State to see if they would cut down the embankment going towards the gravel pit looking south of Kings Row.**

**Dan suggested that Pike Industries could also be a player in reducing the embankment to allow for better sight distance. He also indicated to VTRANS that the land owner in Barre Town would give permission to cut the bank back if the State would be interested in doing something there.**

**He suggested that the Town should consider talking with the Pit owners (Pike Industries) to see if they would also favor a slower speed (35 MPH) through this section of road as well as bank improvements on their side of the line.**

**Dan – Recommended looking at the record of crashes for at least the 5 years for this road segment.**

**Dan discussed the issues relating to step down speeds in areas where traffic enters into a built up or residential area. In the past VTRANS has reviewed and reconsidered speed reductions of more than 10 MPH. Certain areas were reduced from 50 MPH to 35 MPH and were bumped backup to 40 MPH because the 15 mile per hour speed difference was too much and not reasonable to enforce.**

**The posted speed in the area is 40 MPH. Just to the south it is 50 MPH. The speed limit is reduced to 40 MPH as traffic enters Barre Town. A speed of 35 MPH might be more appropriate but it would mean moving the 40 MPH speed transition into Williamstown and thus much further to the south. Perhaps it would extend well beyond (south) of the Pike-Town gravel pit entrance south of the curve.**

Devin asked about the possibility of connecting Kings' Row to Morin St. and some sort of snow removal in the winter.

Harry Indicated there are plans for a turnout on Kings Row as part of a subdivision plan but the land changes grade pretty abruptly near the end of the pavement there now. There isn't really any room to accommodate a right-of-way across the back line before getting into the embankment.

Harry – The Town Engineer mentioned that he has a meeting scheduled for 9-23- 15 with Chris Bump from District 4 to discuss the drainage culvert between Kings Row and Morin Street.

No Action was taken by the TSAC.

The TSAC did request that the Town Engineer discuss the issues with Chris Bump from VTRANS - District 4 during his meeting next week to get his impression of posted speeds, sight distance and bank reduction.

Harry agreed to discuss this with him.

**D. Osborne Road** – Review the speed on the easterly end of Osborne and consider a recommendation to lower the speed limit to 35 MPH for Osborne Road.

**Discussion:** The TSAC jointly agreed to review the 2014 Traffic Study done by CVRPC before considering any recommendations.

No Action Taken

**3. Other Business –**

**A. Miscellaneous –**

Dan suggested reviewing conditions at the Baptist Street intersection with Graniteville Road. Vegetation at the corner hinders sight distance for motorists turning left onto Baptist St. coming from the Post Office toward the corner.

He also mentioned that much of the traffic doesn't use a turn signal if they are headed onto Baptist St. coming up the hill from Rock of Ages.

**B. Schedule items for October 21 meeting –**

Adjourn: Time: 8:25 PM  
Motion by: Val Vallerand