

Barre City Transportation Advisory Committee

******Special Meeting******

April 7, 2021 6:30 p.m.

Venue Options: Virtual (Zoom)

<https://zoom.us/j/99781286089?pwd=ZFZzTjJaamVQd2ZkNWdnVUdWSTFPUT09>

Meeting ID:

997 8128 6089

Passcode:

322040

Video Conference:

AGENDA

1. Call to Order – 6:30pm
2. Adjustments to the Agenda
3. Visitors and Communications
4. Committee Charge

(Insert City Seal)

**NOTICE
CITY OF BARRE**

TRANSPORTATION ADVISORY COMMITTEE MEETING

There will be a special meeting of the TAC
at 6:30 p.m. Wednesday,
April 7, 2021

Virtual: Go to www.barrecity.org for ZOOM Link

Topics:

Committee Charge

Go to www.barrecity.org to
see complete Agenda & Log-in Link

Transportation Advisory Committee

Purpose

The Transportation Advisory Committee (TAC) was created by the Barre City Council (per City Charter [24 App. V.S.A. ch. 1, § 307](#)) to provide advisory guidance for Council, associated boards, commissions and committees, and City staff regarding transportation-related decisions, including plan preparation & implementation, capital improvement program prioritization, policy & ordinance review, and other projects and interventions that impact travelways and transportation services throughout the city. The TAC meets monthly, both responding to concerns and input from the public and working with staff and other committees toward better outcomes for the City's transportation infrastructure.

Role of Transportation

Right of ways, transit services, complete streets and other travelways connect residents of Barre and surrounding communities to the City's compact historic business district, but they also serve as regional connections for travelers passing through Barre, without a local destination or starting point. A [selection of data collected by VTrans](#) shows that a number of our streets serve more trips daily than the number of households in Barre City (3,983 in 2019, [U.S. Census](#)):

Street	Annual Average Daily Traffic (2018)
Main Street (Downtown)	15,900
North Main Street	10,600
South Main Street	12,100
Route 62	11,900
Washington Street	11,500
Hill Street	5,400
Maple Avenue	5,100
Summer Street	6,900
Elm Street	5,800

For comparison, I-89 between exits 7 and 8 served 23,900 daily trips over the same period.

Someone "just passing through" may prefer that Barre City design streets for getting through town as quickly as possible, but when we invest in public infrastructure, we must be sure to serve Barre City's plan, policies, and goals for healthy people, places, economies, and natural systems. The City's transportation infrastructure must connect residences to jobs and retail, and it must connect businesses to their suppliers and their customers. As a prerequisite to meeting those needs, there is a more basic requirement: Barre City's streets must support and increase the value of adjacent properties. Property value is the foundation for the City's primary revenue source to sustain all City services, including the City's transportation services. Our streets can only pay for themselves when they generate revenue from property tax.

Barre City has a compelling public interest in regional and local traffic, and must balance the needs of regional through-traffic against the more primary and pre-requisite needs of the City's residents, landowners, and businesses upon which the sustainability of the system depends. That requires:

- A safe, pleasant, and competitively desirable environment for shopping, dining, recreation and other economic activities to support our downtown businesses
- Safe and livable neighborhoods without the danger and noise of speeding cars to increase the value of residential property
- Streets that expand transportation choice by encouraging public transit, walking and biking as transportation to reduce maintenance costs and support improved air quality
- Thoroughfares designed to reduce demand by through-traffic not contributing to the City's general welfare, economy, environment

Transportation is a necessity, and Barre City will continue to invest in transportation infrastructure. By guiding our decisions in that ongoing work toward patterns that support the community's needs, we build a city that's happier, healthier, more prosperous, and better positioned to fulfill its mission.

Objectives

The TAC exists to improve the quality of life for Barre City's residents, expand transportation choice, and to maximize the value of properties adjacent to the public streets of the city. To that end, the Committee evaluates plans, projects and interventions with these factors considered in descending order of importance:

1. Safety for residents and visitors (most important)
2. Cost to construct and maintain infrastructure
3. Equity of access for all users, including children, seniors, people with disabilities, walkers and cyclists
4. Appropriateness for street type (arterial, connector, neighborhood) as established in the [2020 Municipal Plan](#) ("Road Safety and Congestion", pg 90)
5. Environmental quality improvements (air, water, vegetation, lighting)
6. Volume of traffic supported
7. Reducing travel delays (least important)

Committee

There are no residence requirements for members of the committee, and the number of members is not limited. The TAC observes the City's official [Rules of Procedure](#).