

**BARRE CITY TRAFFIC ADVISORY COMMITTEE**  
**June 27, 2018, 6:30 p.m.**  
**Barre City Council Chamber**

**Meeting Notes**

The meeting convened at 6:37 PM with Steven Mackenzie PE. City Manager serving as Acting Chair, Art Bombardier, Real Maurice, Councilor Sue Higby, Mike Hellein and Larry Eastman, Jason Fleury and Bill Ahearn attending for City staff support.

Committee members concluded that there was no quorum present, so no formal action would be taken at this meeting. The attendees confirmed their desire to discuss issues presented on the Agenda so the meeting continued.

The committee went to the New Business Items for discussions

*Italics are Agenda Items*

1. New Business:

a. *Consideration of Traffic Calming Strategies (Speed Tables/Humps, etc.) on Selected Streets (Bill Ahearn)*

The committee reviewed a list of streets which had been brought to the City's attention by resident's concerns about excessive speeds. The list was expanded during discussion to be:

Ayers, Beckley, Berlin (Lower), Circle, Merchant, Orange, Park, Prospect, River and Center Streets, Seminary, Summer, Washington Streets and Woodland Drive

The committee discussed what traffic calming measures were appropriate with an emphasis on physical techniques – portable speed bumps, permanent speed bumps, speed tables and curb bulb-outs. Criteria for selection of traffic-calming locations overviewed were: pedestrian activity, vulnerable populations (young, old and differently abled), street geometry, speed history, noise receptors, traffic redistribution and functional classification. The committee recognized the value of the first three criteria. Concerns about data reliability and behavioral effects of monitoring raised questions about use of measured speed were reviewed. Traffic redistribution – the change in traffic patterns to avoid speed bumps was discussed with the conclusion that it may affect some placements and worthy of simple review during selection of locations.

The committee did not go through any priority setting exercise with the criteria because the city's objective should be a pilot-program style rollout so the public can have experienced the different techniques and provide feedback before working up a full program. With public acceptance, a full program would be 3 -5 years away. Discussion concluded with the recommendation that a pilot program deployment that included temporary speed bumps, permanent speed bumps, speed tables and bulb-outs be planned

b. *Consider Permanent Digital Speed Sign(s) on Elm Street Extension (Ellen Sivret)*

The concept of a permanent speed sign was discussed with a consensus that a permanent installation required some priority setting rather than recommending this first location. Some background materials discussed a semi-permanent sign which is securely affixed to an existing roadsign posts and can be left in operation indefinitely with adequate sunlight; while it can be relocated as needed to address over locations. The Committee was supportive of this concept because of its flexibility to meet needs for citizens in multiple locations. The Committee acknowledged the effectiveness of these devices and expressed interest on pursuing a unit potentially with safety grants.

c. *Consider Streets Recommended for Centerline Striping Application (Bill Ahearn)*

Not discussed postponed for August Meeting

d. *Consider DPW Policy for Locating Stop Bar Striping (Bill Ahearn)*

Discussion focused on balancing stop bar installation and =defining a functional class that could consistently addressed across the City. DPW proposed that one way might be to use all collector streets and place stop bars on them. The definition of collector streets could be based on “tributary area i.e. a certain number of houses that would use the collector for primary egress. Other issues included the placement of a stop and relative the “main” street in the intersection and relative speeds on each of the legs of the intersection. Higher speed intersections requiring a larger setback for the stop bar. No decision was made; the Committee awaits a proposal from DPW.

*e. Discussion of Minimum Lane Width Standard and Bike Lane Striping Policy (Bill Ahearn)*

Not discussed postponed for August Meeting

*f. Consider Recommendation to Council for Jake Brake Ordinance (Manager)*

The committee supported the establishment of some control mechanisms to avoid unnecessary night time use of engine compression braking systems. Dep. Chief Eastman explained that there are safety requirements to allow the use of engine compression brakes in specific circumstances of roadway grade, allowable loads etc. that required additional review. The Committee supported the completion of the review and the possible revision of the ordinance to prohibit engine compression braking systems where posted within the City Limits. This would allow administrative discretion in selecting the locations so that the City could comply with DOT requirements.

2. Establish Next Committee Meeting Date  
**August, 2018 date to be determined**

William Ahearn P.E.

Committee Meeting Scribe