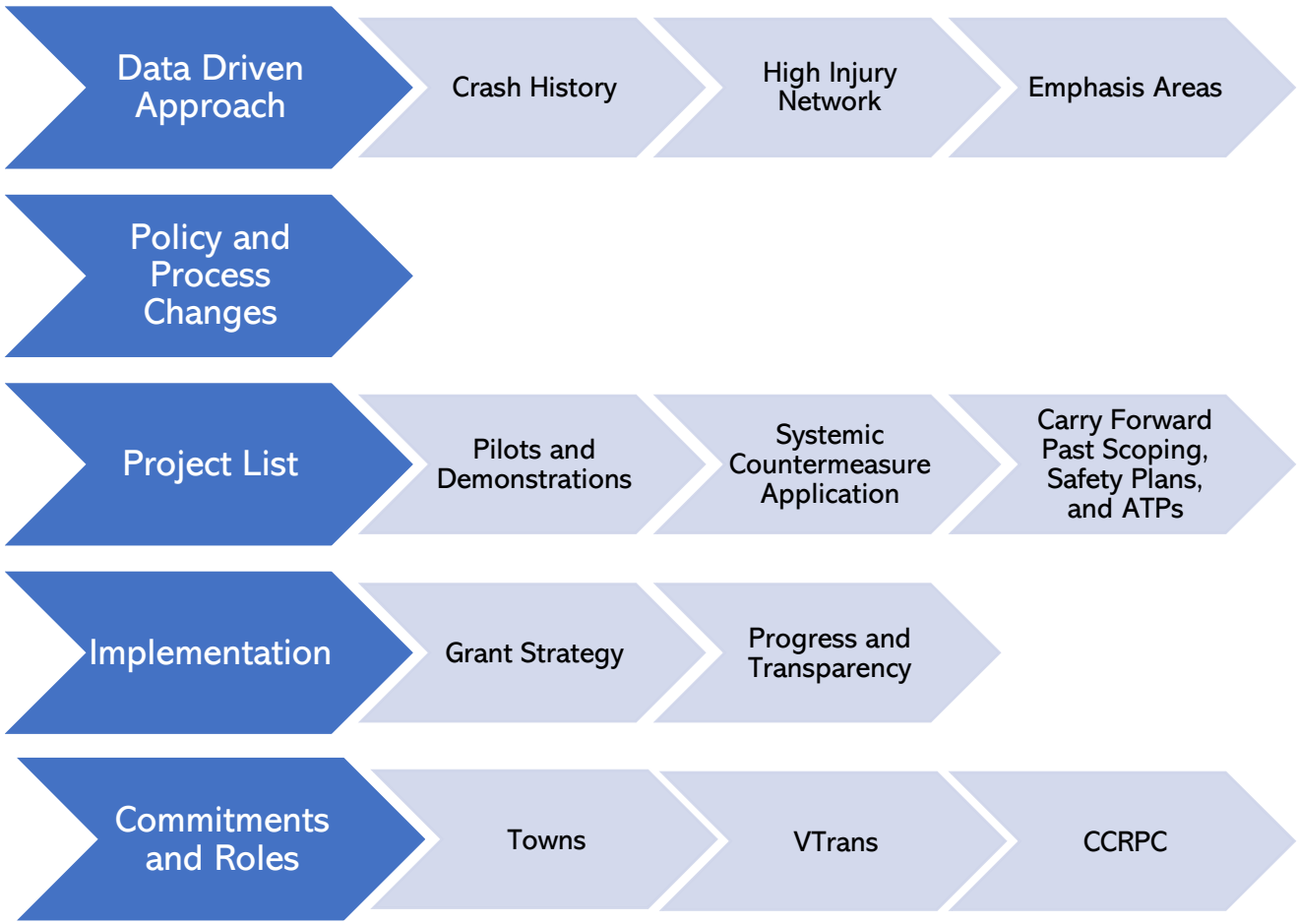
Regional Safety Action Plan

CCRPC TAC | October 7th, 2025

Regional Safety Action Plan

Agenda: PRESENT DRAFT PLAN



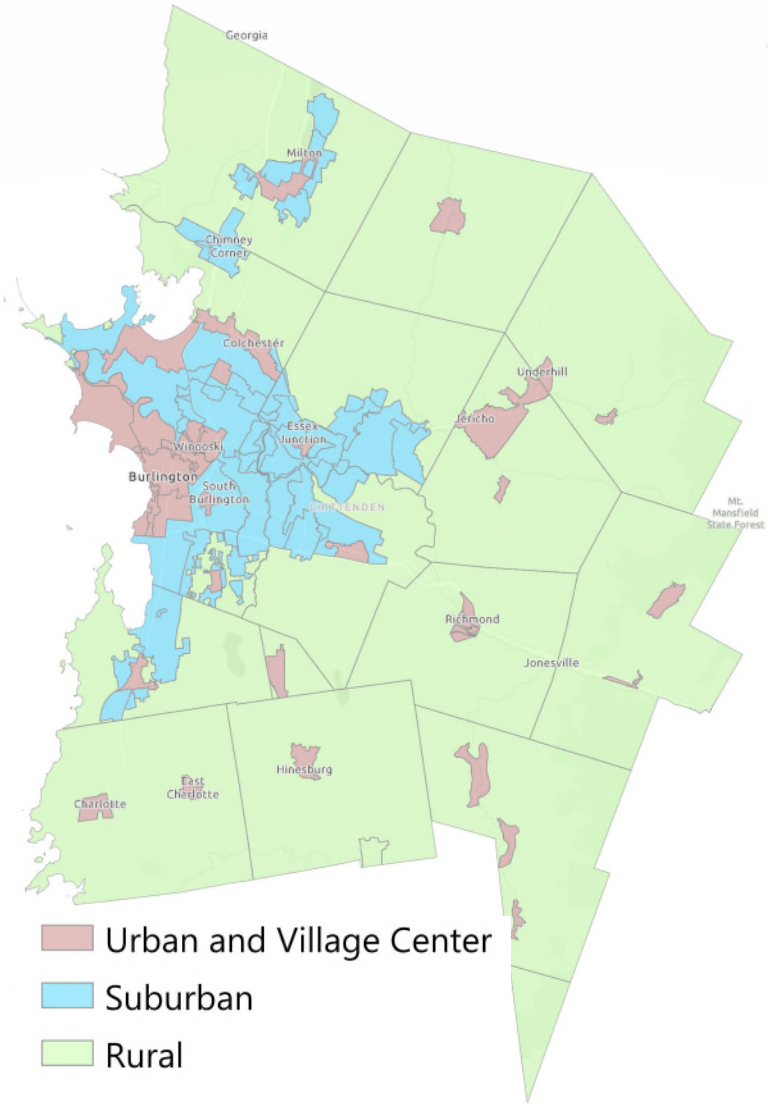
Data Driven Approach

Distribution of Serious Crashes

		⅓ Urban & Village Center	⅓ Suburban	⅓ Rural
½	LANE DEPARTURE	25	39	79
¼	INTERSECTIONS	21	32	12
¼	VRU	32	31	5

** Other: 45 (15%)*

Leading Area for Plan



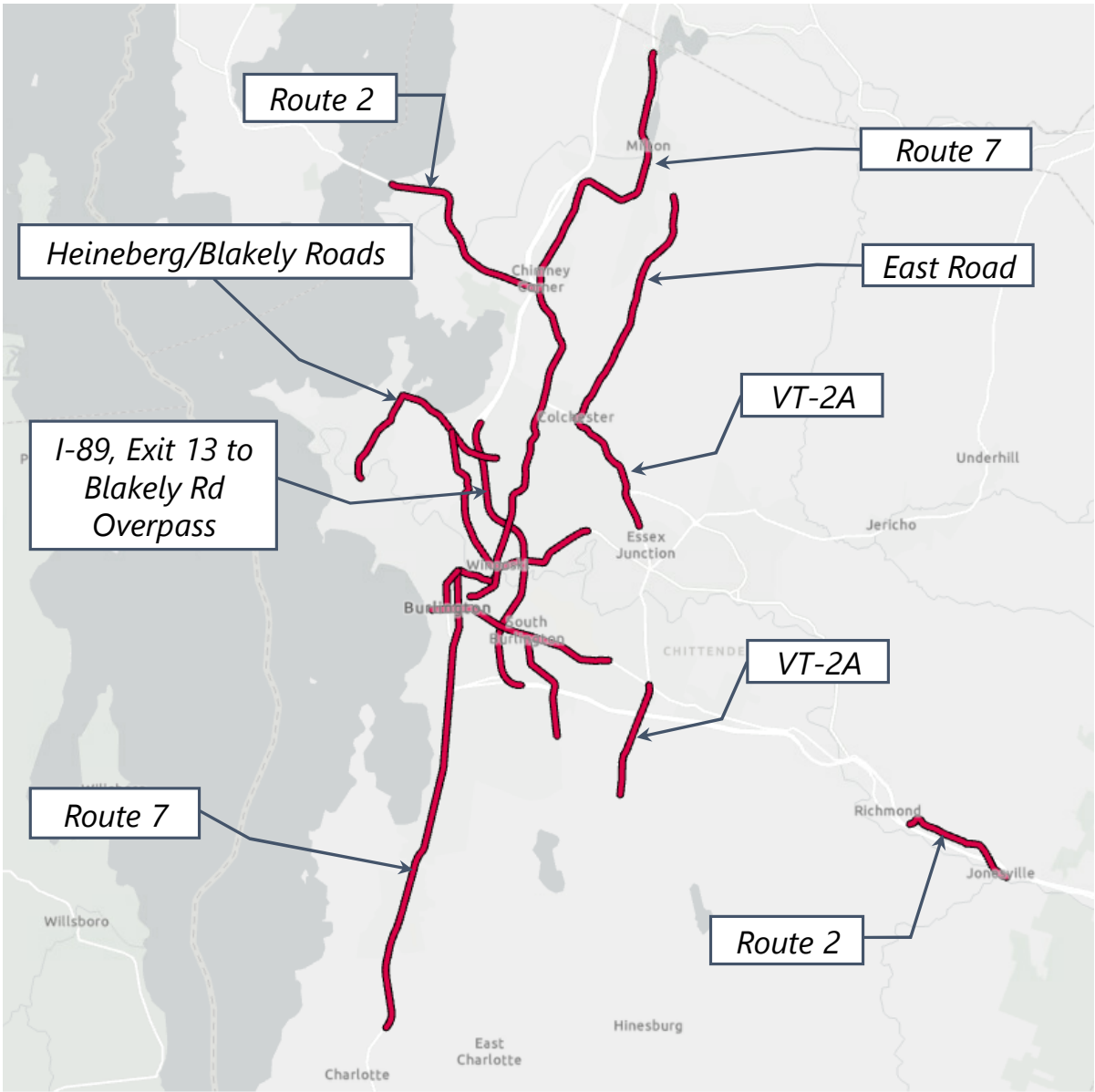
Data Driven Approach

High Injury Network

(regional overview)

Emphasis:

- Rural & Suburban Lane Departure
- Suburban Intersections



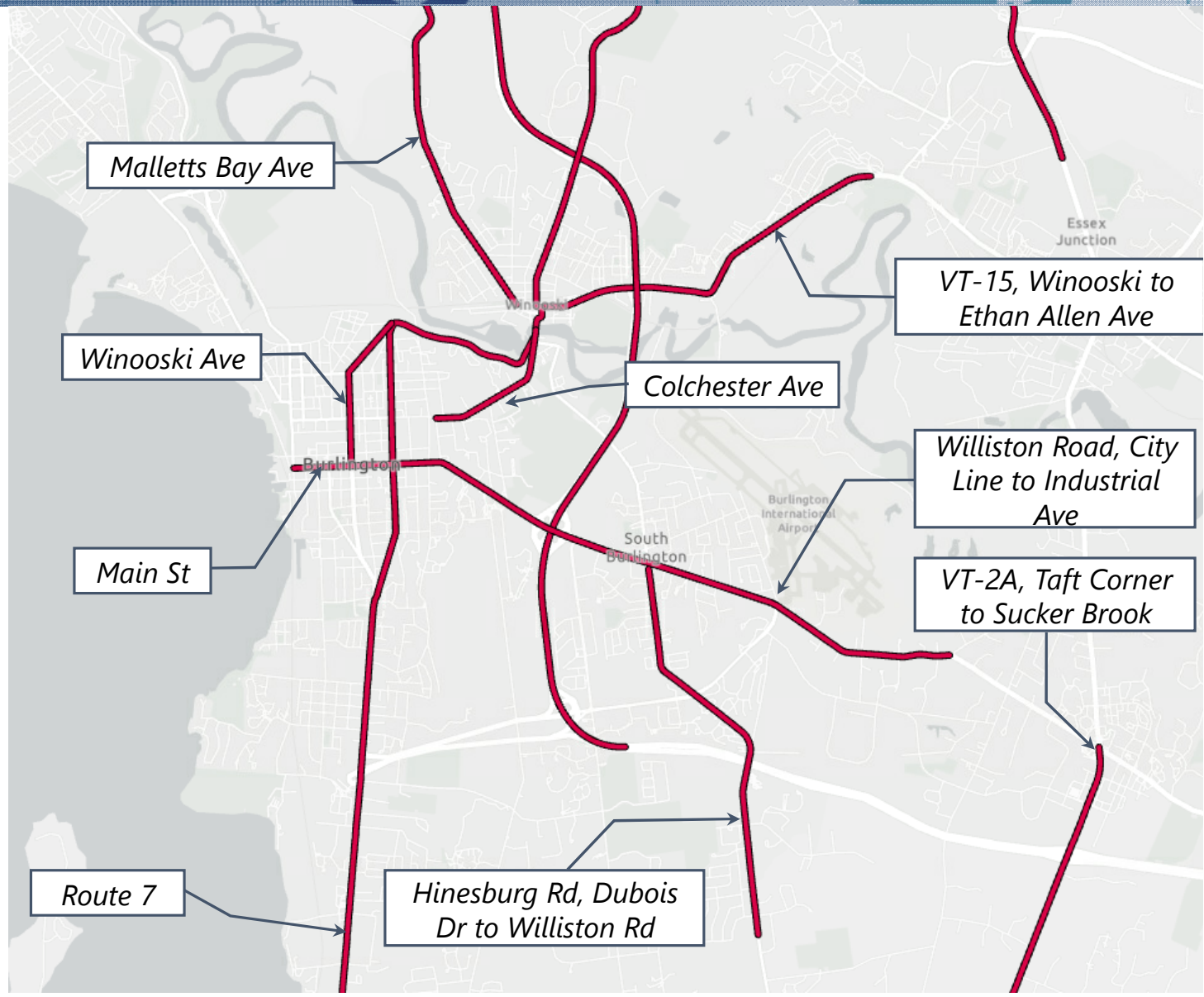
Data Driven Approach

High Injury Network

(urban core)

Emphasis:

- Urban & Suburban Intersections
- Urban & Suburban Vulnerable Road Users



Survey Results – Top Comments

Lane Departure

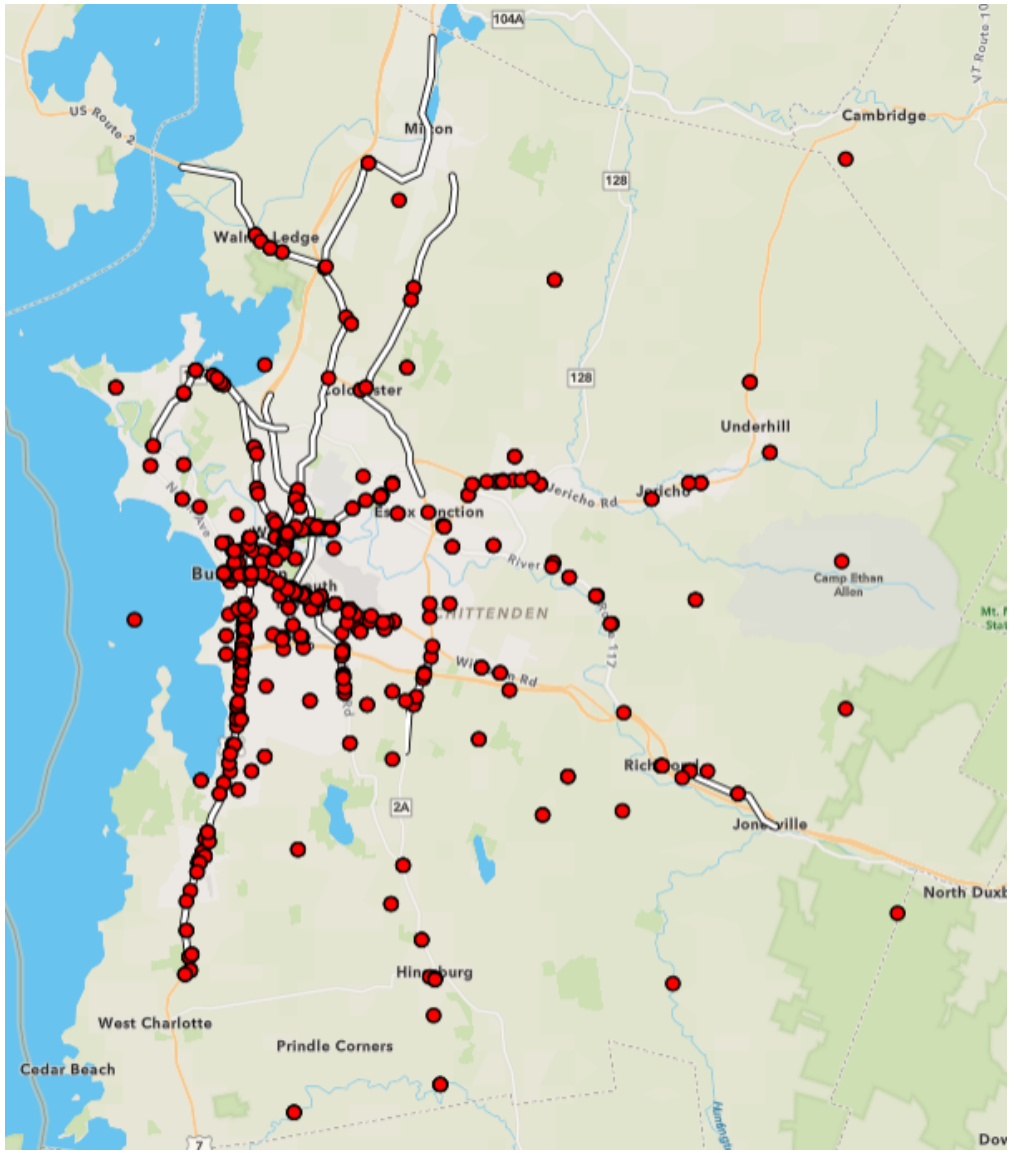
- Distracted driving enforcement
- Rumble strips
- Speed
- Pavement markings
- Sight lines
- Pavement condition, swerving to avoid potholes and ruts

Intersections

- Signal placement/visibility in general.
- Roundabouts
- Red light and stop sign violations
- Misaligned intersections
- Abrupt lane ends/becoming turn lanes

Bicycle and Pedestrian

- All users need to follow the rules of the road
- Provide bike/ped facilities and crossing enhancements
- Need for shoulders



Survey Results – Specific Sites

HIN Segment	Concern	Suggestion
Route 7, Charlotte/Shelburne	Drifting over center at curves	Wider centerline
	Bay Ridge - new townhomes	Pedestrian crossing
Route 7, South Burlington	Merges at 189	Reduce weave actions - two lanes onto 189
Shelburne Road, Burlington	Long stretch without crossings	Ped crossing between Flynn and roundabout
East Road & Main St (Colchester)	Difficult to make a SBL movement	Add protected left phase
Racine & Legion & US-7, Milton	Skew and curves on both sides - hard for stop-controlled traffic to safely advance	
Exit 16 approaches	Unclear signs, lane markings	
VT-2A just south of Exit 12	Poor sight lines for side street traffic	Turn lanes, acceleration lanes, speed reduction
US-2 east of Richmond Village	Visibility around curves, sharp curves	Blast ledge back
Hinesburg Road south of I-89	Narrow shoulders	Widen shoulders
	Speed complaints - related to ped crossing	Reduce speed limit

Project List

- Policy & Process Changes
- Pilots and Demonstrations
- Systemic Countermeasure Application
  - Lane Departure
  - Intersection Conflicts
  - Vulnerable Road Users
- Carry Forward Past Scoping, Safety Plans, and Active Transportation Plans (ATPs)

Policy and Process Recommended Changes

1	**Minimum Crosswalk Spacing**
	Evaluate urban or suburban corridors and sign/mark crosswalks at least every 1/3 mile if feasible.
2	**New Development Sidewalk Ordinances**
	Require new development to extend existing sidewalks or shared use paths to their site if within a reasonable distance. If not, construct sidewalk or shared use path along the site's road frontage.
3	**Crosswalk Policy for Signals**
	Any intersection leg with sidewalks on both sides should be marked and ped signalized.
4	**Rumble Strip Policy for Local Roads**
	Towns should adopt criteria (distinct from VTrans policy) for center and edge line rumble strips to be installed on town roads.

Policy and Process Changes

5	**911 Response Rate** At the regional level, track response rate to 911 calls about reckless/suspected impaired driving. Set targets for improving the clearance rate for these calls.
6	**Enforcement Activity Goals** Revise enforcement activity goals associated with NHTSA/SHSO grant time away from volume-based goals (# of citations, stops, etc.) to focus on enforcement of the most dangerous behaviors – reckless speeding, impaired driving, helmet violations, and seat belt violations.

Demonstration and Pilots (Lane Departure)

Durable Pavement Markings

- Pilot project with one or more alternative paints/tapes/marking products for greater durability and retroreflectivity.
- Raised pavement markers ("road studs") should be included in the pilot.

Shoulder-to-Center Space Reallocation

- Pilot project on rural roads with low bicycle volumes: restripe to reduce shoulder width and create a 2-4 foot centerline buffer.

Accent Lighting for Curves

- At curves that contain intersections, are a gateway to a denser area, or have high number of merge/lane change maneuvers, re-design lighting to intentionally dim tangent and spotlight curves.

High Friction Surface Treatment

- Measure friction on HIN roads and select sites (likely curves with insufficient superelevation) to pilot HFST.

Anti-Hydroplane Treatments

- Select roadways with history of hydroplane crashes and develop a package of treatments to improve drainage or other conditions.

Potential Location:

US 7 (Colchester/Milton)
**2027 resurfacing*

Heineberg Drive (Colchester)

US 7 & W Milton Rd (Milton)

I-89 Exit 13 Ramps
Mallets Bay Ave

US 2 (Richmond)

Demonstration and Pilots (Intersections)

Near Miss Detection

- Use temporary installations of cameras with near miss detection features to track vehicle, pedestrian, or bicycle near-misses.

Downtown Burlington Signals

Stop Ahead when Flashing

- At signalized intersections with limited visibility or high-speed approaches, pilot a “Stop Ahead when Flashing” sign connected to signal.

VT-15 & Lime Kiln Road

Overnight Dwell on Red

- Instead of flash, all approaches stay red until a vehicle enters the detection zone. With advance detectors, signals can be timed so that vehicles at the design speed arrive on green.

US 7 south of I-189

Demonstration and Pilots (Bicycle & Pedestrian)

Ped-Actuated Lighting

Colchester Ave

- Demonstration project adding ped-actuated lighting to existing RRFBs. Measure yield rates before and after.

Convert Exclusive → Concurrent Pedestrian Phase w/LPI

Riverside Ave & Prospect Ave

- Experiment with converting exclusive phasing to concurrent phasing with leading pedestrian intervals for improved pedestrian compliance.

Countdown-to-Green Timers

Downtown Burlington Signals

- Experiment with the use of pedestrian countdown-to-green timers on call buttons to improve pedestrian compliance at signals.

Lane Departure Projects (50%)

Countermeasure	Example of Appropriate Site
Paved Shoulder	East Road (Colchester/Milton)
Guardrail	I-89 north of Exit 16 (Colchester)
Fixed Object Removal	VT-2A through Essex, Colchester
Flatten Side Slopes	US-2 on western end of HIN segment (Richmond)
Chevrons or Delineators	Malletts Bay Ave curves (Colchester)
Advance Warning Signs	VT-2A - north and south of Exit 12 (Williston)

Lane Departure Projects (50%)

Countermeasure	Example of Appropriate Site
Repair Potholes and Rutting	Williston Road (South Burlington)
Centerline and Edge Rumble Strips	US-7 south of Marsett Rd (Shelburne/Charlotte)
Centerline Buffer	Heineberg Dr/Prim Rd (Colchester)
6 Inch Edge Lines	VT-2A (Essex)
High Visibility Pavement Markings	Main Street (Burlington)
Two-Way Center Left Turn Lane	Shelburne St (Burlington)

Intersection Projects (25%)

Countermeasure	Example of Appropriate Site
Improved Lighting	VT-116 (South Burlington)
Retroreflective Backplates	VT-15 signals (Colchester)
Optimize Signal Timing	VT-2A corridor (Williston)
Leading Pedestrian Interval or Exclusive Pedestrian Phase	VT-15 Signals (Colchester)
Advance Warning Signs	East Rd at McMullen Rd and Duffy Rd (Milton)

Intersection Projects (25%)

Countermeasure	Example of Appropriate Site
Clear Sight Lines	East Road (Milton)
Access Management	Williston Road (South Burlington)
Shoulder Bypass Lanes	US-7 at Ridgefield Rd, Lime Kiln Rd, Church Hill Rd (Shelburne/Charlotte)
Turn Lanes	US-2 at Cochran Rd and Stage Rd (Richmond)
Removal of Turn Lanes	--

Bicycle & Pedestrian Projects (25%)

Countermeasure	Example of Appropriate Site
Active Crossing Control Devices (RRFB, Hybrid Beacon)	Malletts Bay Ave intersections (Winooski)
Medians and Refuge Islands	Shelburne St (Burlington)
Sidewalk	Malletts Bay Avenue (Colchester) Hinesburg Road south of Tilley Dr
Bicycle lanes	Burlington Main St
Bicycle Box for Two-Stage Left Turns	Riverside Ave & Winooski Ave

Carry Forward (Scoping, Corridors, Safety Studies & ATPs)

Scoping, Corridor, Safety Studies on HIN

- ❑ US2/Exit 14 Scoping
- ❑ US-2 & Clay Point Road Study
- ❑ Route 7 & Harbor Falls Road Study
- ❑ Colchester Avenue Scoping Study
- ❑ Colchester/Riverside Scoping Study
- ❑ Burlington Safety Action Plan
- ❑ Colchester/Riverside Scoping Study
- ❑ Etc.

Towns and Cities with Active Transportation Plans

- ❑ Burlington
- ❑ South Burlington
- ❑ Winooski
- ❑ Shelburne
- ❑ Richmond
- ❑ Essex
- ❑ Regional Plan
- ❑ Jericho
- ❑ Underhill

Highlight Projects on HIN with a Safety Countermeasure

Implementation: Grant Strategy

Strongly recommend applying for Pilots and Demonstrations

Applicants: Individual towns, partnership of 2+ towns, VTrans

Eligibility: Projects must be on the High Injury Network

Timeliness: Only one more year of SS4A is funded.

Commitments and Roles

Goal: Eliminate fatalities and serious injuries in Chittenden County by 2045.

- Plan will include a general commitment to pursue funding to implement plan
- CCRPC to weigh this document in planning and scoping
- Towns: no upfront commitments, but must adopt plan to apply for SS4A grants
- Commit to posting plan online and updating if progress is made
- Plan is advisory for VTrans, but we want to solicit their support in some specific ways

Commitments & Roles

Roles

CCRPC

- Adopt policy and process changes (as applicable to CCRPC work)
- Support pilots/research
- Incorporate recommendations into scoping and planning
- Track progress towards Vision Zero goal, make updates to plan if necessary

Towns

- Select priorities from the Plan's recommendations
- Apply for SS4A or other safety funding
- Implement recommendations or lead pilots & demonstrations

VTrans

- State roads are NOT eligible for SS4A but must be included in the plan
- Consider state road recommendations for current projects or identify standalone funding
- Support pilots/research

Next Steps

- Incorporate TAC Feedback in the Plan (October)
- Ask for the TAC Endorsement of the Plan in November
- Ask for CCRPC Board Adoption in November
- Start discussions with municipalities and VTrans about possible SS4A applications.