



Strategic Highway Safety Plan

Website Sponsored by Agency of Transportation

SHSP INFRASTRUCTURE FOCUS GROUP

Meeting: August 3, 2012

Facilitator: Bruce Nyquist

Place: VTrans' Board Room

Attendees:

Nancy Avery – VAOT

Bruce Nyquist – VAOT

Jon Kaplan – VAOT

Joshua Schultz – VAOT

Bruce Lierman – VT Bike/Ped Coalition

Keith Kane – 3M Representative

Jason Charest – CCRPC

Eleni Churchill – CCRPC

Harry Hinrichsen – Barre Town Engineer

Jonathan Williams – VLCT (new member)

Roger Thompson – FHWA

General:

- Meeting Minutes from June 12, 2011 meeting – emailed prior to, but hard copy passed out.
- New members were introduced to the group - Jonathan from Vermont League of Cities and Towns (present) and Roland Bellavance, Bellavance Trucking Inc. (not available for today's meeting)

SHSP Organization Chart:

- VT Highway Safety Alliance board elected officers -
 - Chair:** Kevin Marshia, SHSP Core Group Chair
 - Vice-Chair:** Ted Minall, GHSP
 - Secretary:** Susan Clark, VTrans Planning
 - Treasurer:** Roland Bellavance, VT Truck & Bus Assoc.
- Minutes from that meeting were passed out to the group to review.
- A brief discussion occurred explaining the how the Focus Groups work with the VHSA Board and a quick rundown what each focus area was working on: Education; Outreach and Marketing; Enforcement; Data
- A desired need to hold an Annual meeting before June of each year to keep communication lines open and to identify and problems and their solutions.

Safety Consultant:

- VHB continues to crunch through the State's data
- VHB to provide recommendations and guidance to the state based on crash data by late August/ early September
- VHB is looking to us to provide them with analysis scenarios that we want to look at based on specific crash factors: weather, time of day, age of drivers, urban VS rural, etc.

Regional Safety Day:

- Maureen Dakin, Sue Clark and Rita Seto have been handling the logistics of the event. "Save the Date" mailings have gone out for September 11, 2012, 8:00 am – 3:00 pm.
- Most if not all the speakers have confirmed.
- Sue and Bruce to visit the Lake Morey Inn to confirm the amount of space and the number of tables available. A catered lunch will be offered.
- Invites to include but not limited to Town Administrators, local law enforcement, police, sheriffs and fire departments, road foremen, local school principals, Drivers Education instructors, State Police Commanders for the area, and V Trans Operations.
- This is the first of its kind gathering that will flood participants with vital information and a list of resources to follow-up.

- The program will focus on particular corridors within the region that have safety issues; curves, intersections, etc. where recommendations and solutions can be investigated to determine what is available and what are the next steps that need to be taken.
- Potential enforcement additions include: driver's education outreach, distracted driving (golf cart), beer goggles, and ACT 114 law.

Bike & Pedestrian Infrastructure Safety Measures:

Jon Kaplan – VTrans spoke regarding how safety is being incorporated into State initiatives – two approaches

- Internal – Agency Projects
 1. Review several State projects – encouraging paving projects to add or widen shoulders; incorporate “Complete Streets” into the design process, add pedestrian/bicycle facilities where possible.
 2. Update the VTrans Pedestrian and Bicycle Facility Planning Design Manual
- External – Stand alone funding programs outside of Safe Route to School
 1. 2004 last time LTF accepted projects to this program, but with support from the current Administration and funding being available in 2012 new projects are starting to be developed. Applications are being accepted until August 24th for Municipalities to construct sidewalks, bike paths, etc... up to \$2 million worth of projects for this year's round.
 2. Transportation Bill has changed, as well as the Safe Routes to School program. The new Bill allows States more flexibility how much and where they specifically spend the funding.
 3. Trends are changing from the large bike path projects (i.e. Stowe) to sidewalk projects within communities, linking services and facilities focusing on AA requirements, curbs and ramp construction.
 4. A general push to communicate bike and pedestrian information through brochures, publications, guidance places strategically for the public to access.
 5. Funding providing bicycle racks for municipal and state offices, park and rides. Currently the program is identifying State buildings that require bicycle facilities and eventually be working with municipalities for the same goal.
 6. Upgrading state owned rail trail facilities – Missisquoi, BB Spur, and Delaware Hudson

Bruce Lierman – Vermont Bike & Ped Coalition spoke regarding their efforts to educate and communicate bicycle and pedestrian safety.

- Talking to legislators to liberalize school zone speed limits and makings for more of a community base control.
- Began a Law Enforcement Officer (LEO) program with VSP to answer questions regarding bike & pedestrian rules trough training and providing officers with an infraction cheat sheet
- Bad Bicycle database
- Provides training regarding basic bicycle skills and on the road – in traffic – training. A cycling savvy course.
- Looking into topics that affect bicycle and pedestrians' especial work zones related to detours, curb cuts, instituting in the planning phases possible phasing of work in pedestrian/bike facilities. Developing a reference sheet to allow the contractor to check their work zone for the necessary signage, traffic control devices, and personal assistance (if necessary)
- Works with Drivers Education Instructors throughout the State
- Organizes and participates in several groups (i.e. Tour de Farms, a bike tour to local farms through the state where participants are able to sample homemade products at each leg of the trek.)

New Business:

Statewide curve signing and delineation project. This takes a look at a more systematic approach to addressing safety concerns rather than the conventional spot location improvements. The systemic approach allows the Agency to be proactive rather than reactive. The systematic approach can impact safety issues on a large

number of local roadway networks, which can be a more cost-effective approach to addressing system wide safety concerns.

The Agency will be looking into developing guidance criteria to implement signing curves that, based on research, are more prone to have crashes that would benefit the motorist to have additional signage either typical warning signs or delineators. The Agency is also looking into additional systemic safety countermeasure such as, centerline rumble strips.

The TAPCO representative was unable to attend the meeting. The Agency had a demonstration of this product line earlier this year. There are several potential uses for this type of Dynamic Curve Warning and Guidance Systems that could be implemented in our safety projects.

Next Meeting:

- Bruce will send out Doodle Pole.