Minimizing roadway lane departure has been identified by VTrans as one of the most critical highway safety concerns in Vermont. Lane departure crashes represent over 50% of fatal and serious injury crashes. More than 25% of the fatal and serious injury crashes in Vermont are happening on rural town-maintained roads. This is a substantial number of crashes that cannot be ignored.

What is a Rural Town-Maintained Road?

Rural town-maintained roads are the roads that are maintained by a municipality and that are outside the adjusted Urbanized Area and Small Urban Area boundaries, established in 2016 for transportation planning purposes by VTrans in conjunction with regional planning partners.

The Rural Road Safety Challenge

Crashes on rural town-maintained roads pose a challenge when it comes to figuring out how to eliminate them. We know crashes are happening, we know where some happened in the past, but we cannot predict exactly where they are going to happen in the future.

If you look at your town’s road system over a two-to-three year period, most likely you will observe that crashes occurred at different locations and that clusters of crashes were infrequent. This is because crashes on rural roads are random, and several crashes are not reported by motorists.

The unique characteristics of rural crashes requires that highway safety on rural town-maintained roads be done in a systemic manner.

The Systemic Approach

The systemic approach looks at the crash history on a systemwide basis in order to identify the way that most people crash (i.e., the manner of crash, for example, a rear-end crash) and then looks at the roadway characteristics (i.e., risks) that are common to these crashes.

A specific treatment that is known to be successful at eliminating the type of crash in question is then implemented across the road system at the locations that have these particular roadway characteristics. This way, all locations with the greatest risks on the entire network are treated to help deter crashes, eliminating the need to chase crashes, trying to fix one spot while crashes are happening at other locations.

To implement the systemic method, we need to first identify the predominant manner of crash (step 1) and the roadway characteristics or risks (step 2) associated with that manner of crash.

**Step 1. What Manner of Crash Stands Out on Vermont Rural Town Roads?**

Vermont data tell us that single vehicle crashes represent almost 60% of all crashes on rural town-maintained roads.

**Step 2. What are the Risk Factors Associated with Single Vehicle Crashes?**

Vermont data tell us that 58% of all single vehicle crashes on rural town-maintained roads happen on curve sections of roads.

Horizontal curve alignments are thus the primary risk factor on rural town-maintained roads. But are all horizontal curves equally at risk? The answer is no.

Vermont data tell us that crashes on curves with radii less than 750 feet are overrepresented. The data also tell us that crashes on curves with radii less than 750 feet that are also paved are overrepresented when compared to non-pave roads.
Horizontal Curve Safety Toolbox

The final task to complete the systemic process is to implement a countermeasure that will greatly help reduce the occurrence of crashes at the horizontal curve that have the greatest risks.

The proven solution with the most potential to save lives and prevent injuries at horizontal curves is to install curve warning signs. Research has shown that this solution can reduce crashes by 18% to 44%.

Curve warning signs consist of advance warning signs, advisory speed plaques, chevrons, large arrows and delineators. Requirements for curve warning signs are based on the difference between the speed limit and the speed at which a curve can be safely driven. When the difference is 5 mph, an advance warning sign and an advisory speed plaque are used. In addition, chevrons or large arrows are used when the difference in speed is 10 mph or more. Delineators can be used around the curve when the difference in speed is less than 10 mph.
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## Paved Roads with "Critical Curves"
### - Addison County 2018 -

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2018 Systemic Local Road Safety Program (SLRS)  
Program Participation Form

The Vermont Agency of Transportation (VTrans) has developed a Systemic Local Road Safety program (SLRS) to help towns proactively prevent and reduce single vehicle crashes on their rural town-maintained roads.

VTrans has determined from Vermont data that curves with radii of less than 750 feet that were also on a paved road were more prone to single vehicle crashes (curves with these characteristics are called critical curves).

The towns that can take advantage of this program are the ones that have critical curves on their town highways and that were selected by their regional planning commission from a list of other eligible towns.

Your regional planning commission chose your town to partner with VTrans for this year’s program.

Participation in the SLRS Program by a municipality involves the following:

1. Reviewing the VTrans handout titled “Targeting Horizontal Curves with the Greatest Risks”

2. Attendance to a site visit by the Road Foreman and another high ranking municipal official may be required

3. VTrans will review the critical curves in your municipality

4. A safety improvement project composed of signs, markings and/or beacons will be constructed

5. The improvement projects will be contracted by VTrans under regional umbrella construction projects and there will be no cost to your municipality

6. The signs, markings and/or beacons shall be in conformity with the current Manual on Uniform Traffic Control Devices

7. Signing, and returning to VTrans by the requested date, a Finance and Maintenance Agreement that will attest that the municipality has reviewed and approved the project plans, that the improvements will be done within the right-of-way of the municipality and that there will be no conflicts with utilities

We want to participate in the SLRS Program and partner with VTrans to reduce crash risks on our roads.

TOWN/CITY/VILLAGE OF ___________________________________________

Official Name: ________________________________________________

Signature: __________________________________________________ Date: __________, 2018