

THBC Intersection: Stop Sign considerations

DRAFT v 3.17.26

This document is intended to inform discussions regarding additional stops signs (or not) at the THBC intersection.

Some background:

1. Town Transportation Committee, using intersection design study/recommendations suggested actions at this intersection, including stop signs as least expensive option.
2. National transportation standards are intended to make the built environment of roadways, traffic flow and traffic control devices/patterns predictable and familiar to all human users, and thus safer.
3. Human users include vehicles/drivers and vulnerable users, which include pedestrians, bicyclists, stroller users, wheelchair users, and people with disabilities.
4. A daycare facility and a senior living facility are located on the south side of Huntington/Cochran roads.
5. Citizen petition was submitted to call a vote on the Selectboard's decision to install two additional stop signs (as a pilot).

Considerations for adding stop signs (based on comments to date):

#	Element	Priority or value +3 to -3	Add stop signs +3 to -3	Do not add stop signs +3 to -3
	Facilitate vehicles/drivers passing quickly through intersection			
	Minimize duration of buses travelling to and from schools			
	Align intersection design with national road safety/design standards			
	Reduce confusion/uncertainty of drivers and bicyclists passing through intersection			
	Reduce number of vehicles speeding through intersection from Huntington Rd to Cochran Rd			
	Reduce risk of accident/injury to vehicles and drivers at intersection			
	Reduce risk of accident/injury to vulnerable users: bicyclists, pedestrians, stroller users, wheelchair users, people with disabilities			
	Support and encourage 'active transportation' (walking, bicycling)			
	Reduce potential liability/financial risk to the town based on alignment with national safety/design standards			
	Minimize/reduce vehicle emissions			
	Support and encourage safe recreation (walking, running, bicycling)			
	Traffic jams/backups on Bridge Street and Huntington Road during high volume times of the day			

	<u>Other comments:</u>		
	Documented accidents at this intersection are few in number		
	I've never seen an accident there		
	It's always been this way with no apparent problems		
	Residents who live nearby support adding two more stop signs		
	Residents who do not live nearby do not support adding two more stop signs		
	Vulnerable users may want two more stop signs		
	Vehicle drivers may not want two more stop signs		
	Stop signs are the lowest cost method of reducing vehicle speeds and improving safety		
	Some people who support adding stop signs		
	An active crosswalk would be a better approach than adding stop signs		
	Adding crosswalks (painted lines) would help		
	Under Vermont statute (23 V.S.A. § 1051) drivers must yield to pedestrians crossing within a crosswalk (marked or unmarked) if the pedestrian is on the half of the road the vehicle is on, or approaching closely from the other half. Pedestrians must yield to vehicles when crossing outside a crosswalk.: While pedestrians have the right-of-way, they are not authorized to immediately enter the path of a vehicle if the driver cannot reasonably yield		