



Pedestrian Safety Task Analysis

(1 - Law Enforcement and Funding)

Town Services Committee (TSC) Pedestrian Safety Planning Team
Presented by Glenn Herrin

Topic: Funding, Law Enforcement, Traffic Calming, and Public Awareness
measures to allow people to walk safely on Danville roads

April 8, 2025

*This version includes comments from the
presentation in text boxes like this.*



Purpose and Agenda

- This Task Analysis briefing summarizes research for the Town Services Committee to identify information gaps and distill affordable and appropriate options
 - Provides an update on facts and assumptions related to pedestrian safety
 - Lays out first-draft options for TSC recommendations (for law enforcement and budget)
 - Proposes a timeline for the TSC to finalize recommendations
- Recommendation Breakout
- Facts and Assumptions
 - Specified Tasks
 - Pedestrian Accident Dangers
 - Public Awareness and Engagement
 - Traffic Calming Measures
 - Historical Law Enforcement Expenses and Income
 - Legal Basis and Limits
 - Town Police Coverage
 - Law Enforcement Agency Availability
- Tentative Options
 - Law Enforcement
 - Funding Allotment
- Recommendation Timeline



Recommendation Breakout

Reminder: the Town Services Committee is an ADVISORY BODY

- TSC makes recommendations for the Selectboard to take up for decision
- Recommendations should identify who will execute actions

- April-May-June (this set of briefings)
 - Funding Allotment: how to allocate \$40,930 from Town Meeting article
 - How much do recommendations for 2025 cost?
 - How much, if any, should go to law enforcement, traffic calming, and public awareness?
 - Donation/Offset?
 - Law Enforcement: how to structure traffic enforcement coverage
 - How much coverage (hours) does the town need?
 - Should the town have its own police force or use a constable?
 - Where will coverage come from (sheriff, state police, other agencies)?
- Future (second set of briefings pending studies and potential grants)
 - Traffic Calming: mix of construction vs. markings and signs
 - What measures should go where?
 - Public Awareness: one-time effort or ongoing campaign
 - What kinds of awareness and engagement activities should the town do and who should do it?
 - Funding Redux: how much the town should budget in the future
 - How much would ongoing/recurring measures cost?
 - What measures should the town take in 2026 and 2027?

**All of these are interrelated,
but the TSC can make some
recommendations before
others**



Facts and Assumptions



Specified Tasks

- Charter tasks:
 - Determine what services the Town could improve or offer that it does not, including... Law enforcement (contracted coverage and/or a local police department)
 - Define clear expectations for recommended new or changed levels of services, including hours of operation, staffing support, and estimated costs and benefits. All recommendations should meet a FAST test by being Feasible, Acceptable, Suitable, and Timely.
- Town Meeting Article 8 (as passed):
 - Shall the town voters raise, appropriate, and expend up to an additional \$40,930.00 to implement the recommendations of the Town Services Committee to improve pedestrian safety in the Town of Danville?



Pedestrian Accident Dangers

- The US Dept. of Transportation reports that in 2022 there were 7,522 pedestrians killed in traffic crashes, a 0.7% increase from the 7,470 pedestrian fatalities in 2021
 - The peak in fatalities was 1981 when 7,837 pedestrians died in traffic crashes
 - Fatalities have been rising steadily over recent years, and in 2021 alone (after average vehicle miles plummeted during the pandemic), we saw a 12.5% increase in pedestrian deaths!
- In Vermont, there are about 60 fatalities a year - most victims are walkers or cyclists
- Roadwise (UK) reports that if a vehicle hits a pedestrian...
 - at 40 mph there is a 10 percent chance of survival
 - at 35 mph there is a 50 percent chance of survival
 - at 30 mph there is a 80 percent chance of survival
 - at 20 mph there is a 97.5 percent chance of survival
- [Why So Many U.S. Drivers Think Speeding Is Perfectly Safe](#)



Public Awareness and Engagement

	Pros	Con
Neighborhood Campaigns	Visual interest slows people down Can foster positivity and a sense of community	Efforts tend to get stalled at the yard-sign stage – it's not effective if it's insulting!
Walk-to-School Day	Reinforces speeding dangers for parents and drivers Another potential partnership with energy committee?	Only practical for families within reasonable walking distance
Walkability Audit	Creates awareness – a team building exercise	Favors a more built environment
Master Planning	Creates awareness – a team building exercise	Favors a more built environment Can be expensive – as well as implementation options
Speed Studies	Can be informal – can work literally everywhere!	You might have to wait for a formal one – and it will likely be allocated in a built environment
Town-wide and broader	Changes minds through peer-to-peer outreach	...eventually. The drop in the ocean approach



Traffic Calming Measures

Treatment	Change in 85 th percentile speed (mi/h)	Cost	Maintenance	Application	Transition Zone Approved?	Use in VT
Transverse pavement markings	-2 to 0	\$	Regular painting	community entrance	yes	Moderately common
Transverse pavement markings with speed feedback signs	-7 to -3	\$\$\$	Regular painting	community entrance	-	-
Lane narrowing using painted center island and edge marking	-3 to +4	\$	Regular painting	entrance or within community	yes	Moderately common
Converging chevrons and "25 MPH" pavement markings	-4 to 0	\$	Regular painting	community entrance	yes	Moderately common
Lane narrowing using shoulder markings and "25 MPH" pavement legend	-2 to 4	\$	Regular painting	entrance or within community	yes	Moderately common
Speed table	-5 to -4	\$\$	Regular painting	within community	no	Moderately common
Lane narrowing with center island using tubular markers	-3 to 0	\$\$\$	Tubes often struck needing replacement	within community	no	Moderately common
Speed feedback sign (3-months after only)	-7	\$\$\$	Troubleshooting electronics	entrance or within community	yes	Common
"SLOW" pavement legend	-2 to 3	\$	Regular painting	entrance or within community	yes	Not common
"35 MPH" pavement legend with red background	-9 to 0	\$	Background faded quickly; accelerated repainting cycle	entrance or within community	yes	Not common
Gateway signs (from 2007 Iowa study)	-13 to -3	\$\$	Ongoing maintenance	Community entrance	yes	Common
\$ under \$2,500 \$\$ \$2,500 to \$5,000 \$\$\$ \$5,000 to \$12,000						



Historical Sheriff Expenses and Fine Income

- In the early 2000s Danville had a reputation as a town where drivers should NOT speed
 - ~\$10,500*/year in fines
 - ~\$15,000*/year, ~8 hours/week coverage
- Through 2005, fines and a Law Enforcement fund paid for sheriff coverage (with occasional replenishment)
- In 2006 the town began regularly adding to the fund (\$4-8K / year)
- In 2011, the town closed the special fund and merged income and expenses into clear lines for 2012 and subsequent budgets
- From 2017-2019, a resident donated an extra \$2,000/year for coverage (in West Danville)
- For 2022-2023, coverage contract was only for June-October

**In terms of inflation adjusted 2025 dollars*



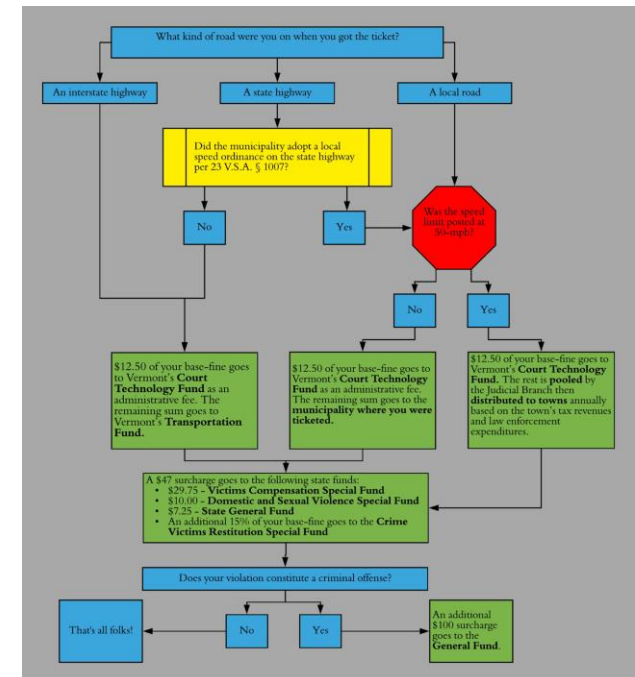
Chart dollar values are NOT inflation-adjusted



Legal Basis and Limits

- Constable:
 - As of 2020 Town Meeting, Selectboard may appoint (no longer elected); [24 V.S.A. § 1936a](#)
 - Duties: serve civil or criminal processes; destroy animals; kill injured deer; assist the health officer; serve as a district court officer; remove disorderly people from town meeting; collect taxes (if no elected tax collector)
 - May exercise law enforcement authority **as certified** - unless prohibited by town meeting vote
 - Not subject to conduct standards except as locally directed
- Police:
 - Selectboard may establish; [24 V.S.A. Chapter 55](#)
 - Have full police powers subject to training and certification level; [20 V.S.A. § 2358](#)
 - Subject to state conduct standards and proceedings; [24 V.S.A. § 1932](#)
- Contracted Law Enforcement:
 - Sheriffs: contract with Selectboard, with approved town meeting funding; [24 V.S.A. § 291a](#)
 - Special police: Selectboard may appoint temporary qualified additional police officers; [24 V.S.A. § 1931\(a\)](#)

Traffic Ticket Income



Credit Emily Corwin / Vermont Public Radio / Vermont Public Radio



Town Police Coverage

Constables can use personal vehicles - but people may (reasonably) not stop for them; it would be MUCH better for them to use a Town cruiser or another police vehicle.

- Constable(s)
 - Uncertified constables cannot enforce traffic laws
 - Certified constables may exercise law enforcement authority - unless prohibited by town meeting vote
 - No facility or dispatch required
- Police Department
 - [Chief](#) (level III) directs and controls the force (one or more level I-III officers)
 - [Facility](#) (office, interview space, holding cell, armory, evidence storage, parking)
 - [Dispatch](#) service - \$10K+ / year
- Equipment
 - Personal uniforms and gear: \$5K / officer
 - Cruiser: \$20-60K purchase (\$7-10K/year)
- Hiring-Training Timeline
 - Hiring process: 1-2 months
 - [Level I and II Training](#) - ~1 year
 - Phase 1: 10-day academy course (FEB, MAY, SEP; grants 12-month provisional certification)
 - Phase 2: 50 hours in core and elective courses (while provisionally certificated)
 - Phase 3: minimum 60 hours working under certified Field Training Officer
 - Successful completion allows part-time officer certification
 - [Level III Training](#) - 20 week academy course (two each year; results in full-time officer certification)



Law Enforcement Agency Availability

Willingness and capacity are an indication of likely support; real numbers will depend on local need, scheduling, and agency availability.

Agency	Willingness?	Capacity	Cost Estimate*	Total Cost
Caledonia County Sheriff	Yes	2.5 hours/week contracted +2 hours/week?	\$42/hour	\$5,500 +\$4,400
Vermont State Police	Yes (subject to DPS approval)	2-6 hours/week full service	\$90/hour	up to \$28,080
Washington County Sheriff	Yes (in coordination with CCSD)	8 hours/month?	TBD	
Essex County Sheriff	Yes (in coordination with CCSD)	8 hours/month?	TBD	
Lyndonville Police	Yes	8 hours/month?	~\$60/hour	up to \$6,000
Orleans County Sheriff	No response			
Lamoille County Sheriff	No response			
Hardwick Police	No response			
St Johnsbury Police	No	None		
Target for ~2-20 hours /week			\$5,500 + up to \$40,930	

*Cost estimate is total for an officer and cruiser in Danville during normal working hours; it does not include any exceptional dispatch fees (such as for overnight or weekend hours)



Tentative Options



Law Enforcement Options

"Annual" costs and coverage will be skewed depending on when they take effect in 2025

- Recommendation: how to structure traffic enforcement coverage

- Potential Options

- 1. ~~Stay with current coverage~~

- ~~Contract with Caledonia County Sheriff (CCSD) for ~2.5 hours/week (\$5,500)~~

- 2. Increase coverage through contracts

- A: Increase coverage through CCSD to ~4 hours/week (\$8,500)
 - B: Increase coverage, as available, to ~6 hours/week (up to \$17,500 for 2025, \$12,500 through CCSD)
 - **C: Increase coverage, as available, to ~8 hours/week** (up to \$32,500 for 2025, \$17,000 through CCSD)
 - ~~• D: Increase coverage, as available, to ~10 hours/week (up to \$38,500 for 2025, \$21,000 through CCSD)~~

- 3. Create a local law enforcement capability

- A: Constable - appoint and equip 1-2 certified constables - \$25K+ startup plus \$23K+ annual support
 - Assumes town-provided cruiser, equipment, and supplies plus ~\$12,000 in pay (~6 hours/week at \$40/hour)
 - ~~• B: Danville Police - create, staff, and equip a local police force - \$100K+ startup plus \$200K+ annual support~~

Costs shown are totals, so they include the \$5,500 already budgeted for 2025 law enforcement.

Initial discussion ruled out options 1, 2D, and 3B; 3A seems desirable, when available. Recommendation is to request up to 8 hours/week, for up to \$25,000/year.



Funding Allotment Options

- Recommendation: how to allocate \$40,930 from Town Meeting article
- Potential Options
 1. ~~Spend nothing until entire budget recommendation is final~~
 - ~~Will significantly limit law enforcement coverage for 2025~~
 2. ~~Designate funding for law enforcement and other measures~~
 - ~~A: Split 0/100~~
 - ~~B: Split 25/75~~
 - ~~C: Split 50/50~~
 - ~~D: Split 75/25~~
 - ~~E: Split 100/0~~
 3. Draw down funds by paying for specific actions as identified and expended
 - Allocate funds for Law Enforcement according to recommendation
 - Implement other measures as identified, subject to available funds

After discussion of relative costs, by consensus the committee agreed on option 3 without need for further research.



Committee members felt they had sufficient information to make an early decision, recommending by consensus to increase law enforcement coverage to up to 8 hours/week, at a cost of up to \$25,000/year.

Discussion topics included the desire to consider a certified constable if available and highlighted the relative expense of VSP.

Recommendation Timeline

May 13 TSC Meeting

- Planning team presents options (LE and funding) briefing to TSC
- TSC discusses options, selects 1-3 for refinement as recommendations

June 10 TSC Meeting

- Planning team presents refined recommendations (LE and funding) to TSC
- TSC discusses, adjusts and adopts recommendations

June 19 Selectboard Meeting

- TSC presents recommendations (LE with funding) to Selectboard

July - September TSC Meetings

- Planning team presents updated products for Traffic Calming and Public Awareness

The planning team will also bring forward a similar briefing on Traffic Calming and Public Awareness options