

**Presentation to the Shelburne Select Board
By the Village Pedestrian Safety Group (VPSG)**

Proposed “Next Steps” Plan

Vision:

Shelburne’s 2018 town plan states, “a physical environment that rewards walking is the key to creating a superior public realm.” We agree and our proposal describes steps that would ensure the “safety, appeal and comfort” of pedestrians in Shelburne.

Assumptions:

1. Slowing down vehicles is the critical issue. Aesthetics is also important

2. Upper Falls Rd is a key location because:
 - a) one particular road/sidewalk section is clearly dangerous
 - b) it is a major arterial road connecting shoppers, visitors, residents and commuters with other parts of Shelburne and beyond
 - c) it offers a potential template for other parts of Shelburne

3. The VPSG must leave implementation details (costing, engineering, scheduling, funding) to town professionals

4. The best speed reduction approach is to combine functional and aesthetic changes that influence the behavior of motorists

Two Strategies:

VPSG offers two strategies for Upper Falls Rd -- one is a “must do” to slow cars, address pedestrian safety and should be very affordable. The second is a “should do.”

The “should do” builds on the first strategy, but would introduce more comprehensive and costly roadway redesign that more fully comports with the town plan.

Note: we are not focusing on Falls Rd. from Barkeaters to Route 7, given the challenge this stretch has presented to generations of town officials.

Color Key:

- Green = completed/almost completed
Blue = approved/budgeted for but still to do
Red = new
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A. Must Do Strategy

Why? -- slows vehicles down to address immediate pedestrian safety needs

Completed/Almost Completed:

1. Crosswalks (partially completed)
2. Crosswalk signs (seasonal only)
3. Lower speed limit (lowered, but often ignored by motorists)

Approved and Budgeted for:

4. Narrow lanes to 10 ft. (pending since 2017)
5. Permanent radar feedback sign going south
6. Grass strip (pending since 2017)
7. Expand bike path along grass strip

New:

8. Add two speed tables between cemetery cross walk and first house going north
9. Add signs announcing that speed tables are ahead
10. Create temporary barrier with plastic bollards where sidewalk is right next to road. Not aesthetically attractive, but interim solution
11. Post "no parking" signs along the east side of the town parade grounds
12. Treatment for Church St and Falls intersection
 - a. Crosswalk (partially completed)
 - b. Stop sign or pedestrian controlled light or flashing light
13. Traffic enforcement (more initially, then reduce over time)

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B. Should Do Strategy

Why? -- slows cars, integrates needs of pedestrians, bicyclists, motorists and public transportation users,* and enhances village aesthetics

New:

1. Assumes that items 1-13 above are in place
2. Extend shopping center median that shortens long and dangerous crosswalk at the center entrance in order to provide safe haven
3. Construct comprehensive street design to:
 - a) Provide 2 car lanes, a four ft. bike lane, green strip and sidewalk with curbs along whole road from shopping center entrance south to 4 way stop with Marsett Rd.
 - b) May involve:
 - Shifting/extending road pavement on the west side of Falls as approach the village to make room for bike path and effective sidewalk on the east side
 - Rebuilding the sidewalk, or moving it east, from the shopping center entrance south to the pump station, and adding a curb, for safe pedestrian/bicyclist passage
 - Installing street lamps all along upper Falls Rd
 - Removing portions of very wide grass strip on Falls Rd. just north of 4-way stop at Marsett to add more pavement for a bike lane.

*” The *Complete Streets* concept of community transportation planning strives to integrate “the needs of all ages and abilities into street design. This means pedestrians, bicyclists, motorists and public transportation users are all considered when constructing a new road or re-paving an existing road.”

From the VNRC website

<http://vnrc.org/resources/community-planning-toolbox/tools/complete-streets/>