



Danville Pedestrian Safety (and Parking Lot) Update

Public Meeting

November 10, 2025

This version of slides has a few notes or updates based on the discussion during the meeting, in blue like this.



Purpose and Agenda

This meeting presents a public update on efforts to improve Pedestrian Safety, based on the discussion and funding from 2025 Town Meeting Article 8, for discussion and feedback

- Public Awareness
- Traffic Enforcement
- Traffic Calming
- Funding Status



Public Awareness





Projects

| | Shared Path Project | Municipal Parking Lot |
|----------|--|--|
| Purpose | To create a safe route for recreational users from the intersection of Hill St and Highland Ave to the Danville recreational fields located off Peacham Rd and to bring users of the LVRT into Danville Village. | Using a robust, citizen-led public engagement process, the Town will hire a consultant to identify landscaping and stormwater solutions, permitting requirements, and develop a cost estimate, and funding strategy for a shared use parking facility with a solar canopy and EV charging station. |
| Scope | Design and construction | Design |
| Timeline | 2025 - 2029 | 2025-2026 |
| Funding | \$1.5 million Congressional Directed Spending Request | \$30,000 Municipal Planning Grant |



Community Engagement Activities (as of 10/31/25)

Shared Path

- AARP VT Walk Audit
- Conceptual design public meeting 9/25/25



Photo: Greg Prior

Municipal Parking Lot

- Intercept surveys: Farmers' Market, Danville Fair
- Dot survey: Autumn on the Green
- Community Design Charette 10/6/25



Key Take-A-Ways from the Community

- Safety first
 - Especially for pedestrians and cyclists
- Keep the Danville charm
- Create and maintain a vibrant Village center



Photo: Greg Prior



Next Steps

Shared Path

- Environmental review – now thru 2/26
- Preliminary plans – March/April 2026
- Permitting and right of way – May 2026 – March 2027
- Final plans – April – June 2027
- Bid package – August 2027
- Construction 2027-2028

Municipal Parking Lot

- Conceptual plan to committee – early 2026
- Public meeting to review plan – March/April 2026
- Identify construction funding sources – now!

The Municipal Parking Lot project finishes sooner because it only sets the initial plan. After plan selection, it will proceed with permitting, final plans, and construction similar to the Shared Path project.



Traffic Enforcement





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

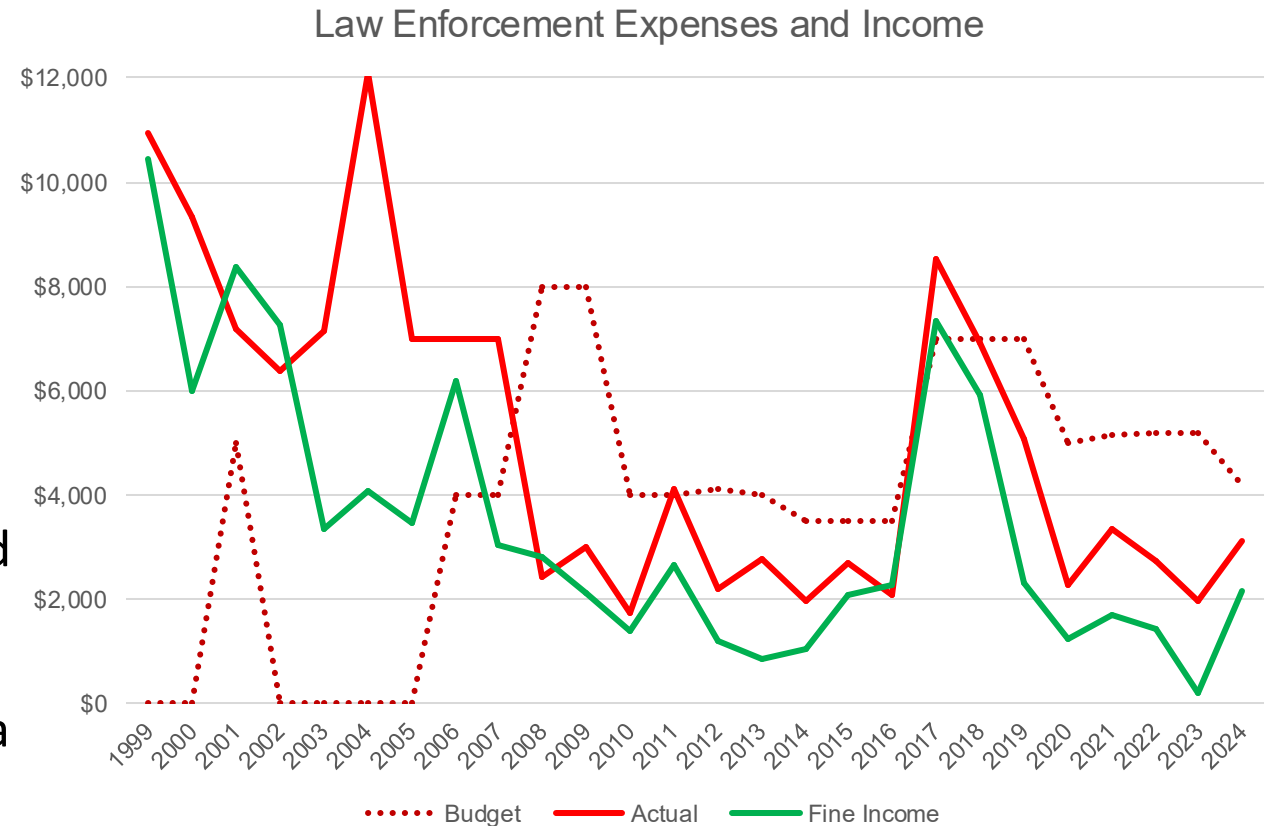


Chart dollar values are NOT inflation-adjusted

Note that while not currently forecast and not an explicit goal, it is likely that increased enforcement (red line) will be somewhat offset by increased ticket income (green line).



Law Enforcement Options

These were the options the Town Services Committee examined; they recommended 2C and the Selectboard adopted that in May.

- 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. Town Services Committee recommendation was to request up to 8 hours/week, for up to \$25,000/year, which the Selectboard adopted.

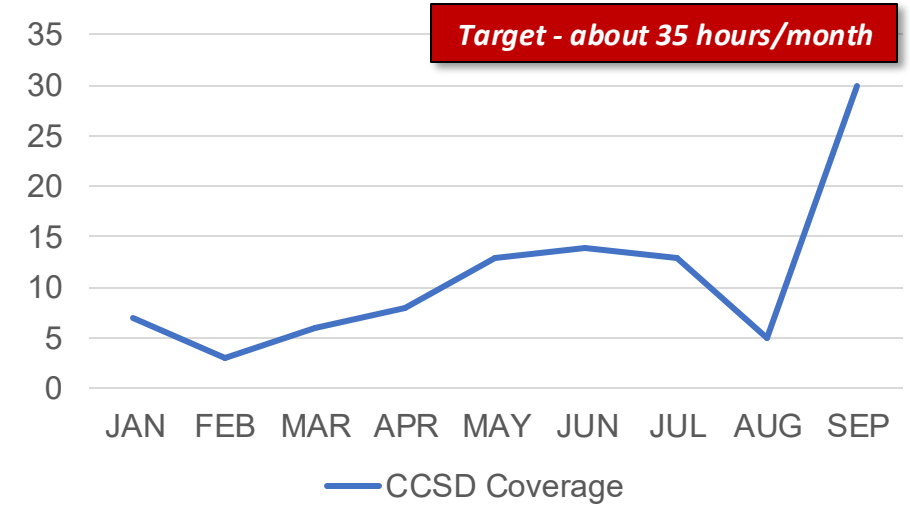


Increased Sheriff Coverage

While potentially adjustable, the expectation is that the contract and budget for 2026 (set soon) will be for ~\$25,000 in accordance with the committee recommendation and not directly up for discussion at the 2026 Town Meeting.

- Traffic Enforcement
 - May: Caledonia County Sheriff Department (CCSD) has new deputies and projects they can support ~8 hours/week
 - May: Town Services Committee recommends and Selectboard adopts increase of CCSD contract for up to \$12,200 for 2025 (~35 hours/month for JUN-DEC)
 - Summer: CCSD increases coverage but has more staff turnover
 - October: CCSD brings on more fully certified deputies
- For 2026, Sheriff coverage will increase from \$42/hour to \$60/hour
 - Much more realistic cost for consistent levels of service
 - Cost for ~420 hours for 2026 => \$25,000
 - Occasional early / late patrols cost more but will help

The things that have the greatest impact on people speeding are getting a ticket and seeing someone else getting a ticket.





Note: one of the best infrastructure options for pedestrian safety is sidewalks (or shared pathways).

Fortunately, the main village already has funding for just such a project, but unfortunately those projects are extremely expensive, both to build and maintain. The Town Services Committee did not look deeply into adding sidewalks around town but instead focused on traffic calming measures.

Traffic Calming



Typical lateral shift with curb extensions

Lateral shift along US-2 entering Danville, Vermont



Recommended Traffic Calming Treatments

| | Measures | Sample Actual / Potential Locations | | Installation | Annual |
|---------------------------------|--|--|--|-------------------------|---------------|
| RSF Sign | Radar Speed Feedback sign (permanent / mobile) Add a few more | US Route 2, east entry to Danville Bruce Badger MH, north entry to Danville | Many already in place | \$5/8,000 (20 years) | \$250 / \$400 |
| Pavement Markings | Painted speed limit Painted transverse markings | Paved entryways | | \$400 (1 year) | \$400 |
| Strips | Rumble / mumble strips | Paved entryways | Limited effect and loud | \$1,200 (4 years) | \$300 |
| Treatment 0 – Entry Sign | Speed limit sign | Joes Brook Rd, north entry to Morses Mill Peacham Rd, south entry to Harvey Hollow | Already in place | \$200 (20 years) | \$10 |
| Treatment 1 – Entry Min | Gateway (and speed limit) sign | Route 2 entries into main village | Some already in place | \$1,500 (15 years) | \$100 |
| Treatment 2 – Entry Med | Gateway signs and markings Primary recommendation | North Danville Rd, east entry to North Danville | | \$2,100 (15 years) | \$110+400 |
| Treatment 3 – Entry Full | Gateway signs, Narrowing, Median Island + Transverse line marking, Paint | Peacham Rd, south entry to Danville | On Route 2; high cost, limited impact | \$25,000 (15 years) | \$1,700+400 |
| Crosswalk Bulbout | Curb / tubes / island? | Hill St at park | Part of sidewalk project | \$2,000 (10 years) | \$200 |
| Speed Table (Temp) | Speed Bump (1-3 days, not fixed to pavement?) | LVRT at train station, Peacham Rd in Harvey Hollow, Joes Brook Rd in Morses Mill, Joes Brook Rd at LVRT | | \$1,200 (10 years) | \$120 |

Potential pilot project - but everybody hates speed bumps!



Transition Zones and Entryways

Radars Speed Feedback signs may collect data, which the Town could provide to the Sheriff to help schedule coverage.

- Where rural highways with higher posted speeds (typically 50 mph) enter a village or town center

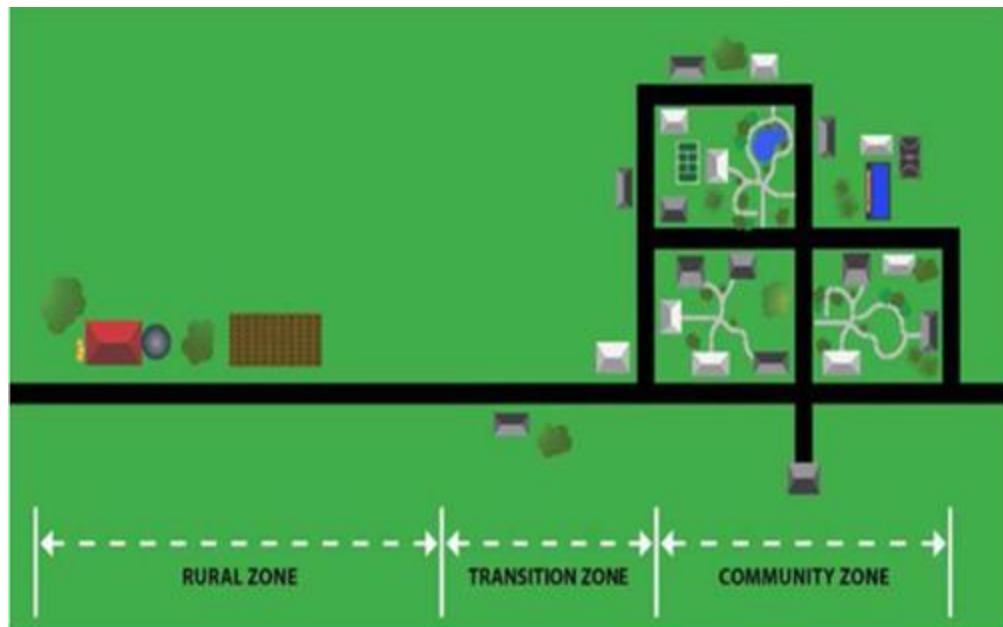
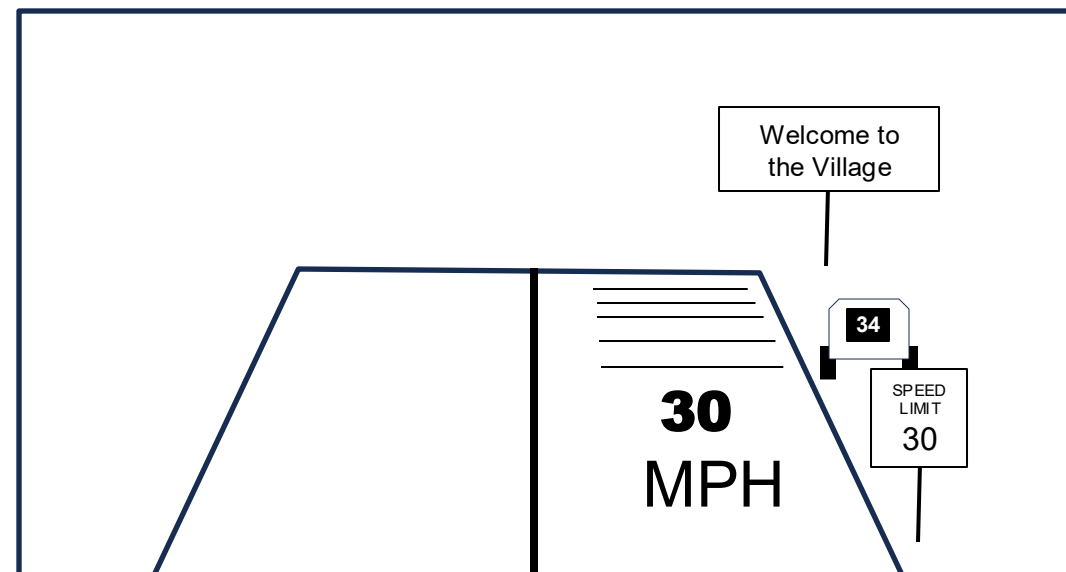




Diagram of a rural highway transition zone into a village or town center (FHWA, 2018)

- Recommended Entryway
 - Speed Limit sign
 - Gateway sign
 - Pavement markings
 - Radar Speed Feedback

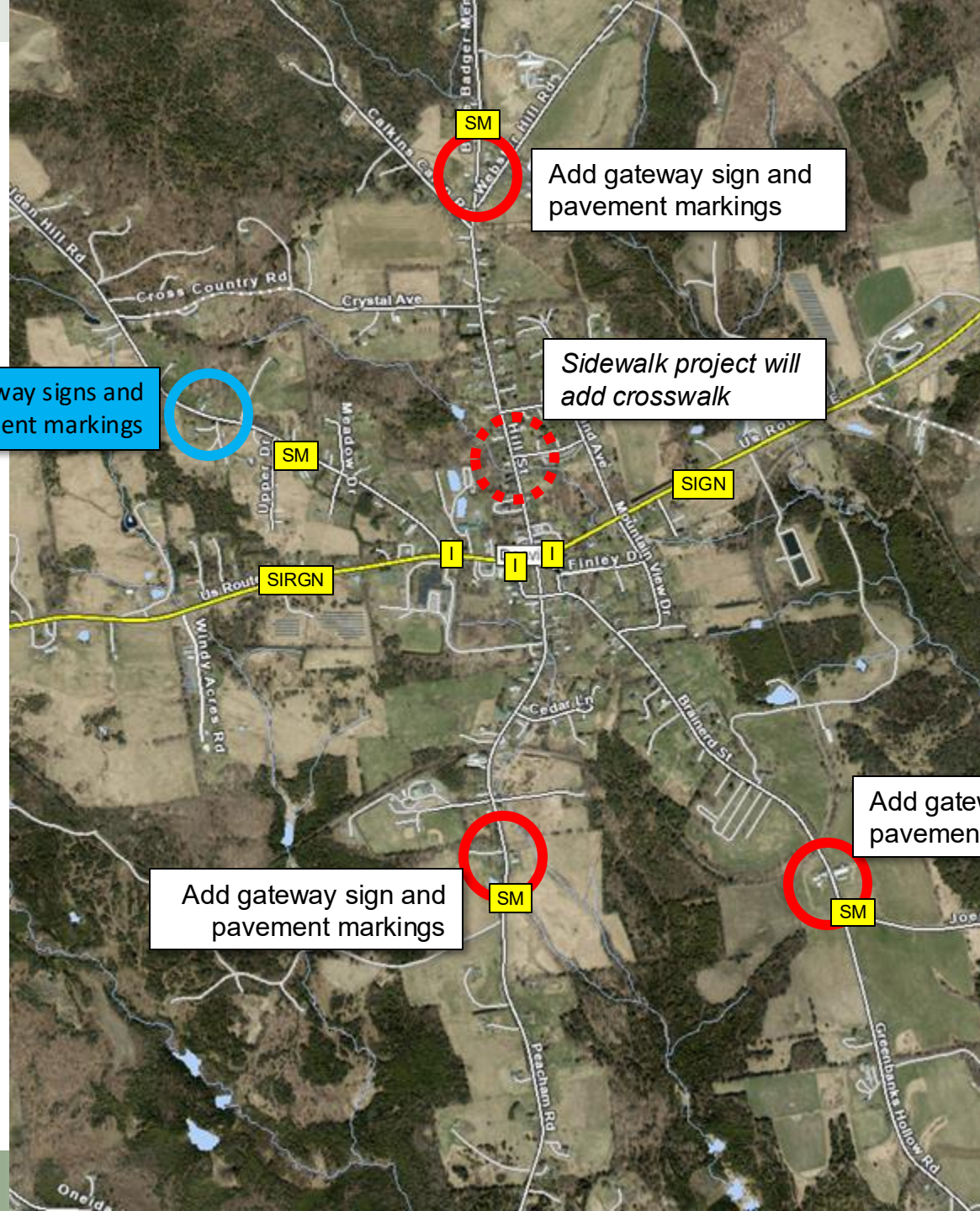




Traffic Calming Locations (1 of 3)

-  Potential key points of interest
-  Potential additional sign

S - Speed Limit sign
 G - Gateway sign
 I - Island
 R - Permanent RSF
 M - Mobile RSF spot
 N - Narrowing



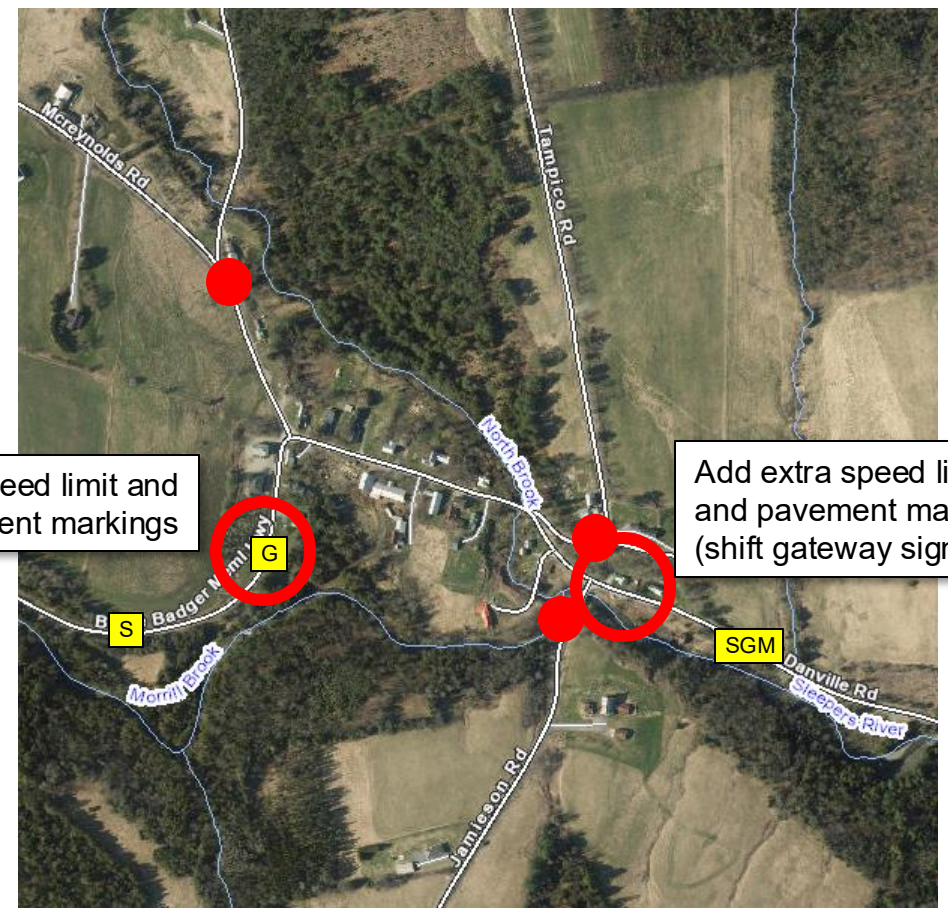


Traffic Calming Locations (2 of 3)



West Danville

Routes 2 and 15 are state routes; Danville can recommend changes, but the state Agency of Transportation will maintain in accordance with their standards



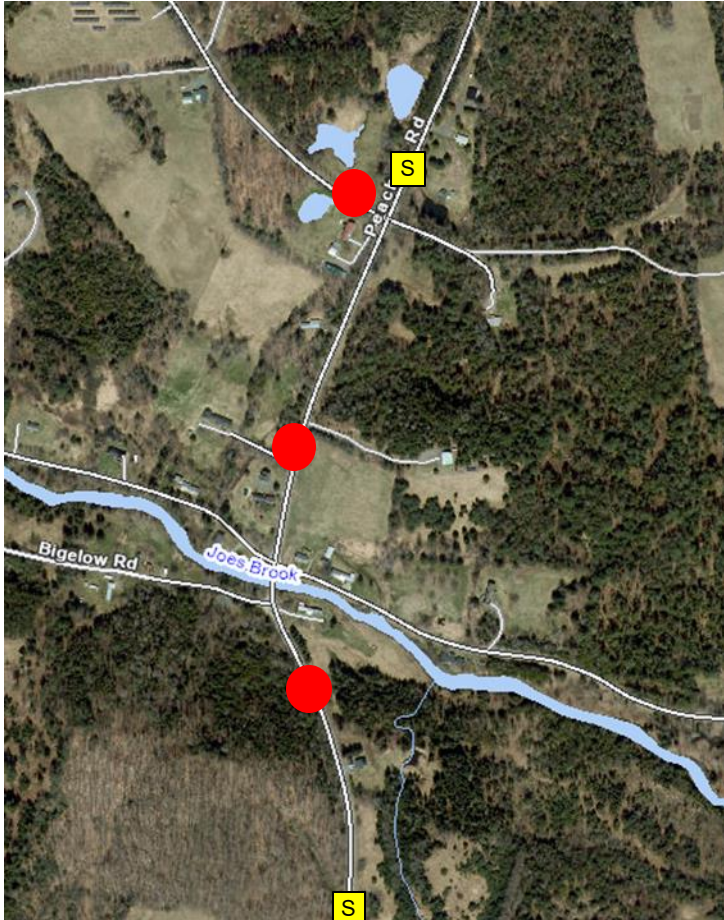
Add speed limit and pavement markings

Add extra speed limit sign and pavement markings (shift gateway sign?)

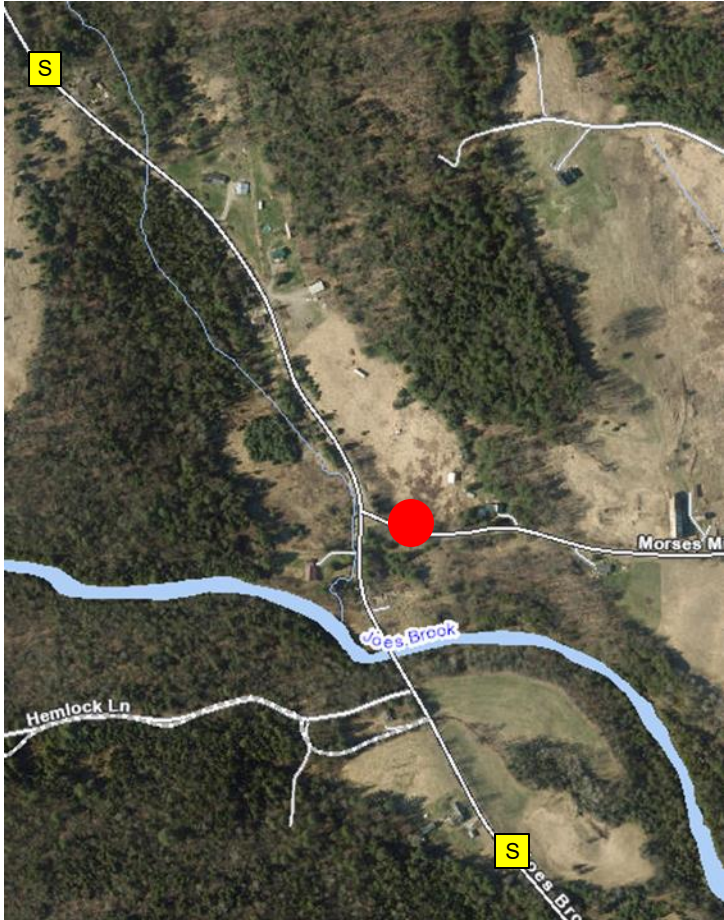
North Danville



Traffic Calming Locations (3 of 3)



Harvey Hollow



Morses Mill



Traffic Calming Recommendations

DRAFT
as discussed in the public meeting

| Priority | Location | Description | 2025 Cost | 2026 Cost | Lifecycle Increase |
|--------------------|--|--|-----------------|----------------|--------------------|
| 1 | Peacham Rd entering main village | Add gateway sign and pavement markings | | \$1,900 | \$500 |
| 2 | North Danville Rd entering North Danville | Add extra speed limit sign and pavement markings | | \$600 | \$410 |
| 3 | Brainerd St entering main village | Add gateway sign and pavement markings | | \$1,900 | \$500 |
| 4 | Bruce Badger MH entering main village | Add gateway sign and pavement markings | | \$1,900 | \$500 |
| 5 | Bruce Badger MH entering North Danville | Add extra speed limit sign and pavement markings | | \$600 | \$410 |
| 6 | Walden Hill Rd entering main village | Add gateway and speed limit signs and pavement markings | | \$2,100 | \$510 |
| ? | As needed | Purchase 2 more mobile RSFs and rotate them to more places | \$16,000 | - | \$800 |
| ? | Up to 8 places | Additional village Speed Limit Sign | \$1,600 | - | \$80 |
| Total Costs | | | \$17,600 | \$9,000 | \$3,710 |

Lifecycle Cost is the average annual maintenance cost for repairs / replacement over the long term (Painting has to be done every year, but signs should last about 20 years)



Funding Status

Numbers shown here tweaked slightly from original presentation based on traffic calming discussion

- Town Meeting 2025: \$40,930 Article 8 + \$5,500 budget for Sheriff
- 2025 Projected Spending ~\$25,600
 - ~\$8,000 for traffic enforcement (continuing ~30 hours/month OCT-DEC)
 - Up to \$17,600 for mobile RSFs and additional speed limit signs
 - Carry over ~\$20,000 into 2026 for traffic calming and to defray sheriff increase
- 2026 Projected Spending ~\$34,000
 - \$9,000 for traffic calming (gateway signs and pavement markings)
 - \$25,000 for traffic enforcement (2026 budget line)
- Totals (2025-2026)
 - Traffic Calming: \$26,600, plus ongoing increase of \$3,710 in maintenance
 - Traffic Enforcement: \$33,000, increase of \$22,000 over 2*2025 budget line

| Where does the Town Meeting article money go? | |
|--|-----------------|
| 2025 Sheriff (over \$5,500 budget line) | \$3,500 |
| 2025 RSFs and Speed Limit signs | \$17,600 |
| 2026 Sheriff (plus \$14,170 regular budget line) | \$10,830 |
| 2026 gateway signs and pavement markings | \$9,000 |
| Total | \$40,930 |
| <i>Future ongoing costs</i> \$25,000 for Sheriff coverage (less \$5-10K from ticket income) \$5,680 for increased infrastructure maintenance | |

RSF - Radar Speed Feedback sign

The initial assumption was that the \$40,930 would be spent in 2025, but it will be spent more wisely split between 2025 and 2026 (which makes accounting a little trickier but does not require any special tax increase for 2026 and beyond).



The group discussed:

- Radar gun availability from AARP walk audit
- Formal reporting (such as in the Annual Report and Town Meeting informational meetings)
- Occasional public information highlights (such as in the Selectboard newsletter)

Questions / Discussion