



# Pedestrian Safety Recommendations

Town Services Committee (TSC) Pedestrian Safety Planning Team

This briefing reviews and summarizes planning and coordination efforts and makes final recommendations for the Town Services Committee to modify as needed to pass on to the Selectboard

November 12, 2025



# Public Awareness





# Community Engagement Activities

## Shared Path

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

## Municipal Parking Lot

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

## Key Takeaways

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



Photos: Greg Prior



# Recommendations

- Continue to collect and analyze traffic data
  - Appoint someone (Constable, Public Safety employee, volunteer?)
  - Keep radar guns in circulation
- Continue to provide updates and opportunities for feedback
  - Selectboard Newsletter
  - Annual Report(s)
  - Town Meeting 2026
  - Public Events table (Recycling Center, Town Fair?)



# Traffic Enforcement

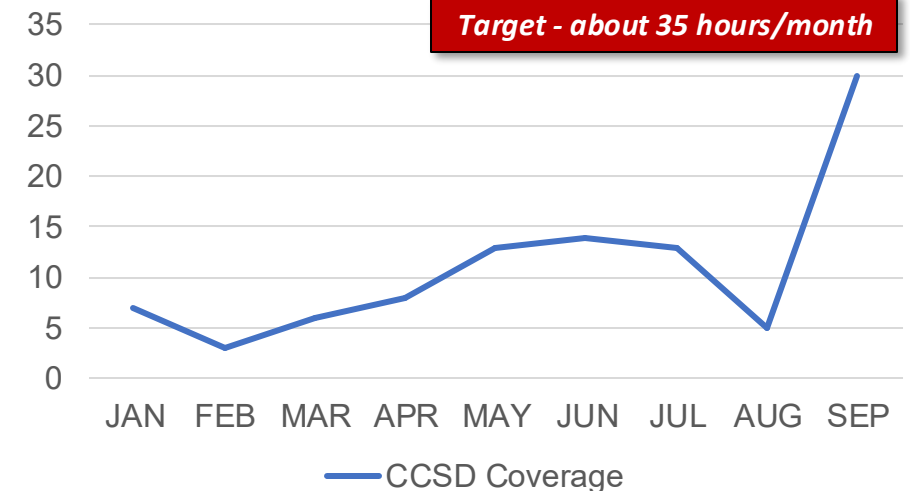




# Recommendation

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

- 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
- **Bottom line: continue ~35 hours/month for 2026**
  - Reevaluate and reconsider for 2027 as needed





# Traffic Calming





# Traffic Calming Treatments

	Measures	Sample Actual / Potential Locations		Installation	Annual
<b>RSF Sign</b>	Radar Speed Feedback sign (permanent / mobile) <b>Add a few more</b>	US Route 2, east entry to Danville Bruce Badger MH, north entry to Danville	<b>Many already in place</b>	\$5/8,000 (20 years)	\$250 / \$400
<b>Pavement Markings</b>	Painted speed limit Painted transverse markings	Paved entryways		\$400 (1 year)	\$400
<b>Strips</b>	Rumble / mumble strips	Paved entryways	<b>Limited effect and loud</b>	\$1,200 (4 years)	\$300
<b>Treatment 0 – Entry Sign</b>	Speed limit sign	Joes Brook Rd, north entry to Morses Mill Peacham Rd, south entry to Harvey Hollow	<b>Already in place</b>	\$200 (20 years)	\$10
<b>Treatment 1 – Entry Min</b>	Gateway (and speed limit) sign	Route 2 entries into main village	<b>Some already in place</b>	\$1,500 (15 years)	\$100
<b>Treatment 2 – Entry Med</b>	Gateway signs and markings <b>Primary recommendation</b>	North Danville Rd, east entry to North Danville		\$2,100 (15 years)	\$110+400
<b>Treatment 3 – Entry Full</b>	Gateway signs, Narrowing, Median Island + Transverse line marking, Paint	Peacham Rd, south entry to Danville	<b>On Route 2; high cost, limited impact</b>	\$25,000 (15 years)	\$1,700+400
<b>Crosswalk Bulbout</b>	Curb / tubes / island?	Hill St at park	<b>Part of sidewalk project</b>	\$2,000 (10 years)	\$200
<b>Speed Table (Temp)</b>	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

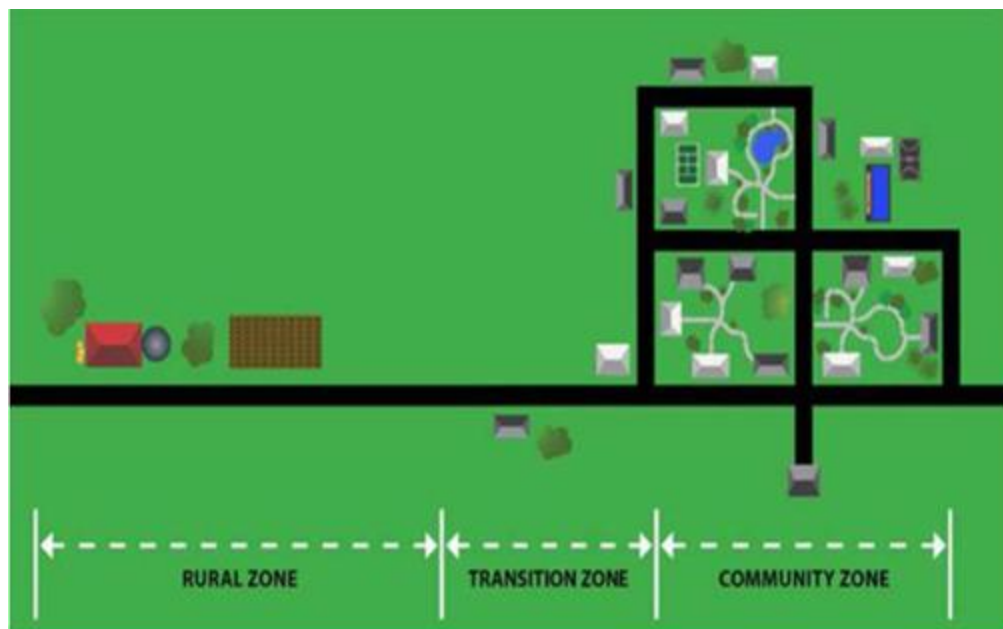
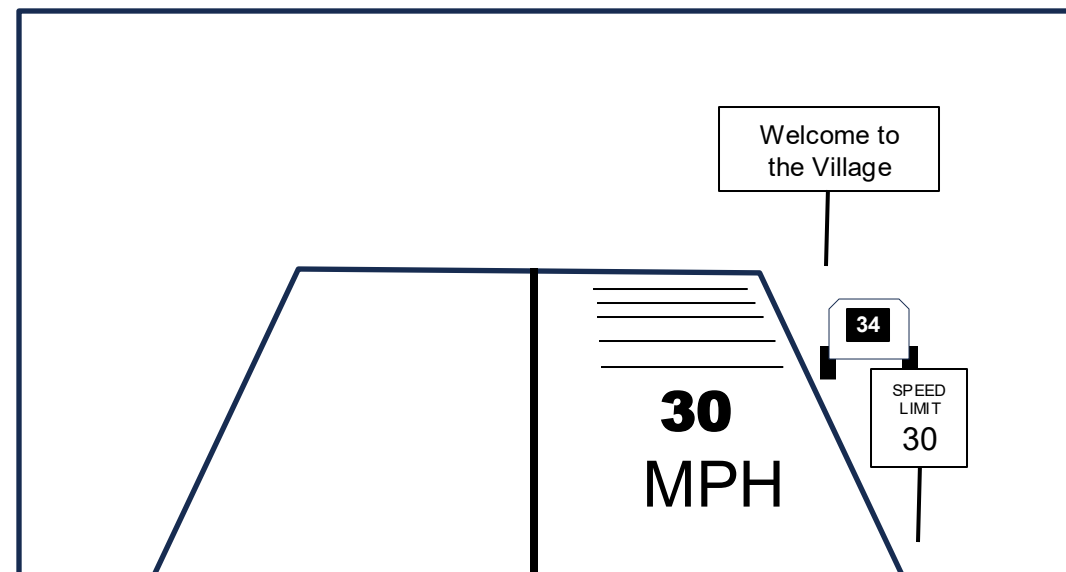


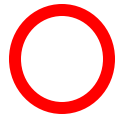

Diagram of a rural highway transition zone into a village or town center (FHWA, 2018)

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

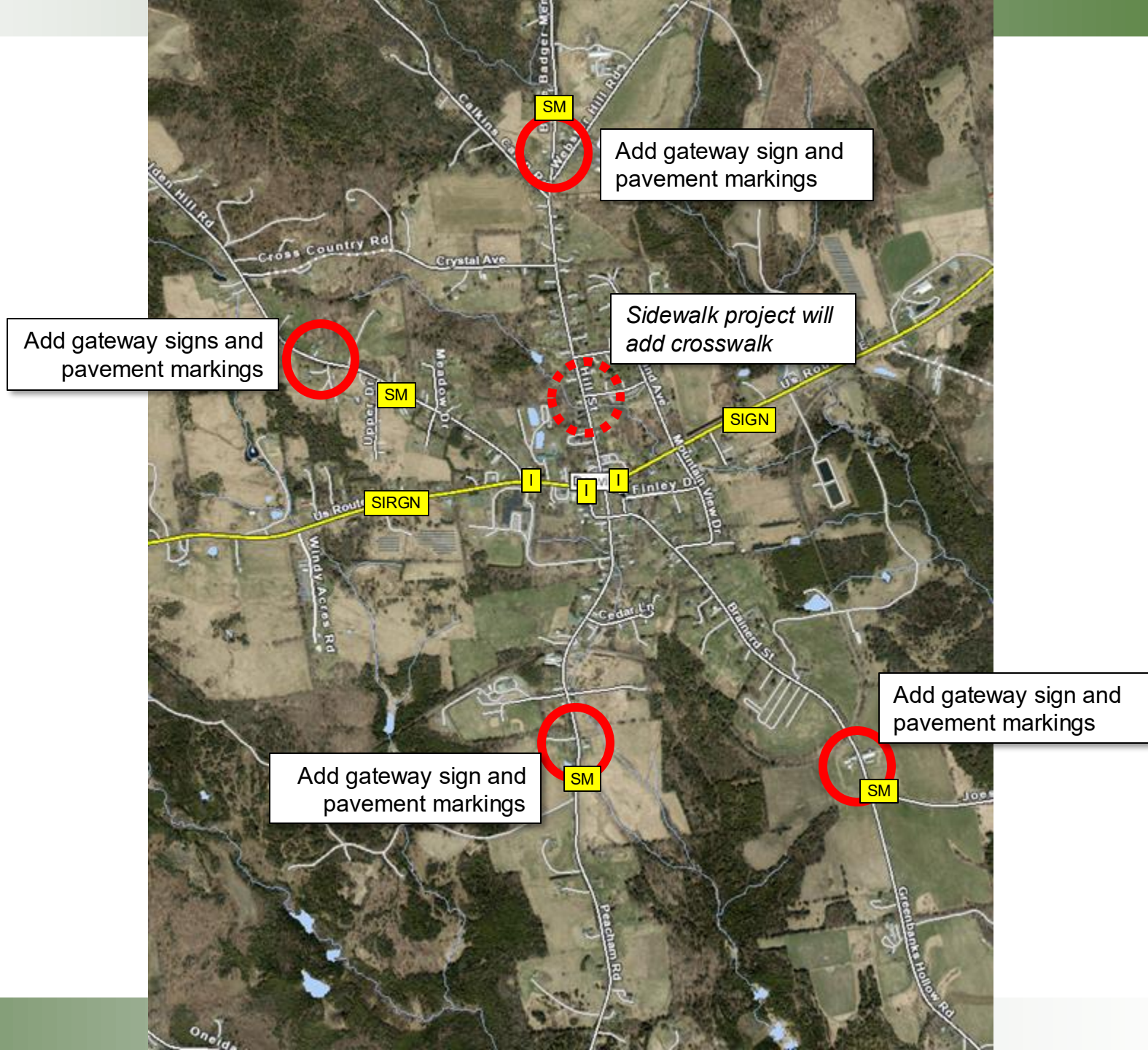




# Traffic Calming Locations (1 of 3)

-  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



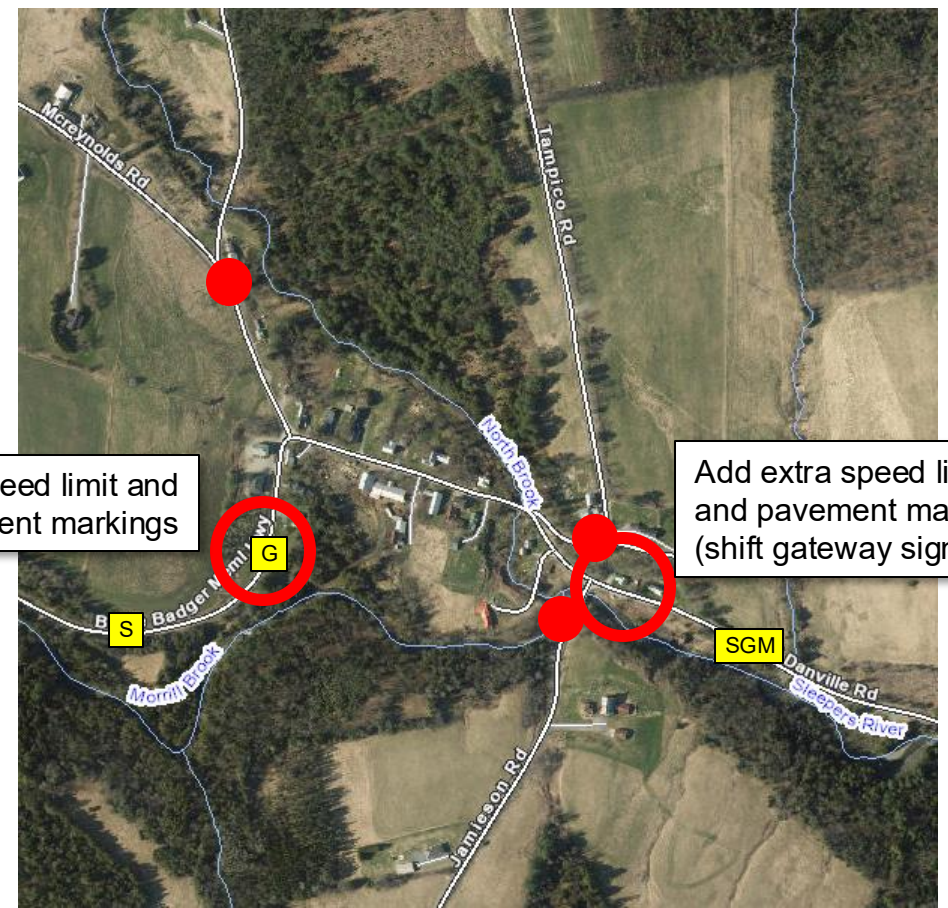


# Traffic Calming Locations (2 of 3)



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



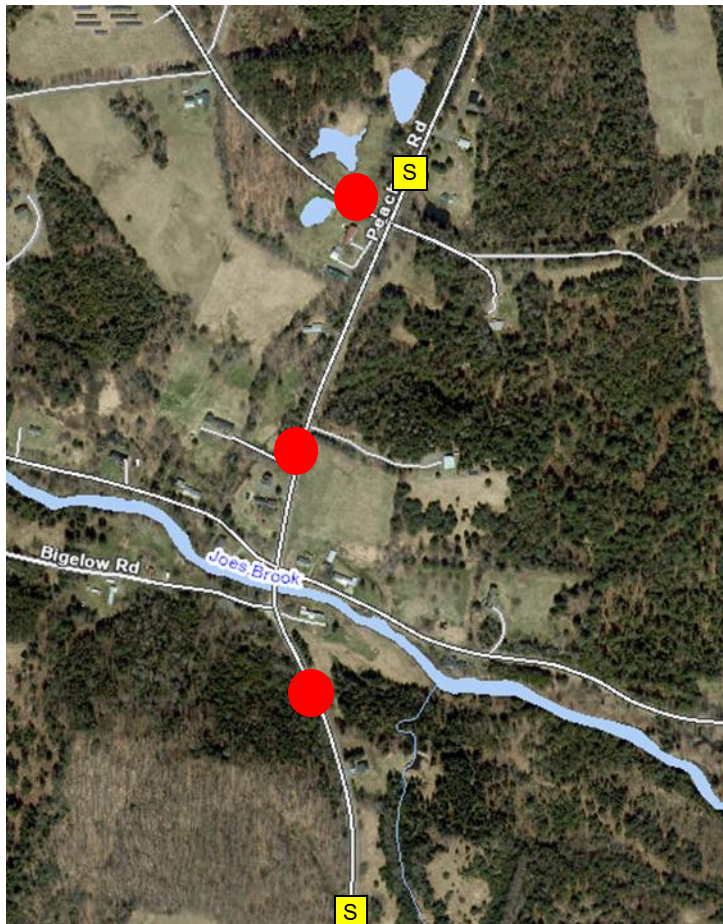
Add speed limit and pavement markings

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

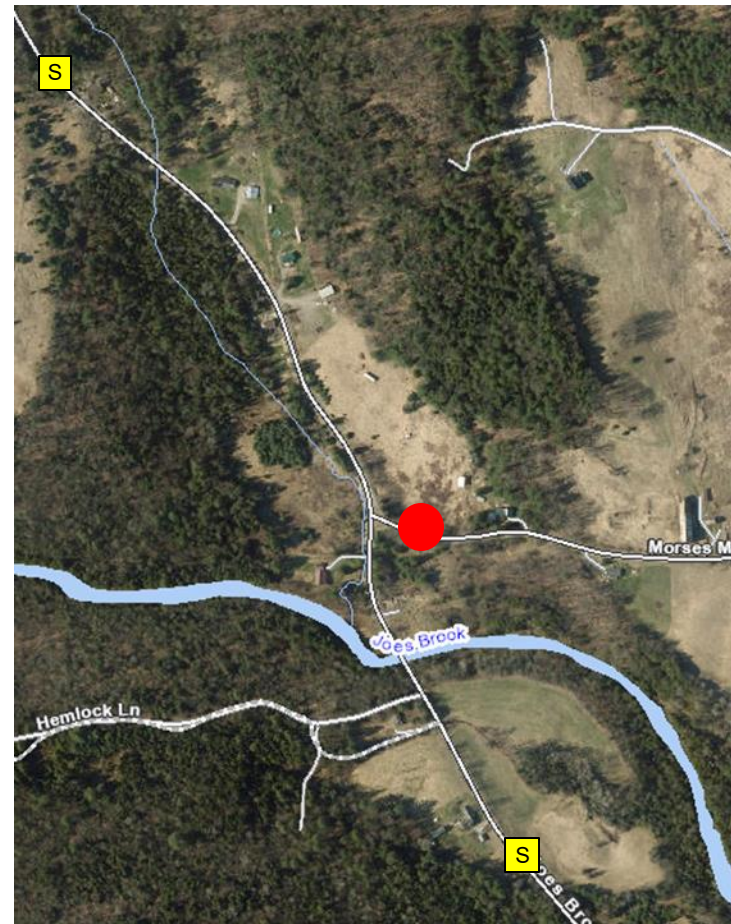
North Danville



# Traffic Calming Locations (3 of 3)



Harvey Hollow



Morses Mill



# Traffic Calming Recommendations

<u>Priority</u>	<u>Location</u>	<u>Description</u>	<u>2025 Cost</u>	<u>2026 Cost</u>	<u>Lifecycle Increase</u>
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
<b>Total Costs</b>			<b>\$17,600</b>	<b>\$9,000</b>	<b>\$3,710</b>

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)



# Budgeting

- 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
<b>Total</b>	<b>\$40,930</b>
<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).