

Prior to the public meeting on the 29th in Middlebury, I did a quick site visit of the existing crosswalks and intersections along the North Pleasant St / Court St (Route 7) Corridor. My observations are summarized below:

- N No. Pleasant & Elm St - Surprised to see no pedestrian traffic signals at all at this signalized intersection, particularly given that there are crosswalks on all four approaches.
- N Rectangular Rapid Flashing Beacons – There are RRFB's at several No. Pleasant St and Court St crosswalk locations, including at Seymour St and Creek Rd. Why not other existing crosswalk locations such as at No. Prospect & Main or Court St & Merchants Row?
- N Court St & Court Sq So. – This is a large signalized intersection with crosswalks on the south and west approaches. Only on the south crosswalk has pedestrian signals. The south sidewalk has a median island which also serves as a pedestrian safety island. There is also a NTOR LED sign for that crosswalk, but looks to be too distant to be effective. Relocate to signal pole in the median island?
- N Several other signalized intersections have crosswalks and pedestrian signals for crossing Court St, but crosswalks with no pedestrian signals on the side street crosswalks. The Mary Hogan St and Charles St intersections are two such locations. Conversely, the Cross St & Middle Rd intersections are examples of where there are pedestrian signals on both the Court St and the side street crosswalks. Should upgrade to provide uniformity throughout Town.
- N All of the signalized crosswalks on Court St have protected pedestrian phasing (all vehicular traffic stops). Several of the side street signalized crosswalks are timed so that the pedestrians cross concurrently with Court St traffic flow. Recommend adding LPI's (leading pedestrian intervals) or preferably converting those to also be protected pedestrian phases.
- N Edge line pavement markings on the Town-maintained segment of Court St need to be repainted. Possible changes include reducing lane widths. The resulting increased paved shoulder widths which could possibly then be marked as bike lanes.
- N Along with the above, adding bike boxes at signalized intersections?
- N Pavement marking upkeep on the VTrans maintained state highway segment of Court St south of Creek Rd is noticeably better.
- N It appears that Middlebury is transitioning its crosswalk markings from the conventional open parallel line style to the continental style. Many locations (particularly around Court Sq and the Green) where the former colored brick stamped crosswalk treatment has been removed. There are also many locations, e.g. on Washington St, where the old style still

exists. Changing those is probably already in the plans. Uniform crosswalk markings throughout Town would be desirable.

- N I also noticed several sidewalk ramp locations which do not have ADA detectable warning surfaces. I suspect that these have already been inventoried and that there is a plan for upgrading them.
- N Monroe St – The pedestrian push button on the south side of the old service station does not work.
- N There is a mix of the older style hand/man style pedestrian signal heads and the newer countdown pedestrian signal heads throughout the Court St corridor. Particularly obvious at Hannaford (Middle Rd and Hannaford are VTrans maintained signals) where there is one of each on each of the two crosswalks. Upgrading to countdown heads at all signalized crosswalks would be desirable (and safer).
- N Creek Rd – The RRFB at this crosswalk location seems to be missing one on the west side. Google Earth Streetview also shows only an RRFB on the west side. I saw a foundation – did the pole on that side get knocked down and not yet replaced? The existing RRFB on the east side is bidirectional. Bidirectional RRFB's on both sides (gate posted) should exist at this intersection. Ditto for all RRFB's along the Route 7 corridor.
- N Hannaford - Crosswalk and stop bar markings on the Hannaford (west) approach are completely worn away. Vehicles exiting Hannaford are pulling forward and stopping on the presently unmarked crosswalk. Similar issue on the Walgreens (east) approach. Who is responsible for maintaining the pavement markings on private side street approaches?

Overall, performing a pedestrian safety audit along the Route 7 corridor would be a good recommendation to make. Further study of how to improve pavement markings to enhance bicycle and pedestrian travel would also be a good recommendation.