

# 2021 In-Street Crosswalk Signage Pilot Project Waitsfield, Vermont

## Final Project Report

Prepared by the Mad River Valley Planning District, September, 2021

A collaboration between the Town of Waitsfield, Mad River Valley Planning District, Local Motion, and the Vermont Agency of Transportation



### Project Overview

In an effort to increase pedestrian safety in Waitsfield Village and Irasville, the Town of Waitsfield initiated a collaborative process with the Mad River Valley Planning District (MRVPD) and the Vermont Agency of Transportation (VTrans) in early 2021 to identify needs and potential interventions along its Main Street, VT 100. While the Town of Waitsfield has been working consistently to improve pedestrian safety features (including the recent completion of the Waitsfield Village West Sidewalk Project), a fatality at the VT 100/Carroll Rd. crosswalk in 2020 brought a new wave of urgency. Subsequent discussions with VTrans led to the development of a dedicated multi-disciplinary VTrans team to work with the Town, represented by the Waitsfield Town Administrator, Planning & Zoning Administrator, and MRVPD Executive Director and Community Planner (the "Tiger Team").



With the support of the Waitsfield Selectboard, the Tiger Team worked to implement the [2021 In-Street Crosswalk Signage Pilot Project](#) as a way to both improve pedestrian safety in the short-term and gather community feedback to inform future decisions. The idea was spurred from a presentation from [Local Motion](#) provided to the Mad River Valley Transportation Advisory Committee (MRVTAC) in December 2020, in which they reviewed possible interventions to improve safety. In-street crosswalk signs have been found to serve as effective, low-cost tools to enhance awareness of and yielding to pedestrian crossings, and help to remind motorists of local laws.

Local Motion generously loaned the Town of Waitsfield at no-cost three in-street crosswalk signs for the month-long pilot, including one school-specific sign for the Waitsfield School Crossing (at Old County Rd.). VTrans approved a permit for the signs allowing them to be left in the road overnight, which is a current requirement for state-owned roads that relies on significant staff or volunteer work. The timing of the project coincided with the construction of the Waitsfield Village West Sidewalk Project, so the three signs were placed outside of this area at the following VT 100 locations - Old County Rd. (adjacent to Waitsfield Elementary School), Carroll Rd., and Village Square (Irasville) crosswalks. The signs



were in place from June 16th to July 14<sup>th</sup>, 2021. In conjunction, MRVPD conducted a community survey during the pilot project for the purpose of collecting feedback on the crosswalk signs themselves, as well as solicit more general opinions on pedestrian safety needs in Waitsfield. MRVPD maintained a project overview webpage: <https://mrvpd.org/waitsfeld-in-road-signage-demonstration-project/>.

Overall, the Town of Waitsfield and MRVPD Staff found the pilot project to be a success: the survey collected useful feedback; the in-street crosswalk signs made pedestrians and drivers safer; and lessons were learned about the needs and limitations of the signs and specific crosswalk locations.

## Key Take-Aways

- In-street crosswalk signs were effective at making walkers and drivers feel safer, as revealed by the community feedback survey. (See survey findings below)
- Residents support additional pedestrian safety interventions, though have different ideas about critical locations and potential solutions. (See survey findings below)
- In-street crosswalk signs are not a silver bullet.
  - Not all crosswalk locations are suitable for in-street signs, particularly those that are adjacent to intersections with turning vehicles.
    - In this case, Carroll Rd. was deemed an inappropriate location for future in-street signs given the high volume of trucks turning into the road. MRVPD Staff confirmed with RK Miles that while they supported the project, delivery trucks were unable to complete the turn (we appreciate the many drivers who stopped their vehicles to move the signs out of and back into the road!).
  - The signs' portable rubber bases made them vulnerable to being displaced by vehicles.
    - While some of the displacement was due to trucks unable to make wide turns, there were also reports of vehicles simply driving into the signs. The Carroll Rd. sign was displaced for several multi-day periods during the project while being repaired by MRVPD Staff, and the base of the School sign was ultimately destroyed.
    - This issue could be addressed by avoiding locations such as the one described above, as well as permanently mounting the signs to the pavement. Permanently mounted signs would allow them to bounce back if hit; since the signs would still need to be removed for the winter to accommodate plows, the town road crew would be required to fill and re-mount the signs each season.

## Survey Overview

The [Waitsfield Demonstration Project Feedback](#) survey was developed in order to collect feedback on the crosswalk signs themselves, as well as to solicit more general opinions on pedestrian safety needs in Waitsfield. Survey language was drafted by Local Motion and adjusted by MRVPD to ensure alignment to the Waitsfield project and its associated goals.

Laminated signs (right) were staked at either end of the three crosswalks to alert pedestrians to the project and corresponding survey. The survey could be accessed through the provided shortened link ([bit.ly/Crosswalk-Feedback](https://bit.ly/Crosswalk-Feedback)) and QR code. Survey participation was also encouraged through website and Facebook updates on the Town of Waitsfield, MRVPD, and Local Motion pages, as well as a Valley Reporter article (6/24/21) and newsletter post (7/20/21), along with two Front Porch Forum posts.

The survey received 73 total responses, plus over a dozen additional emailed messages. While this is a convenience sample and thus not representative, we were encouraged by the number of respondents. The demographic representation was most skewed in terms of age - almost 90% of survey respondents reported being over the age of 40 - though this is common for surveys and was additionally skewed because the survey was distributed after the end of the school year.

## Survey Findings

Impact of In-Street Crosswalk Signs: Respondents were asked to rate their feeling of safety before and during the pilot project as a walker and a driver at each of the three crosswalks.

- Pedestrians felt safer at all three crosswalks with in-street signs.
  - The three crosswalks averaged an 89% increase in feelings of “somewhat” and “very” safe.

**NOTICE SOMETHING NEW  
AT THIS CROSSWALK?**

We're testing in-street crosswalk signs as part of a temporary Pop-Up Pilot Project.

These high-visibility signs alert drivers to the crosswalk and the presence of people walking, and clearly state Vermont's yield law.

Let us know what you think!  
Scan this QR code with your phone's camera or use the URL below:  
[bit.ly/Crosswalk-Feedback](https://bit.ly/Crosswalk-Feedback)

MAD RIVER VALLEY PLANNING DISTRICT LOCAL MOTION TOWN OF WAITSFIELD

- Only about one-third of pedestrians felt “somewhat” or “very” safe prior to the signs, increasing to an average of 65% with the signs.
- Feelings of “somewhat” or “very” unsafe prior to the signs ranged between 45-53% across the three locations. The School crossing saw the greatest change in feelings of unsafety, decreasing from 51% to 11%.
- Driver safety also improved at all three crosswalks with in-street signs, though feelings of unsafety were less high than pedestrians to begin with.
  - The three crosswalks averaged a 38% increase in feelings of “somewhat” and “very” safe.
  - Almost 60% of drivers felt “somewhat” or “very” safe prior to the signs, increasing to an average of 80% with the signs.
  - Feelings of “somewhat” or “very” unsafe prior to the signs ranged between 13-19% - much lower than for pedestrians, though still considerable. Carroll Road saw the greatest improvement for drivers, decreasing from 19% to 7%.

Pilot Project Likes & Dislikes: Respondents shared what they did and didn’t like about the in-street signs. While the majority of survey takers responded favorably to the project, a handful felt that the project was unnecessary due to their perspective that a safety problem does not exist.

Generally, those who liked the in-street signs felt that they brought greater visibility to the crosswalk and served as a reminder to vehicles to slow down and look for pedestrians. A few noted they had experienced more cars yielding or driving more slowly. Other benefits included the signs’ low cost, ability to avoid impeding traffic unnecessarily, and physical presence as a way to calm traffic. Several respondents felt that the signs were a useful complement to existing infrastructure (e.g., when the crosswalk paint was worn off), and that they represented action and a step in the right direction.

Respondents also acknowledged the limitations of the signs including the fact they cannot be used year-round and can cause barriers for turning trucks. A couple respondents felt intimidated by an obstacle in the middle of the road and that the sign pulled drivers’ attention *away* from pedestrians. And, the signs were not a cure-all as many drivers still sped and/or did not yield to pedestrians. Some argued that drivers will not pay attention to “more signs.” Many of those who felt the project was unnecessary advocated for individual behavioral changes, such as making eye contact before crossing the street.

Pedestrian Safety Locations of Concern: Respondents were asked to suggest additional places in Waitsfield that needed pedestrian safety improvements. Bridge Street was recommended most frequently (9 times), followed by the VT 100/17 intersection (5 times). The full list of recommended sites can be seen in the appendix.

Pedestrian Safety Solutions: Respondents were then asked if they had additional suggestions for how to make Waitsfield safer and more welcoming for all road users. Most suggestions fell into one of two categories - crosswalk upgrades or strategies for traffic calming - though there were also those more broadly related to safety (e.g., additional sidewalks, public communications). Some felt that there was no need, or that maintaining current infrastructure would be a good start. Rectangular Rapid Flashing Beacons (RRFBs, pedestrian-activated crosswalk lights) were the most recommended specific solution (13 times).

## Appendix: Full Survey Responses



Thanks for giving your feedback on this project! Your responses to this survey will remain confidential.

As the Town of Waitsfield explores options for improving pedestrian safety along the Main Street/Rt. 100 corridor, this In-Street Crosswalk Sign Demonstration Project serves to provide a greater understanding of needs and potential solutions. In-street crosswalk signs are effective tools to enhance awareness of and yielding to pedestrian crossings, and help to remind motorists of local laws.

The signs have been placed at the Waitsfield Elementary School, Carroll Rd., and Village Square crosswalks. These signs are temporary and as such are vulnerable to being displaced. Permanent in-street crosswalk signs would be mounted to the street, as opposed to having portable rubber bases.

The demonstration project is hosted by the Town of Waitsfield with support from the Mad River Valley Planning District and was made possible thanks to Local Motion and the Vermont Department of Transportation.

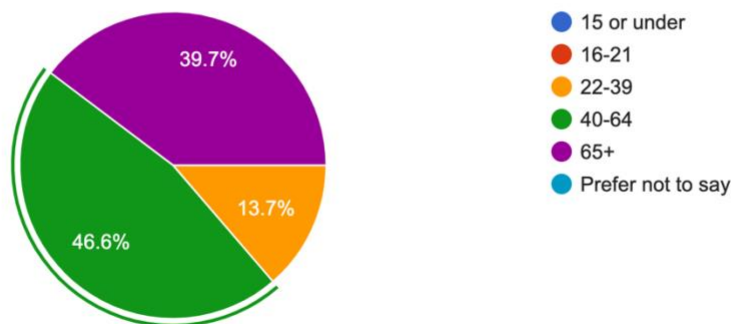
Learn more: <https://mrvpd.org/waitsfield-in-road-signage-demonstration-project/>

Contact: Annie Decker-Dell'Isola, Waitsfield Town Administrator - townadmin@gmavt.net or (802) 496-2218 ext. 5

### Tell us about yourself.

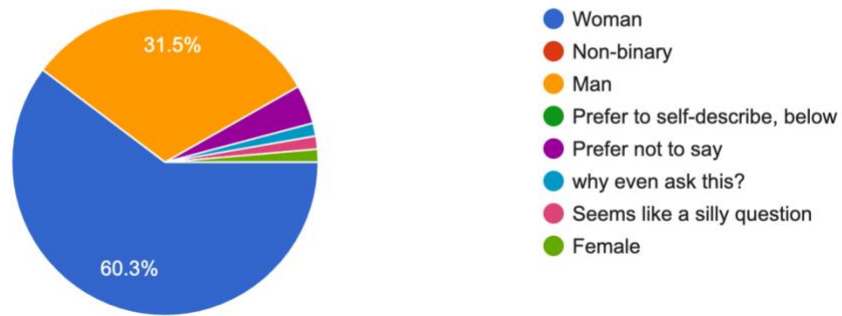
What is your age?

73 responses



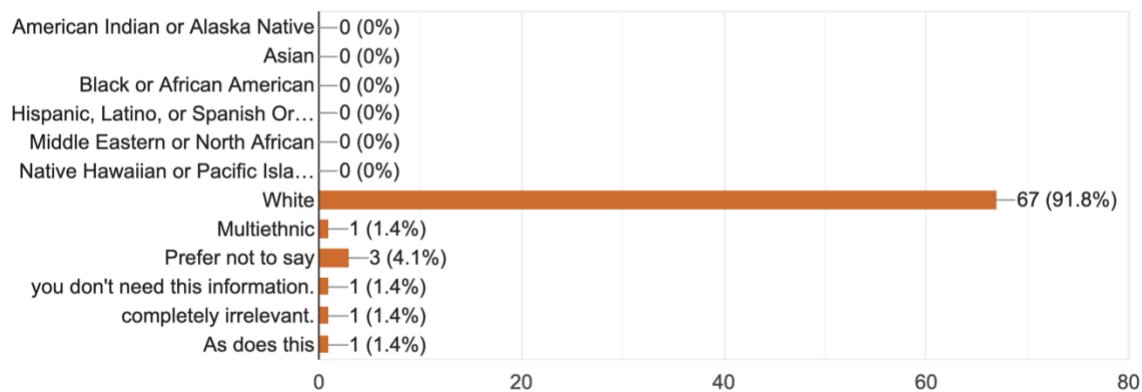
### Gender: How do you identify?

73 responses



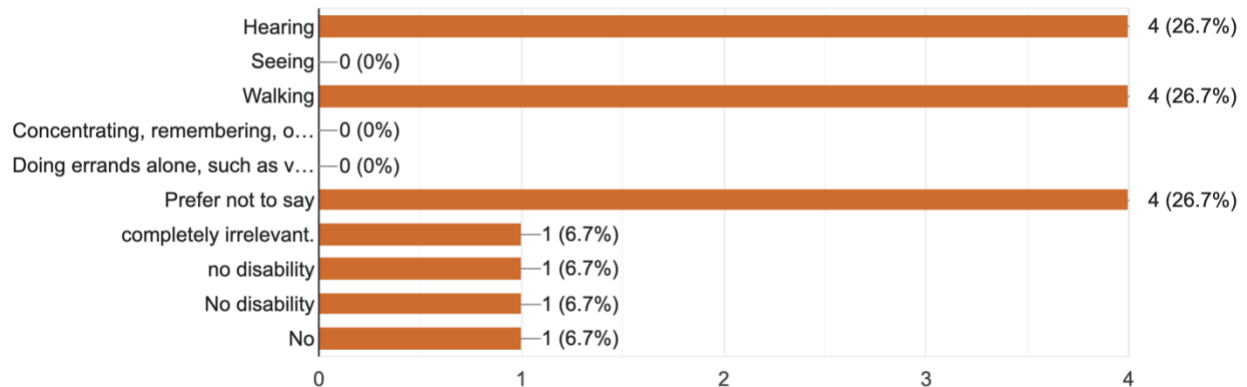
### Which category describes you? Please select all that apply.

73 responses



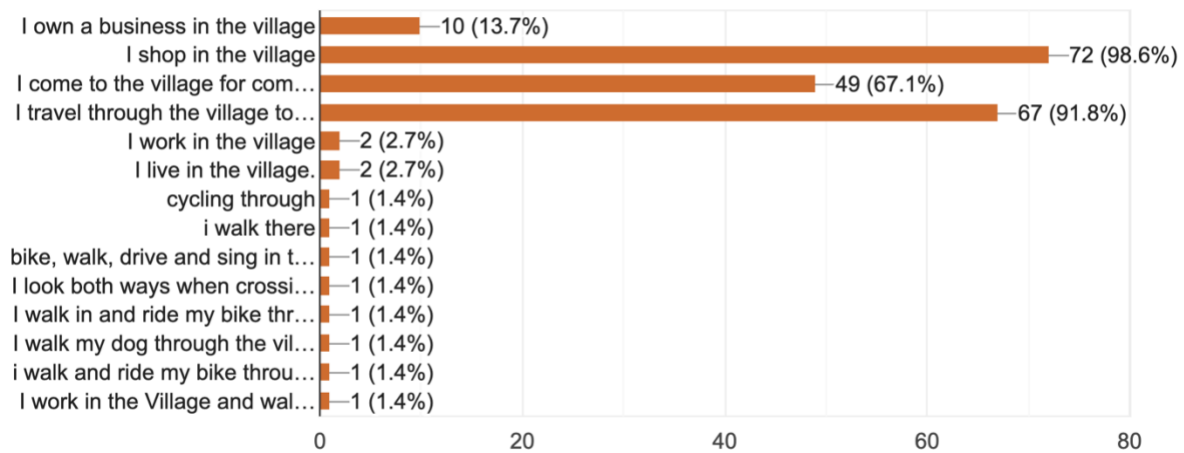
### Do you have a disability or chronic difficulty with any of the following? Please select all that apply.

15 responses



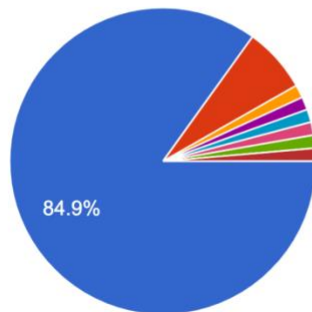
### How do you interact with the village? Please select all that apply.

73 responses



### How do you travel generally?

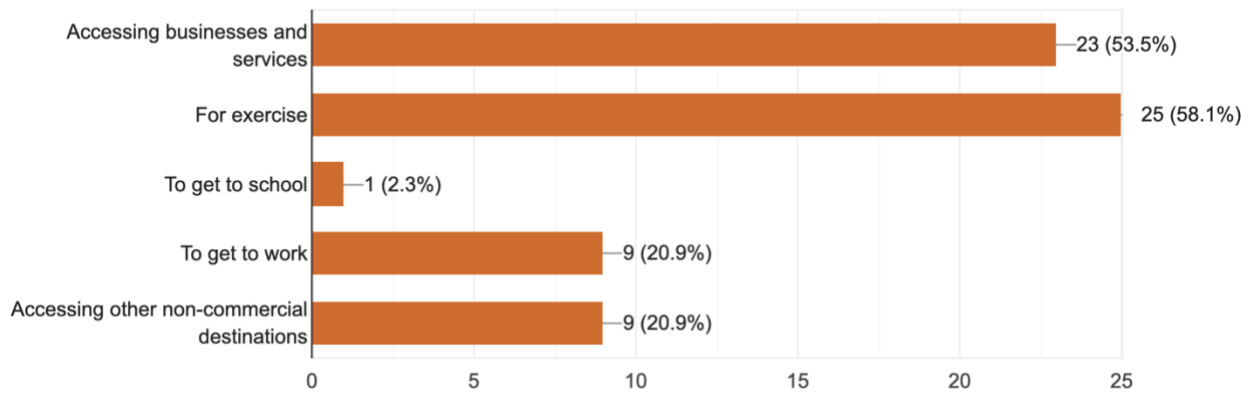
73 responses



- I mostly drive
- I mostly walk
- I mostly bike
- I use public transportation
- this should be checkboxes for more than one selection
- sometimes I walk depends on the dest...
- 50 50 walk and drive
- drive and bike
- walk and bike multiple times/week but...

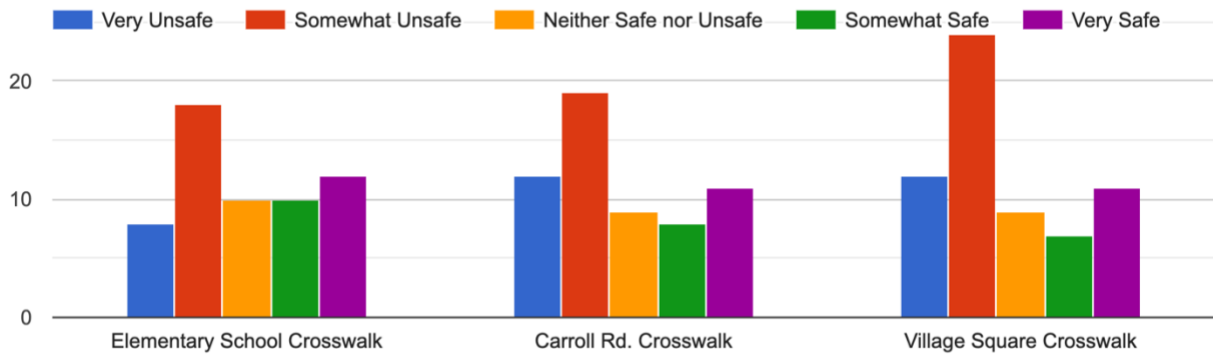
If you travel regularly in the village by walking or biking, what is your primary purpose for doing so?

43 responses

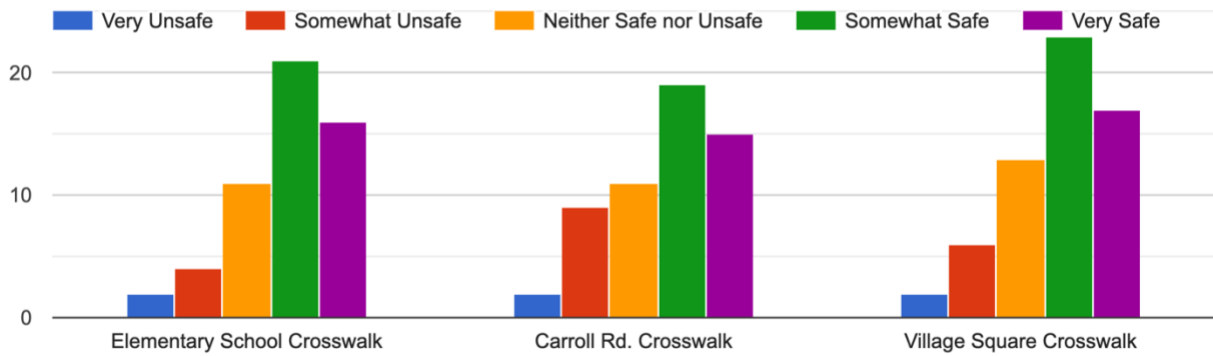


Please let us know how the Demonstration Project affected your experience traveling around Waitsfield.

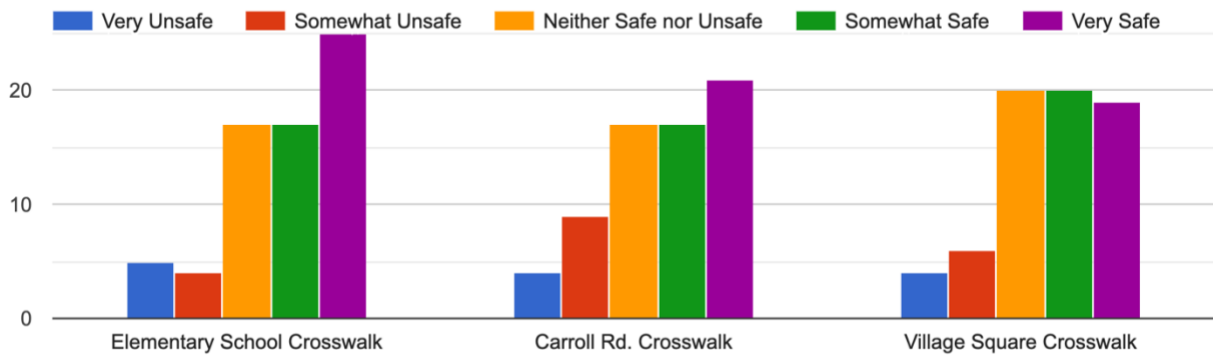
How safe did you feel walking in Waitsfield BEFORE the Demonstration Project?



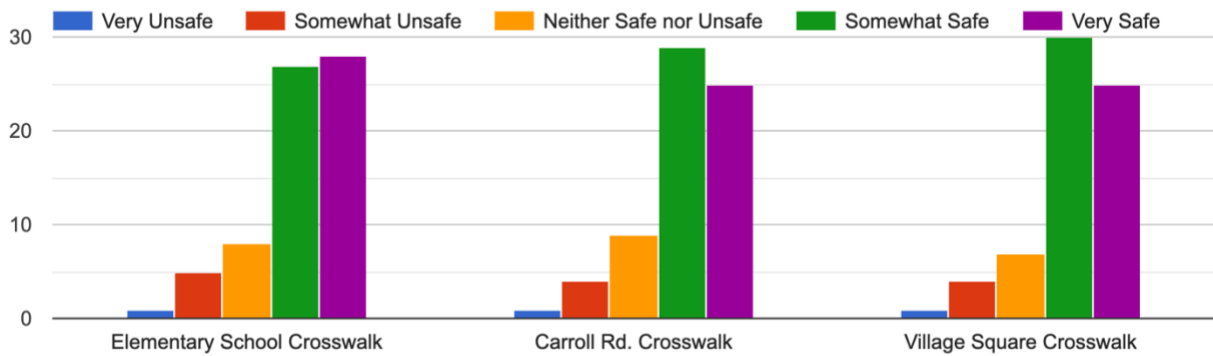
How safe did you feel walking in Waitsfield DURING the Demonstration Project?



How safe did you feel driving in Waitsfield BEFORE the Demonstration Project?



How safe did you feel driving in Waitsfield DURING the Demonstration Project?





## What did you like about the Demonstration Project?

I like that the signs are visible where the white crosswalk paint on the road surface has worn away.
I like that this is a step in the right direction for us walkers. I am still hesitant about crossing at the places with signs. Tonight, at Carroll Road, despite the sign, drivers flew through the cross walk while we stood waiting. Speeding through town is crazy and it's not just out of state drivers like locals would like to say. It's both.
I don't walk much in town, but driving through the signs in the middle seem to calm traffic.
I am a strong proponent of making the crosswalks as visible as possible by any means.
it provides another cue to slow down on rt 100
Calls drivers' attention to crosswalk especially since there are no painted lines or flashing signs.
The median line signs are great reminders for drivers about crosswalks.
The signs were a visual reminder to keep at or below the driving speed limit and a reminder to be on the lookout for pedestrians not just at those crosswalks but just in general to be aware that pedestrians possibly could be crossing at other non-crosswalk places as well.
nothing
they identify the crosswalks
The signs grab your attention every time.
It is amazing how visible the signs are. It think because they are in the middle of the road it "should" force you to be aware. I hope others see this the same way. I hope that it brings more respect and awareness to the cross walk.
I think the signs are unnecessary
Clarity/visibility of the crosswalk location
it made me think about the issue
It brought notice to ONE crosswalk
That a plan was in motion
Alerts folks to pedestrians. Not a traffic light
Highlights the crosswalks
The in-road signs are excellent - very noticeable and eye-catching and clear. I find the in-road signs to be very definitive. The crosswalks need to be painted.
It addresses an unsafe situation.
Nothing.
I love the signs because NO ONE ever yields.
Makes the cross walks very visible
Trying to get flashers at crosswalks
The signs and the road paint are perfect to call your attention to the fact that people do cross the street in Waitsfield.
the visibility
Crosswalk signs provided a visual reminder to drivers.
That help is on the wsy
visual cues of crosswalk
I noticed a slow down in traffic speed leading up to the signs (even by folks with out of state plates!). It makes people think twice!
The more consistent crosswalks are the safer they will be. I feel people are use to seeing these new signs and in turn help them be more aware.

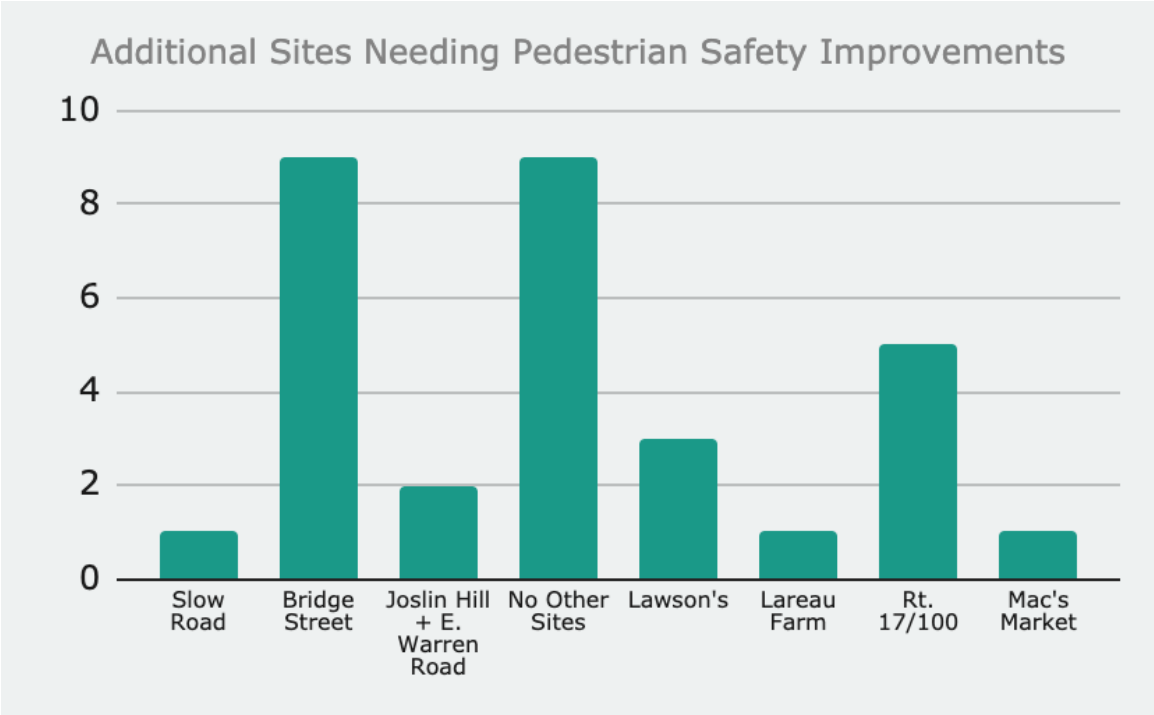
Sign calls attention to the crosswalk; physical presence slows cars down
The standing signs in the middle of the road.
Makes traffic go slower looking for pedestrians.
the increased awareness of pedestrians
I think I saw more cars traveling more slowly.
Visibility of signs
Drew more attention to crosswalks, particularly when the zebra striping has worn off.
Makes the crosswalks very visible at low cost without impacting traffic unnecessarily. Good solution for most crosswalks..
Felt some of the signs , like carrol road they seemed to impede trucks pulling out.
I think the signs in the road are a great way to draw attention to the crossing areas and to remind drivers to slow down through town.
It made people more aware.
it helped draw attention to the crosswalks!
The middle of the road poles were noticeable
Any effort to get drivers attention to sharing the roads and pedestrian safety is valuable.
As a pedestrian, it seemed cars were more willing to stop for me when the signpost was up in the middle of the road
Mire signage to remind people about the crosswalk
It was a good reminder that there is a crosswalk
Raised awareness to the crosswalks.
It's encouraging to see the safety needs of sidewalk users taken seriously
Clarity of walking and crossing areas
Bringing attention to the cross walks for pedestrian safety
The middle of the road poles were noticeable
I'm happy you're considering solutions!
Huge waste of time, a solution in search of a problem.
Love the new signs. So glad that it's easier for locals and visitors to see where the crosswalks are located. As someone who would often stop and put on hazards when letting pedestrians cross (to signal to the other side to slow down), the new signage just makes it so much clearer what's going on. I no longer feel the need to put any flashers on.
That there's some effort being made.
Useful for the moment
I think the demonstrated solution is a huge beneficial step toward improving pedestrian safety in the village
signs more visible for drivers
There was no change at all
Appreciated increased recognition of pedestrians.
The visibility of the signs
The absolute caring of senior pedestrians

## What did you not like about the Demonstration Project?

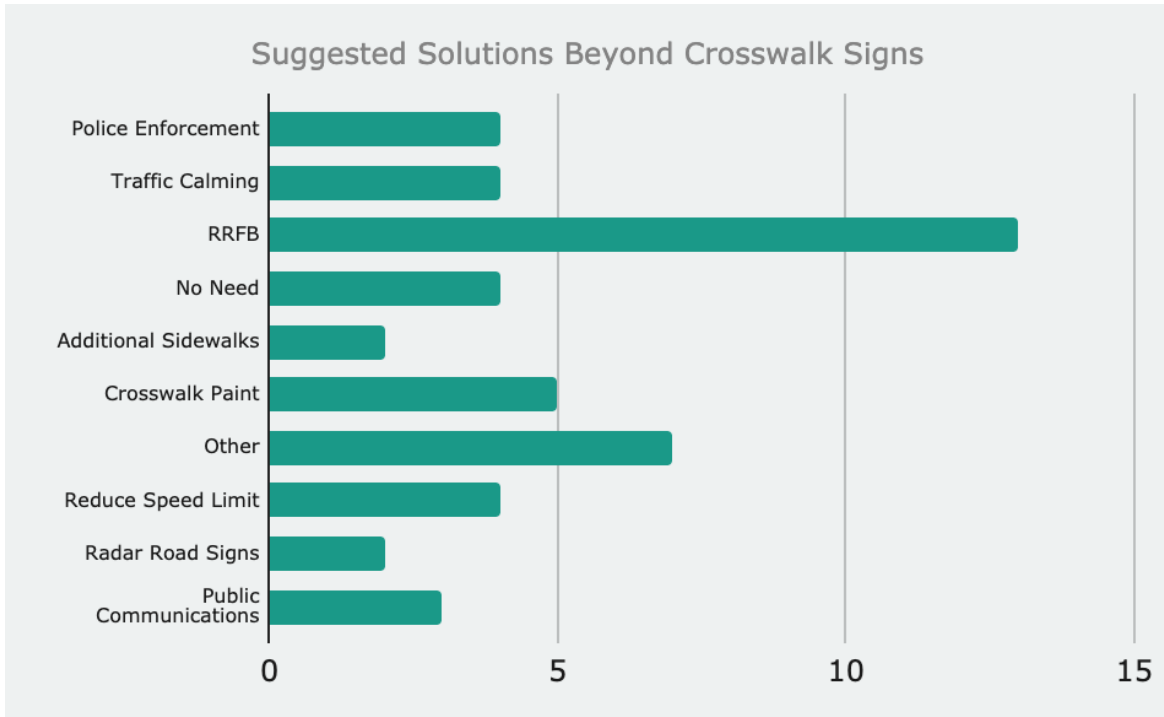
Drivers will not always stop despite best efforts
The signs need to be permanently mounted. I'd love to see an actual median that can survive winter!
nothing
Drivers avoiding the light at bridge street by driving through parking at the river and sweet spot. Created back up on 100 and bridge street waiting for the light to turn
Nothing.
There was nothing I didn't like about the project.
it's a waste of everyone's time and money.
they're ugly and unneeded. paint the cross walks.
It was surprising that the project neglected to include a sign by the big pic where a woman was killed.
Nothing I can think of
I think the signs are unnecessary and the project is unnecessary
i feel intimidated by obstacles in the road
There was no sign at the Carroll Road crosswalk, which, IMO is the most dangerous as it's a long open stretch with minimal tree coverage. Additionally, the lines are gone on all the crosswalks, so painting them in conjunction with the added signage, may have helped.
Nothing
I love it
The lines need painting
You're trying to find a solution to a problem that doesn't exist.
Nothing
Why are the curbs going up and down, like by VG? Also dont change the speed limit. We also dont need a town cop like some have said
Nothing. I think it's great.
It was unclear if traffic responded to the signs. I still experienced people driving through the crosswalks while people were waiting to cross or were part way across and still saw people driving way too fast. The demonstration project also did not cover the intersection of Rt 100 and Bridge Street. Why not? This is a terrible place to try to cross!
Turning onto Loop road was less convenient - especially with no pedestrians.
That it is over
The fact that people still did not stop. I saw one sign run right over one day.
the fact that the signs seemed to be displaced or destroyed by cars moving too quickly to even see them.
They get hit when long trucks/trailers use intersections, Not practical
I think anything placed in the right of way will be problematic in the winter.
Still dependent on drivers keeping aware of pedestrians waiting to cross.
I feel the focus should be on education of pedestrians. . I have personally watched people step out in front of traffic paying no attention to cars. Good thing the car saw them. We have nice sidewalks to walk on. Let's educate and look both ways. Maybe a little enforcement might be warranted which I've suggested since our tragedy last year. Guess it's nobody's priority but mine.
The signs were small. Would be great to have something more visible! Not necessarily flashy lights, could be bright mural paint on the ground etc...
nothing.

Someone knocked them over
They were not there every day
Crosswalks were not painted first, essential for this to succeed.
The trial period was too short; won't work in the winter; not the best solution. Please see email I sent to Annie today regarding my recent experience.
Delays but part of the process
The word "Yield" is not strong enough, state law-should read "STOP" for pedestrian in cross walk
Someone knocked them over
I never noticed the sign by Carroll Rd!
The last thing the valley needs is more signs.
I don't think the signs made any marked difference. I work next to the village square crosswalk and did not notice any increase in vehicles stopping for pedestrians or decrease in speed/aggressive driving.
These signs are not the solution. They cannot be used during the winter. We need RRFB's as requested by >100 MRV citizens a few months ago.
The only downside is that it is a demonstration only. Let's make it permanent
The reason for the demonstration project was not clear and based on a statistically insignificant event
It was only a month long!

This demonstration project is coinciding with the Waitsfield Village West Sidewalk Project, which includes the construction of two additional crosswalks. There are also several other common pedestrian areas that may be lacking safe crossings. Are there any specific sites in mind other than those in this demonstration project that would benefit from pedestrian safety improvements?



Do you have any other ideas for how to make Waitsfield safer and more welcoming for all road users?



Anything else you'd like to share?

Thank you!
thanks for doing this project!
I like the median line signs. I would not like to see any more roadside signs or lights - there are already so many on Main St. that nobody pays attention to any of them. (How many people turn left each day into the ICS curb-cut for southbound drivers despite the "No Left Turn" sign, for example.) Perhaps some other traffic-calming measures like rumble strips across the southbound travel lane as you approach the 30 mph speed zone near WES?
I would hate to see anything more obtrusive used, ex. large and multiple signs and flashing lights.
Stop pissing away money.
The village is very safe.
Thanks for all your great work!
I do appreciate all the efforts being made to insure safer crosswalks
Thank you
I like the in-road signs much better than blinking lights/signs. They are distracting - they catch my eye when I should be focusing on the roadway. I find them FAR less helpful.
Look both ways before you cross the street and you'll be fine.
Yes, the temporary signs you put up at the village crossing and near the school are now both missing :(

The signs at the crosswalks still appear optional. Stop if you'd like but also don't if you don't want to. Some signage noting the legal imperative to stop when pedestrians are present would make the crosswalk's purpose clear. We stood by in front of the elementary school yesterday as folks just blew through the crosswalk.

Walking improves health in many ways, yet Waitsfield is not a safe place to walk. Sidewalks are needed on all busy roads. Bridge street up to Joslin Hill and Joslin Hill Road are important accesses to town and cars drive very fast on these roads at times. There is no shoulder beyond where the sidewalk ends near the ski club and cars coming over the hill towards town cannot see people walking up that side. How long will Waitsfield wait to acknowledge this danger and to extend the sidewalk?

Appreciate all your efforts

No flashing lights. Please. If the in road cone needs to happen, can it move to the village side of the crosswalk and not the school side?

I would feel safer driving through the village if people actually used the crosswalks. The parking area across from the bridge street and rt 100 intersection in particular. Time and time again people cross at the south side of the intersection where there is no crosswalk. A lady almost walked out in front on my car. My only guess was she was assuming I would stop but I knew there were drivers behind me and it would have been unsafe for me to do so. If people don't use the designated crosswalks then no signage change will actually help make it safer.

Thanks for all you are doing!

See above.

We need to remind drivers that pedestrians have the right of way. All of these measures slow traffic and make our roads safer.

While I realize this is a state road, quality of life in the village and livability of our community depends on pedestrian safety (for all ages). This depends on vehicles - whether driven by locals or visitors - to be driven safely, responsibly, and for pedestrians and cyclists to not take their life in their hands just to be a pedestrian. We were just in Ogunquit where pedestrians frequently cross a state route with a high volume of cars. the slowed traffic with the increased frequency of people on foot, combined with flashing lights at crossings made it feel very safe, despite A LOT of cars.

When walking in the village, I always wait until traffic in both directions fully stops before crossing the road. It sometimes requires a bit of patience, but it works.

I see many pedestrians and even a few bikers holding phones and looking down. Use earbuds and pay attention. As cars get smarter drivers will be less attentive so look out for yourself.

I appreciate all the work that is going in to coming up with the most appropriate solutions for pedestrian safety in Waitsfield.

Walkers on the common three and four wide.  
This is unsafe for many reasons. Encourage path use and trails.

i didn't fill out the bubble answers above b/c none of them make sense to me. the signage in the street didn't change anything about how safe i felt and there was no N/A answer. also the valley needs more support for pedestrian and bike travel. while we need our cars to get around, we don't need to have populous areas so car-focused. slow down the cars. make more (safe) space for walking and riding. thanks for the work to improve things!

Get it done quickly!

Keep up the efforts on behalf of vulnerable roadway users!

Over 100 citizens have already asked the town to work with VTRANS to install Blinker lights. Please let me know if you would like to review the presentations the Concerned Citizens Group made in Jan/Feb 2021. Call me 583-2036 Regards, Manny Apigian

Please put up a better sign other than blind person at Carrol road, they all need to say stop for pedestrian in xwalk it's state law

Stop wasting time and money.

THANK YOU for all your work on this!!

I'm glad an effort is being made to make Waitsfield more pedestrian friendly. I believe the subject of more extensive sidewalks should be addressed at some point. There are some very frightening areas as a motorist, - such as the slope from Waitsfield Village to Irasville - where one side of the sidewalk simple ends without a crosswalk to the other side where the sidewalk continues. People either have to cross in traffic or continue walking on the side of the road, often with traffic rather than against.

We need RRFB's as requested by >100 MRV citizens a few months ago.

I have lived in the Valley for 30 + years and this subject keeps popping up.  
 The only pedestrian fatality I know of is the recent incident and quite honestly no amount of signage would have prevented that death.  
 The driver should not have been driving.  
 As for pedestrians and bikers – there are way too many who do not look at traffic when they are crossing or biking.  
 Many are completely oblivious to the flow of traffic.  
 I have had walkers step into traffic without looking and bikers who go through Waitsfield 3 abreast with no regard for traffic.  
 We taught our children to always make eye contact with the drivers so you can tell they see you before you cross.  
 I know a surgeon in Maine who tells highway workers that the orange vests do not impart some immunity. You need to pay attention to the cars around you.  
 It does not really matter if you had the right of way when he is fixing the bones in your legs with screws.  
 It goes both ways and the emphasis on traffic signage for cars does not make a difference.  
 Some of the most signed and traffic controlled intersections in NYC are also the most deadly.  
 The signs on 100 will not make a difference they will only encourage more careless walking, especially by out of towners who think they are in LaLa land.

Thank you!

Heard they were cutting the right turn while waiting lane from bridge street by the library. This will cause a huge problem with our increased traffic. No need for it either. Are we clear where skateboards, scooters, roller blades should be? Do we have the same rights as bikers? Thanks

## Emailed Responses

- You asked on FPF for feedback on the crosswalk signs. Here's my 2 cents. The signs seem like a nice way to call attention to the crosswalk but they end up acting as a distraction to drivers. I found myself focusing on avoiding the obstruction rather than on the traffic or even on pedestrians at the roadside—which defeats the purpose. The flashing sign Montpelier posted in front of the Shaw's parking lot seems to work better and be safer—at a much higher cost, no doubt.
  - KG asked whether distracting when in the road properly and/or if skewed:
  - Both. Because the sign is at ground level, your eye is drawn down and off to the side—as well as to a point a lot closer to you (near your side view mirror) rather than scanning ahead in the near distance at eye level and above for pedestrians and other cars. It's not unlike looking at the Nav screen on your car's dashboard while driving in traffic—too close, too far down to be safe. Not only that but part of your concentration is spent on avoiding the obstacle in the road instead of traffic, animals, and pedestrians. So, distracting on multiple levels.
- Hello there – I thought the markers in the road were very effective! Five stars!
- Just was traveling and saw use of bright colored painted walkways—most were red w white stripe but another looked like rainbow colors. Eye-catching. Thanks for your efforts locally.
- I think the signs are a good safety addition and should be augmented by painted walkways if they don't have them already. I don't recall although have seen the signs.
- I have noticed them but the much bigger issue is the crosswalks have not been painted and it's nearly July. Perhaps they're waiting to complete the sidewalk project first. What you see now are faint lines and a random sign in the middle of the road. Fortunately, most of us know where the crossings are. Like the outhouse on the frozen pond, we should have a similar (summer) competition guessing when the state will paint the crosswalks. Perhaps when the corn is knee-high, as in "Fourth of July." The Bridge St bump out has been in the works (per story in the VR) for three years and just now getting done. The town water main only took three years of Kingsbury's one-way traffic and flaggers to complete but nobody had the foresight to also install a sewer pipe at the same time. Now we're talking about adding wastewater, and it could have all been in the ground already for little extra cost.
- Signs are long overdue in coming. I just hope there are enough volunteers to put them out consistently. When I volunteered Joslin Library, the town office attempted to put one out. However that was not consistent and did not last long. (We cannot volunteer any more because we are too old! But we promote what you are doing!)
- Teach pedestrians that just because the law requires motorists to stop doesn't mean they necessarily see you. Nor does it mean you just bolt across the road because you have the right of way. Cars and trucks are bigger than people and the operators are capable of making mistakes. Look left...look right....look left again. I don't think anybody that does that has ever been hit by a car or truck. I was entitled to enter the cross walk is not what you want in your obit.
- I have lived in the Valley for 30 + years and this subject keeps popping up. The only pedestrian fatality I know of is the recent incident and quite honestly no amount of signage would have prevented that death. The driver should not have

been driving. As for pedestrians and bikers – there are way too many who do not look at traffic when they are crossing or biking. Many are completely oblivious to the flow of traffic. I have had walkers step into traffic without looking and bikers who go through Waitsfield 3 abreast with no regard for traffic. We taught our children to always make eye contact with the drivers so you can tell they see you before you cross. I know a surgeon in Maine who tells highway workers that the orange vests do not impart some immunity. You need to pay attention to the cars around you. It does not really matter if you had the right of way when he is fixing the bones in your legs with screws. It goes both ways and the emphasis on traffic signage for cars does not make a difference. Some of the most signed and traffic controlled intersections in NYC are also the most deadly. The signs on 100 will not make a difference they will only encourage more careless walking, especially by out of towners who think they are in LaLa land.

- I thought the signs were great! Nobody can possibly say they didn't see them and when the painted crosswalks wear out those signs are even more important! There are far too many speeders racing through town and many big construction vehicles and delivery trucks are guilty.
- I would like to see as many signs taken down as possible to de-clutter the visual environment of our beautiful valley. Instead I'd like to see a lower speed limit of 25 miles an hour (and have it enforced) and have pedestrians take extra care when crossing.
- Thank you, as a resident this discussion has been going on for way to long. living here for 30+ years I travel rt100 5 to 50 trips. Global warming aside it was work. But the problem remains.
  - 1) do not put a sign on rt110 at Carroll Rd is VT trans, and other specialist have driving experience ? yep tractor trailers need more to turn on our narrow st.
  - 2) too many crossings by VG. Absultly wrong idea to paint S.bound entrance of his store.
  - 3) just put up one cross walk sign by bridge st. yep LED flashes when one pushes button. also talkes to the one on the other side (set timer, no cutting the road) worked there built um 10 years ago.
  - 4) hire a dam cop, ustad ta. I drive the speed limit
- I think the signs do the job really improve the safety and I am sure are very cost effective. Nothing more is needed