

Agenda Summary
September 24, 2025

Agenda Item No. B-3

Main Street Crosswalks & Pedestrian Safety

Summary: Jo Sabel Courney requested time on a Selectboard agenda to talk about pedestrian safety in general and Main Street Crosswalks in particular. Enclosed is a memo from Chief O'Steen regarding pedestrian vs vehicle accidents on Main Street. Also enclosed is an Agenda Summary from the May 14, 2018 Selectboard meeting and an accompanying Memorandum from VHB, our Engineering consultants for the Stowe Village Sidewalks and Utility Relocation project, regarding the considerations that went into the location and design of the Main Street crosswalks. This included an impact assessment of the possibility of installing a crosswalk across Main St at the Mountain Road intersection and, possible parking modifications in front of 144 Main Street (Black Cap at School Street). The Selectboard at that time approved the crosswalk location and design as presented, but without seeking modifications to the parking in front of 144 Main, and this is substantially as constructed in 2019-20.

Moving the crosswalks with bulb outs and/or installing pedestrian light activated signs is not easily undertaken at this time due to subsurface reconstruction that would be involved.

At a previous meeting the Selectboard briefly talked about a volunteer program to try to encourage pedestrians to cross at the same time. Aside from trying to find and train crossing guards, there is nothing the Town can do to compel a pedestrian to cross at a point and time unless there is a signalized intersection with activated pedestrian crossings.

Town Plan & Other Policy Impact: N/A

Fiscal & Staff Impact: The cost of any work including staff time to plan and implement.

Recommendation: Continue to monitor pedestrian vs motor vehicle accidents.



To: Harry Shepard, P.E.
Director of Public Works
Town of Stowe

Date: April 9, 2018

Memorandum

Project #: 58051.00

From: Erica Quallen, E.I.T.
Daniel Peck, P.E.

Re: Stowe Sidewalks Reconstruction
Preliminary VT 100 Crosswalk and Parking Evaluation

VHB has been engaged by the Town of Stowe to design approximately 1.5 miles of sidewalk replacements and streetscape improvements in Stowe Village. As an initial step, VHB has completed an analysis of parking, curb lines, and crosswalk locations along VT Route 100 (North Main Street) under the existing conditions, and as proposed by Fuss & O'Neill in the Sidewalk Replacement Study developed for the Town. Proposed revisions to the Fuss & O'Neill concepts are summarized in this memorandum as well as included in graphics provided in Attachment A.

Parking

Currently, on-street parking is provided along VT 100 primarily between Mountain Road (VT 108) and Sunset Street. This is the hub of activity in the Village and therefore has the most demand. There is a total of 43 existing spaces that consist mostly of free, unlimited time parking with the exception of a small number of three-hour limited spaces and two handicapped only parking spaces.

One area of particular interest is in front of Black Cap Coffee on the corner of Main Street and Sunset Street. In this location there are currently five head-in spaces and three parallel spaces. The head-in spaces require motorists to back out of the spaces into a confusing Y-intersection. Fuss & O'Neil developed two alternatives for this area which either kept four of the perpendicular spaces and two parallel spaces or replaced the existing arrangement with five parallel parking spaces and an expanded pedestrian area. After VHB's review of these concepts, we are proposing a hybrid alternative which is intended to increase safety by reducing vehicle conflicts and driver uncertainty. VHB is proposing to realign Sunset Street to create a perpendicular T-intersection with Main Street and replace the current parking arrangement with five diagonal head-in spaces and an expanded pedestrian gathering area. This design is intended to simplify traffic operations at the intersection with Sunset Street, provide easier access into and out of the on-street parking spaces, and provide an expanded pedestrian area.

The overall number of on-street parking spaces is expected to be reduced. This is due to the inclusion of an additional crosswalk at Bear Pond Books and several sidewalk bumpouts for increased pedestrian safety, more generous setbacks from streets and crosswalks to spaces, and upsizing of parallel parking spaces to be brought up to current standards. The numbers of spaces on-road in two segments of VT Route 100 are shown in **Table 1** on the following page.

40 IDX Drive
Building 100, Suite 200
South Burlington, VT 05403-7771
P 802.497.6100

Table 1: Existing and Proposed Number of Parking Spaces on VT 100

From Street	To Street	Number of Spaces		
		Existing	Fuss & O'Neil Proposed	VHB Proposed
Mountain Road	Park Street	1	13	14
Park Street	Sunset Street	2	19	17
TOTAL		43	32	31

Crosswalks

Crosswalks are a crucial component to the roadway and pedestrian mobility in downtown Stowe Village. This area sees a high number of pedestrians throughout the year, and safe accommodations must be provided for these pedestrians to cross the street. The visibility, location, and access to these crosswalks are important design components and their interactions with the roadway are paramount to pedestrian safety. As mentioned in the Fuss & O'Neil Sidewalk Study, many crosswalks need upgrading as their sidewalk ramps and warning surfaces are not compliant with the Americans with Disabilities Act (ADA) guidelines. A summary of the locations of the existing and proposed crosswalks is provided in Error! Not a valid bookmark self-reference. on the following page. The crosswalk locations proposed by VHB are consistent with those proposed in the Sidewalk Study. Slight variations in locations are proposed and shown in the figures included as Attachment A.

VHB is proposing one additional crosswalk compared to existing conditions along the VT 100 corridor. This is at the heavily used but unmarked crossing at the Stowe Dance Academy, south of the Village center across from Palisades Street. In this area, there is a sidewalk along the western side of the roadway but no sidewalk in front of the Dance Academy on the eastern side of the roadway. VHB is proposing the construction of a small segment of sidewalk and a marked crosswalk in this location. The proposed design can be found on Sheet 1 of Attachment A.

Another crosswalk location on South Main Street that has been reviewed is the existing crosswalk that extends from the Swiss Fondue shop to Chalet Life. This crosswalk is located at the south end of the sidewalk on the east side of the road, and crosses from the south end of the sidewalk to the driveway apron of Swiss Fondue. Under existing conditions (and as proposed by Fuss & O'Neill) there are two parking spaces just to the north of this crosswalk. Fuss & O'Neill proposed to extend the sidewalk approximately 20' to the south and move the crosswalk out of the driveway apron. However, this would result in the need to relocate a utility pole and would move the crosswalk closer to the blind corner to the south. VHB is proposing to move the crosswalk approximately 20' to the north to remove it from the driveway apron and located farther from the blind corner. Additionally, we propose to extend the existing sidewalk to the south to Highland Avenue, and move it closer to the center of the road (going around the existing utility pole). This eliminates the two existing parking spaces, but we feel the overall design is better. The proposed design can be found on Sheet 3 of Attachment A.

Table 2: Existing and Proposed VT 100 Crosswalk Locations

Location	Existing	Proposed
Stowe Dance Academy		X
Chalet Life/Swiss Fondue	X	X
Across VT 108	X	X
Across VT 100 @ 108		X
Green Mountain Inn	X	X
Across VT 100 @ Depot St	X	X
City Hall Driveway	X	
Across VT 100 @ Park St	X	X
Across VT 100 @ School Street	X	X
TOTAL	7	8

The Town questioned the impact to traffic flow at the intersection of VT 100 and VT 108 with the addition of a crosswalk on one of the VT 100 approaches. This intersection is already known for severe congestion in the evening peak hour so there are concerns that traffic flow would worsen by allowing pedestrian crossings at the intersection. VHB conducted a traffic analysis at this intersection. Since there is no crosswalk across VT 100 currently, pedestrian volumes were estimated using the intersection of VT 100 at School Street where there is a crosswalk. This intersection showed that there were five pedestrians crossing the School Street approach in the morning peak hour and 21 in the evening peak hour. For the analysis below, the existing conditions scenario assumes no pedestrians. The results of the analysis, including Level of Service, volume to capacity ratio, and average delay, are shown in **Table 3**.

Table 3: Main Street (VT 100) at Mountain Rd (VT 108) - Intersection Capacity Analysis

Intersection / Movement	v/c ⁺	Delay*	LOS**	v/c	Delay	LOS
AM Peak Hour	EXISTING			WITH CROSSWALK		
VT 100 Northbound Through	0.48	9.5	A	0.48	9.7	A
VT 100 Northbound Left	0.30	9.1	A	0.30	9.3	A
VT 100 Southbound Through	0.57	12.3	B	0.57	13.2	B
VT 100 Southbound Right	0.34	8.2	A	0.34	8.6	A
VT 108 Approach	0.55	8.7	A	0.55	9.5	A
PM PEAK HOUR	EXISTING			WITH CROSSWALK		
VT 100 Northbound Through	1.15	46.7	E	1.15	98.7	F
VT 100 Northbound Left	0.44	52.9	F	0.44	90.1	F
VT 100 Southbound Through	0.74	17.6	C	0.74	22.1	C
VT 100 Northbound Right	0.44	11.1	B	0.44	14.3	C
VT 108 Approach	0.69	13.9	B	0.69	18.5	C

** Volume to capacity ratio from Synchro*

** Delay expressed in seconds per vehicle from SimTraffic*

*** Level of Service from SimTraffic*

As seen in **Table 3**, the addition of a crosswalk is not anticipated to produce any noticeable change to the intersection's performance in the morning peak hour. This is due to fewer pedestrians anticipated during the morning peak hour as well as overall lower traffic volumes in the morning with more gaps available for pedestrians to cross the road.

In the evening peak hour, delays are expected to increase for all intersection approaches. Queues at the intersection were also analyzed as part of this study. In the evening peak hour, the largest change in queues is expected to occur on the northbound approach. With 21 pedestrians crossing, simulations show that the 95th percentile queue will increase by approximately 400 feet. It should be noted that this simulation represents a worst-case scenario, due to the fact that we have assumed that no pedestrians are crossing under the existing conditions (which is likely not the case). A copy of the full intersection analysis is provided as an attachment to this memorandum.

Curb Lines

VHB recommends modifications to the layout of curb lines along Main Street at several locations. In front of the Green Mountain Inn, there is currently a painted triangle that forces traffic away from the curb line to align traffic with the travel lane and away from the parking stalls. VHB proposes to replace the striping with a new curb line. This will reduce painting maintenance and increase the space available for landscaping in this area. Bumpouts are proposed at several locations to minimize the length of the pedestrian crossings, calm traffic, and reduce the risk of collisions between pedestrians and vehicles. As described above, VHB also proposes to reconfigure the intersection of VT 100 and Sunset Street to "T" Sunset into VT 100, and expand the landscaping area in front of Black Cap Coffee.

All of the curb line changes proposed by VHB are shown on Attachment A.

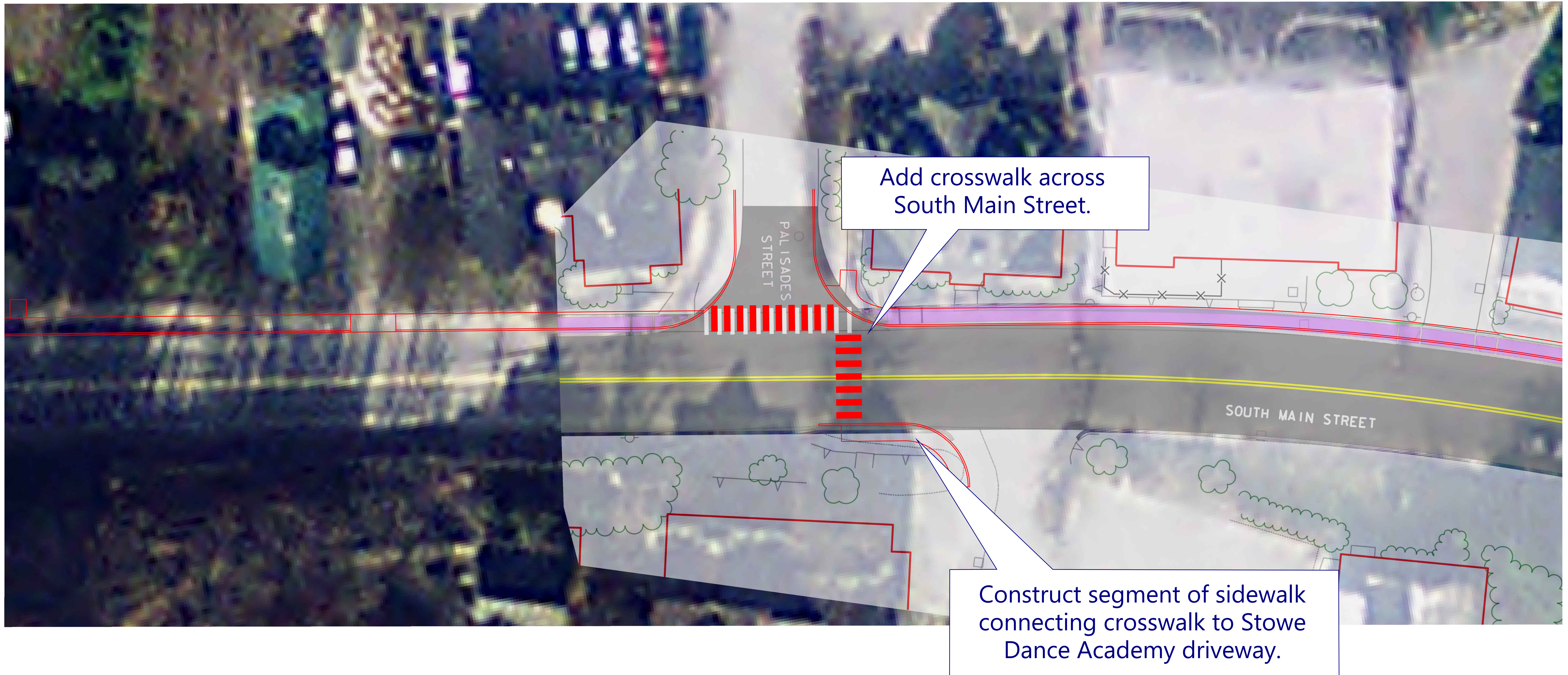
The Mountain Road

VHB has reviewed the plans prepared by Fuss & O'Neill for the Mountain Road. We are in general agreement with the proposed design. However, one change we recommend is realign the sharply skewed crosswalk just north of the Stowe Inn. Shorter crosswalks perpendicular to the road are normally preferred over skewed and longer crosswalks. This crosswalk should be restriped so it is perpendicular to the road. The west end would be located at the north edge of the driveway to the Stowe Inn (as it is today), while the east end would be relocated to align with the south side of the adjacent building.

Attachments

Attachment A – Proposed Crosswalk and Parking Plans over Ortho Photo

Attachment B – VT 100 and VT 108 Intersection Capacity Analysis Reports

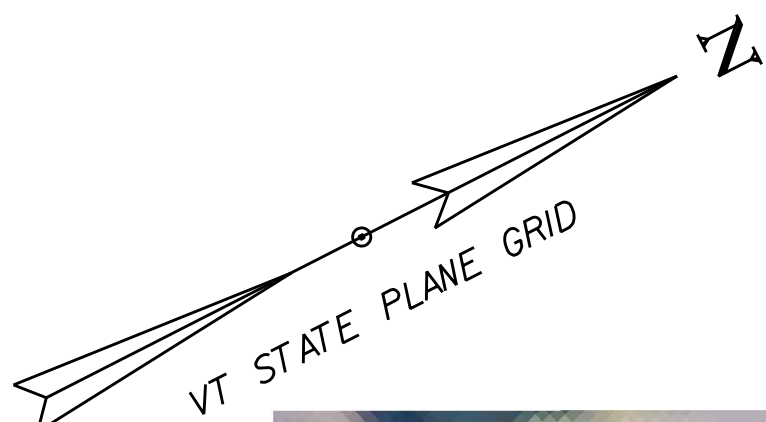


SCALE 1" = 15'-0"
15 0 15

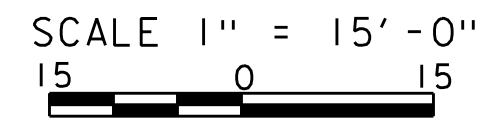
ATTACHMENT A - Sheet 1 of 8

VT ROUTE 100: SOUTH MAIN STREET



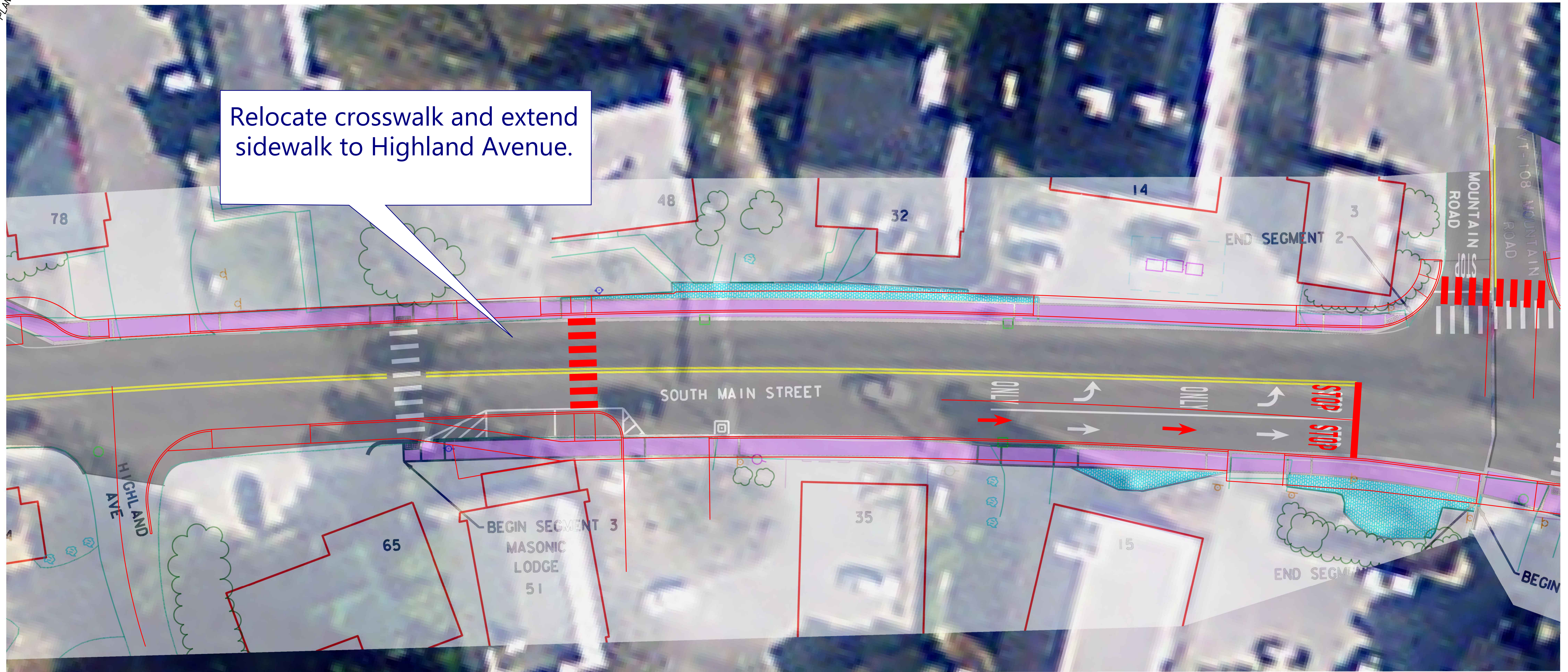
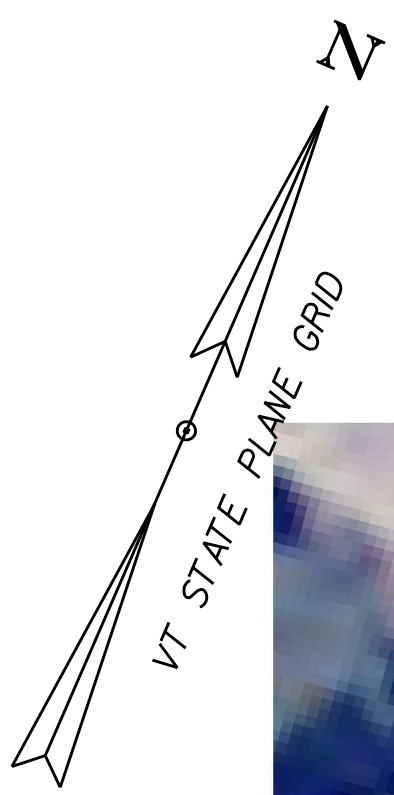


ATTACHMENT A - Sheet 2 of 8

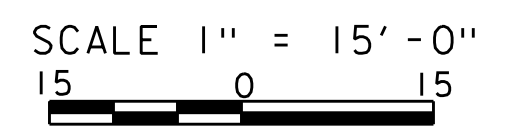


VT ROUTE 100: SOUTH MAIN STREET



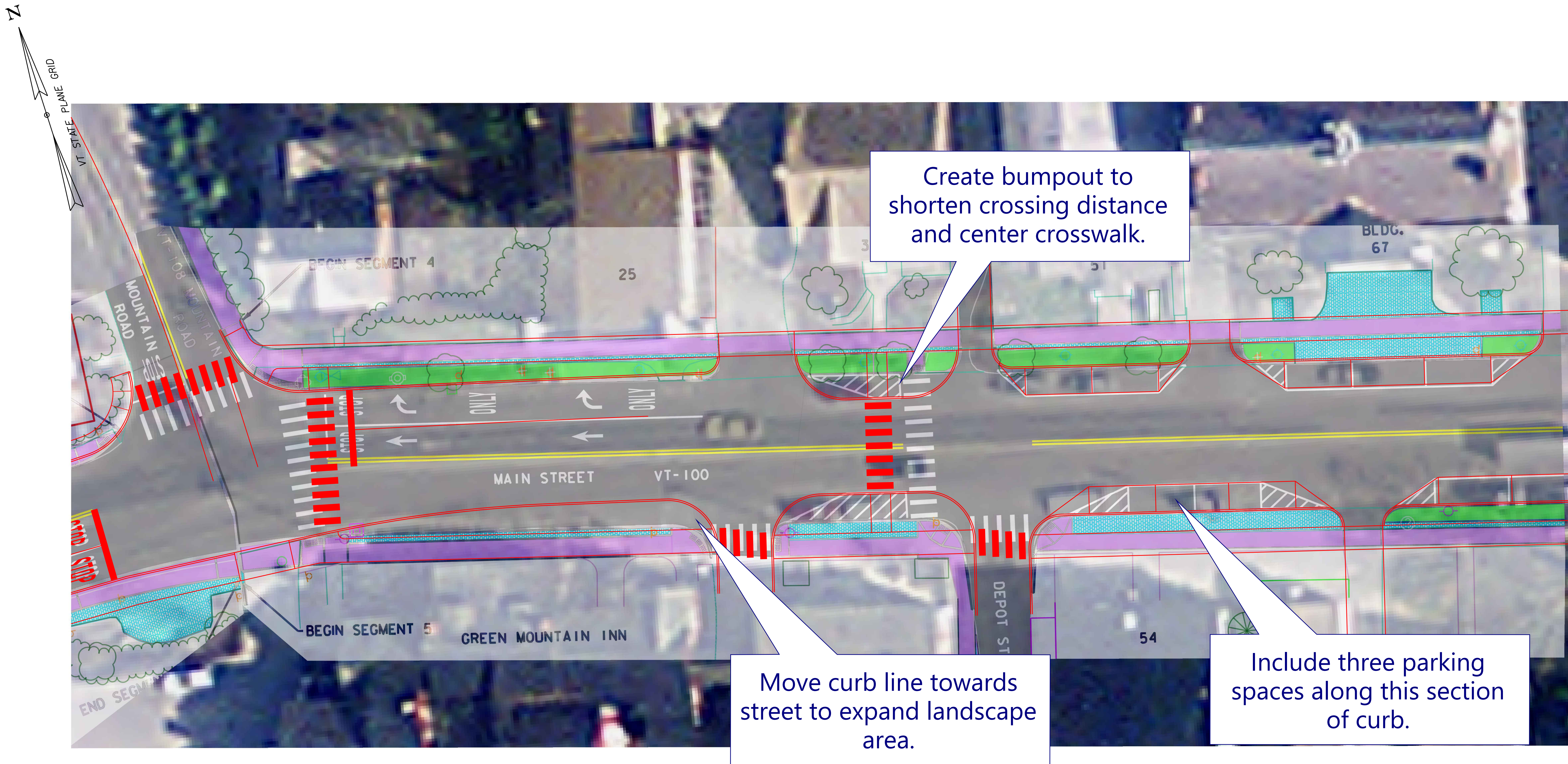


ATTACHMENT A - Sheet 3 of 8



VT ROUTE 100: DOWNTOWN STOWE VILLAGE



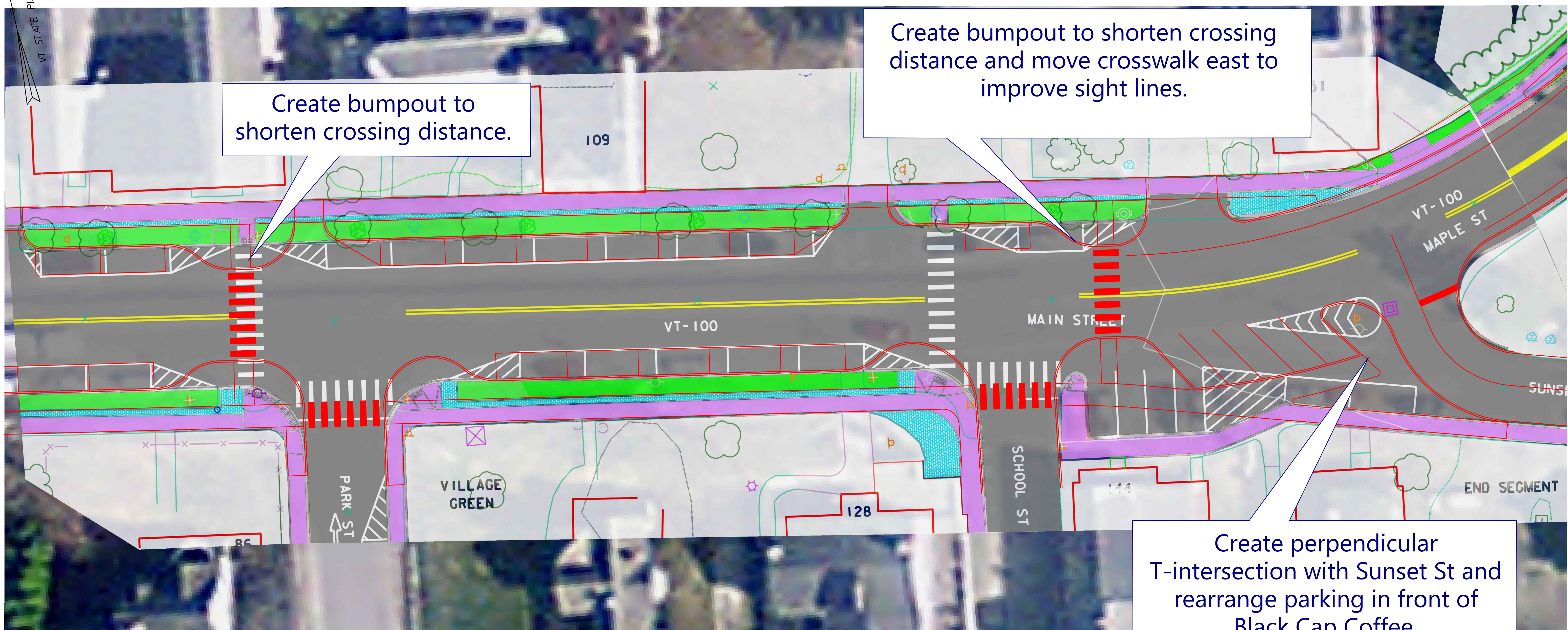
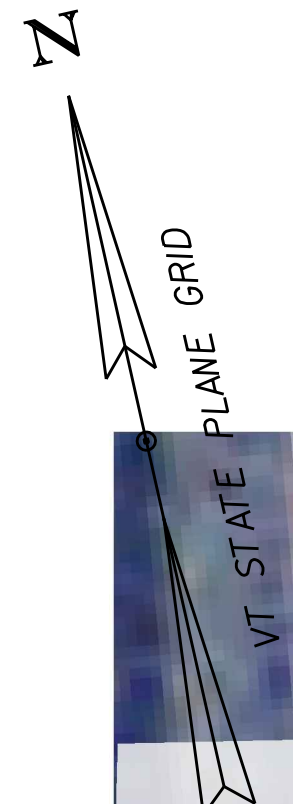


ATTACHMENT A - Sheet 4 of 8

SCALE 1" = 15'-0"
 15 0 15

VT ROUTE 100: DOWNTOWN STOWE VILLAGE



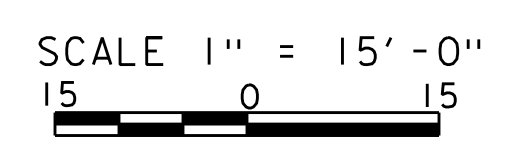


Create bumpout to shorten crossing distance.

Create bumpout to shorten crossing distance and move crosswalk east to improve sight lines.

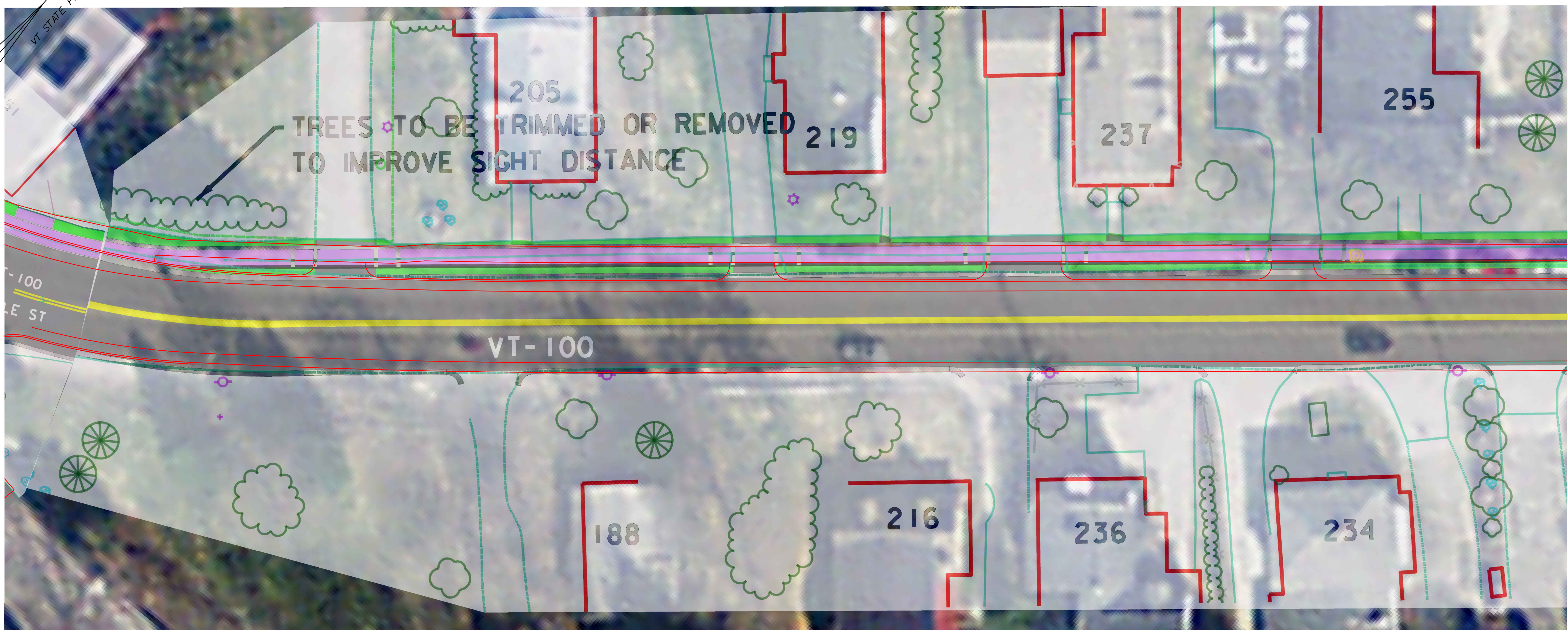
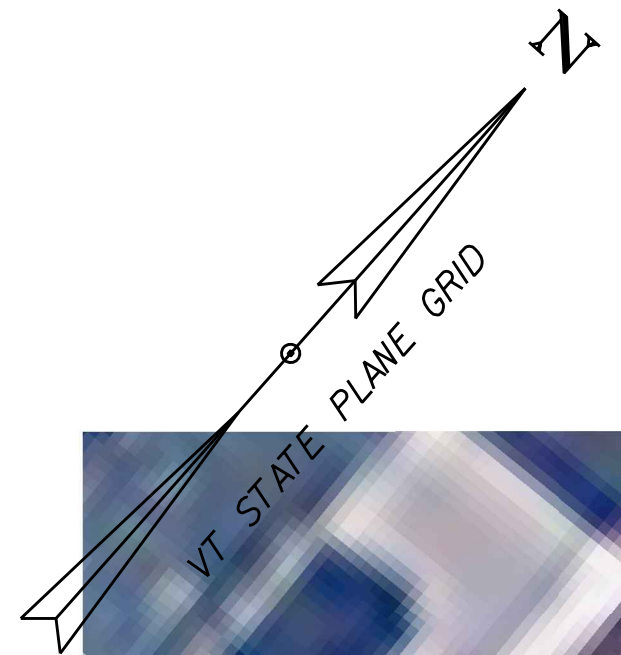
Create perpendicular T-intersection with Sunset St and rearrange parking in front of Black Cap Coffee.

ATTACHMENT A - Sheet 5 of 8



VT ROUTE 100: DOWNTOWN STOWE VILLAGE



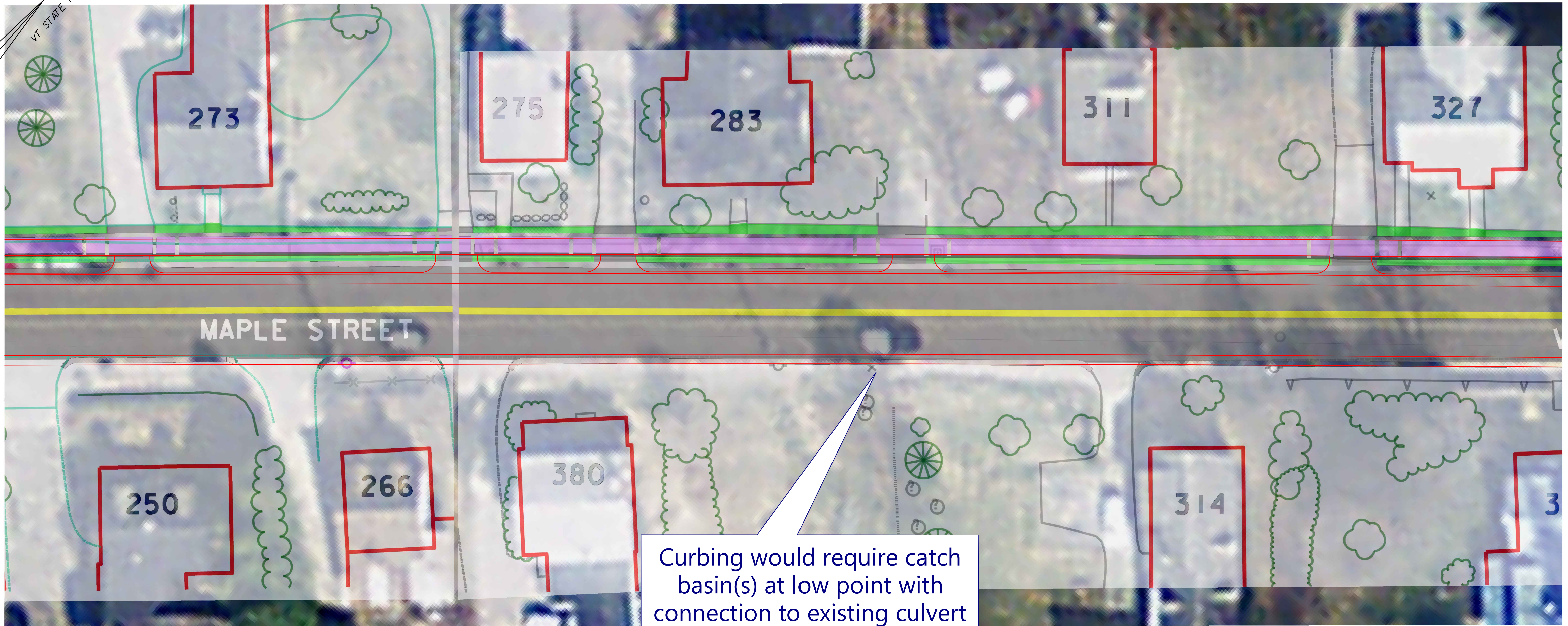
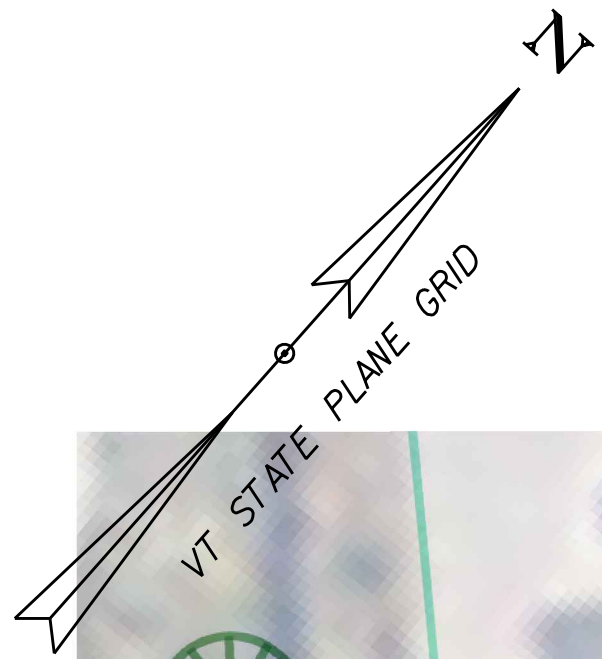


ATTACHMENT A - Sheet 6 of 8

SCALE 1" = 15'-0"
15 0 15

VT ROUTE 100: MAPLE STREET



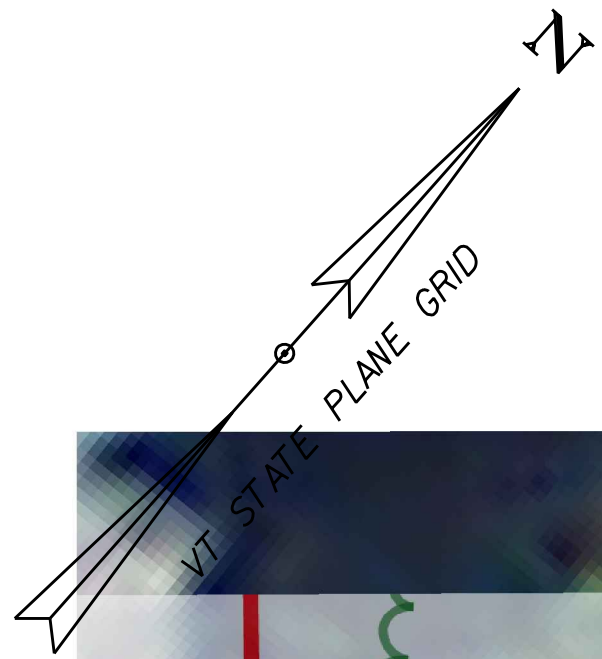


ATTACHMENT A - Sheet 7 of 8

SCALE 1" = 15'-0"
15 0 15

VT ROUTE 100: MAPLE STREET





ATTACHMENT A - Sheet 8 of 8

SCALE 1" = 15'-0"
15 0 15

VT ROUTE 100: MAPLE STREET



To: Charles Safford, Town Manager
From: Brooke O'Steen, Chief of Police
cc:
Date: July 11th, 2025
Re: Pedestrian vs. Vehicle accidents on Main Street

Over the past 5 years, there have been three accidents on Main Street that involved a pedestrian being struck by a motor vehicle. Two of the three pedestrians were struck while in a crosswalk.

The first incident happened when it was dark with blowing snow. The pedestrian who was struck was transported to the hospital with minor injuries. The driver stated he did not see anyone until the pedestrian was on the hood of his vehicle. This occurred at 91 Main Street.

The second incident happened during daylight and the pedestrian was not injured. The pedestrian said the driver was distracted and looking down while driving. The driver said he was putting his water bottle away and did not see any pedestrians. Unknown location on Main Street.

The third incident was dark and snowy with slippery roads. The driver was backing out of a parking spot in front of Black Cap, when a pedestrian walked behind the vehicle (not in a crosswalk). The pedestrian had minor injuries and did go to the hospital for treatment.