

## **Appendix B: Location-Specific Engineering Recommendations**

SRTS engineering strategies create safer environments for walking and bicycling to school through improvements to the infrastructure surrounding schools. These improvements focus on reducing motor vehicle speeds and conflicts with pedestrians and bicyclists, and establishing safer and fully accessible crossings, walkways, trails and bikeways.

The following table provides a summary of the engineering strategies recommended for Folsom School. These recommendations were developed by Broadreach Planning & Design and Toole Design Group, LLC based on input from the Ferrisburgh Community School SRTS Team. The table includes an estimate of the amount of time that is likely to be needed to implement the recommended improvements at each site (Estimated Time Frame). The table also indicates the priority of the proposed improvements at each site for the Ferrisburgh Community School SRTS Team (Team Priority).

**These recommendations are for planning purposes only and may require further engineering analysis, design, or public input before implementation and shall be in full compliance with the Manual on Uniform Traffic Control Devices for Streets and Highways, (MUTCD) 2009 Edition.**

The summary table provided below is followed by information about implementation and a map, which shows where the recommendation sites are located in relation to the school.

Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p><b>A</b> <b>School Property</b></p> <p>Ferrisburgh Central School is accessed via a one-way driveway loop extending into the site from a single access point on Little Chicago Road. The wide end of the loop is at the Schools Main entrance. Parking lines the sides of the one-way drive. There is a sidewalk along the western half of the front of the school at the edge of the access drive but there is no sidewalk linking this sidewalk or the front of the school with the Little Chicago Road.</p>	<p>There is no clear route for pedestrian or bicyclists from Little Chicago Road to the school entrance.</p> <p>There is no clear path from the northern portion of the school property to the school entrance for students walking or biking to school from the north.</p> <p>The sidewalk in front of the school only extends to the west from the front door; there is no sidewalk heading east for the eastern half of the drop off area or the existing handicap parking space at the eastern end of the school.</p> <p>There is no pedestrian link between the school and the adjacent community recreation area.</p>	<p>A-1: Delineate A pedestrian and bicycle link along the eastern portion of the existing access drive, on the east side of the parking area, between Little Chicago Road and the end of the paved area near the rear of the school.</p> <p>A-2: Designate a pedestrian space along the northern edge of the paved roadway area in front of the school east of the school's main entrance with a crosswalk linking to the linkage described in A-1.</p> <p>A-3: Establish a clear path between the northeast corner of the school property and the pedestrian areas at the front of the school.</p> <p>A-4: Add a sidewalk along Little Chicago Road on school property between the school entrance drive and the recreational area to the west of the ball field.</p>	Short term	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> <i>Safety concerns.</i></li> <li><input checked="" type="checkbox"/> <i>Existing walking or bicycling routes.</i></li> <li><input checked="" type="checkbox"/> <i>Priorities for the school community.</i></li> </ul>	
		<p>AL-1: Add a concrete sidewalk between the front of the school and Little Chicago Road.</p>	Long term		

Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p><b>B</b> <b>Little Chicago Road and Other Roads West of the School.</b></p> <p>Little Chicago Road is a town road about 22 feet wide with two 11-foot travel lanes and, close to the school, two to three feet of gravel shoulder.</p> <p>The posted speed limit is 35 mph.</p> <p>West of the school, the road intersects two roads at a curve ,descends a small hill, crosses a 24-foot wide bridge and then crosses a railroad track.</p>	<p>Current width of the paved shoulders does not meet recommended State Standards.</p> <p>Little Chicago Road is the only direct walking or biking route for students coming from the west and is also regularly used by motorists in the mornings and the evenings.</p> <p>There are currently few facilities for pedestrians or bicyclists and only minimal signage alerting motorists to the their presence on the shared roadway. This is especially important for that section of the road west of the school with grade change, bridge, railroad crossing and curve close together.</p> <p>There is no crosswalk markings on Little Chicago Road itself in front of the school to allow students to safely cross the street to get to the proper side of the road for walking.</p>	<p>B-1: Install pedestrian warning signs with ‘share the road’ plaque on Little Chicago Road between Route 7 and at least the intersection with Hawkins Road.</p> <p>B-2: Add a school zone and denote it with flashing yellow lights on school zone signs to flash during arrival and dismissal school hours (7:30-8:00am and 2:45-3:15pm). Install “SCHOOL” pavement markings painted on the pavement north and south of the school.</p> <p>B-3: Install crosswalk in the ladder style with reflective, thermoplastic material in front of the school linking to the new pedestrian link recommended in A to encourage students to walk on the correct side of the road when coming to or going from school.</p> <p>B-4: Add white fog line striping to the edges of Little Chicago Road to create nine-foot travel lanes and two foot paved shoulders on either side of the centerline between Route 7 and at least the intersection with Hawkins Road.</p>	<p>Short term</p>	<p><input checked="" type="checkbox"/> <i>Safety concerns.</i></p> <p><input checked="" type="checkbox"/> <i>Existing walking or bicycling routes</i></p> <p><input checked="" type="checkbox"/> <i>Priorities for the school community.</i></p>	

Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<b>B</b> <b>Little Chicago Road and Other Roads West of the School.</b> (continued)		B-5: Install pedestrian warning signs with 'share the road' plaque on Hawkins and Botsford Roads.	Short Term	<input checked="" type="checkbox"/> <i>Safety concerns.</i>	
		BL-1: Increase the width of the shoulders, either paved or unpaved on Botsford and Hawkins Roads.	Long Term	<input checked="" type="checkbox"/> <i>Existing walking or bicycling routes</i>	
		BL-2: Widen the bridge over Little Otter Creek to accommodate bicyclists and pedestrians when it needs to be replaced		<input checked="" type="checkbox"/> <i>Priorities for the school community.</i>	

Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p><b>C</b> <b>Route 7</b></p> <p>Route 7 is a heavily travelled two lane road . Near the school, the travel lanes are each 12 feet wide. There is also an eleven-foot wide left turn lane at the north and south approaches to the Little Chicago Road/Middlebrook Road intersection as well as paved shoulders a bit wider than two feet. Route 7 is also curbed on all but the northwest corner of the intersection.</p> <p>The posted speed limit near the school is 40 mph.</p>	<p>The heavy traffic, 40 mph speed limits, and wide pavement cross section makes it very difficult for students or any pedestrians to cross Route 7.</p>	<p>C-1: Install a high visibility crosswalk on the northern side of the Little Chicago Road/Middlebrook Road intersection.</p> <p>C-2: Install high visiibility crosswalks at the ends of Little Chicago and Middlebrook Roads.</p> <p>C-3: Install advance crosswalk warning signs on Route 7, Middlebrook Road and Little Chicago Road prior to the crosswalks.</p> <p>C-4: Periodically placing a speed feedback sign on Route 7 near the Little Chicago intersection.</p>	<p>Short term</p>	<p><input checked="" type="checkbox"/> <i>Safety concerns.</i></p> <p><input checked="" type="checkbox"/> <i>Existing walking or bicycling routes</i></p> <p><input type="checkbox"/> <i>Priorities for the school community.</i></p>	

Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<b>C</b> <b>Route 7</b> (continued)				<input checked="" type="checkbox"/> <i>Safety concerns.</i>	
		<p>CL-1: Add a rapid flashing beacon on Route 7 to the crosswalk at the Little Chicago Road / Middlebrook Road intersection.</p> <p>CL-2: Install a permanent speed feedback sign on Route 7 near the intersection with Little Chicago and Middlebrook Roads.</p> <p>CL-3: Add a school zone on Route 7 on either side of the Little Chicago intersection and denote it with flashing yellow lights on school zone signs to flash during arrival and dismissal school hours (7:30-8:00am and 2:45-3:15pm).</p>	Long Term	<input checked="" type="checkbox"/> <i>Existing walking or bicycling routes</i>  <input type="checkbox"/> <i>Priorities for the school community.</i>	

Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p><b>D</b> <b>Middlebrook Road and Other Roads East of Route 7</b></p> <p>Middlebrook Road is a town road about 22 feet wide east of Route 7 with two 11-foot travel lanes but minimal gravel shoulders.</p> <p>The posted speed limit is 50 mph.</p>	<p>Middlebrook Road is the primary walking and bicycling route for numerous students living east of Route 7. The lack of paved or gravel shoulders combined with the high speeds makes the road difficult for pedestrian and bicyclist to use.</p>	<p>D-1: Install pedestrian warning signs with 'share the road' plaque. On Middlebrook Road</p> <p>D-2: Add white fog line striping to the edges of Middlebrook Road to create nine-foot travel lanes and two foot paved shoulders on either side of the centerline as far east of Route 7 as the road width allows.</p>	Short term	<p><input checked="" type="checkbox"/> <i>Safety concerns.</i></p> <p><input checked="" type="checkbox"/> <i>Existing walking or bicycling routes</i></p> <p><input type="checkbox"/> <i>Priorities for the school community.</i></p>	
		<p>DL-1: Increase the width of the shoulders, either paved or unpaved on Middlebrook Road and Shellhouse Mountain Road.</p> <p>DL-2: Install "Share the Road" signs on Shellhouse Mountain Road and Slattery Road.</p> <p>DL-3: Obtain and periodically post a speed feedback sign on Middlebrook Road.</p>	Long Term		

Site	Need	Recommendation	Time Frame	Ranking Factors	Team Priority
<p><b>E</b> <b>Off-Road</b></p> <p>The area around the school is not heavily developed and the potential for creating off-road bicycle and pedestrian facilities leading to or near the school are high if easements for the trails can be secured.</p>	<p>There are no off-road pedestrian or bicycle facility leading to or near the school.</p>	<p>E-1: Create a well maintained, gravel based trail between Atkins Farm Road and the northeast corner of the school property.</p> <p>E-2: Create a well maintained, gravel based trail between Round Barn Road and Atkins Farm Road.</p> <p>E-3: Create a clearly marked path along the existing gravel drive between the school property and the Town Hall and Community Center;</p> <p>E-4: Create a pedestrian path along the north side of Little Chicago Road between the school and Route 7 on the Ferrisburgh Historical Society Museum property.</p>	<p>Short Term</p>	<p><input checked="" type="checkbox"/> <i>Safety concerns.</i></p> <p><input checked="" type="checkbox"/> <i>Existing walking or bicycling routes</i></p> <p><input type="checkbox"/> <i>Priorities for the school community.</i></p>	
		<p>EL-1: Create a shared use path between the school and Greenbush Road to the North.</p> <p>EL-2: Create a shared use path between the school and the park and ride lot just north of Route 22A south of the school.</p>	<p>Long term</p>		