



Overview

In October 2018, the Safe Routes to Schools task force formed and began to meet monthly. We use Education, Enforcement, Encouragement and Engineering to increase the use and safety of town streets for walking and biking. Our task force presently includes the following participants: Bristol Elementary PTO, parents, Bristol Physical Education teacher, Bristol principal, Bristol Recreation Department, Bristol Town manager, Local Motion Liveable Streets Consultant, Bristol Core, Bristol Police Department and Bristol Highway Department.

In early May, our task force met for a community walk-bike audit in the immediate vicinity of the Elementary School during pick up times in order to look for ways to brand the school route and increase east/west access along Pleasant Street between the high school and elementary schools. The attached preliminary report further details the findings from the walk-bike audit and proposes recommendations to address the concerns raised.

Selectboard Request

Permission to advertise, install and assess neighborhood feedback for temporary greenway improvements on Pleasant Street during a 1-2 week period at the beginning of October in conjunction with promotion of International Walk to School Day on October 2nd.

Supporting Information

As the primary east-west connection between the High School and Elementary School, and a heavily-used route for students walking or biking to school, Pleasant/Spring Street is a critical link in town and one that should be designed safely for all users. By reconfiguring Pleasant/Spring Street as a neighborhood greenway, and improving the safety at the North/

Pleasant crossing, many more students would have a route to safely cross town and walk or bike to school while increasing the general liveability of Bristol village.

A neighborhood greenway creates a low-stress environment for those traveling on foot or by bike. It is a shared roadway environment that is designed to offer priority to those traveling by bike. Neighborhood greenways function best on networks of quieter neighborhood streets with ADT under 3,000 and speeds of 20-25 mph. This type of street design may incorporate some of the traffic calming features displayed in the image above of a neighborhood greenway in Burlington, such as curb extensions to narrow pedestrian crossings and limit rapid vehicle turns, and green-backed super shadows to maximize visibility of those on bikes. Small traffic circles are often incorporated into this type of street design at intersections with wider crossings as a way to slow the speeds of vehicles traveling through.

Local Motion has a pop-up demonstration trailer that it lends to communities and schools across the state to test out street improvements temporarily at a low cost. The Bristol community, and the Elementary School in particular, would benefit from this type of intervention.