

Existing Conditions on Main Street :

1. Sidewalks: There are a variety of sidewalks ranging from the historic slate sidewalks that are mostly in poor condition and dangerously slippery in wet weather, to asphalt sidewalks laid over either slate or concrete replacement sidewalks – also in poor condition, because deteriorated sidewalks are underneath – and relatively new concrete sidewalks that are in acceptable condition. Town officials feel strongly that sidewalk replacements are among the highest priorities for the Main Street improvement plan. The design plan suggests that different treatments of sidewalks should be defined because of the varied land uses and frontage conditions as this map demonstrates.



2. Crosswalks: are very deteriorated as the paint has worn thin or have disappeared altogether on many street crossings. As with sidewalks, the town is first interested in replacing striping for crosswalks and later enhancing crosswalks with decorative contrasting pavements. There are currently no bike lanes or shoulder stripes that might denote bike use zones.

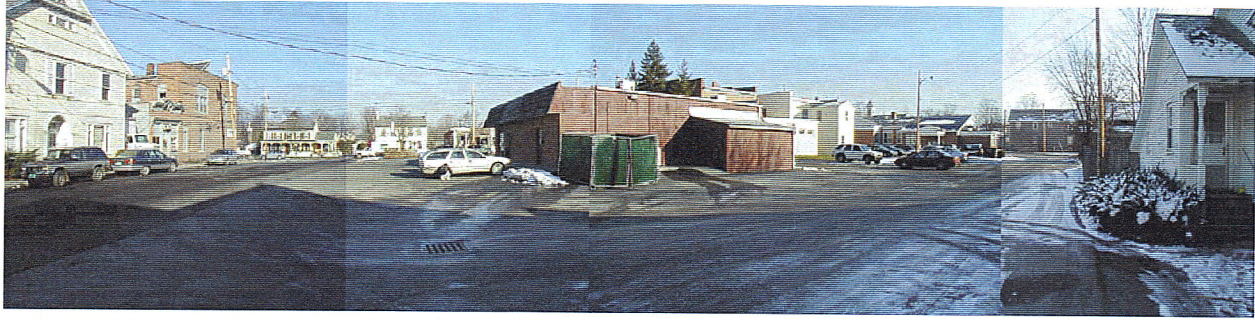
3. Intersections: All downtown intersections have some levels of problems either from an infrastructure or aesthetic perspective. The following is a summary of intersection deficiencies:



College and Main:

This intersection is a visual focal point between the downtown and the college and needs to be treated as a gateway to the downtown from NY State.

- Crosswalks are only on one side of Main Street and the sidewalks do not connect on both sides into the campus
- College Street tends to have fast traffic bypassing the downtown en route to NY State.
- Traffic calming is needed to slow speeding cars.
- Better defined pedestrian zones to encourage safer crossing patterns and delineate a slow auto zone.
- Slate trucks and other heavy vehicles use College Street.



Maple and Main:

- Heavy vehicles use Bentley Avenue and connect to the downtown on Maple Street.
- The Bentley Ave. improvements connected to Main Street to replace some sidewalks but the Main Street – Maple Street intersection has some of the most deteriorated sidewalks in downtown.
- There are excessively wide turning zones that have ill-defined corner setbacks for sight distance and wide undefined pedestrian crossing zones. Crosswalks are in need of improvement.
- The corner near Stewarts is dominated by the Stewarts driveways and sign, both an unattractive as well as confusing traffic pattern location.
- Sidewalks are non-existent along the east side of Maple Street across the Stewarts frontage.



Depot and Main:

This is regarded as the most unsafe intersection in downtown, due to the wide street crossing and the very confusing traffic patterns entering and exiting the bank. Depot Street is very wide and does not have designated on-street parking, which would be an asset for on-street parking availability as well as traffic calming with a slower, narrower road. This intersection defines the center of activity for the downtown, yet the current configuration does little to signify that role.

It appears that while requested by residents, neither a stop sign nor a traffic signal would be appropriate for this intersection. The relatively low traffic volumes would not likely pass the required warrants for signal control and STOP signs would create severe congestion on the street and a disruptive pattern of stop-and-go for drivers that is unjustified on most occasions. The design team suggested that simpler improvements in the form of traffic calming and pedestrian improvements could solve the same problems that have been perceived by residents.

Cooperative efforts with the bank need to be established to reconfigure driveway patterns and parking for the bank which are the root cause of confusion and safety problems at the intersection. The bank should allow entrance only at the driveway and exiting via the back alley onto Maple Street behind Stewarts.



View to Vermont RT 30 and down Main Street from East Main Street. Two of the four corners are dominated by gas stations with wide curb cuts and auto-oriented frontages.

VT Route 30/Main Street:

This is the most heavily traveled roadway entering Poultney, and the intersection of Main Street and RT 30 is the most important place to advertise the downtown, and to set the expectations for automobile drivers to slow down in the center of town. The intersection of RT 30 and Main Street is marked only by a traffic signal and the town office building.

- Gas stations are the dominant landuse on two corners.
- The entrance to downtown is all but invisible.
- Sidewalks are non-existent along the east side of RT 30 along the Citgo and Mobil frontage.
- There is a profusion of convenience store and gas station sales signs.
- Excessively long curb cuts are above state standards for access management.
- Sidewalks vary in condition, width, etc.
- Uncontrolled access at service stations detracts from the pedestrian friendliness.
- Considerably fewer street trees and landscaping.



View to the Main Street/ Vermont RT 30 signalized intersection.



View to Vermont RT 30 and down Main Street from East Main further back – this is the same view location as can be seen on the report cover page.