

VTrans efforts to make Vermont safe and accessible for walking and bicycling

PRESENTATION BEFORE THE SENATE COMMITTEE ON TRANSPORTATION

WEDNESDAY, FEBRUARY 8, 2023

Overview

- Part 1 – Context and Planning Efforts
- **Part 2 – Complete Streets, Projects, Expenditures**
- Part 3 – Safety, VT State Standards and Future state/wrap up

Part 2 – Complete Streets, Projects and Expenditures

JON KAPLAN – BICYCLE AND PEDESTRIAN COORDINATOR

ROB WHITE – PROJECT DELIVERY BUREAU DIRECTOR



Complete Streets - FHWA Definition

“A Complete Street is safe, and feels safe, for all users. FHWA is focused on supporting transportation agencies to plan, develop and operate equitable streets and networks that **prioritize safety, comfort, connectivity to destinations for all people who use the street network.**”



Complete Streets

- VT Legislature passed law in 2011
- VTrans incorporates CS elements in projects within their scope – shoulders, curb ramps, pedestrian signals, sidewalks on new bridges, etc.
- Limitations: environmental, right of way, terrain

Complete Streets – Current Initiatives

- Updating VTrans Complete Streets guidance
- All VTrans projects tracked for compliance
- Complete Streets training completed March 2022
- Ongoing training within VTrans and with external stakeholders

Paving Projects

- All Paving Program projects include the resurfacing of existing paved shoulders
- More extensive paving projects (e.g. concrete slab removal and full depth reclaims) achieve broader corridor improvements often including bike/pedestrian improvements, shoulder widening, culvert replacements, guardrail repair/installation, etc.
- Less complex paving such as cold plane and overlay and level and overlay still offer opportunities for bicyclist and pedestrian improvements such as pavement markings and signage, curb ramps, pedestrian signal upgrades, etc.



WATERBURY – STOWE STP 2945(1) – ROUTE 100 PAVING



BURLINGTON HES 5000(18) – Shelburne St. Roundabout



HARDWICK STP PC23(1) – VT 14 and VT 15 Class I paving



COLCHESTER-ESSEX NH 030-1(34) – Route 15 Shared Use Path



HARTFORD STP PC21(4) – US Route 4 Class I Paving

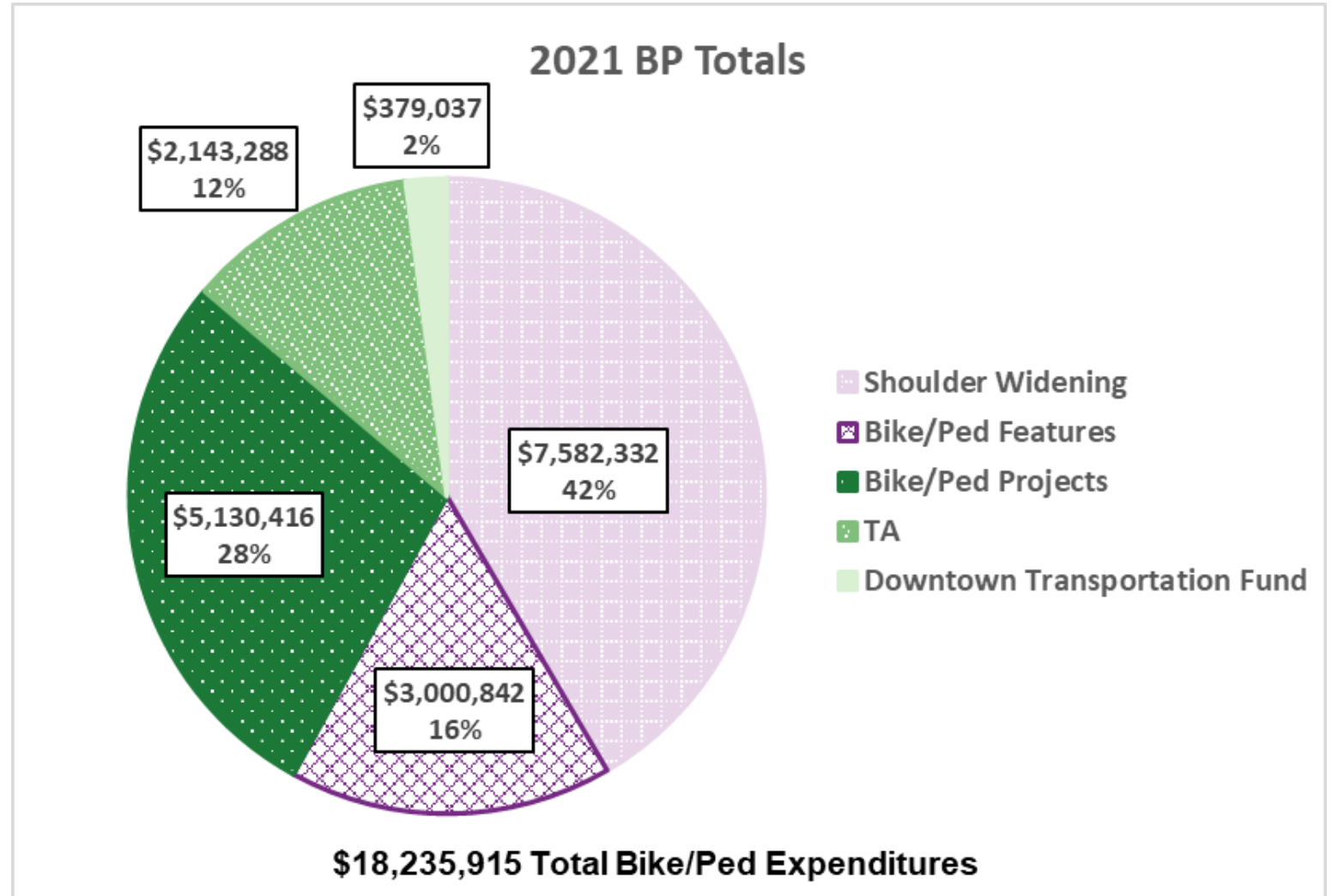


WILLISTON NH 5500(18) – VT 2A Shared Use Path (I89 Exit 12)



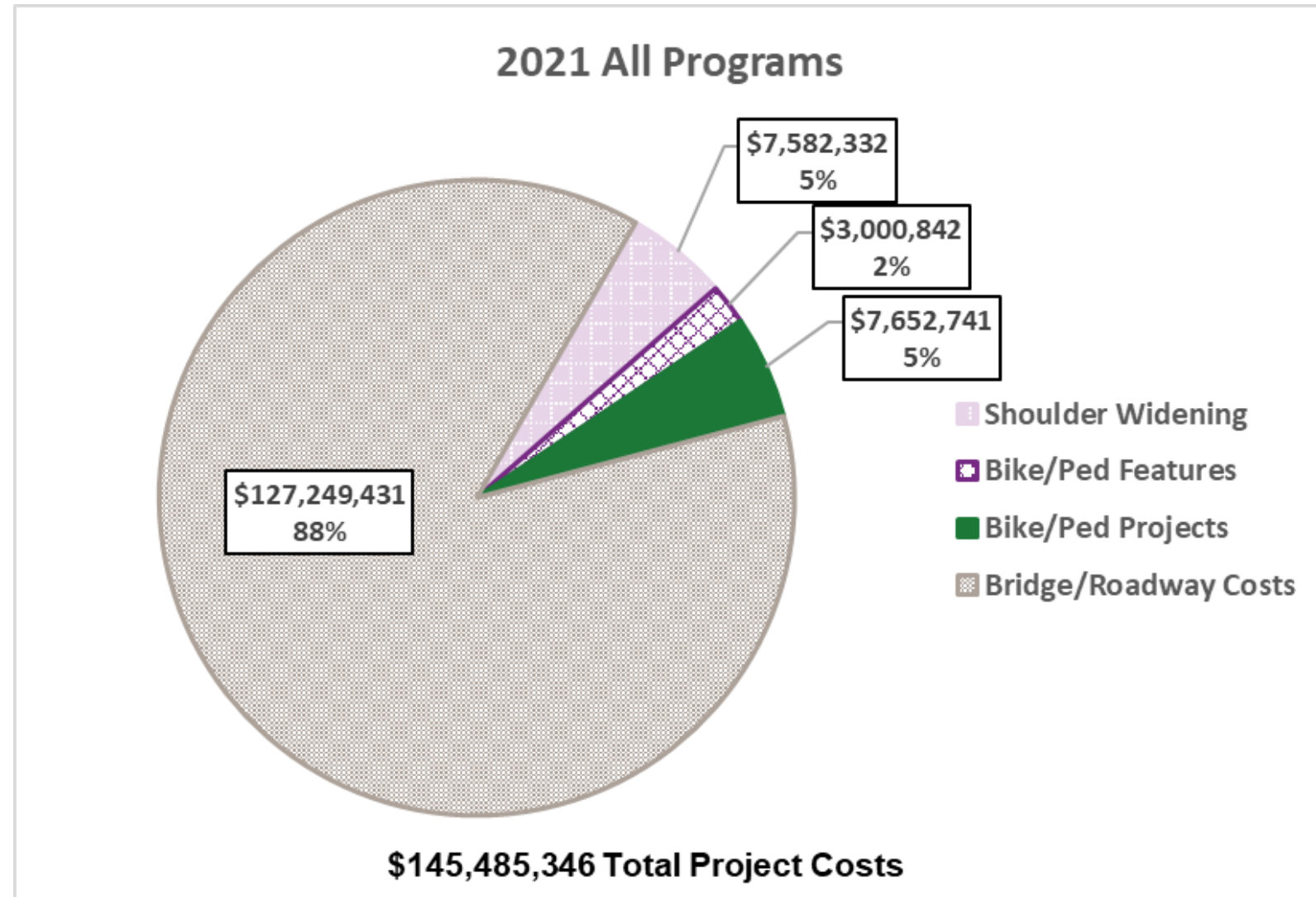
Overall Expenditures that benefit bicycling and walking

- Shoulder Widening + Bike/ped Features are from Roadway and Bridge projects
- Approx. \$10.6M on Roadway and Bridge projects
- Approx. \$7.6M from Bike/ped, TA and DTF



Bike/Ped Spending in Context

- **12% (\$18.2M) of Construction costs on bike/ped improvements on eligible projects**
- **Does not include Interstate, airports, rail projects, etc.**



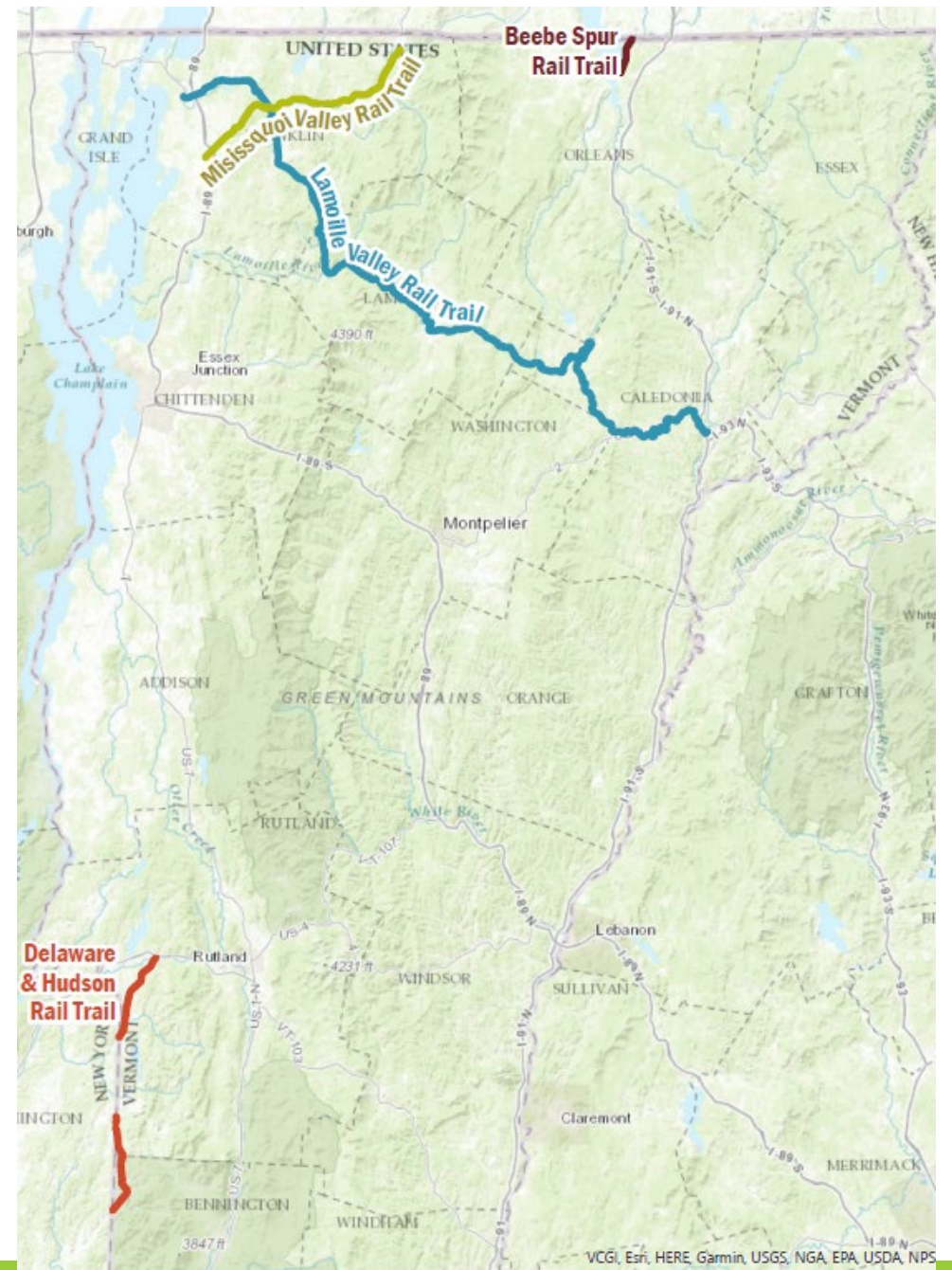
VTrans Rail Trails

Beebe Spur – 6 Miles

MVRT – 26 Miles

LVRT – 93 Miles

D&H – 19 Miles



Vermont's Rail Trails

Funding for BikePed in Federal Infrastructure Bill

- Transportation Alternatives – available funding (minus Recreational Trails set-aside) increased to \$4.2M from \$2.2M - a 91.6% increase compared to the FAST Act
- The IJA includes 10 existing and new competitive grant programs which allow bike & ped facilities as eligible
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)- So. Burlington Exit 14 BP bridge and Winooski/Burlington Main St. bridge

Funding for BikePed in Federal Infrastructure Bill

- Safe Streets for All – direct funding to regions and municipalities
- Transportation Alternatives – increased to \$4.2M from \$2.2M
- Highway Safety Improvement Program (HSIP)
- Carbon Reduction Program

Questions / Comments?