

Bicycle & Pedestrian Safety and Access

SENATE TRANSPORTATION COMMITTEE– JANUARY 22, 2021

PRESENTED BY:

JON KAPLAN, VTRANS BICYCLE & PEDESTRIAN PROGRAM MANAGER

JESSE DEVLIN, VTRANS HIGHWAY SAFETY & DESIGN SECTION PROGRAM MANAGER




How does walking and bicycling fit VTrans Strategic Plan?

- **Mission**
 - Through excellent customer service, provide for the **safe and efficient movement of people and goods.**
- **Vision**
 - A safe, reliable and **multimodal transportation system** that grows the economy, is **affordable to use and operate** and **serves vulnerable populations.**
- **Walking and Bicycling**
 - Efficient way to get around
 - Provide transportation options to Vermonters
 - Low cost
 - Contribute to broader goals re: health, economic development, climate change, quality of life




How does the VTrans Bike/Ped Program support walking and bicycling?

- Grant Programs
 - \$4M in Federal funds and \$300K in state funds to municipal projects
- Technical Assistance
 - Design Guidance
 - Training
 - Collaboration within VTrans and with external stakeholders
- Safety Education
 - Develop materials
 - Collaborative efforts (Local Motion, VHSA, VDH, others)



Bicycle and Pedestrian Program





2021 Small-scale Bicycle and Pedestrian Grant Guide

For additional information, see the Program's website at: <http://vtrans.vermont.gov/highways/local-projects/bike-ped>


Application Deadline: 1:00 PM, Friday, February 19, 2021

VERMONT AGENCY OF TRANSPORTATION
GUIDELINES FOR PEDESTRIAN CROSSING TREATMENTS
August 2019 Update




A PARENT'S GUIDE TO
SAFE BICYCLING ESSENTIALS

HOW TO HELP YOUR CHILD BECOME A CONFIDENT AND COMPETENT RIDER



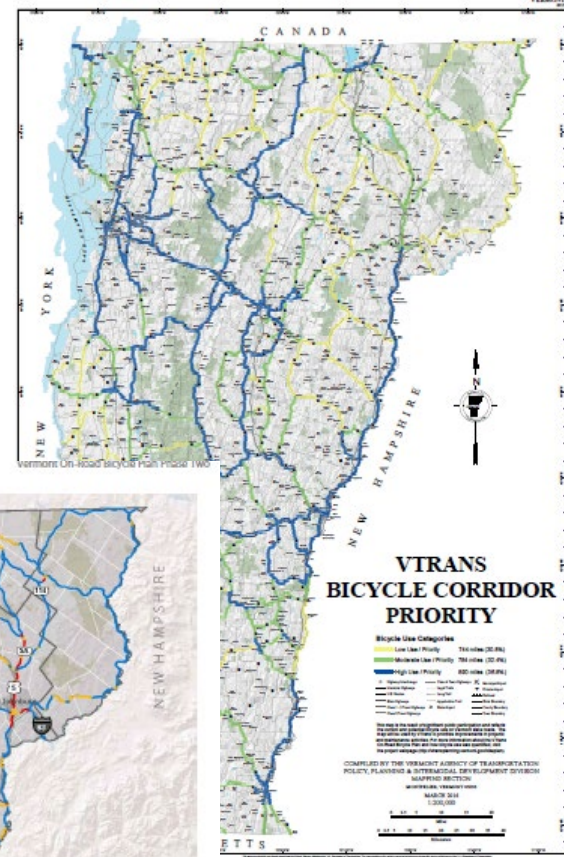
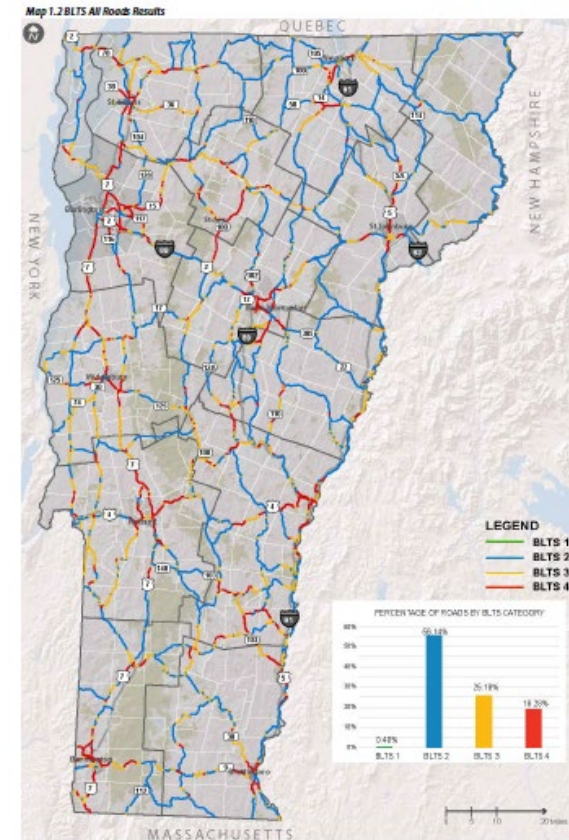
A publication of **LOCAL MOTION**

In Collaboration with:



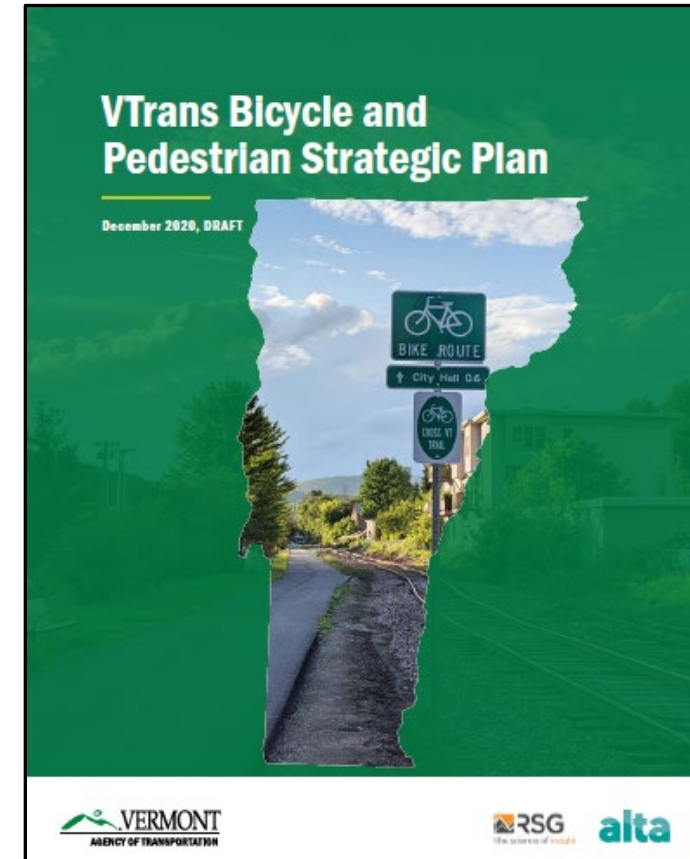
How does VTTrans use the results of the On-Road Bike Plan?

- Phase I – Evaluate importance of state roads based on data and public input
 - Used to prioritize spring sweeping
 - Input to project scope
- Phase II – Evaluate needs based on crash analysis and comfort level
 - Help set goals for improvement



Current VTrans initiatives that support walking and bicycling?

- Bicycle and Pedestrian Strategic Plan (Feb. 2021 anticipated completion)
 - Integrate consideration of walking and bicycling across the Agency
 - Strategies across 10 objectives
 - Key Performance Indicators (e.g. increase % of high priority bike corridors with 4-foot shoulders)
 - Builds on On-road bike plan effort



Highway Safety & Design Section

1. Pavement Design
2. Roadway Design
3. Traffic Design

- Section is responsible for the design of roadway and infrastructure improvement projects
- Wide range of projects and project scopes are produced by this Section and the Agency as a whole
- Three programs have a combined budget of close to \$175 million annually
- Section has a direct role in defining roadway design practices and procedures that are utilized statewide



Construction of a “new” road is rare



- Focus is on maintaining and improving existing infrastructure
- Promote flexibility in design and context sensitive solutions
- Understand the needs of users
 - Safety
 - Mobility
 - Use
 - Connectivity
 - Quality of life
- Understand project constraints
 - Cost
 - Environmental Impacts
 - Acquisition of ROW
 - Time



Walk/Bike Features – Pavement Condition / Shoulders

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Walk/Bike Features – Pedestrian Crossings

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Walk/Bike Features – Pedestrian Crossings

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Walk/Bike Features – Pavement Markings

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Walk/Bike Features – Road Diets

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What actions are being taking to improve?

- Increased communication
 - Identify design elements that are working upon implementation
 - Identify design elements that require improvement
 - Identify guidance documents that require updates and/or modifications
- Emphasis on “Complete Streets”
 - Consider the needs of all facility users
 - Consider those needs throughout a project’s development
 - Seek input early in a project’s development
- Education
 - Clearly convey the many different project types produced by VTrans
 - Clearly convey the types of improvements that may or may not be feasible within the differing project types



What are the next steps?

- Education
 - Provide designers with the opportunity to learn and understand bicyclist/pedestrian facilities
 - Provide towns, advocacy groups, and the general public an opportunity to understand VTrans project development process, the many different project scopes, and the area of influence
 - Develop a matrix depicting project type, project stage, and the types of improvements that may be incorporated into a project
- Learn from past projects
 - Specific items that we will be investigating further include:
 - Bike lane and buffer width
 - Bike lane buffer tapers
 - When is pavement removal a benefit to bicyclists / pedestrians
 - Rumblestrip installation
 - Inclusion of bike lane markings at independent intersections
 - Truck turning movements and their impact on intersection width
- Ultimate goal is to identify systemic improvements that naturally fit within a project's scope and design