

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

PRESENTATION BEFORE THE HOUSE COMMITTEE ON TRANSPORTATION

THURSDAY, JANUARY 19, 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**

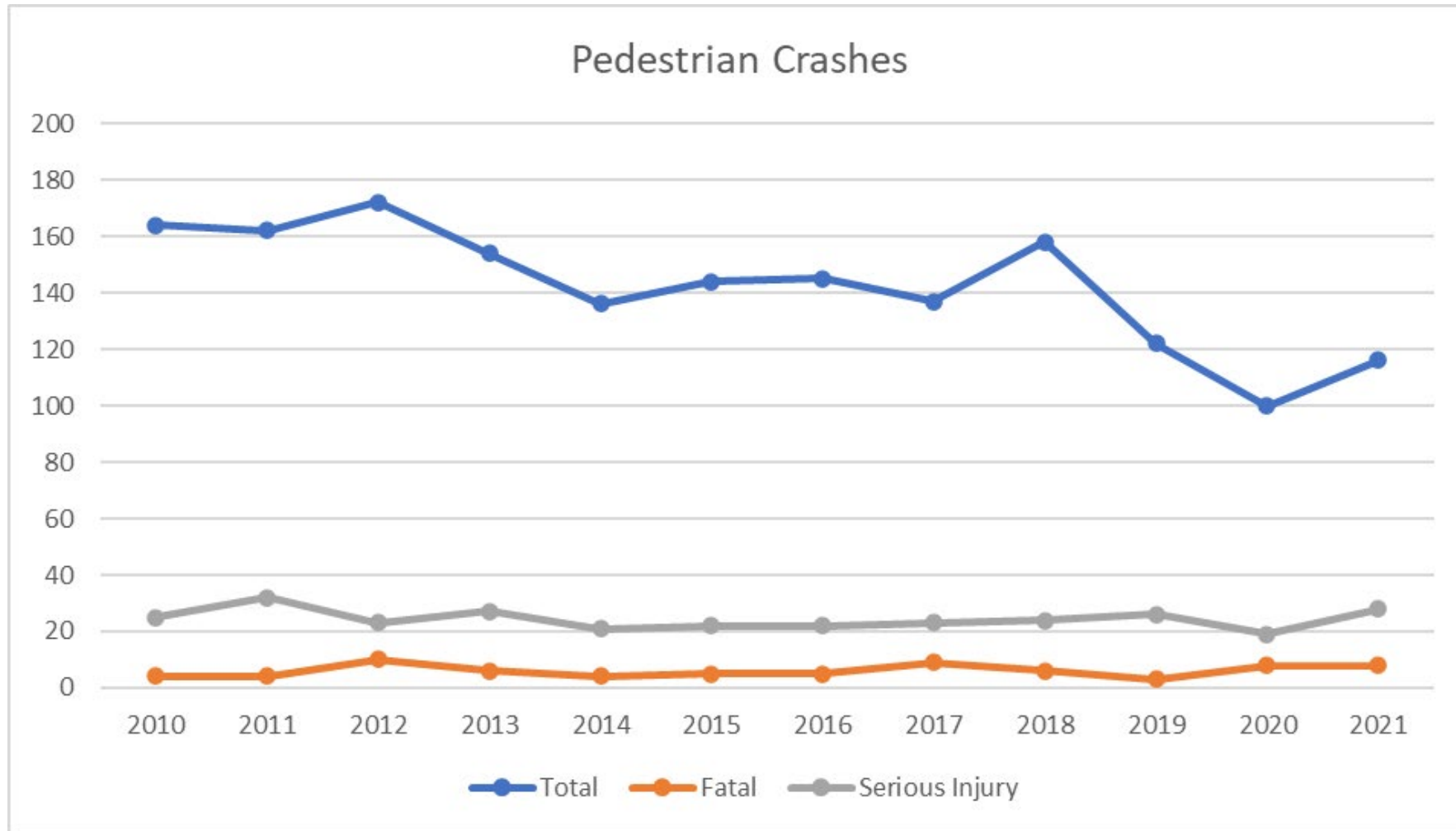
Part 3 – Safety, Revise the VT State Standards and Future Direction

JON KAPLAN – BICYCLE AND PEDESTRIAN COORDINATOR

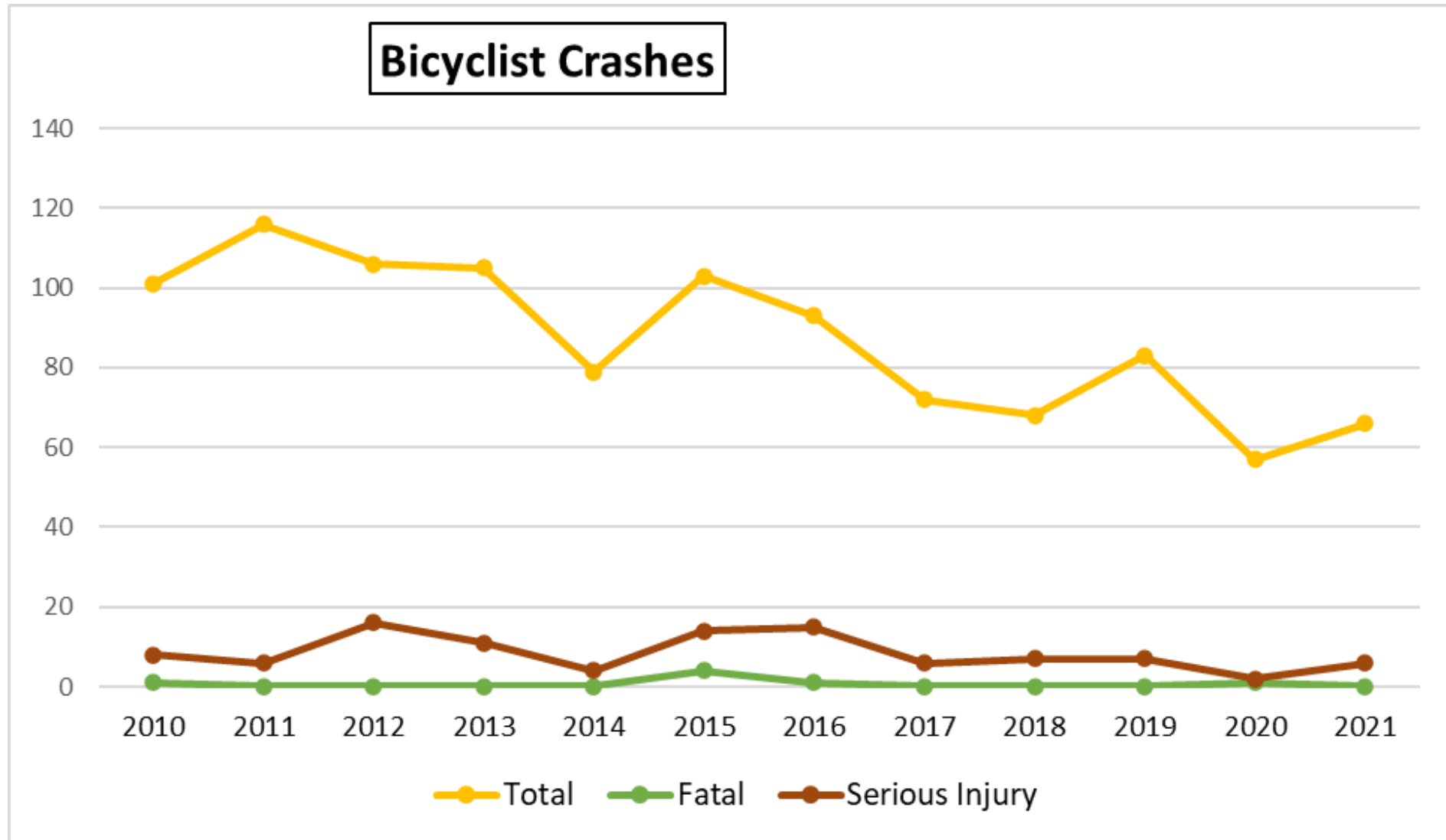
KEVIN MARSHIA – ASSET MANAGEMENT BUREAU DIRECTOR



Safety – Pedestrian Crashes



Safety Data – Crashes involving people bicycling



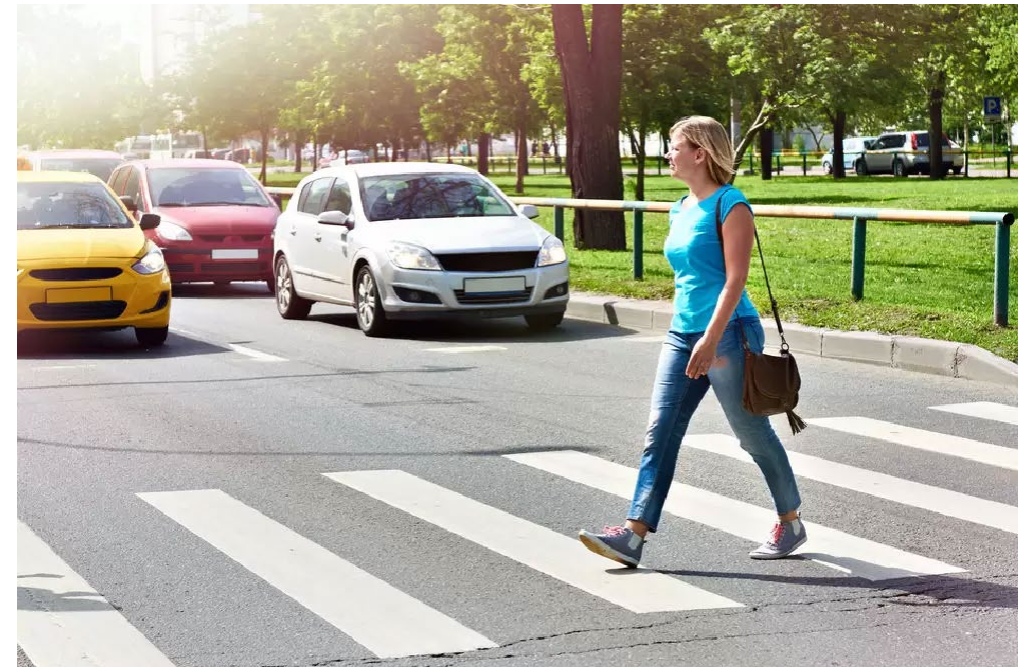
Safety – Laws protecting people walking or bicycling

- Vulnerable User defined:

23 VSA §4(81) "Vulnerable user" means a **pedestrian**; an operator of highway building, repair, or maintenance equipment or of agricultural equipment; a **person operating a wheelchair or other personal mobility device**, whether motorized or not; a **person operating a bicycle** or other nonmotorized means of transportation (such as roller skates, rollerblades, or roller skis); or a person riding, driving, or herding an animal.



Safety – Laws protecting people walking or bicycling

- Pass VRUs with “due care”
- May not “throw any object” at a VRU
- Motorists must yield to pedestrians in crosswalks
- Bicyclists have same rights and responsibilities as motorists



Safety – Integration with other initiatives

- **Strategic Highway Safety Plan – VRU focus area**

Vulnerable Users and Roadway Users		Pedestrians	10%
		Bicyclists	5%

Objective to reduce fatalities and serious injuries by the percentages noted.

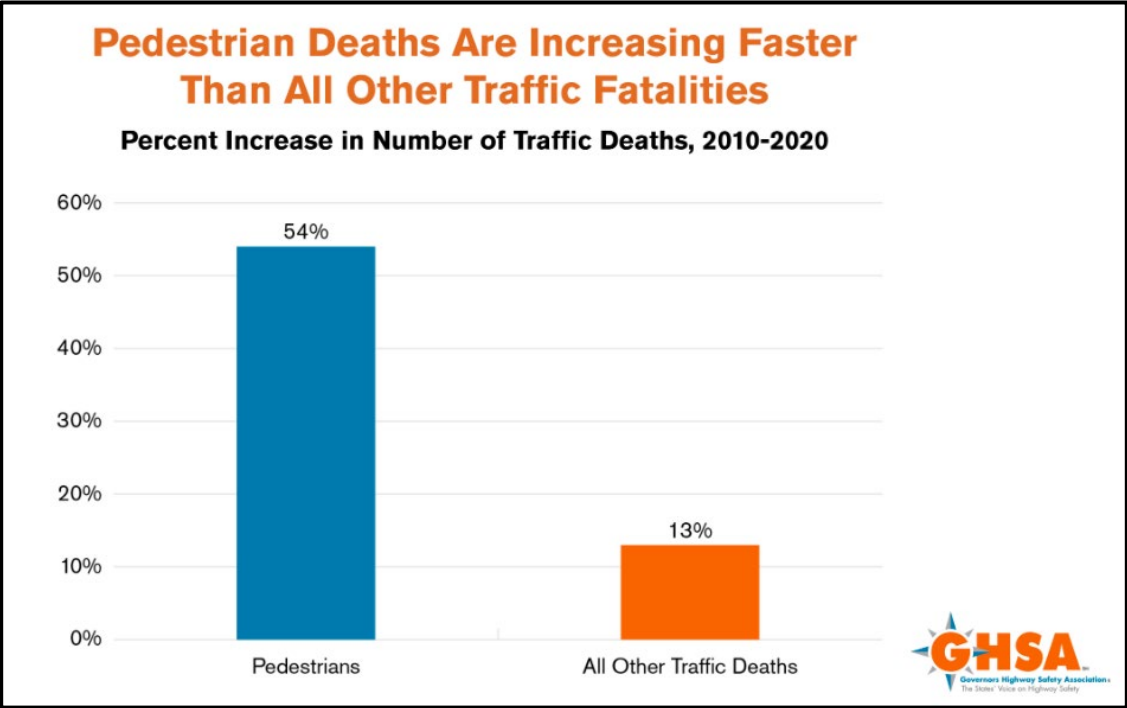
Safety – Integration with other initiatives

- **FHWA is requiring all state DOTs to conduct a Vulnerable Road User Safety Assessment**
- **Assessment of VRU safety and plan to improve safety**
- **Data driven**
- **“Prioritize VRU safety in all Federal highway investments”**

Pedestrian Safety Trends

Nationally, pedestrian safety is being highlighted

During this time, the rates of both driving and walking to work remained the same.



GHSA projects a total of 7,485 pedestrians were killed in traffic crashes in 2021, an increase of 11.5% from the year before.

This would be the largest number of pedestrian fatalities in four decades.

GHSA

What Makes Bicycling Safe?

- **Quality Infrastructure**
- Slow vehicle speeds
- Education of all road users
- Enforcement



Education - Safestreeets.Vermont.gov

VERMONT OFFICIAL STATE WEBSITE



STATE OF VERMONT
Safe Streets

SEARCH

CONTACT

Home

Toolkits

Resources

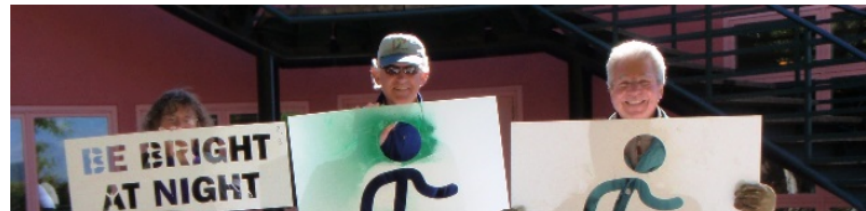
Trainings

Welcome to the Safe Streets Vermont Resource Page

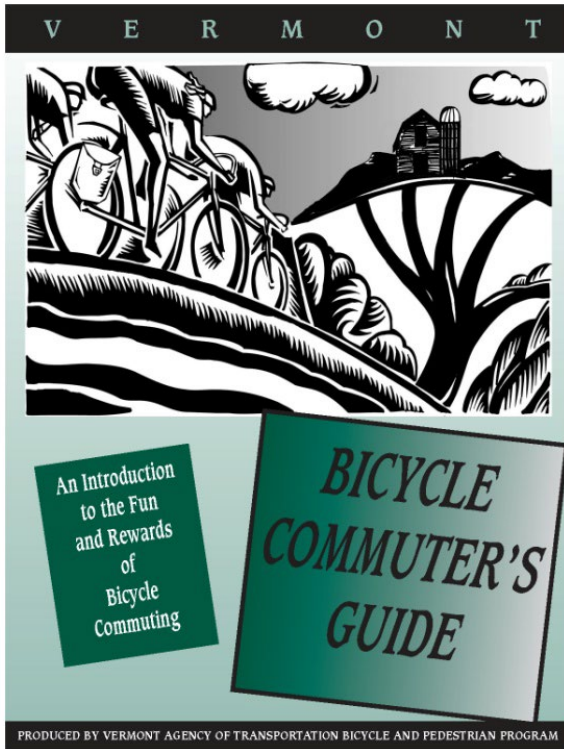
This is a FREE resource for police departments, municipalities, school groups and concerned community members who want to improve the safety of people on foot and on bike in their communities.

Our goal is to provide communities with strategies, resources and support to launch their own Safe Streets initiatives. We offer a helpline, toolkits, publications, trainings and consultations. We are looking forward to working with you.


Want to reach our Walk/Bike Community Safety Helpline to get some suggestions for how to support your community's walk/bike safety efforts, or to order resources? Fill out this form: http://bit.ly/Safe_Streets_Order_Form OR call us here: 802-851-ROAD (7623)



Education - VTrans Safety Publications



BIKE DRIVER CHECK LIST



READY
Wear Your Helmet
"Eyes, Ears, Mouth"

★ **SET** ★
Bright clothes
Tuck loose laces & pant cuffs
ABC Quick Check

★ **GO!** ★
Know Road Rules
• Stop at the end of the driveway
• Drive your bike on the right with traffic
• Stop at all stop signs & red lights.
• Look, signal, & look again before turning
• Use lights if biking at night

VERMONT
VTrans Bike/Ped Program

A PARENT'S GUIDE TO SAFE BICYCLING ESSENTIALS

HOW TO HELP YOUR CHILD BECOME A CONFIDENT AND COMPETENT RIDER



A publication of:



In Collaboration with:



Outreach

- Facebook messages
- Twitter
- VT Highway Safety Alliance
- VT Department of Health

Partnerships – Local Motion

- BikeSmart on-bike training – 50+ Schools/organizations
- Safe Routes to School – 30+ Schools
- Everyday bike training – 20+ events
- Broad outreach/social media

Three Ways You Can Help

Learn the Rules of the Road

We all can make our streets safer by giving others the kind of respect we'd like to get ourselves. Our website offers more detailed information about the rules of the road.

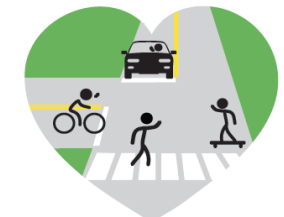
Volunteer for the Safe Streets Network

Join with others from your community to identify safety issues that need to be fixed, distribute safety information and reflective gear at retirement homes and local schools, and more.

Spread the Word

Brochures, handouts, stencils, safety guides, video PSAs and more — if you want to show your support for Safe Streets, we've got you covered!

Visit www.safestreets.vt.gov to learn more.



**Give some love.
Get some love.**
Safety is a two-way street.



Funded by the Vermont Governor's Highway Safety Program and the Vermont Agency of Transportation
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Local Motion – By the Numbers

- Bike Smart – 10,000 students per year
- Safe Routes to School – 8,000 – 10,000 community members
- Everyday Bicycling – 400 people a year



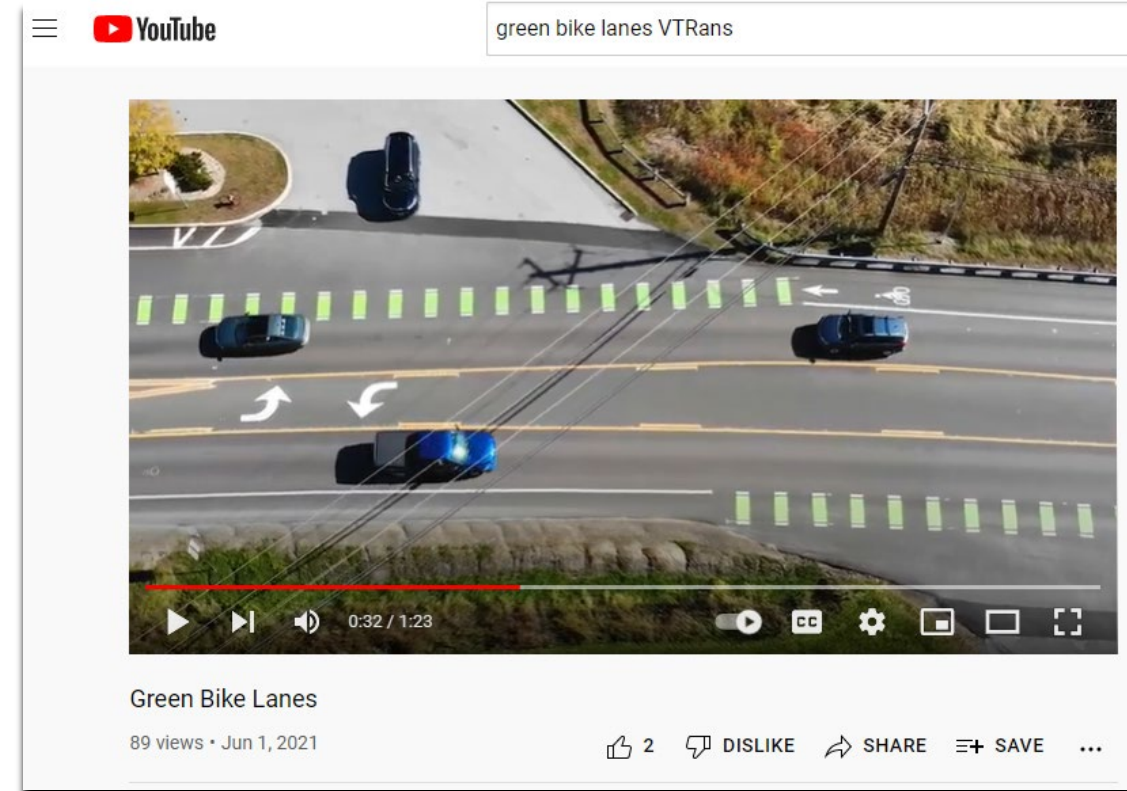
Watch For Me VT – VDH Project

- Provide a helpline, toolkits, publications, trainings and consultations to support community initiatives
- Series of safety videos
- Assist in the Strategic Highway Safety Plan on Pedestrian and bicycle safety
- Have reached 14,000+ people in past year. In this past grant year, 7,967 people visited the websites by the program at VDH – Safe Streets VT, Smart Streets VT and the Road User Safety Page.



VTrans YouTube Channel

- Use of Green Bike Lanes
- Safety at pedestrian signals



Ebikes

- **Class 1 – Pedal Assist, max. assist at 20 MPH**
- **Class 2 – Throttle option, max. assist at 20 MPH**
- **Class 3 - Pedal Assist, max. assist at 28 MPH (≥ 16 to ride)**



Ebikes and Safety

- **Developing a hanger provided free to bike shops spring 2023**
- **Research best practices for safety education**
- **Consider the impact of Ebikes on design e.g. wider lanes**



Grant Opportunities for Municipalities

- Bicycle and Pedestrian Program
- Transportation Alternatives
- Downtown Transportation Fund
- Better Connections
- Town Highway Grants

Update to the VT State Standards

- What are the VSS and how do they relate to bike/ped
- 2022 T-Bill requires VTrans to report on a plan
- Basis will be M2D2 (outcome of Smart Growth America effort in 2015)
- Will rely heavily on current national guidance (AASHTO Green Book, NACTO, FHWA, etc.)
- Goal is integrating all design guidance into single document

Conclusion re: Integration across Agency

- How do these different pieces fit together
- What does it look like moving forward?

Questions / Comments?