Regional Active Transportation Plan Update

Advisory Committee Mtg #3

October 26, 2022

CHITTENDEN COUNTY RPC
Communities Planning Together

Michael Blau

Agenda

1. Welcome & Introductions
2. Schedule Update
3. Draft Network
   - Countywide Bicycle Network Recommendations
   - Local Pedestrian Network Recommendations
4. Project Prioritization
5. Program and Policy Recommendations
6. Next steps

Welcome & Introductions

Advisory Committee:

Amanda Froeschle, VT Dept of Health

Chris Damiani, GMT

Greg Rowangould, UVM TRC

John Abbott, Rural rep – Jericho

Jonathon Weber, Local Motion

Jon Kaplan, VTrans

Jon Rauscher, Urban rep – Winooski

Josh Katz, CATMA

Jorge Andres Rios Garcia, Transportation Equity Coalition

Kelly Stoddard-Poor, AARP

Lauren Chicote, Winooski Valley Park District

Matthew Arancio, VTrans

Samuel Dingba, AALV

Project Team:

CCRPC:

Bryan Davis

Eleni Churchill

Marshall Distel

Pam Brangan

Toole Design:

Michael Blau

Jake Berman

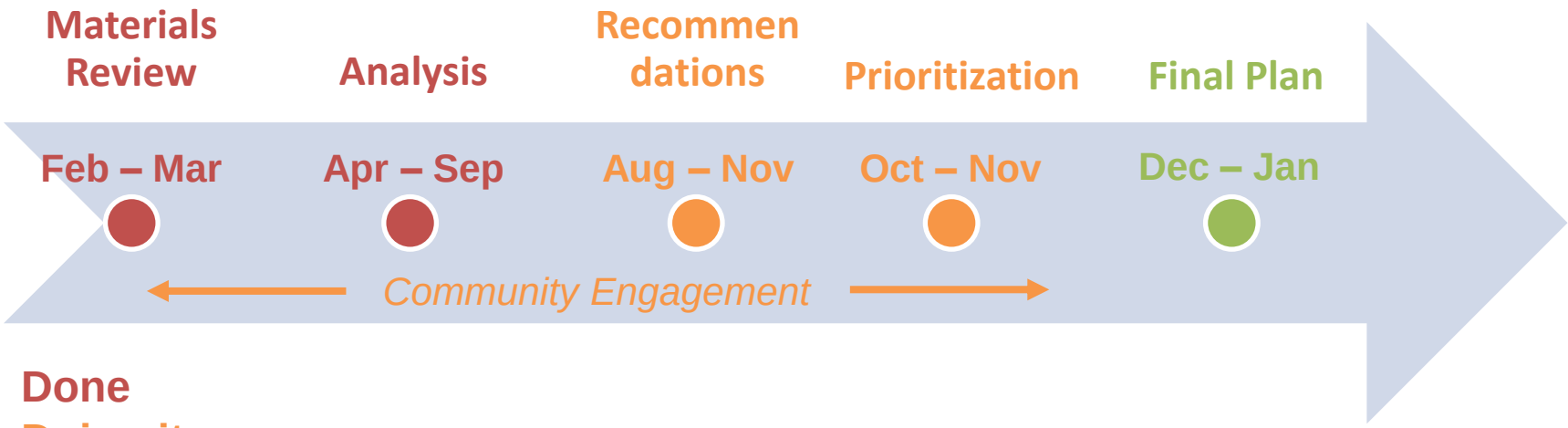
Lucy Gibson

Jeffrey Rosenblum

Theja Putta

Michael Blau

Schedule Update



Done
Doing it
Will do it

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Countywide Bicycle Network Recommendations

Created recommended bicycle network based on

- **Existing Conditions Analysis**
  - Trip Potential Analysis
  - Bicycle Network Analysis
- **Public Input**
- **Bicycle Network**
  - Existing Bicycle Facilities
  - Planned Bicycle Facilities
  - Other Planned Projects (TIP, MTP)

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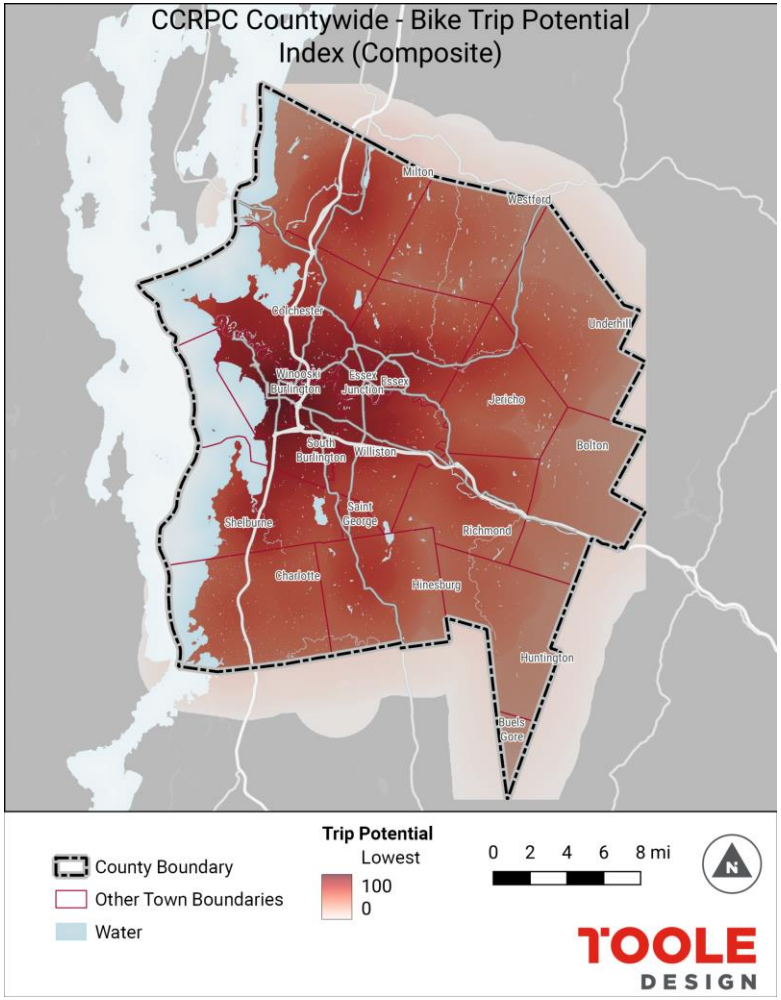
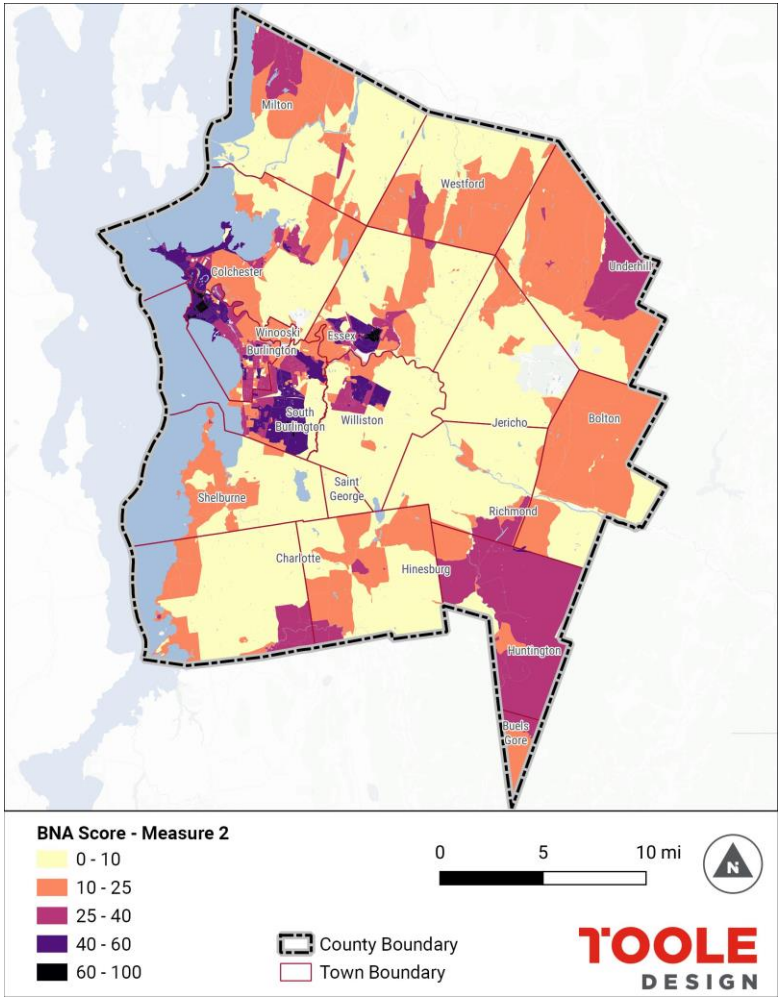
Countywide Bicycle Network Recommendations





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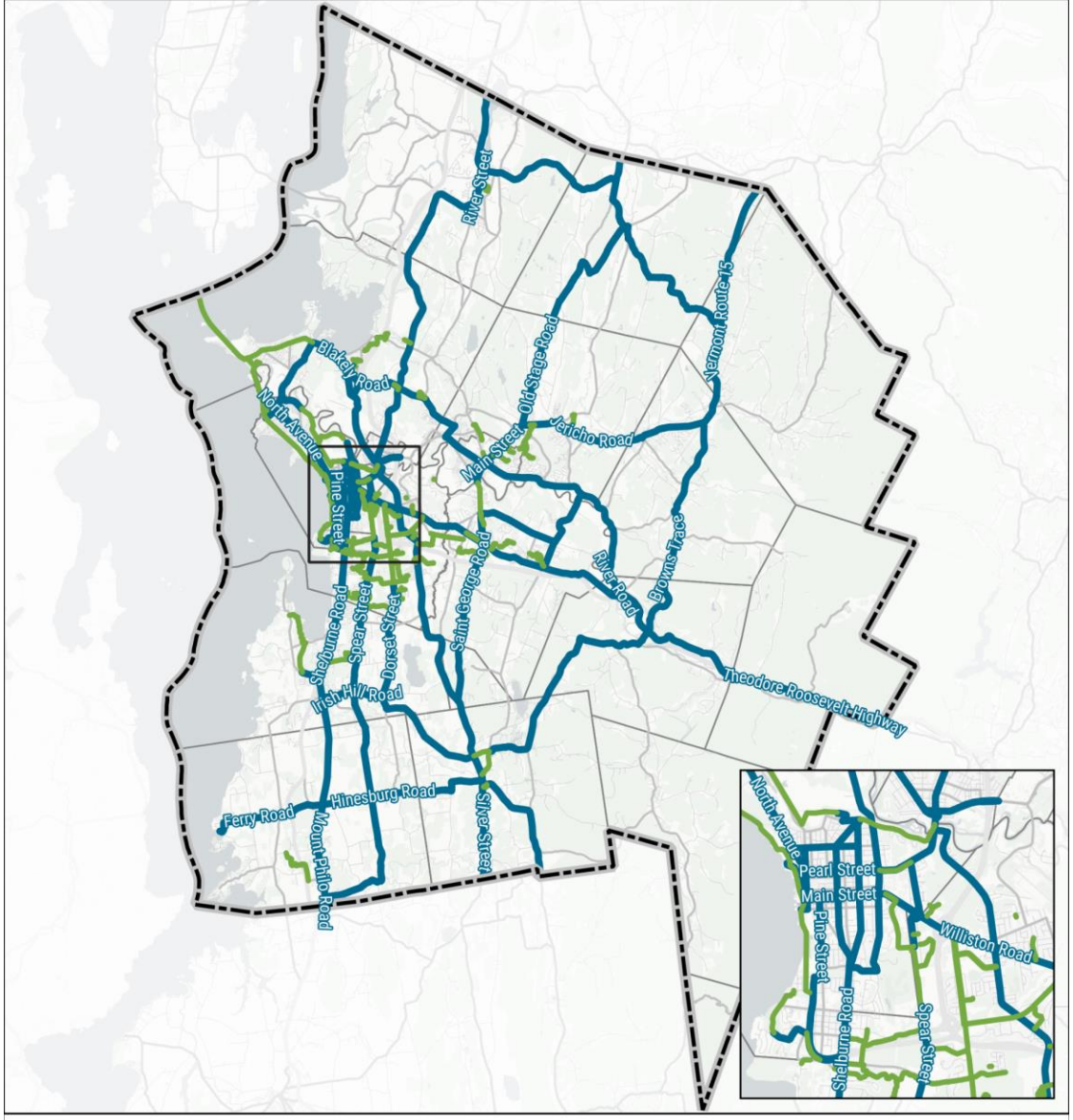

TOOLE DESIGN

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Countywide Bicycle Network Recommendations

- Network was split into 106 projects with limits based on:
  - Road character
  - Built environment
  - Municipal boundaries
  - TIP Project boundaries
  - Barriers
    - Highways
    - Rivers

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Project Level Recommendations

Project ID	Street Name(s)	Route #	Functional Class(es)	Speed Limit	AADT	Municipality (ies)	Length (Miles)
1	US 7	US 7	primary	50	8351	Milton	2.8
2	Main Street	--	tertiary	30	4937	Milton	0.6
3	Westford Road	--	tertiary	30	2559	Milton	3.0
4	River Street	US 7	primary	35	10847	Milton	1.1
5	U.S. Route 7 South	US 7	primary	50	16506	Milton	3.9
6	Browns River Road, Vermont Route 128	VT 128	secondary	50	4000	Westford	3.2
7	Westford-Milton Road	--	tertiary	40	2175	Westford	1.8
8	Brookside Road	--	tertiary	30	--	Westford	2.1
9	Maple Tree Lane, Woods Hollow Road	--	tertiary	35	--	Westford	2.1
10	Machia Hill Road, Osgood Hill Road, Repa Road	--	residential	25	500	Underhill, Westford	5.3

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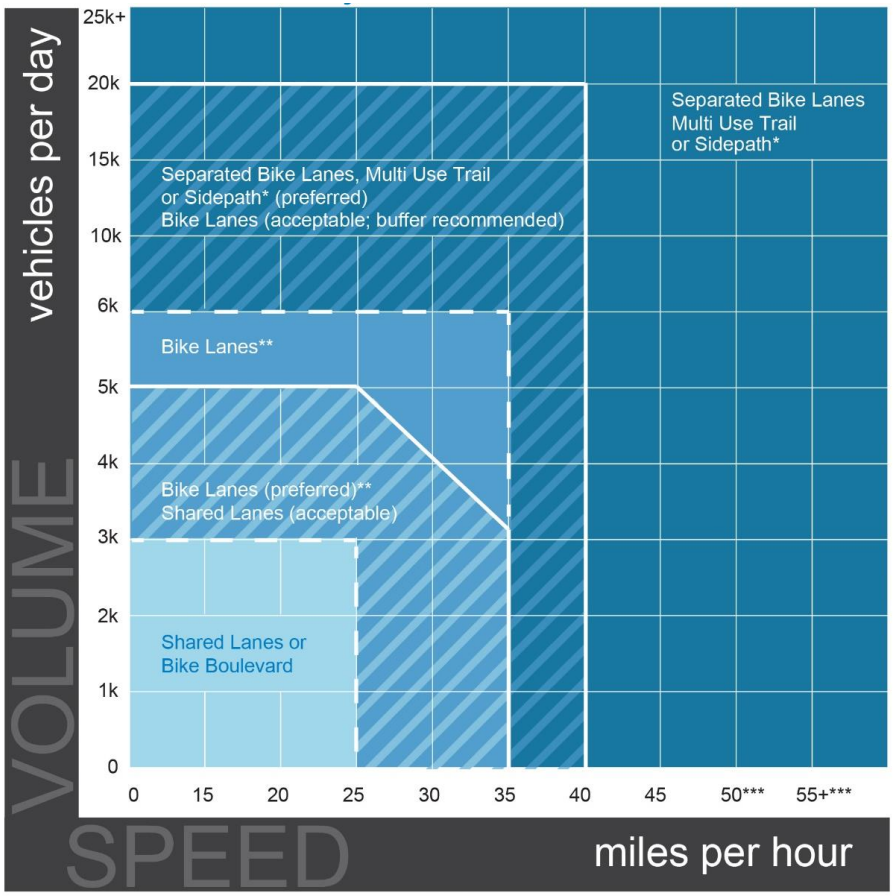
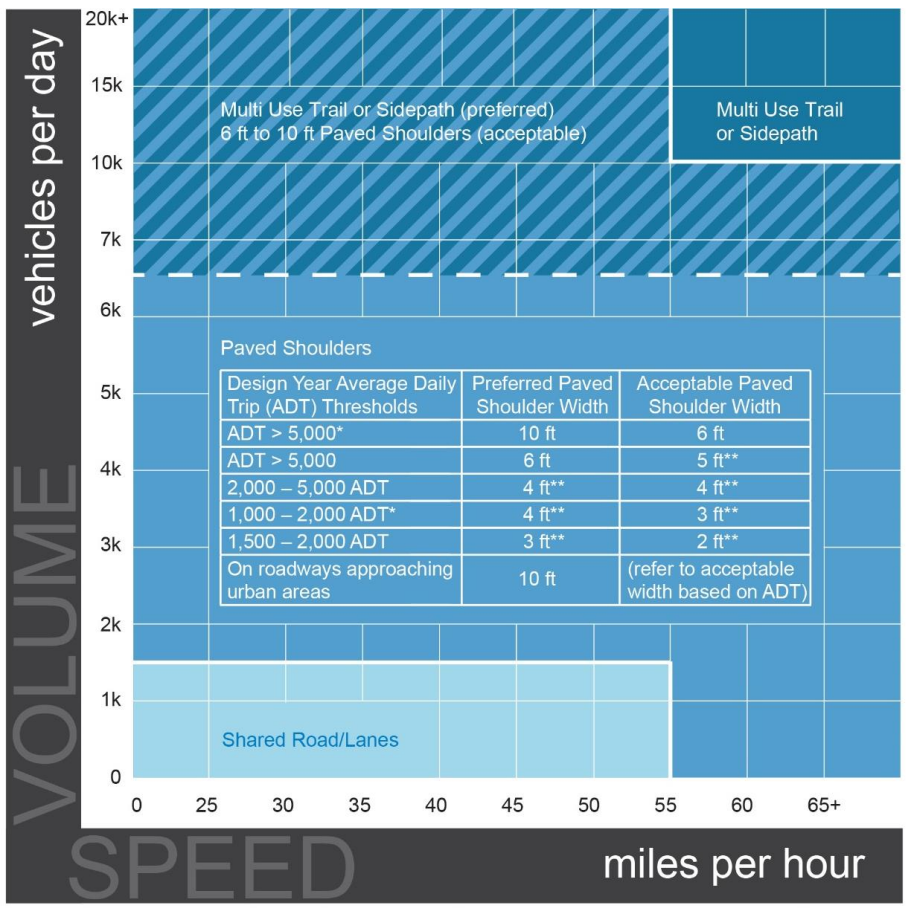
Facility Selection Guidance

Urban



*To determine whether to provide a multi use trail/sidepath or separated bike lane, consider pedestrian and bicycle volumes or, in the absence of volume, consider land use.
**Advisory bike lanes may be an option where traffic volume < 4,000 ADT
***Speeds 50 mph or greater in urban areas are typically found in urban/rural transition areas.

Rural



Design Year Average Daily Trip (ADT) Thresholds	Preferred Paved Shoulder Width	Acceptable Paved Shoulder Width
ADT > 5,000*	10 ft	6 ft
ADT > 5,000	6 ft	5 ft**
2,000 – 5,000 ADT	4 ft**	4 ft**
1,000 – 2,000 ADT*	4 ft**	3 ft**
1,500 – 2,000 ADT	3 ft**	2 ft**
On roadways approaching urban areas	10 ft	(refer to acceptable width based on ADT)

*On roadways where a higher level of bicycle traffic is expected (e.g., bike routes identified by cities, counties, RPAs, and MPOs, as well as official US Bicycle Routes and national trails).
**Paved width exclusive of rumble strips.

Questions?

Michael Blau

Local Pedestrian Network Recommendations

Milton and South Burlington

- Two of the fastest growing communities in the state
- They are both are home to populations historically excluded from the planning process
- Neither has an adopted comprehensive walk/bike plan

Network development inputs

- Trip Potential Analysis
- Level of Traffic Stress (LTS) Analysis
- Strava activity data
- Public input
- TIP and MTP project locations
- Important destination locations
- Aerial imagery and Google Street View

Michael Blau

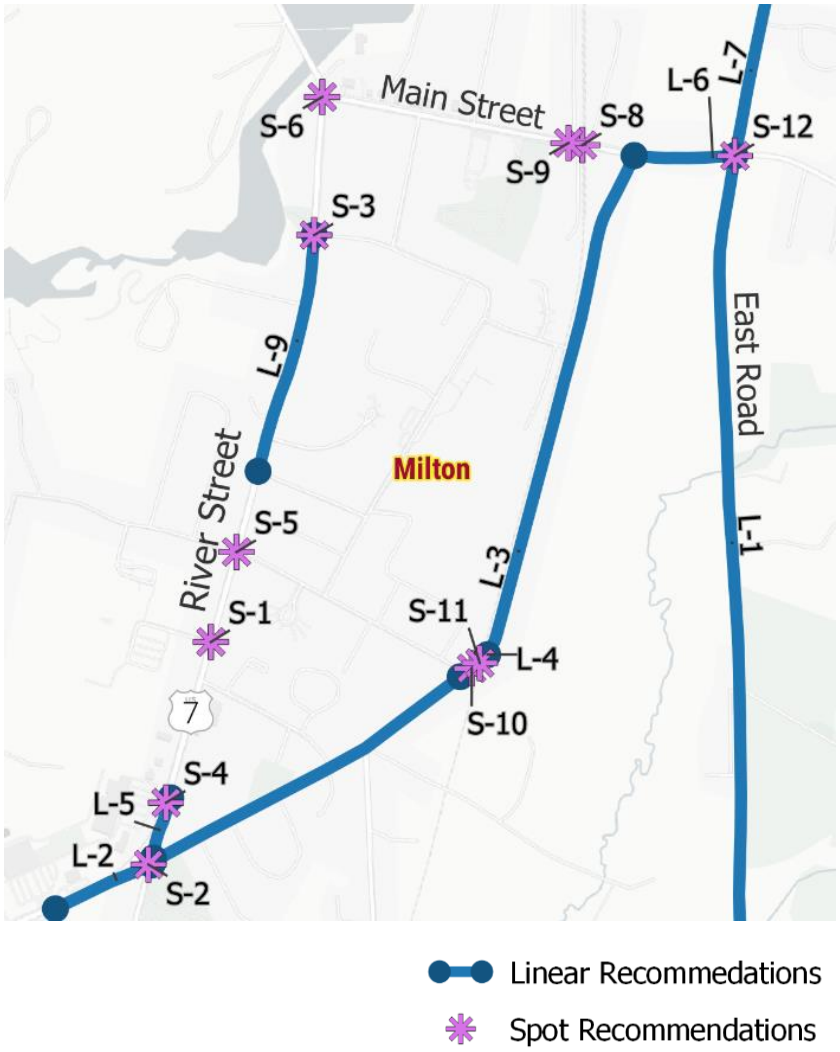
Local Pedestrian Network Recommendations

- Linear improvements
  - Connections between existing sidewalk segments
  - Proposed facilities where there is strong usage but also high levels of traffic stress
- Spot improvements
  - High-stress, high usage intersections
  - Improvements where existing facilities are not working optimally

Michael Blau

Example Recommendations

PROJECT ID	COMMUNITY	TYPE	LOCATION	RATIONALE
S-10	Milton	High visibility crosswalk	Railroad Street at Barnum Street and railroad crossing	Sidewalk exists south and north of this intersection (with a gap that L-4 will fill in) but on alternate sides of the road. This results in the need for a high visibility crossing to allow for safe travel between the sidewalk segments.
S-11	Milton	Pedestrian safety devices	Railroad crossing on railroad street near Barnum Street	Currently, no passive or active safety devices exist to prevent pedestrian-train interactions. Study of best device/strategy for this location will need to be done.
S-12	Milton	High visibility crosswalks	Main Street at North Road/east Road	Crossings with curb ramps were installed without marked crosswalks. Major high-stress, high usage intersection.



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Project Prioritization

INPUT	PROCESS DESCRIPTION	SCORE DIRECTION	WEIGHT
Equity	Census tracts above median for percentage of minority population, households without vehicle access, and households below poverty. Equity score is the sum of the following: • Number of distinct equity criteria near a project (possible values 0, 1, 2, 3) • Percentile value of number of equity need tracts near a project (possible value between 0 and 1)	High scores = Projects serving different types of equity needs and larger number of equity needs areas	20
Network Extension	Calculate the mileage of existing bikeways a project connects to	High scores = Projects connecting to longer existing bikeways	20
Safety – Speed	Identify the highest speed on roadways along a project alignment	High scores = Projects along roadways with higher speeds	10
Safety – Volume	Identify the highest AADT on roadways along a project alignment	High scores = Project along roadways with high traffic	10
Demand	Identify the highest bike trip potential along a project alignment	High scores = Projects near areas with high bike trip potential	20
Stakeholder Input	Locations in public input map marked as barriers/proposed routes along a project alignment. Assign a value of 1 for those projects, and 0 for the rest	High scores = Projects identified by the public	20

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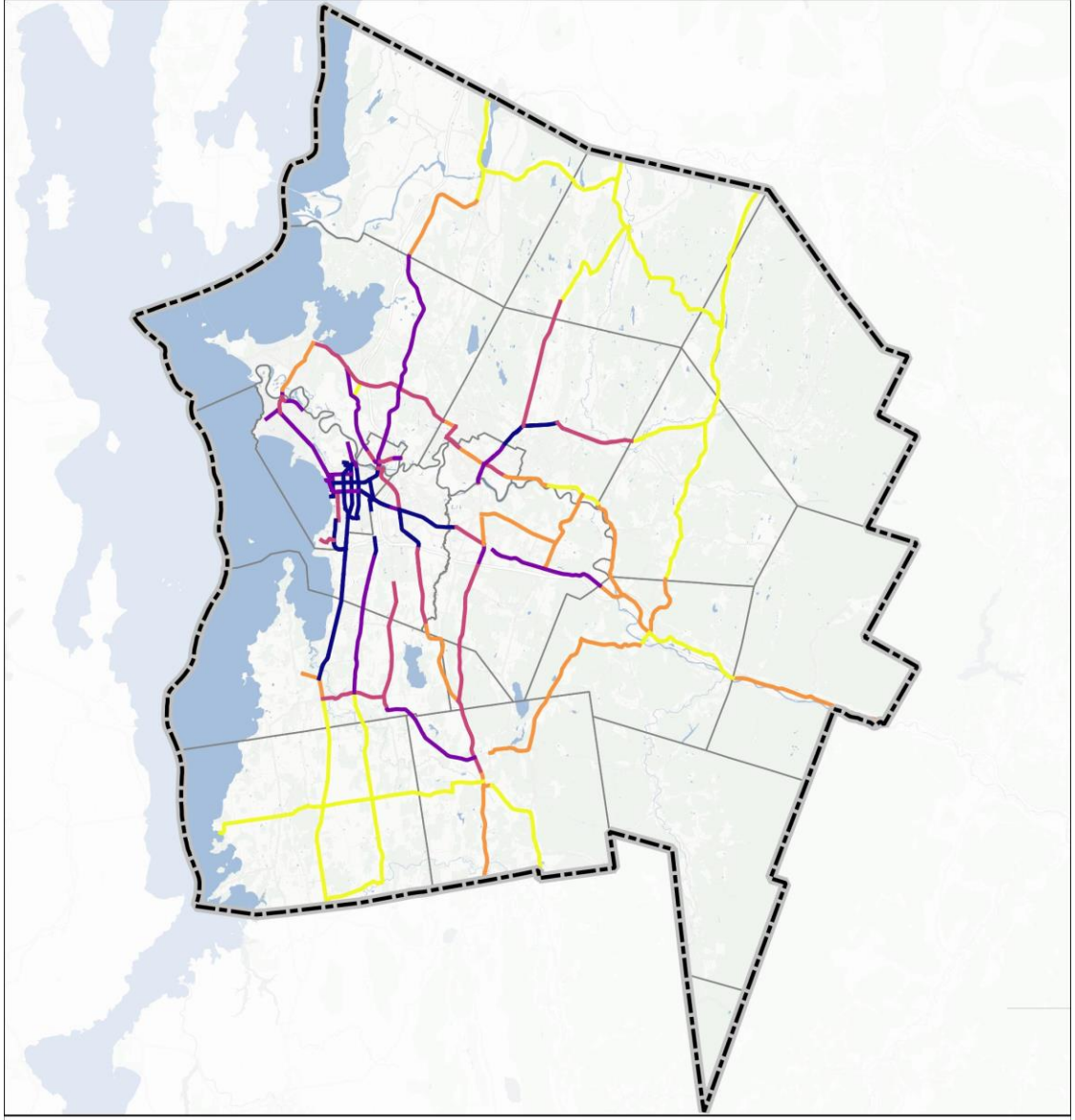

Proposed Projects - Overall Score

- 1 - 22
- 22 - 39
- 39 - 57
- 57 - 70
- 70 - 83

- County Boundary
- Town Boundary
- Water

0 5 10 mi

N

TOOLE DESIGN

Questions?

Michael Blau

Program and Policy Recommendations

1. **Equity** – Increase equitable access to transportation networks.
2. **Encouragement** – Promote a culture of walking and bicycling.
3. **Connectivity and Economic Development** – Provide safe and comfortable active transportation routes to support access to jobs, training, education, and childcare.
4. **Mode Shift** – Make it easier for people to choose low-carbon transportation modes.
5. **Maintenance** – Maintain a safe active transportation network throughout the winter by proactively managing walking and bicycling facilities before, during, and after winter precipitation.

Michael Blau

Next Steps

- Complete Recommendations: November
- Project Prioritization: November
- Final Plan: December-January

AC: provide feedback on Bicycle Network Recommendations Memo and prioritization results by November 9

Bryan Davis

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