

VISION
IMAGINE A FUTURE WHERE...

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planBTV Walk Bike
Walk Bike Master Plan

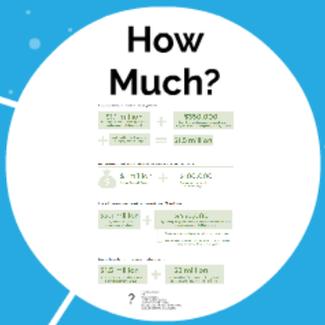
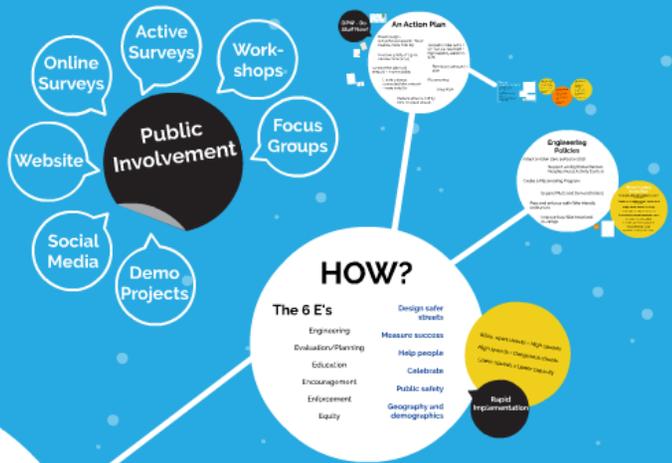


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planBTV Walk Bike

Walk Bike Master Plan

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VISION

IMAGINE A FUTURE WHERE...

- ...Burlington's Streets were safe enough that parents could let their kids walk or bike to school, to the park, or to a friend's house without worry; and that older adults could comfortably walk or bike from their house to community destinations such as the grocery store, or the pharmacy.
- ...walking, biking, and taking the bus were the preferred choice for students and adults living or working in Burlington, all year round.
- ...Burlington's transportation network improved our local economy and quality of life, leading people to stay in Burlington and invest in our community.

THIS
PLAN
IS ABOUT

2 THINGS:

- CREATING SAFER STREETS FOR EVERYONE
- AND, MAKING WALKING AND BIKING A VIABLE (AND ENJOYABLE) WAY TO GET AROUND TOWN.

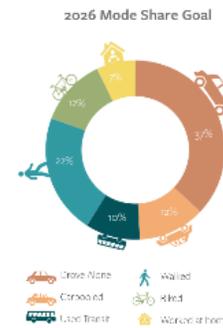
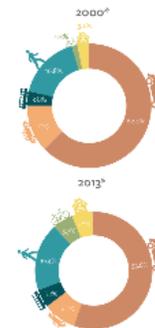
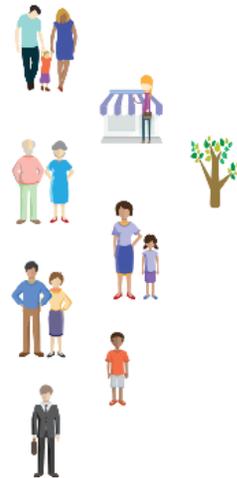


We will eliminate traffic-related fatalities and serious injuries by 2026.



By 2026, reliance on drive-alone trips will be low, and alternative modes will make up the majority of commute trips in Burlington.

Why?



51%
of Burlington residents
want the age of children
and the city streets
are made for cyclists.

Burlington residents would walk or bike more often if conditions were better.

When asked to imagine conditions were better, residents would walk or bike more often.

- Drive Alone
- Commuter Rail
- Used Transit
- Walked
- Biked
- Worked at home



Source: 2013 Survey of Transportation Habits

Bur
12%
3%

MOVING FORWARD TOGETHER
 Transportation Plan for the City of Burlington
*Department of Public Works
 Department of Planning and Zoning
 Community and Economic Development Office (CEDO)*
 Adopted: 28 March 2011



...the transportation element of the Burlington Municipal Development Plan pursuant to 24 V.S.A. Ch. 117.

**BURLINGTON
 PARKS,
 RECREATION &
 WATERFRONT
 MASTER PLAN**
 OCTOBER 2015



BURLINGTON
 PARKS
 RECREATION
 WATERFRONT
 MASTER PLAN

DRAFT plan **BTV**
 South End
 JUNE 2015



#OurSouthEnd
 City of Burlington | Goodby Library | The Playhouse | Dubs & King

plan **BTV**
 Downtown & Waterfront

THE GREEN MACHINE
 Burlington's New Groundbreaking Waterfront Stormwater Treatment Concept

TAPPING BURLINGTON'S CREATIVE ECONOMY

PLUS CHICKENS
 an ordinance

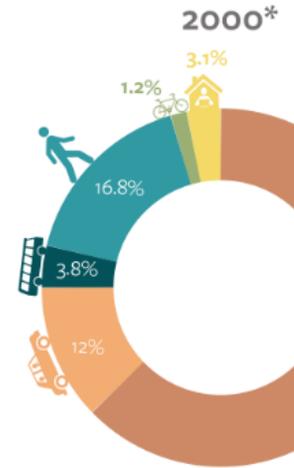
PARK IT BURLINGTON!
 TIMELESS PRINCIPLES

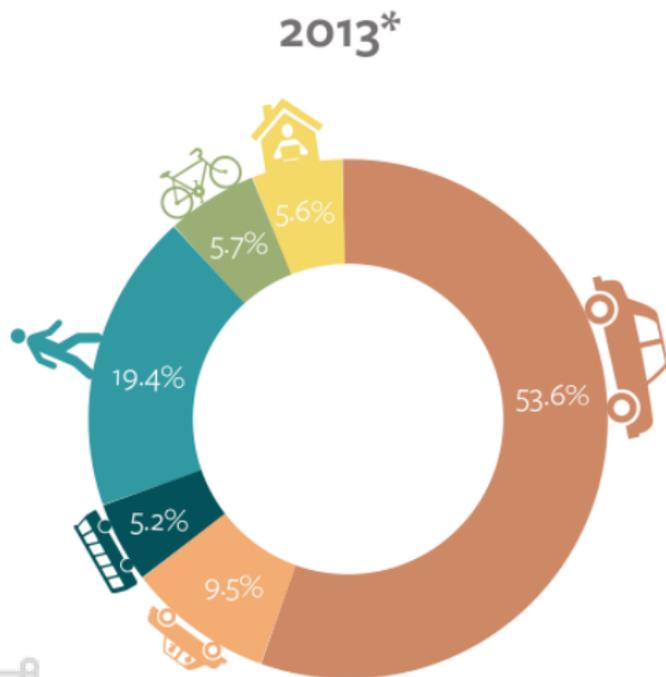
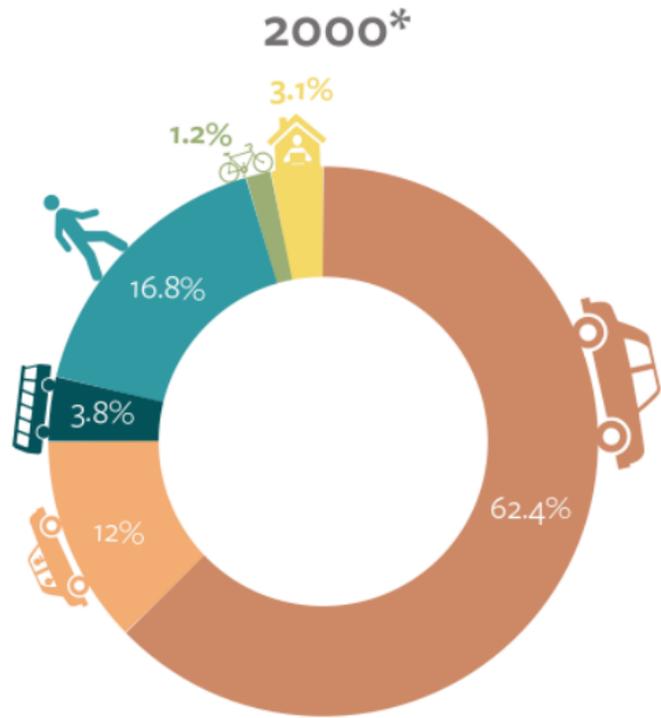
CREATING "MUNICIPAL ADVANTAGE"

LIMITED EDITION

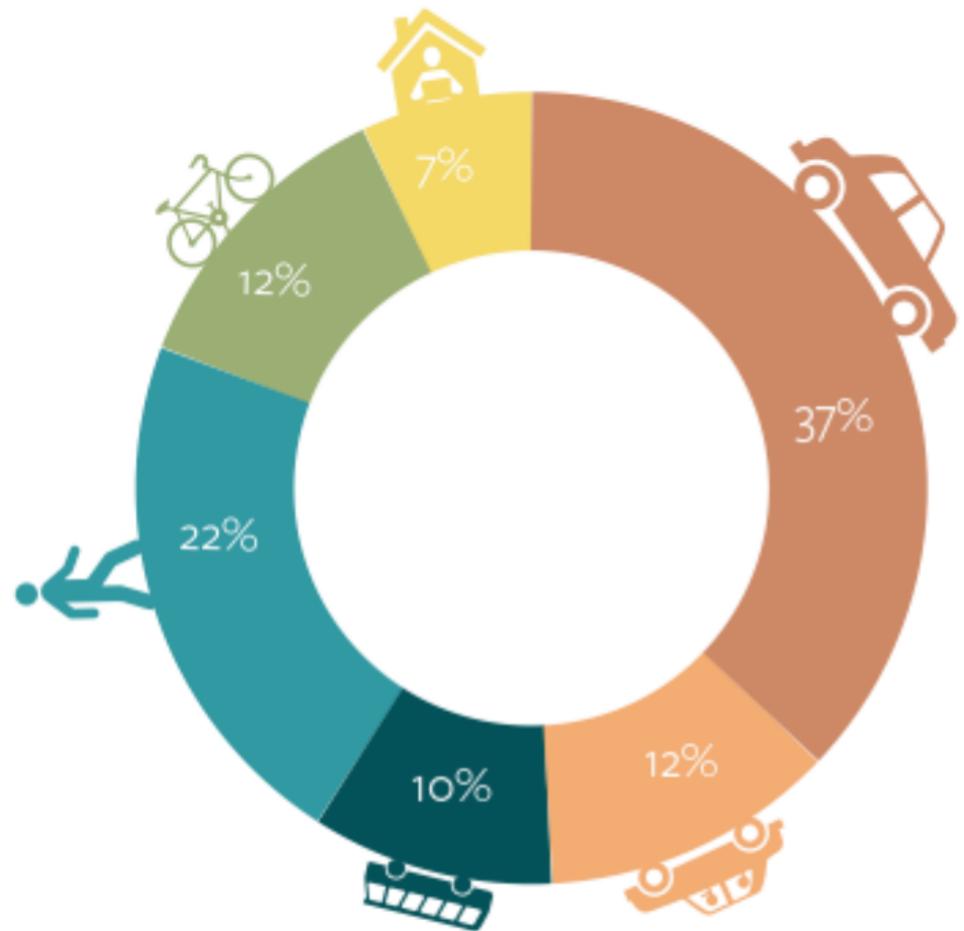
Adopted June 10, 2013







2026 Mode Share Goal



-  Drove Alone
-  Carooled
-  Used Transit
-  Walked
-  Biked
-  Worked at home

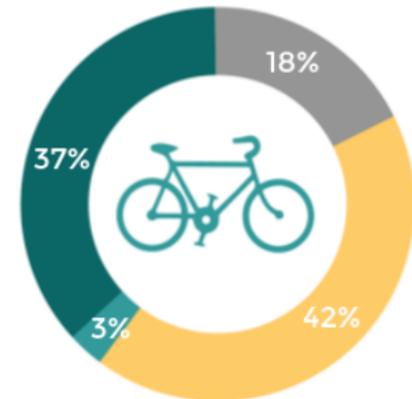
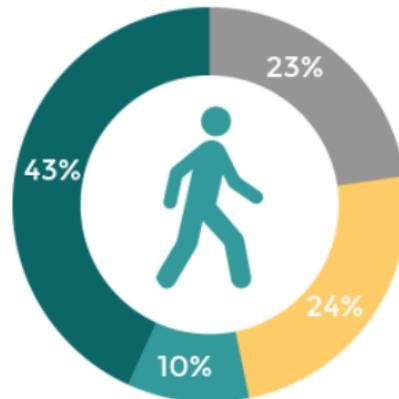
51%

of Burlington residents over the age of 45 feel that the City's streets are unsafe for cyclists.*

Burlington residents would walk or bike more often if conditions were better.

Percentage of Burlingtonians aged 45 and over who would walk or bike more often if conditions were better.*

- Extremely / very likely
- Somewhat likely
- Not very likely/ not at all likely
- Not sure/ no answer



*Based on a 2015 AARP VT "Livable Burlington" Survey.

Burlington's infrastructure isn't keeping up with demand

0 miles of protected bike lanes

12% of streets have bike lanes
(11.9 miles total)

3% of streets have shared lane markings
(2.9 miles total)

"Gold Level"
Bike-Friendly
cities are doing
much better

Active Surveys

Workshops

Focus Groups

Public Involvement

Demo Projects

DPW - Do Stuff Now!

An Action Plan

Street design + self-enforced speeds = fewer crashes, more mobility

Improve safety at top 20 intersections (2/yr)

Connect the sidewalk network = more mobility

Create a dense, connected bike network = more mobility

Reduce urban runoff by 80% on green streets

100 public bike racks / yr + reduce bike theft + high capacity station in 3 yrs

Bike share outreach in 2017

Placemaking

Alley Walk



Engineering Policies

Adopt a Vision Zero policy by 2018

Support zoning that enhances Neighborhood Activity Centers

Create a Placemaking Program

Expand Pilots and Demonstrations

Pass and enforce walk/bike friendly ordinances

Improve bus/bike travel and markings

Winter Cycling Action Plan

Revisit the winter cycling maintenance plan for snowbirds
Equipment with maintenance techniques on newly used paths
Design retrofit streets for lower clearance
Develop paving techniques and floor salt
Review barrier treatments for protected bikeways
Test pavement marking methods
Create libraries for heavy snowfall
Evaluate winter cycling routes
Expand winter cycling resources online

HOW?

The 6 E's

Engineering

Evaluation/Planning

Education

Encouragement

Enforcement

Equity

Design safer streets

Measure success

Help people

Celebrate

Public safety

Geography and demographics

Wide, open streets = High speeds
High speeds = Dangerous streets
Lower speeds x Lower capacity

Rapid Implementation



HOW?

The 6 E's

Engineering
Evaluation/Planning
Education
Encouragement
Enforcement
Equity

Design safer streets

Measure success

Help people

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Wide, open streets =
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Rapid
Implementation

W - Do
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Bike share outreach in
2017

Placemaking

Alley Walk

Illustrated Glossary of Safe Streets Treatments



PAVING EDGE BOUNDARY

Edge of pavement is a boundary between the travel lane and the shoulder or sidewalk. It is often marked with a yellow curb or a white line.



BIKEWAY

A bikeway is a route for bicycles, which may be a dedicated lane, a shared lane, or a route with special pavement or signage.



BIKE STOP

A bike stop is a designated area for bicyclists to wait for a traffic signal to change, often marked with a sign and a bicycle symbol.



BIKE RACK

A bike rack is a structure for parking bicycles, often found at transit stations, schools, and other public locations.



BIKEWAY WITH GREEN PAINT

A bikeway with green paint is a route for bicycles, often marked with green pavement and a bicycle symbol.



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Neighborhood Greenways & Bike Guide

Neighborhood greenways are routes for bicycles that are often marked with green pavement and a bicycle symbol. They are designed to be safe and comfortable for all ages and abilities.

- Greenway with green pavement and a bicycle symbol.
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Roundabouts & Bike Guide

Roundabouts are a type of intersection where all vehicles yield to the right. They are designed to be safe and comfortable for all ages and abilities.

- Roundabout with a bicycle symbol.



Photo: Dan Burden

crossing signal gives people walking a head start. Increases compliance of turning cars to yield to crossing



Photo: unknown

ADVISORY BICYCLE LANE

Definition: A bicycle lane that creates preferential space for bikes that cars can use as needed to make room for oncoming traffic. Advisory bicycle lanes are typically marked with a dashed (not solid) line, and they are often used in conjunction with centerline removal along low-speed, low-volume streets. Bollards can be placed on the dashed line at intervals to enforce motorist use of the center lane.



BICYCLE BOX

Definition: A section of pavement aimed at preventing bicycle/car collisions at intersections, particularly between drivers turning right and cyclists traveling through an intersection or turning left. To improve its visibility, a Bicycle Box is often colored and includes a standard white bicycle pavement marking.



Photo: Jonathan Maus, Bike Portland

Definition: A one or two-way bicycle lane that is separated from vehicular traffic with physical barriers (such as bollards, medians, raised curbs, etc.).

Overlapping benefits: By providing a low-stress option for riding a bicycle in the roadway itself, protected bicycle lanes typically reduce the frequency of sidewalk riding. They can also have a traffic calming effect, add beauty, introduce stormwater making, and improve access to commercial districts.

PROTECTED INTERSECTION

Definition: The use of design treatments (corner refuge islands, forward stop bar for bicyclists, a setback for bike and pedestrian crossing, and bicycle/pedestrian friendly signal phasing) to simplify left turns, protect right turns from traffic, and provide through movement that minimize or eliminate conflicts from turning cars.



Photo: Alta Planning + Design

SCRAMBLE CROSSING



Definition: The use of a signal that goes red for people driving on all sides of an intersection, while allowing people walking or biking to cross in all directions, including diagonally, in an exclusive signal phase.

SHARED SPACE

Definition: A public right-of-way, typically curbsless, where people using all modes of transportation share the space without traditional safety infrastructure to guide them. May also be called a “woonerf.”

Overlapping benefits: Can provide a low-stress bikeway and place-making benefits.



Photo: NACTO

SHARED USE LANE MARKING (OR “SHARROW”)

Definition: Pavement marking that indicates a shared lane for bicycles and automobiles. Sharrows reinforce the legitimacy of bicycles on the street, recommend proper positioning, and may be used to offer directional guidance. Sharrows are not a substitute for bike lanes, and more robust treatments should be applied wherever conditions



Neighborhood Greenways: A Field Guide

Neighborhood Greenways are streets with low vehicle volumes and speeds, designed to prioritize bicycling and enhance conditions for walking. Neighborhood Greenways are streets where people of all ages and abilities feel safe walking, biking, and playing. To create this condition, Neighborhood Greenways use a variety of the traffic calming and placemaking treatments, including:

- Narrow travel lanes, which can be created with curb extensions, channelizers, or chicanes.
- Treatments such as speed bumps and traffic diverters, which discourage vehicles from using the street as a cut-through.
- Greening elements such as planters or rain gardens.
- Clear wayfinding for people walking and biking.
- Pavement markings to reinforce the shared use of the street, typically via a shared roadway marking or sharrow.
- Protected crossings at major intersections.



Roundabouts: A Field Guide

Roundabouts offer many benefits, including increasing safety, road capacity, and design, and they are a tool that should be considered for Burlington's intersections. Single lane roundabouts have an excellent safety record for all modes of transportation, and can accommodate car traffic in fewer lanes, potentially leaving more room on the streets for biking and walking. (Note that multi-lane roundabouts lose many of the safety benefits of single-lane roundabouts.) Roundabouts come in many sizes and styles, and each type has a place on Burlington's streets. See the following page for details about potential opportunity sites for each of the roundabout types described below.



Main and High St. roundabout in Plymouth, NH between downtown and Plymouth State campus.

MODERN URBAN ROUNDABOUT

Definition: Typically greater than 90 feet in diameter (measuring the outside edge of the traffic portion), these roundabouts especially good for slowing down traffic, thus increasing safety for everyone.

Cost Range: Typically \$3 to \$5 million, due to high design and engineering complexity, and need for acquiring property, relocating utilities, etc.



Mini roundabout from Fort Collins, CO.

MINI ROUNDABOUT

Definition: Have many of the same features of a full sized roundabout, but in a pint-sized version. Mini Roundabouts are completely "mountable" by larger trucks.

Cost Range: Much lower than Modern Urban Roundabouts. Depending on design, can range from \$100,000 to \$300,000. Vermont's first Mini Roundabout is located in Manchester, VT.



Flickr Dylan Passmore

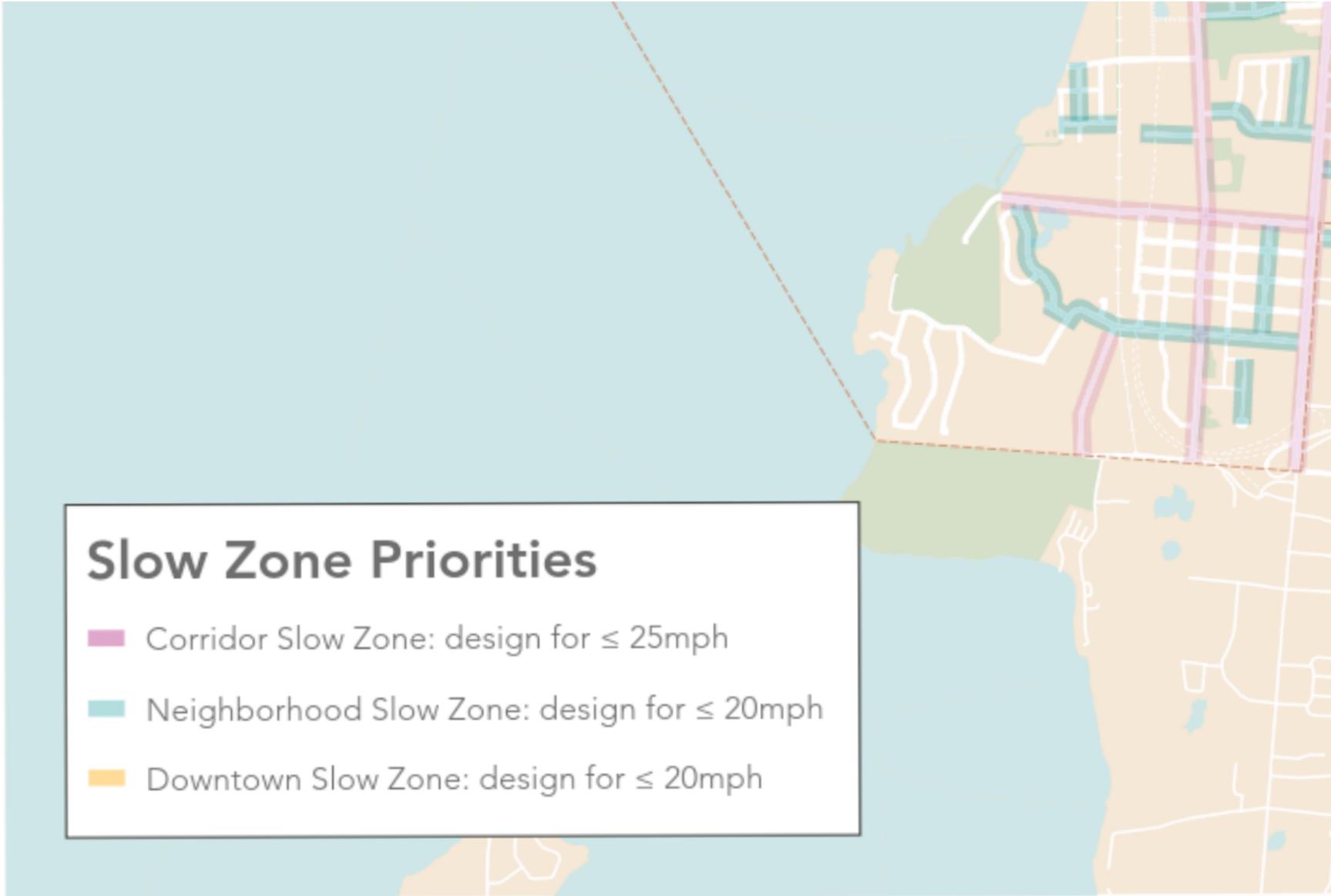
NEIGHBORHOOD TRAFFIC CIRCLE

Definition: Roundabout used for traffic calming and beautification on low volume neighborhood streets. Many examples exist in Burlington through the city's Traffic Calming program. Large vehicles have to make their left turns "left of center" of the island.

Cost Range: Less than \$50,000, depending on materials and landscaping.

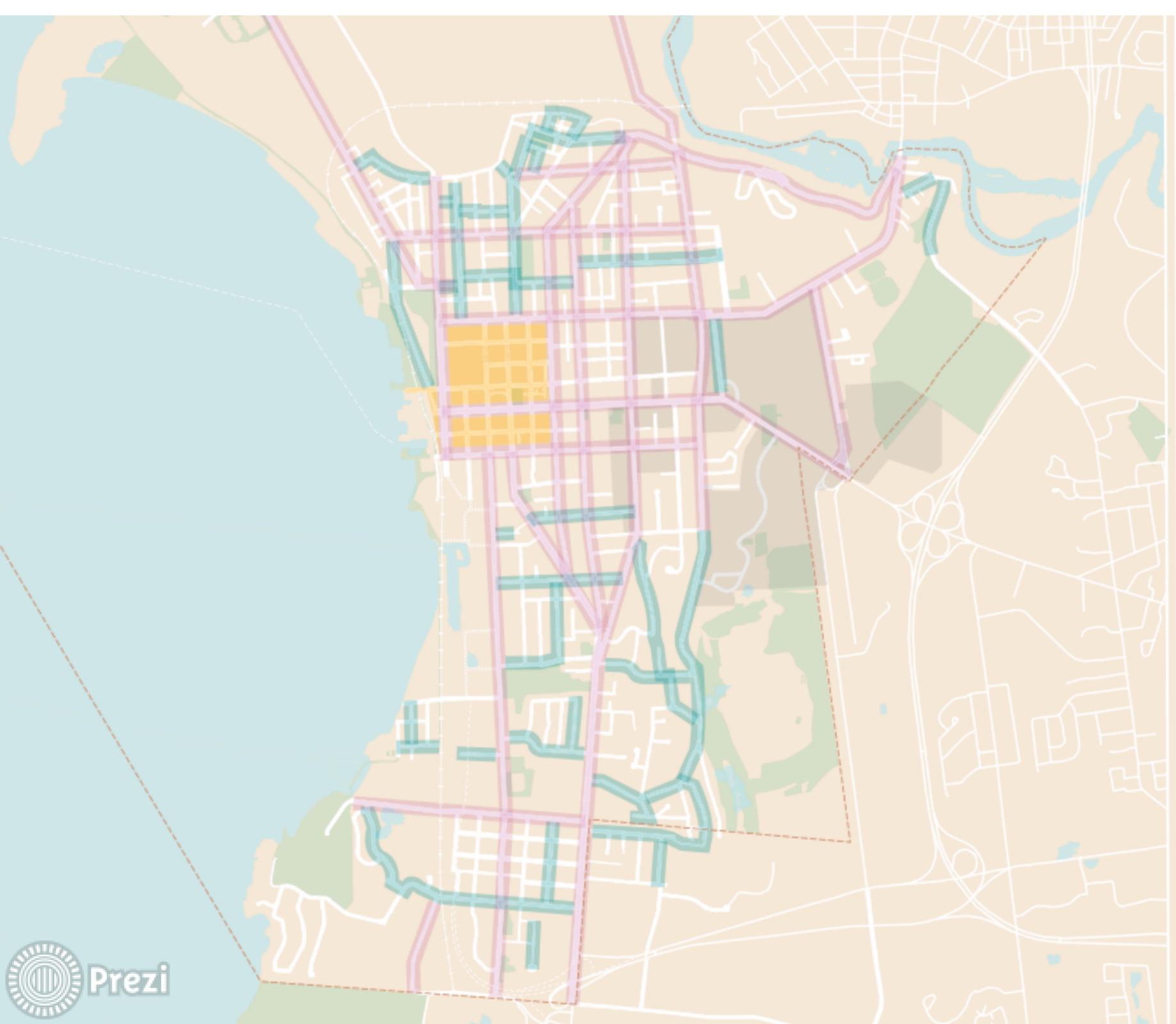
... goes red for people driving on all
... ing people walking or biking to cross
... y, in an exclusive signal phase.

... typically curbside, where people using
... the space without traditional safety
... also be called a "woonerf."
... de a cross bikeway and place-

A map of a coastal urban area with a legend box overlaid. The map shows a coastline on the left, a river or canal winding through the center, and a grid of streets. Three types of slow zones are highlighted: purple lines for Corridor Slow Zones, teal lines for Neighborhood Slow Zones, and yellow lines for Downtown Slow Zones. The legend box is white with a black border and contains the title 'Slow Zone Priorities' and three entries with corresponding colored squares.

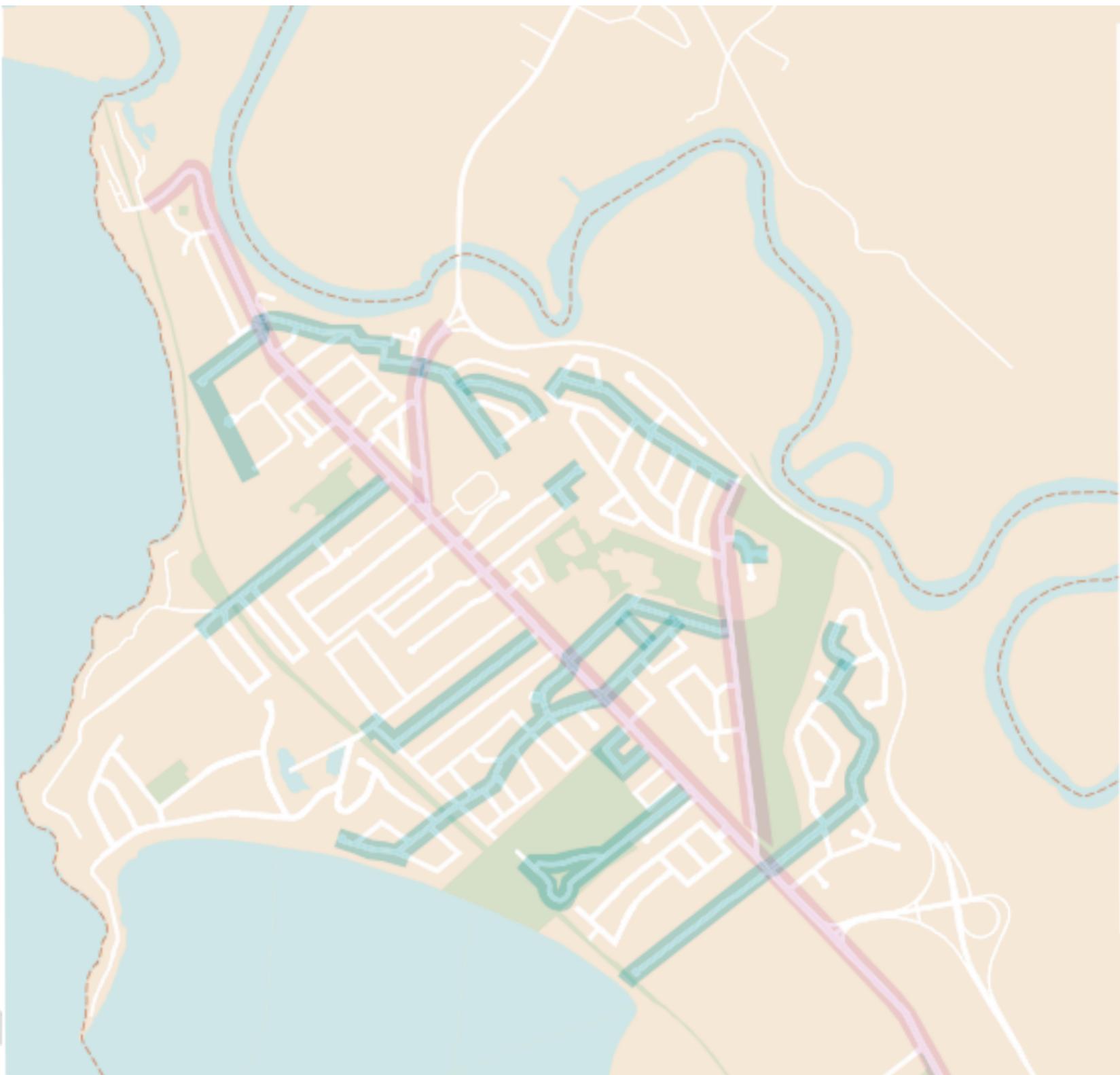
Slow Zone Priorities

-  Corridor Slow Zone: design for $\leq 25\text{mph}$
-  Neighborhood Slow Zone: design for $\leq 20\text{mph}$
-  Downtown Slow Zone: design for $\leq 20\text{mph}$



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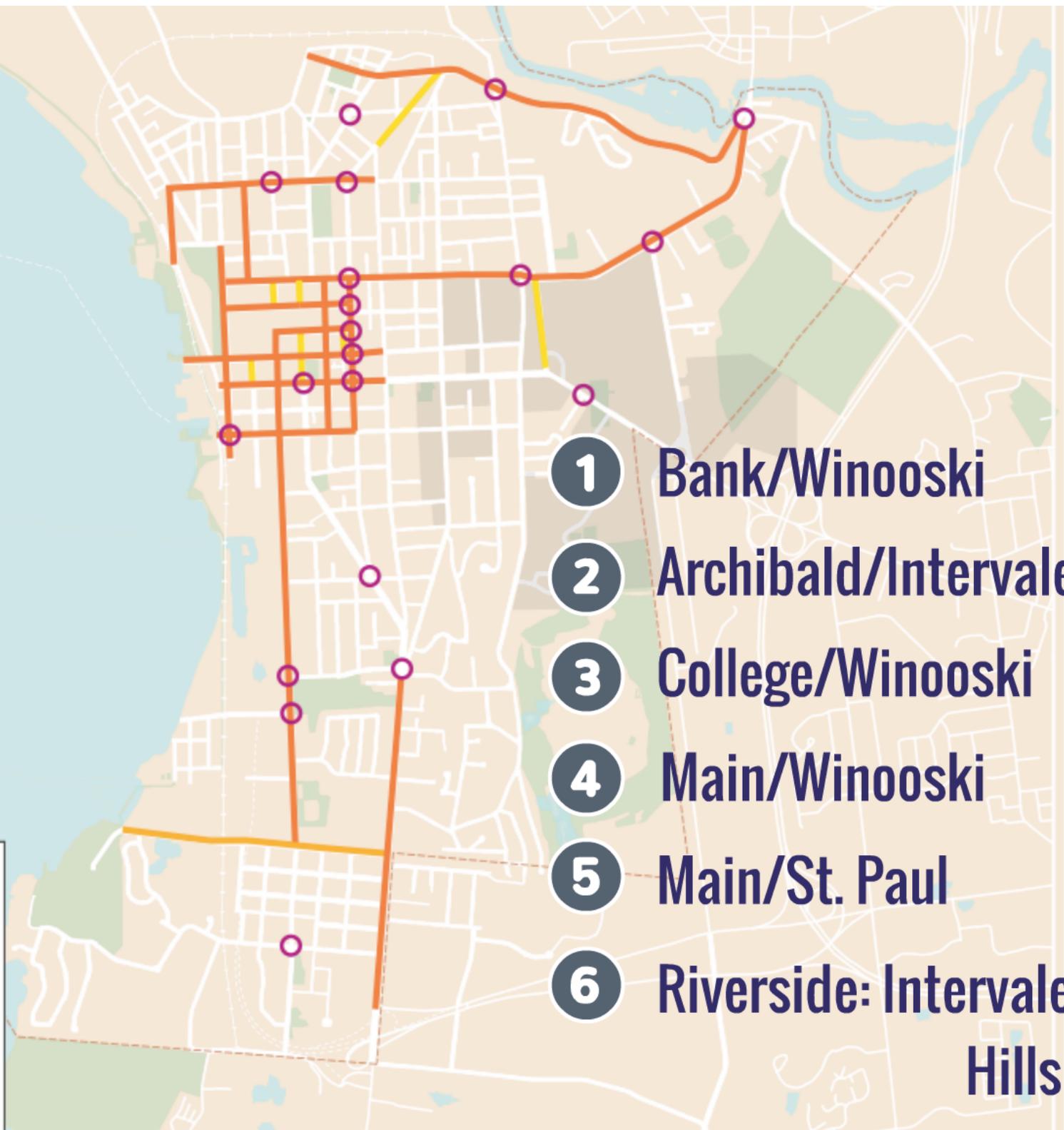
Walk Plan Priorities

-  Top 20 Priority Intersections
-  Priority Corridor for safety and placemaking
-  Priority Corridor for safety
-  Priority Corridor for placemaking
-  Park/Open Space
-  University/Campus Area
-  City Boundary

ities

tions

ety and placemaking



- 1** Bank/Winooski
- 2** Archibald/Intervale
- 3** College/Winooski
- 4** Main/Winooski
- 5** Main/St. Paul
- 6** Riverside: Intervale to Hillside



Building the Long-term (15 yr) Bicycle Network

The following page outlines the long-term vision for a fully connected bicycle network that appeals to people of all ages and abilities.

Of course, this network will not be built overnight. The diagrams on this page show how infrastructure can be improved incrementally, building on Burlington's existing base of bikeways and paths over the next 15 years to achieve the network illustrated in the long-term map. Starting on page 74, the plan will zoom in on 3 sub-areas of the City and describe recommended projects for each area.

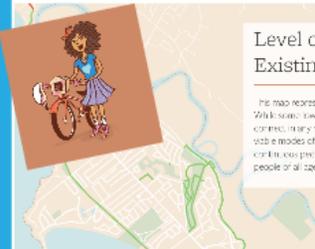
EXISTING BICYCLE NETWORK



PROPOSED 5-YR BICYCLE NETWORK



PROPOSED LONG TERM BICYCLE NETWORK



g-term network

term vision for a
appeals to people

t overnight. The
structure can
Burlington's
er the next 15
d in the long-
n will zoom in
recommended

EXISTING BICYCLE NETWORK



PROPOSED 5-YR BICYCLE NETWORK





PROPOSED LONG TERM BICYCLE NETWORK







Level of Stress Analysis: Existing Bicycle Facilities

This map represents existing low-stress bicycle connections. While some low-stress facilities do exist, they do not connect in any reliable way. For walking and biking to be viable modes of transportation, Burlington must create continuous pedestrian and bicycle networks that work for people of all ages and abilities.

Legend

- Low-Stress Network - Shared Use Paths
- Conventional Network
- - - City Boundary
- Park/Open Space
- University/Campus Area



Level of Stress Analysis: Long-Term Bicycle Network

This map represents the intent of the 15-year bike network, whereby a rich network of low-stress routes would appeal to people of all ages and abilities. Achieving this outcome will require a substantial investment in street infrastructure, but also policies and programs that support cycling.

Legend

- Low-Stress Network - Shared Use Paths
- Low-Stress Network Protected Bike Lane
- Low-Stress Network Neighborhood Greenways/
Robust Traffic Calming
- Conventional Network
- - - City Boundary
- Park/Open Space
- University/Campus Area



START NOW!

12-month priority action list

Neighborhood Greenways

Protected bike lanes

Curb extensions

Bike lanes through intersections

Bike parking

Bikeway-connectors - paint & signs

Conflict markings



Hunt MS path markings

Leddy Park bikeway

Lakeview Tr. Greenway

Colchester / East Ave

**Protected lanes: Union,
Winooski**

**Pea
exte**

**Coll
cros**

CCRWAY

East Ave

es: Union,

Pearl St: bike lane, curb extensions

College/Prospect bike crossing

Winooski Corridor pilot

Depot St

Main / Champlain curb extensions

**Austin Dr protected
lanes**

**Birchcliff Pkwy
Greenway**

Ledge Rd bikeway

Pine St curb extensions

**Pine St signs + bike
lanes**

Queen City Park Rd

urb

ike

ilot

Engineering Policies

Adopt a Vision Zero policy by 2018

Support zoning that enhances Neighborhood Activity Centers

Create a Placemaking Program

Expand Pilots and Demonstrations

Pass and enforce walk/bike friendly ordinances

Improve bus/bike travel and markings

Winter Action

Formalize the winter cycle contract

Experiment with maintenance use

Design/retrofit streets

Develop plowing techniques

Develop flexible treatment

Test pavement

D-ice bikeways before

Evaluate winter

Expand winter cycle



ns

Winter Cycling Action Plan

Formalize the winter cycling maintenance plan for connectivity

Experiment with maintenance techniques on heavily used paths

Design/retrofit streets for snow storage

Develop plowing techniques and train staff

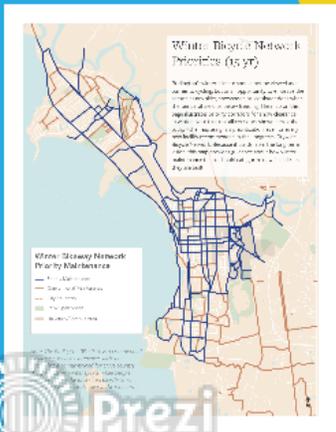
Develop flexible treatments for protected bikeways

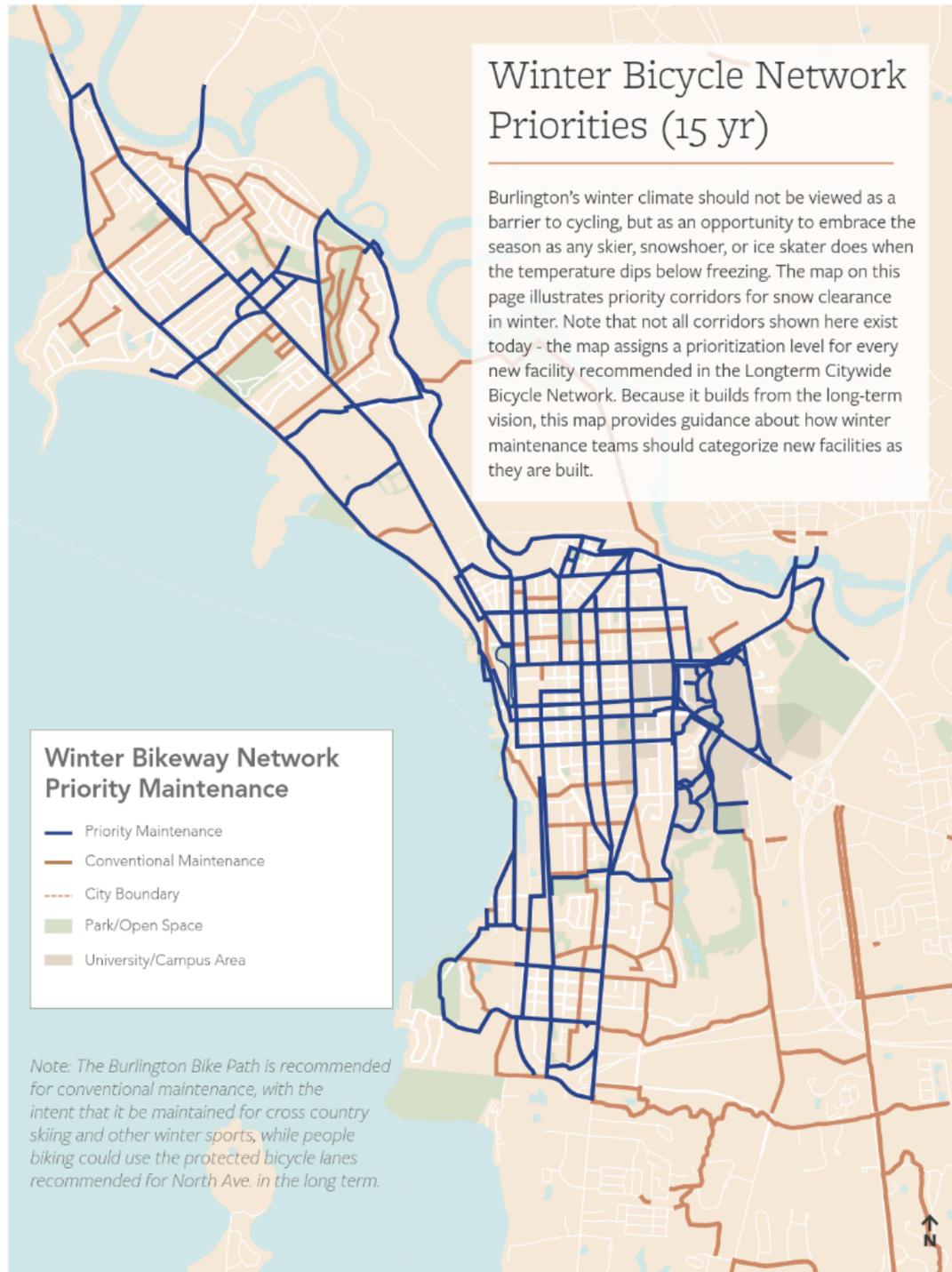
Test pavement marking methods

D-ice bikeways before heavy snowfalls

Evaluate winter cycling rates

Expand winter cycling resources online





The Other E's, with others' support

Increase staff capacity in 2017 and 2018

Create a Data Dashboard of metrics

"Crash not Accident" pledge

Bike skills and lock/safety gear initiatives

Professional drivers' training program

Expand Safe Routes to Schools

Expand safety outreach to drivers

Expand events: play streets, breakfasts, more!

Host a summit and events for women and seniors

Revise crash reporting protocols

Increase Safe Streets Collaborative's reach

Launch enforcement stings

Expand efforts across minority communities

Consider location equity in programming

Integrate equity safeguards in enforcement

Deepen understanding of needs and priorities of under-represented Burlingtonians

How Much?

A snapshot of what we spend in a typical year now



Additional annual funding needs called for in the 10 Year Capital Plan through 2021



How we implement recommendations in the next 5 years (through 2021)



Estimated annual needs for sustainable funding after 2021



- ?
- Municipal bonds
 - TIF
 - Federal funding
 - Bundle funding sources
 - Increase sidewalk funding
 - Allocate Capital Funding to Walk/Bike
 - Dedicate additional street capital

Much?

A snapshot of what we spend in a typical year now

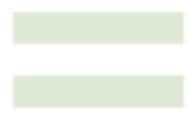


Additional annual funding needs called for in the 10 Year Capital Plan through 2021





Additional funding from grants
& ongoing project budgets



\$1.5 million

Additional annual funding needs called for in the 10 Year Capital Plan through 2021



\$1 million
Capital Sidewalk Funding



\$100,000
Capital funding for other
walk/bike projects

How we implement recommendations in the next 5 years (through 2021)



\$2.1 million
City funding to repair



\$450,000+
City funding and grant funding to implement oth



\$1 million

Capital Sidewalk Funding



\$100,000

Capital funding for other walk/bike projects

How we implement recommendations in the next 5 years (through 2021)

\$2.1 million

City funding to repair serious sidewalk failures.



\$450,000+

City funding and grant funding to implement other walk-bike projects recommended in the plan:

\$295,000 - estimated cost for projects in next 12-months

\$475,000/yr - estimated cost for projects recommended in the 2-5 year timeframe, over 4 years.

Estimated annual needs for sustainable funding after 2021

\$1.5 million

Prezi

+ 3% escalator to sustain a 40-year



\$2 million

+ 3% escalator for transportation system



\$2.1 million

City funding to repair serious sidewalk failures.



\$450,000+

City funding and grant funding to implement other walk-bike projects recommended in the plan:

\$295,000 - estimated cost for projects in next 12-months

\$475,000/yr - estimated cost for projects recommended in the 2-5 year timeframe, over 4 years.

Estimated annual needs for sustainable funding after 2021

\$1.5 million

+ 3% escalator to sustain a 40-year sidewalk replacement cycle



\$2 million

+ 3% escalator for transportation system expansion, including walk-bike projects



- Municipal bonds
- TIF
- Federal funding
- Bundle funding sources
- Increase sidewalk funding
- Allocate Capital Funding to Walk/Bike
- Dedicate additional street capital

Next Steps

October Public Works Commission approval

October (tentative) Planning Commission review

November TEUC review/approval

December City Council review/approval

www.planbtvwalkbike.org

VISION
IMAGINE A FUTURE WHERE...

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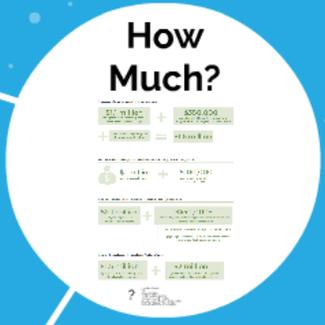
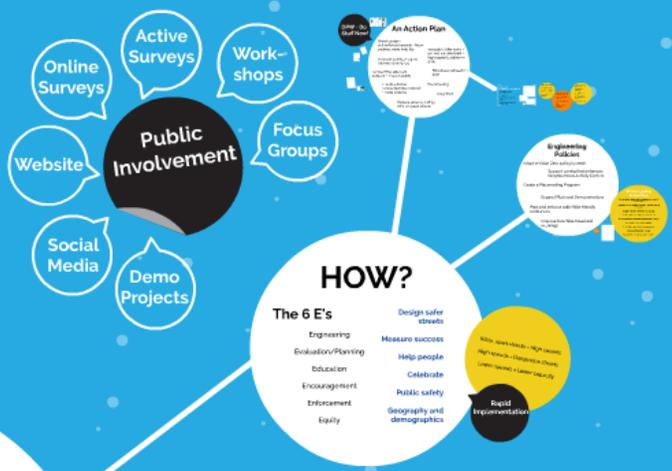
PART 1: WHY?

PART 2: HOW?



planBTV Walk Bike

Walk Bike Master Plan



- The Other E's, with others' support**
- Increase staff capacity in 2017 and 2018
 - Create a Data Dashboard of metrics
 - "Crash not Accident" pledge
 - Bike skills and lock/safety gear initiatives
 - Professional drivers' training program
 - Expand Safe Routes to Schools
 - Expand safety outreach to drivers
 - Expand events: play streets, breakfasts, more!
 - Host a summit and events for women and seniors
 - Revise crash reporting protocols
 - Increase Safe Streets Collaborative's reach
 - Launch enforcement stings
 - Expand efforts across minority communities
 - Consider location equity in programming
 - Integrate equity safeguards in enforcement
 - Deepen understanding of needs and

- Next Steps**
- October Public Works Commission approval
 - October Sanitation Planning Commission review
 - November TDEC review/approval
 - December City Council review/approval
- www.planbtvwalkbike.org