



TRANSPORTATION, ENERGY AND
UTILITIES COMMITTEE
January 8, 2019

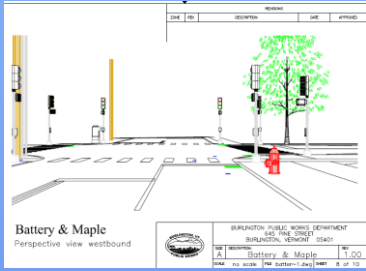


Pedestrian Safety



FLETCHER PLACE CROSSWALK W/ RRFB 2018

2018: ENHANCED PEDESTRIAN SAFETY



- 2.86 additional miles of rebuilt sidewalks (tripling pre-2017 production)
- 3 new crosswalks, 2 with flashing beacon lights
- 24 curb extensions at 9 intersections for pedestrian safety, using Quick-Build
- Pedestrian actuated signals at Maple and Battery installed; installations underway at Colchester/Riverside/Barrett
- \$50K investment in preventative maintenance program to extend the life of sidewalks.



RECENT PEDESTRIAN SAFETY EFFORTS

- 2017-18: nearly 6 miles of sidewalks rebuilt
- 2017-18: \$100K on sidewalk cutting
- Since 2013
 - 11 crosswalks w/ RRFB's
 - 5 new pedestrian paths where none existed
 - 4 new pedestrian signals



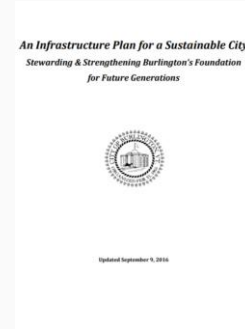
Pedestrian Safety in 2019

- Evaluating upcoming paving program to determine feasible pedestrian safety enhancements
- Five Crosswalks with RRFB's on North Ave
- Crosswalks are planned at Austin Dr; and Colchester Ave and Chase St (with RRFB)
- Colchester Ave Sidepath
- Champlain Parkway Intersection Improvements
- Pedestrian improvements on Locust & Birchcliff
- Raised intersection on North Avenue at Washington St and Berry St / Washington St
- St. Paul Street "Great Streets" including intersection improvements for shorter, safer crossings
- Replace traffic signals with RRFBs on North Champlain Street at the Sustainability Academy, on Pearl Street at Church St, and on St. Paul Street at 230 St Paul
- Design of Mansfield Avenue sidepath
- Additional miles of sidewalk segments to rebuild
- Improvements at the Colchester Ave / Riverside Ave / Barrett St / Mill St intersection, implementing the short-term recommendations from the Intersection Scoping Study
- Demonstration project with the Winooski Corridor Study



PROJECT DEVELOPMENT: WHAT INFORMS OUR WORK

- Residents
- City Plans
- Federal & State Policy
- Intergovernmental Coordination
- Private Development
- Available Funding



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PROJECT DEVELOPMENT: NEW APPROACHES

Adopt a Vision Zero Policy

Vision Zero is an international traffic safety framework that seeks to eliminate serious injuries and traffic fatalities from our communities.

Initially developed in Sweden, Vision Zero programs and policies have been adopted by a growing list of U.S. cities.

Roundabouts

Roundabouts are considered as an alternative in any intersection scoping or redesign.

FHWA Guidance for Mini-Roundabouts: % truck traffic, number of lanes, traffic volumes on approaches, peak traffic

Urban constraints

The additional ROW needed for turning/storage lanes is often much more extensive than the corner properties needed for a roundabout



Urban Roundabout Alternative



Improved Signalized Intersection Alternative

COORDINATION AND FUNDING

CCRPC

- Apply and receive funding annually
- Scoping studies
- Funding informs/complements projects

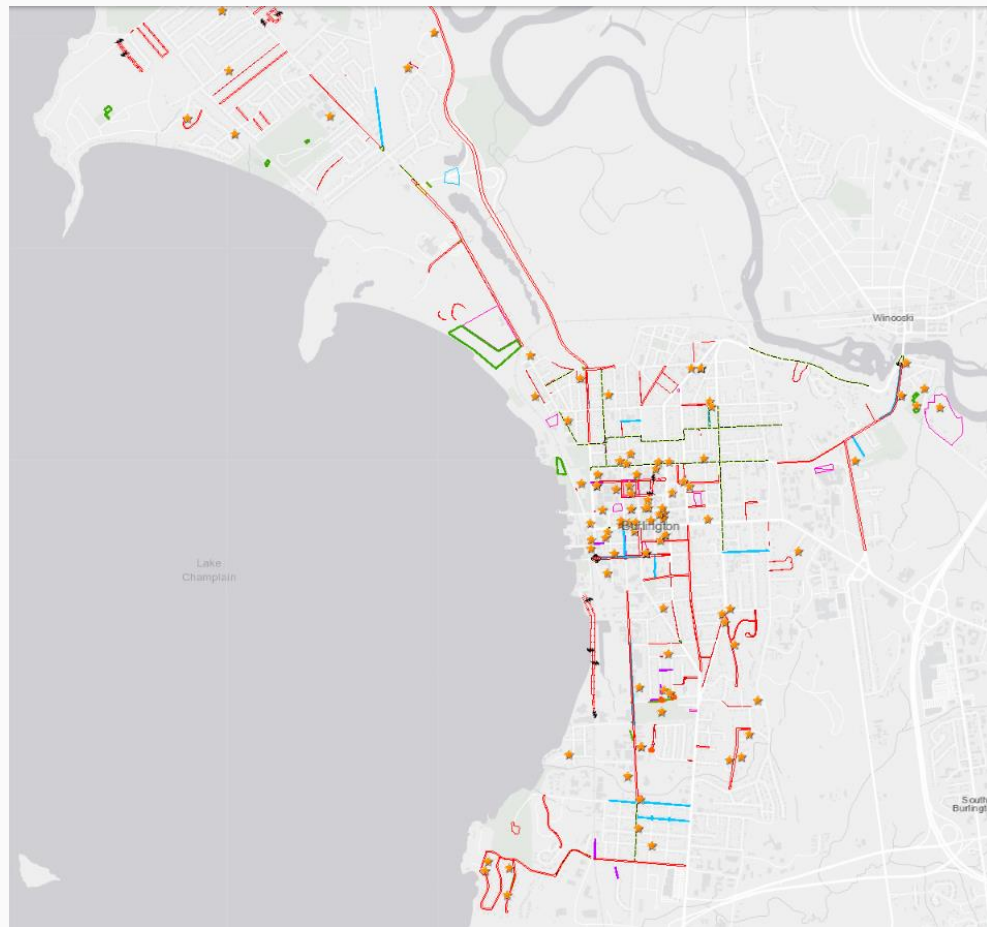
VTrans

- Regularly apply for funding
- Increasingly limited funding available
- Often includes USDOT funds -- involves environmental permitting, rounds of review and right-of-way clearance
- More time-consuming, but alleviates local tax burden
- Applied for 4 of the last 5 rounds of funding

USDOT

- Very few programs that are feasible for communities of our size. Federal Earmark funding is no longer available and the TIGER / BUILD program requires a minimum \$1 million local match. |

- **BTV Construction Portal:**
burlingtonvt.gov/construction
- **Non-emergency maintenance requests:**
SeeClickFix.com
- **DPW Customer Service:** 802-863-9094
- **Water Resources, including 24/7 urgent support:** 802-863-4501/
water-resources@burlingtonvt.gov
- **Sustainable Infrastructure Plan & Construction Season Info:**
burlingtonvt.gov/DPW/Reinvestment
- **Robert Goulding, Public Information Manager,** RGoulding@burlingtonvt.gov, 802-881-2278



Q: How do you prioritize pedestrian safety projects?**A:**

- Crossing improvement projects normally come out of planning process recommendations (corridor studies, planBTV Walk Bike, etc.) but can also come through large private developments (impact fees, funded by the developer, etc.), and public requests (SCF requests, Councilor requests, etc.). Grant opportunities can elevate particular projects based on the priorities of the grant source. Opportunities to coordinate work with other construction may also elevate projects in the queue.
- Sidewalk repairs are based on the deficiencies from the 2014 assessment (barrier score) overlaid with the projected use of the facility especially by vulnerable populations (activity score).

Q: How do you determine the right fix for a problematic intersection or crossing area?

A: Site characteristics (traffic volumes, lines of sight, number of travel lanes, prevailing uses, etc.), standards and guidelines (such as VTrans Crosswalk Guidelines, etc), and the professional review and analysis of our planners, engineers and consultants. For complex intersections, we may undertake a scoping study, including hiring external consultants to facilitate an inclusive public process.

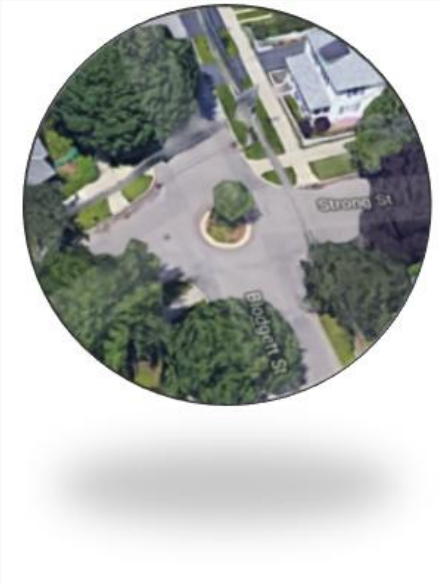
Q: How do you determine which sidewalks get repaired?

A: Sidewalk repairs are based on the deficiencies from the 2014 assessment (barrier score) overlaid with the projected use of the facility especially by vulnerable populations (activity score). We follow ADA guidelines for what constitutes accessibility deficiencies. Note that it will take years to catch up from the decades of deferred maintenance on the sidewalks. Even at 3 miles of replaced sidewalk each year, it will take 40 years to replace the entire network.

Q: How do you allocate resources for transportation planning?

A: We are seeking a balanced transportation system that is safe for all users. For a few decades, the City didn't build sidewalks along with the streets, so we've worked to retrofit pedestrian facilities (new sidewalks on Flynn Ave, Cliff St, Colchester Ave, etc.). For many decades, City didn't install connected bicycle facilities along important corridors, so we've worked to retrofit roadways. For years, we had an inadequate, unheated transit center, so we worked with GMT to construct the Downtown Transit Center. It all works together.

- Strong St / Blodgett St traffic circle
- South End neighborhood traffic calming
- North / South Bicycle & Pedestrian Route Study & planBTV Walk Bike
- Shelburne St Roundabout (2021 construction)
- Vermont Agency of Transportation Highway Safety Program – 100% funding for eligible costs
- Champlain Parkway
- North Ave / Rt 127 Intersection Scoping
- Colchester Ave / Pearl St / Prospect St Scoping
- Winooski Ave / Howard St / St Paul St Scoping
- North Ave Corridor
- North Ave / Ethan Allen Parkway Scoping (underway)
- Colchester Ave / Riverside Ave / Barrett St / Mill St Scoping
- Neighborhood Greenways
- North Ave / South Road (Cambrian Rise)
- Winooski Ave Corridor Transportation Study (underway)



PROJECTS THAT CONSIDERED ROUNDABOUTS