



OUR CURRENT POLICIES AND PROCESS

Complete Streets Implementation
Fletcher Free Library, June 5, 2012

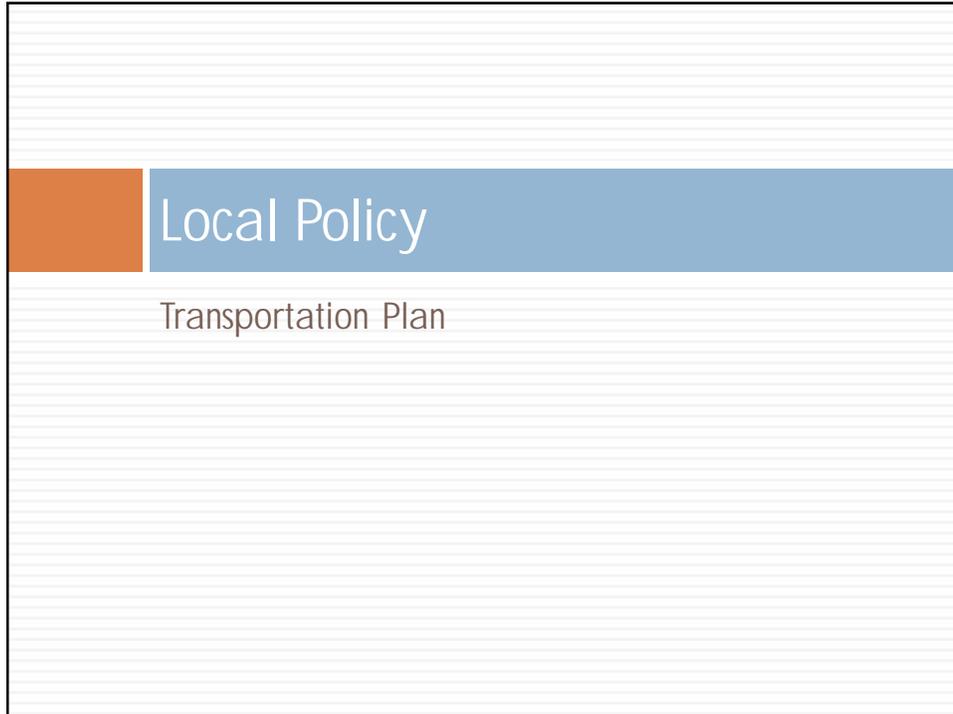
Our Policies

2011 Transportation Plan

*Burlington's Transportation Vision
...transportation functions as part of an interconnected system which offers a range of choices that are safe, affordable, efficient and convenient for residents, employees and visitors alike...successfully competing with the automobile for the dominant mode of choice.*

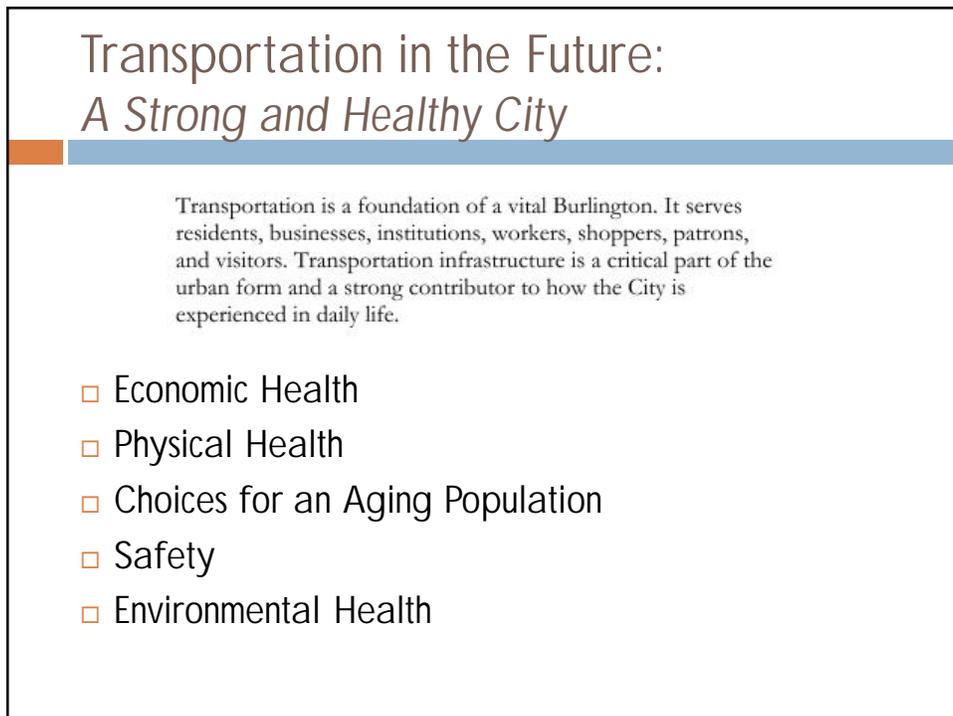
Act No. 34

*An Act Relating to a Transportation Policy that Considers All Users
...it is the policy of this state for municipalities to consider "complete street" principles, which are principles of safety and accommodation of all transportation system users, regardless of age, ability, or modal preference...*



Local Policy

Transportation Plan



Transportation in the Future:
A Strong and Healthy City

Transportation is a foundation of a vital Burlington. It serves residents, businesses, institutions, workers, shoppers, patrons, and visitors. Transportation infrastructure is a critical part of the urban form and a strong contributor to how the City is experienced in daily life.

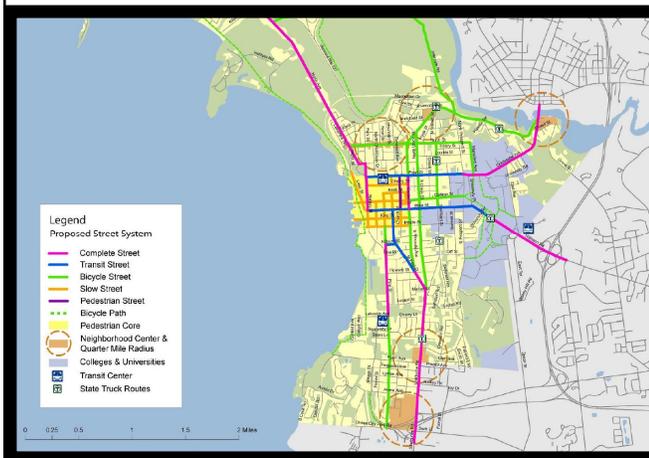
- Economic Health
- Physical Health
- Choices for an Aging Population
- Safety
- Environmental Health

Transportation in the Future: *Transportation Choices*

- Walking: the fundamental urban transportation mode
- Cars
- Transportation Systems Management
- Transit
- Biking
- Accessibility
- Transportation Demand Management
 - CATMA
- Parking



Transportation in the Future: *Great Streets*



- Complete Streets
- Transit Streets
- Bicycle Streets
- Slow Streets
- State Truck Routes
- Neighborhood Streets

Proposed Street System: *The Bicycle Street*

THE BICYCLE STREET - 30' WITH TWO BIKE LANES & TWO WAY STREET



Proposed Street System: *The Transit Street*

THE TRANSIT STREET



Proposed Street System: *The Complete Street*

THE COMPLETE STREET - PUTTING IT ALL TOGETHER



Proposed Street System: *Neighborhood Center Street*

THE NEIGHBORHOOD CENTER STREET



Context Sensitive Solutions

- Pedestrian Zone:
 - Sidewalks
 - Tree belts and street trees
 - Street lighting
 - Street furniture
 - Transit shelters
- Roadway Zone:
 - Parking
 - Bike lanes
 - Vehicle lanes
 - Left turn lanes
 - Crosswalks & medians
 - Curb radii
 - Stormwater planters
 - Porous paving

State Policy

Act 034

Act 034

Transportation Policy Considering All Users

- Effective July 2011
- Internal policy for state-managed projects recently developed
- Community workshops in development for fall 2012
 - ▣ AARP and Local Motion with Agency of Transportation

Act 034 – municipal projects

If a project does not incorporate complete streets principles, the municipality shall make a written determination, supported by documentation and available for public inspection at the office of the municipal clerk and at the agency of transportation.

- Exceptions only for unpaved highways
- Determination to exclude principles based on
 - ▣ Use prohibited
 - ▣ Disproportionate cost
 - Land use, user volumes, density, crash data, historic and natural resource constraints, maintenance requirements
 - ▣ Outside of scope because of very nature

Our Current Decisionmaking Process

Moving Forward, Steering the Course

Moving Forward, Steering the Course: *Transportation Services*

Moving Forward

Changes need to occur in the way the City delivers transportation programs and services. This calls out for a "different" way of doing things...

- *The changes are basic:*
 - *Treat the streets holistically (Great Streets philosophy)*
 - *Develop an annual work plan dedicated to meeting the goals of the Transportation Plan*
 - *Establish mechanisms for the review of these plans*
 - *Develop a project prioritization methodology*
 - *Develop methods to communicate these activities to the public*

Transportation Plan Indicators

1. Complete Streets implemented progress
2. Priority Transit System implementation progress
3. Transit Ridership
4. Traffic Volumes into and out of the City
5. Accumulation of Cars
6. Downtown/Waterfront Parking Spaces
7. Downtown On-Street Parking Utilization

Transportation Plan Indicators

8. Parking Revenues
9. Maintenance Expense
10. Number of Burlington Employees Covered by TMAs
11. TMA Employee Mode Shares
12. Mode Shares for Students at Public Schools
13. Traffic Crashes
14. Energy Use/Greenhouse Gas Emissions

Moving Forward, Steering the Course: *Current Practice*

- Monitors transportation indicators for progress = Transportation, Energy and Utilities Committee (TEUC)
 - ▣ Indicators included in DPW's Annual Report
- Project review and public communication = TEUC
- Regulate operation of vehicular and pedestrian traffic on streets and sidewalks = Public Works Commission

Moving Forward, Steering the Course: *Current Practice, cont.*

- Transportation project implementation = DPW
 - ▣ Works with an ad-hoc Transportation Advisory Committee – staff of DPW, Planning & Zoning, Parks & Recreation, CEDO, and City Arts
- Oversee specific projects = advisory committees as appointed by the Mayor and City Council

If we could first know where we are, and whither we are tending, we could better judge what to do, and how to do it... (Abraham Lincoln, speech to the Illinois Republican State Convention, June 16, 1858)

Recent Activities

Transportation Projects

A typical street...



Multi-disciplinary Coordination

- *Community stakeholders*
- *Corridor-specific stakeholders*
- *Municipal department representatives*
- *State agency representatives*
- *Age-focused representation*
- *Emergency services*
- *Modal representation*

- *Example: Colchester Avenue Corridor Study*

Corridor Studies

- What it is...
 - ▣ A comprehensive and coordinated list of recommendations to achieve a common vision within a defined corridor

- How it is achieved...
 - ▣ Evaluate existing and future corridor conditions
 - ▣ Articulate the vision and goals for the corridor
 - ▣ Develop and compare design options / alternatives
 - ▣ Offer a detailed implementation plan

Colchester Avenue Corridor Study

A coordinated effort

- Colchester Avenue Task Force created by City Council in 2006
 - City Council
 - CCTA
 - Emergency Services
 - City of Winooski
 - Major employers
 - City staff
 - NPA
 - Local Motion
 - CATMA – Committee Facilitator
- Technical Committee
 - CCRPC
 - CATMA
 - BED
 - CCTA
 - Emergency Services
 - Local Motion
 - City of Winooski
 - City staff
 - VTrans

Task Force: general oversight and policy direction throughout the process

Public Involvement

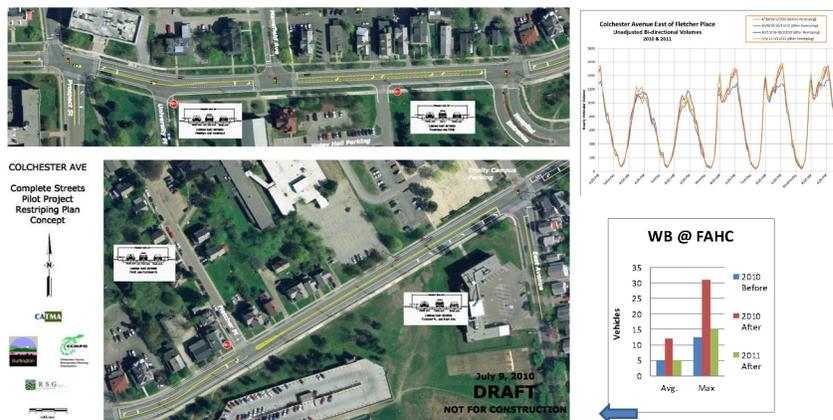
- Initial public meeting
- Concept plan review
- Draft plan review
- Decisionmaker approval

Planning in Action Colchester Avenue Demonstration Project

- Complete Streets configuration conceptualized in Transportation Plan and draft Corridor Study
- Opportunity to test street design alternative
- Data collection before and after
- Public feedback during trial phase

Colchester Avenue Corridor Study

- Colchester Avenue studies



Colchester Avenue Alternatives

Issue	3-Lane w/ Advanced Pedestrian Phase	4-Lane w/ Exclusive Pedestrian Phases
Cost (No ROW cost)	Approximately \$3.8 million	Approximately \$4.7 million
Vehicle Congestion	<ul style="list-style-type: none"> •Longer vehicle queues during Peak Hours •Travel Time Similar to 4-Lane 	<ul style="list-style-type: none"> •Smaller queues •Travel Time Similar to 3-Lane
Pedestrian Roadway Crossing and Congestion Tradeoff	<ul style="list-style-type: none"> •Advanced pedestrian phase is safe •Shorter Crossing Distances •Less vehicle/pedestrian conflict points 	<ul style="list-style-type: none"> •Fully protected pedestrian crossing •Longer Crossing Distances
Bicycle Access	<ul style="list-style-type: none"> •New bike lane 	<ul style="list-style-type: none"> •New bike lane
Vehicle Safety	<ul style="list-style-type: none"> •Traffic calming = less severe crashes •Less potential for sideswipes •Long queues means more rear ends •Less gaps to exit driveways 	<ul style="list-style-type: none"> •Smaller queues less rear ends •Left turns in through lanes •Potential for sideswipes
Transit Operations	<ul style="list-style-type: none"> •Pull-offs recommended 	<ul style="list-style-type: none"> •Pull-offs not essential
Emergency Vehicle Operations	<ul style="list-style-type: none"> •Long queues may cause delays during peak hours 	<ul style="list-style-type: none"> •Less delay
Aesthetics, Community Character, Environment	<ul style="list-style-type: none"> •Less Pavement/stormwater •Balances arterial and neighborhood street •Roadway feels like less of an barrier 	<ul style="list-style-type: none"> •More Pavement/Stormwater •Feels like an arterial •Creates obstacle •Front yard impacts •Existing Tree Impacts
Right-of-Way	<ul style="list-style-type: none"> •Pearl/Prospect 	<ul style="list-style-type: none"> •Pearl/Prospect •New ROW required between Mary Fletcher and East Ave

Color Code: Positive Neutral Negative

Future Activities

Transportation Plan Implementation

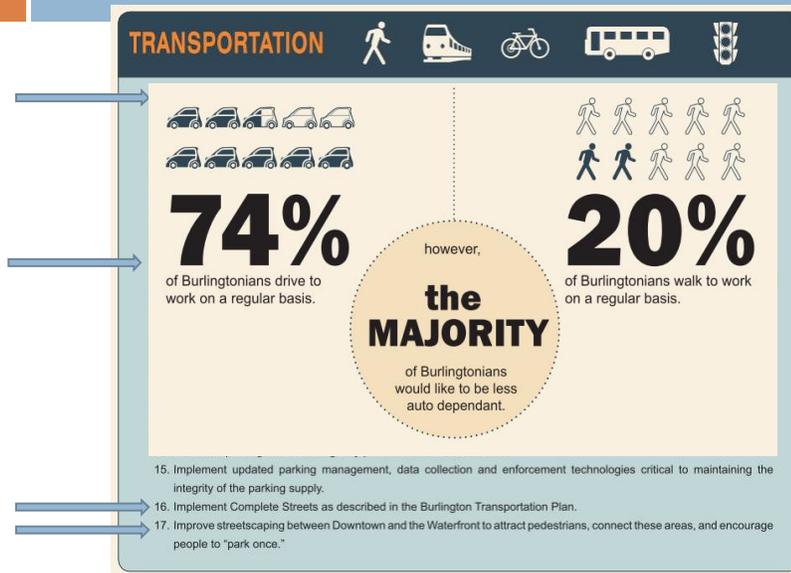
Our Plans and Processes

Transportation Plan Proposed Street System

- Complete Streets projects – *not prioritized*
 - North Avenue (2012)
 - Colchester Avenue (implement corridor study)
 - South Winooski Avenue
 - Battery Street
 - Shelburne Street
 - Pine Street
- Bicycle Streets, Slow Streets, Transit Streets

Our Plans and Processes

Plan BTV



City Codes

- Private development to meet DPW standards and Zoning requirements
 - ▣ Bicycle parking, sidewalks, reduced conflicts at garage entrance/exit, traffic signals
 - ▣ Impact fees
- Form-based code
 - ▣ Context sensitive
 - ▣ Regulates development to achieve desired urban form
 - ▣ Comprehensive components: building form and scale, public space elements

Our Plans and Processes

Resurfacing, Restoration, Rehab

- Annual Street Capital Program
 - ▣ Streets and Sidewalks
 - ▣ Bicycle Set Aside
- State Route Capital Improvement Program
- Grant opportunities and Federal funding

Our Plans and Processes

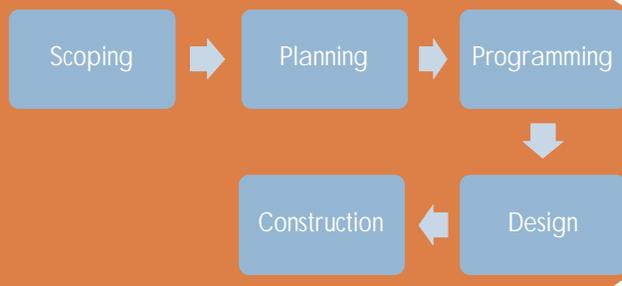
Capital Improvement Program

- Projects selected based on maintenance needs
- Streets evaluated using MicroPaver
- Sidewalks evaluated using Sidewalk Strategic Plan
- Bicycle improvements planned with Walk Bike Council and inclusion in larger projects
- Transit improvements planned by CCTA
- Grant-funded project candidates reviewed by City Transportation Advisory Committee

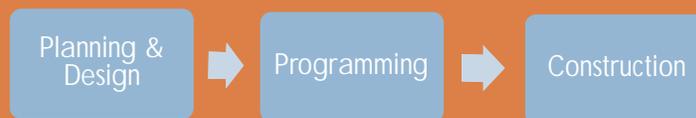
Our Current Process

Planning through Construction

Utilizing Other People's Money (large projects)



Utilizing City Capital (small projects)



Our Current Process

Public Input

- Throughout the entire process:
 - Scoping & Planning...project steering committee
 - Programming...project prioritization with decisionmaker approval
 - Design...public presentations of alternatives
 - Construction...public outreach

Refining Our Current Plans & Process

5-year capital transportation plan

- Maintenance Plans
- Programmed Capital Projects
- Capital Projects Needing Scoping and/or Funding
- Transportation Policy

Refining Our Current Plans & Process *Implementing Complete Streets*

- Prioritizing within and beyond 5-year capital plan
- Identifying public participation
- Moving from policy into projects
 - ▣ How to build consensus with so much flexibility?
 - ▣ How to ensure public and political participation and support?
- Consideration in afternoon session