



Advocating for Walking, Biking, and Rolling Through Complete Streets

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**Local Motion's mission is to make it safe, accessible,
and fun for everyone to bike, walk, and roll in Vermont.**

Equality



Equity



Why Complete Streets?

- **Physical:** Address diseases of inactivity and traffic violence
- **Social:** fostering interaction rather than isolation
- **Economic:** Local living and affordable transportation
- **Environmental:** Biking and walking are the lowest-impact modes of transportation

Safe streets and roads for all Vermonters



- People walking
- People using wheelchairs and assistive devices
- People driving
- People using transit
- People biking



Inherent human characteristics

- We are vulnerable
- We make mistakes

What makes roads dangerous?

Force = Mass * Acceleration



The car

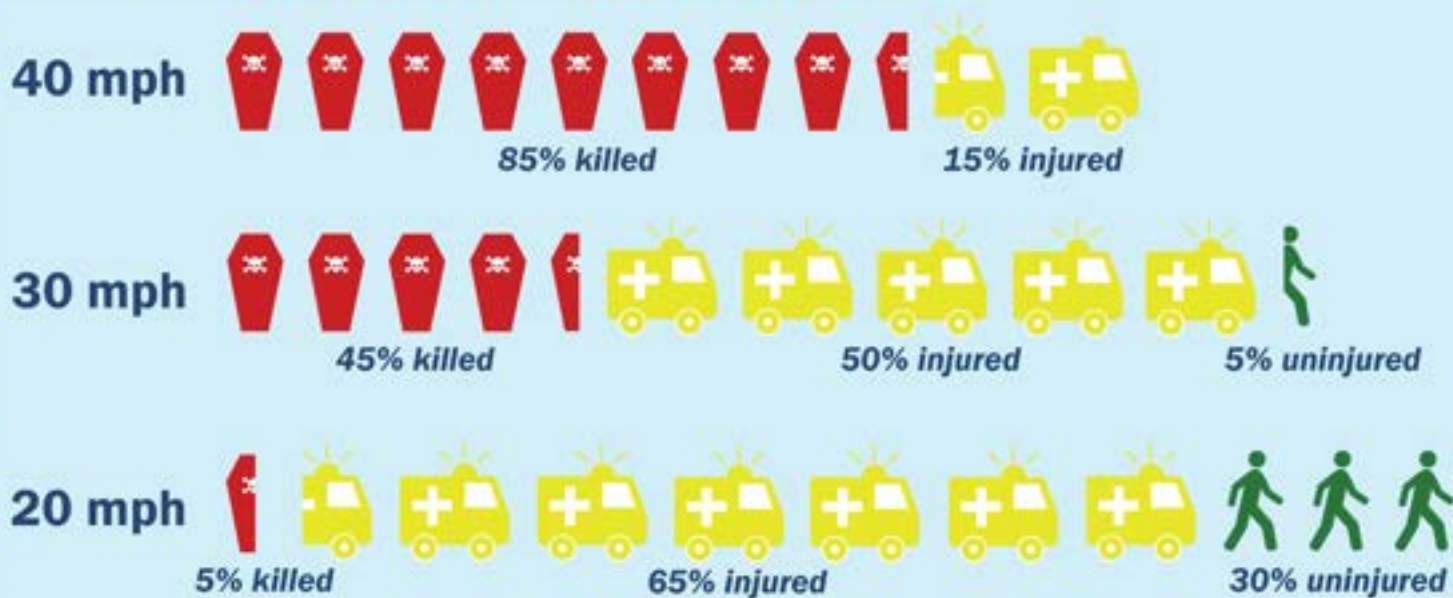


Car speed

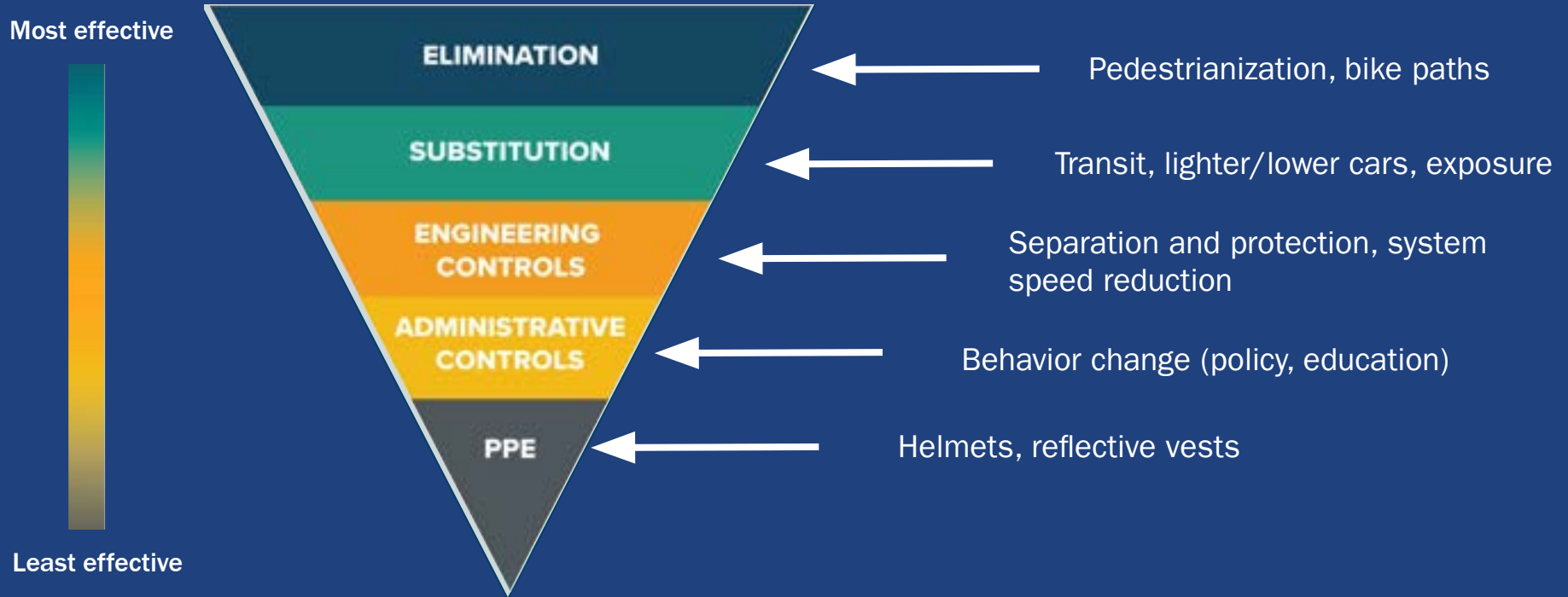


Speed is deadly

Pedestrian Injuries at Impact Speeds



Hierarchy of Controls



Shared space environment

- 0 - 15 MPH car speeds
- People biking and walking can safely share the road with people driving



Provincetown, MA

Low-speed street

- Cars go no faster than 25 MPH
- Painted bike infrastructure is sometimes sufficient, but protection is desirable
- Sidewalks and short crossings for people walking



N. Union Street, Burlington



Moderate-speed street

- Cars go no faster than 35 MPH
- Protected biking infrastructure, ideally grade-separated
- People walking need sidewalks & enhanced crossings



North Avenue, Burlington



Roads and Highways

- 35+ MPH
- Fully grade separated, with degree of protection/separation increasing with speeds of roadway
- Enhanced intersections, potentially roundabouts



Shared use path being built along Route 15 in Colchester



Technical Assistance

Supporting Walk/Bike (and Energy!) Committees

- Customized approach for each community
- Increase capacity and effectiveness of volunteer groups
- Ensure strategic approach
- Assist with formation of new committees and recruitment
- Provide resources and technical assistance



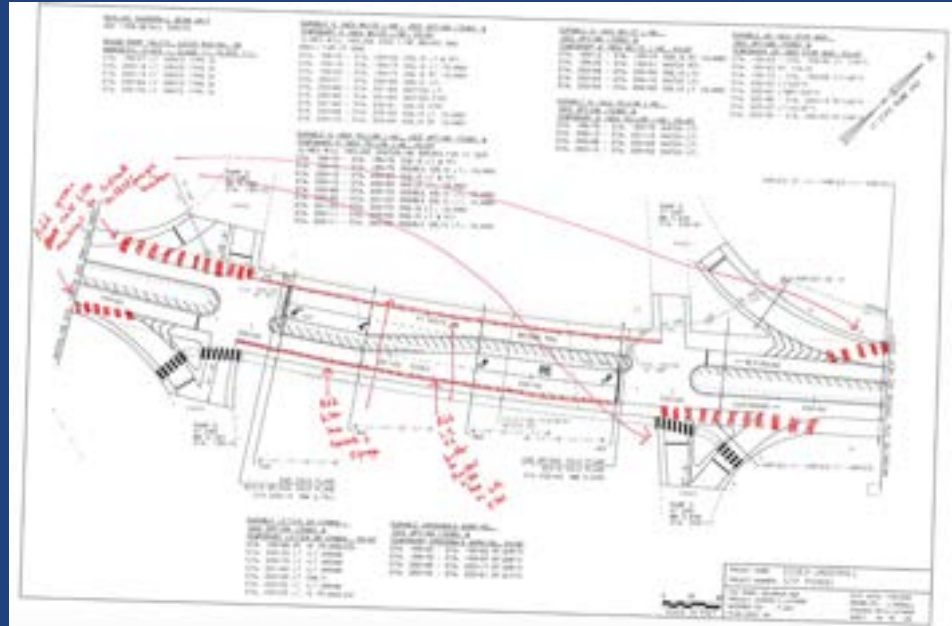
Planning Input

- Includes direct participation in planning processes (recent examples include Envision 189, Richmond Walk/Bike Master Plan)
- Support proposals for planning projects, grant applications, etc.



Design Review

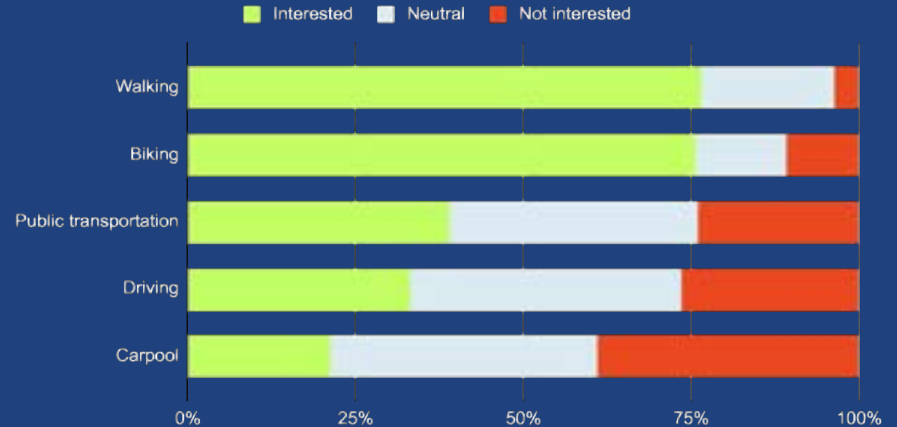
- Provide detailed recommendations during the design phase to improve projects for walking and biking



Community Walk/Bike Surveys

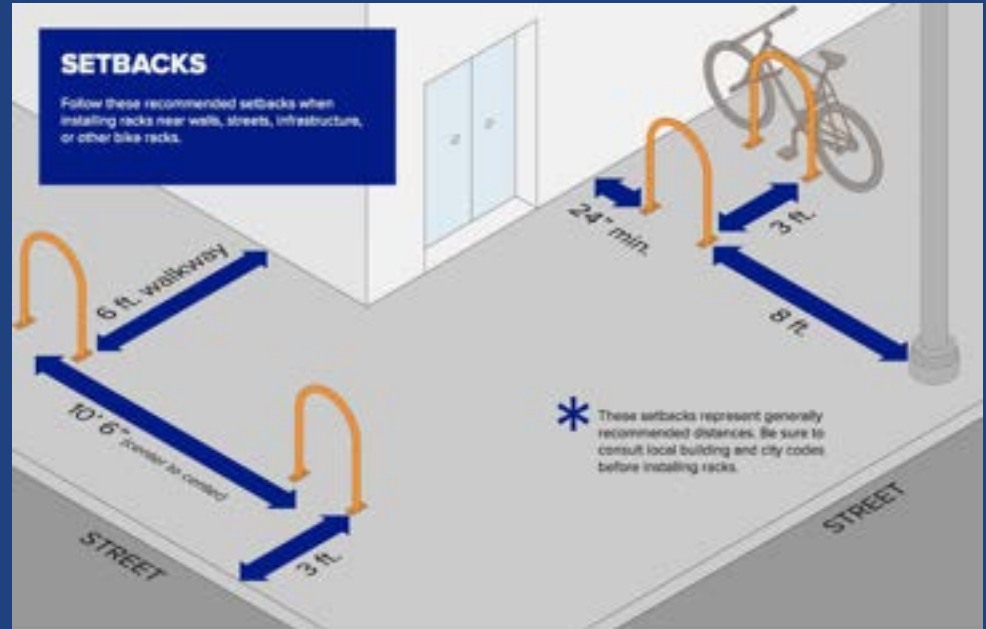
- Help determine a community's general stance on walking and biking
- ID barriers to walking and biking & possible solutions
- Show baseline community support for the work that the committee or group is doing
- Build contact list and engagement

Rate your interest in using the following types of transportation more frequently:



Policy Development

- Adding bike parking requirements to CDOs
- Walk/Bike friendly traffic laws
 - Bikes crossing on pedestrian signals
- Local Complete Streets ordinances



Pop-Up Projects




Low cost & temporary — Experiment with design — Gather feedback and build support

Walk/Bike Action Plans & Audits

- Light-and-fast approach to identifying deficiencies and recommending solutions
- Focus on lower cost, quicker projects
- Build momentum and coalitions for bigger projects and more detailed planning

Recommendations

BRISTOL SCHOOL WALK-BIKE SAFETY AUDIT REPORT



Red brick improved crosswalks with white stripes are more visible than white crosswalks, and indicate to drivers they must stop ahead.

Action	Responsibility
• Repave North St with bike lanes in each direction between Rt 116 and the town line	Town Officials/Road Foreman
• Re-stripe existing crosswalks around the school, possibly with red and white painted/textured materials (Mountain/Spring, North/Pleasant, North/Fish, Fish/Mountain, North/Church St)	Town Officials/Road Foreman
• Address handicap access at school drop-off/pick-up area	School and Town Officials/Road Foreman
• Test out temporary improvements along Pleasant/Spring and Pine Streets through pop-up projects	School and Town Officials, PIO, Local Motion, Addison County BPC
• Brand streets around the elementary school as a slow zone with signage	Town Officials/Road Foreman
• Create a joint School/Town/PIO/Community Walk/Bike Action Plan	School and Town Officials, PIO, Local Motion, Addison County BPC

Bike Parking Assistance

- Provide siting recommendations according to industry best practices and local ordinance
- Offer purchasing support through Dero



E-bike Lending Libraries

- Great way to build walk/bike culture and database
- Promote an energy-efficient mode that's more realistic than traditional biking, esp. in rural areas
- Contact Jessica@localmotion.org



Thanks for building a more sustainable
Vermont!

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