ESSEX TOWN AND VILLAGE BICYCLE AND PEDESTRIAN PLAN

- Town of Essex
- Village of Essex Junction
- CCRPC
- DuBois & King
Bicycle Pedestrian Plan Update

- Regional and Local Plans Prepared in 1994
- Included list of projects and priorities
- Many have been completed, some have stalled due to funding or environmental issues
- This effort is an update to chart the next 10 to 20 years of investment.
About this plan

- Lean in budget and approach
- Builds on past work
- Informed by current research
- Multi-jurisdictional (Town and Village)
- Collaboration with Local Motion and Village Walk Bike Committee
- Responsive to current fiscal conditions
- Acknowledges realities of project costs and complexity
Steering Committee

- Dennis Lutz
- Greg Duggan
- Ally Vile
- Robin Pierce
- Dana Hanley
- Aaron Martin
- Rick Jones
- Sharon Kelley
- Rick Hamlin
- Darby Mayville

- Bryan Davis, CCRPC
- Katelin Brewer-Colie, Local Motion
- Lucy Gibson, DuBois & King
Process

- Review Goals
  - Town and Village Plans
  - Local Motion Workshop

- Review current network
  - Identify gaps
  - Identify emerging needs

- Identify alternative strategies for addressing the needs

- Develop Implementation Program
  - Identify implementation options
  - Identify funding sources
If You Build Bike Lanes, They Will Ride

by Tim Fernholz

April 18, 2012
Study Finds Benefit in Proximity to Bike Lanes: 45 Minutes of Exercise a Week

Monday, July 21, 2014 - 12:00pm PDT by JAMES BRASUELL

Infrastructure, United Kingdom

Researchers in the United Kingdom have found that people who live near bike lanes are more likely to exercise—45 minutes more exercise per week, in fact.
NACTO Urban Bikeway Design Guide

The purpose of the NACTO Urban Bikeway Design Guide (part of the Cities for Cycling initiative) is to provide cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists.
Outreach

- Front Porch Forum
- See-Click-Fix
- Essex Junction Walk Bike Committee
- Public Meetings
  - April 2014
  - July 2014
  - Tonight
Existing and Funded Network

Greater Essex Bicycle Pedestrian Plan
Map A: Existing Network and Funded Projects

Route 15 Shared Use Path
Susie Wilson Crossing
Colchester Rd Sidewalk
NECR Rail with Trail
Sidney – Windridge Link
Pearl St Link
Crescent Connector

Route 15 Pedestrian Crossing
THE PLAN
Pedestrians

- Fill in the sidewalk gaps
- Provide protected or enhanced crossings
- Connect paths and trails
Crosswalk Enhancements
Future Pedestrian Network

Greater Essex Bicycle Pedestrian Plan
Map B: Future Pedestrian Network

Upper Main Sidewalk
Main St Sidewalk
Pinecrest
Festival Street
Jericho Rd
River Rd W
River Rd E
Bicycle Network for Everyone

FOUR TYPES OF BICYCLISTS

- Enthusiastic and Confident: 7%
- Interested but Concerned: 60%
- No way no how: 33%
- Strong and Fearless: 1%

Source: Portland Bureau of Transportation
Direct Routes
for the Fearless and Confident

- Bicycle Lane on Major Routes
The Neighborhood Network
for the Interested but Concerned

- Shared Streets: *Low Volumes and Slow speeds*
- Bicycle Lanes: *moderate speed streets*
- Protected Lanes or Paths: *high speed or heavy traffic routes*
Protected/Buffered Bicycle Lanes
Bicycle Boulevards
Sharing the Road
Traffic Calming
Bike Parking
Five Corners: Post Crescent Connector

- Reconsider lane allocation after traffic study and monitoring

- Bicycle Routes:
  - through (if traffic lanes can be reduced) and
  - around (on Crescent Connector)

- Opportunity for Woonerf on Main Street
### Project Database

<table>
<thead>
<tr>
<th>Road (Org)</th>
<th>Origin</th>
<th>Destination</th>
<th>Road Number</th>
<th>Start Date</th>
<th>End Date</th>
<th>Status</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>Route 5 (Upper River St)</td>
<td>North of 285, near river</td>
<td></td>
<td></td>
<td>2020-04-10</td>
<td>2020-07-20</td>
<td>S</td>
<td></td>
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# Big Ticket Projects

<table>
<thead>
<tr>
<th>#</th>
<th>Route</th>
<th>Location</th>
<th>Bicycle</th>
<th>Pedestrian</th>
<th>Length</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Route 15/Main St</td>
<td>South of 289, east side</td>
<td>●</td>
<td></td>
<td>3,636</td>
<td>12,100</td>
</tr>
<tr>
<td>4</td>
<td>Pinecrest</td>
<td>West of Route 2A</td>
<td>●</td>
<td></td>
<td>1,545</td>
<td>3,100</td>
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<tr>
<td>9</td>
<td>Old Stage Rd</td>
<td>Indian Brook to Tower Rd</td>
<td>●</td>
<td>●</td>
<td>4,806</td>
<td>2,800</td>
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<tr>
<td>15</td>
<td>Sandhill Rd</td>
<td>South of Allen Martin</td>
<td>●</td>
<td></td>
<td>4,762</td>
<td>4,900</td>
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<tr>
<td>30</td>
<td>Pearl St</td>
<td>Susie Wilson to W St Ext</td>
<td>●</td>
<td></td>
<td>2,323</td>
<td>14,800</td>
</tr>
<tr>
<td>32</td>
<td>Maple St/River Rd</td>
<td>Rivendell Dr to 289</td>
<td>●</td>
<td></td>
<td>6,700</td>
<td>6,500</td>
</tr>
<tr>
<td>36</td>
<td>Route 15/Main St</td>
<td>Fairview Dr to 289</td>
<td>●</td>
<td></td>
<td>4,015</td>
<td>12,100</td>
</tr>
<tr>
<td>39</td>
<td>Browns River Road</td>
<td>Towers Rd to Weed Rd</td>
<td>●</td>
<td>●</td>
<td>6,614</td>
<td>3,900</td>
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<tr>
<td>40</td>
<td>Lincoln St/Route 2A/Colchester Rd</td>
<td>Pearl St to Pinecrest</td>
<td>●</td>
<td></td>
<td>6,138</td>
<td>7,200</td>
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<tr>
<td>54</td>
<td>Lincoln St</td>
<td>North St to Fairground Entrance</td>
<td>●</td>
<td></td>
<td>2,770</td>
<td>6,500</td>
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</tbody>
</table>
Lower Cost Projects-Local Funding

- Crosswalks
- Maintenance
- Restriping
- Wayfinding signs
- Short path connections
- Local street traffic calming measures
- Bike Parking
- Wayfinding for bicyclists and pedestrians
Big Ideas for the Long Term

- Five Corners Reconfiguration (Main Street Woonerf)
- Circ Highway Redesignation and posted speed reduction (allow bicycles to use and cross corridor)
- Regional multi-use path following historic abandoned railroad corridor to Jeffersonville.
HOW DO WE PAY FOR IT?
## Programming Cost Estimates

<table>
<thead>
<tr>
<th></th>
<th>Town</th>
<th>Village</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Big Ticket</td>
<td>$ 6,533,500</td>
<td>$ 2,647,500</td>
<td>$ 9,181,000</td>
</tr>
<tr>
<td>Lower Cost Projects</td>
<td>$ 3,253,500</td>
<td>$ 1,485,500</td>
<td>$ 4,739,000</td>
</tr>
<tr>
<td>Total</td>
<td>$ 9,787,000</td>
<td>$ 4,133,000</td>
<td>$ 13,920,000</td>
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# Annual Costs for 20 Year Buildout

<table>
<thead>
<tr>
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<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Big Ticket</strong></td>
<td>$ 6,533,500</td>
<td>$ 2,647,500</td>
<td>$ 9,181,000</td>
</tr>
<tr>
<td><strong>Local Share (20%)</strong></td>
<td>$ 1,306,700</td>
<td>$ 529,500</td>
<td>$ 1,836,200</td>
</tr>
<tr>
<td><strong>Lower Cost Projects</strong></td>
<td>$ 3,253,500</td>
<td>$ 1,485,500</td>
<td>$ 4,739,000</td>
</tr>
<tr>
<td><strong>TOTAL Local Funding</strong></td>
<td>$ 4,560,200</td>
<td>$ 2,015,000</td>
<td>$ 6,575,200</td>
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</tbody>
</table>

*Assuming a 20 year build out:*

<table>
<thead>
<tr>
<th></th>
<th>Town</th>
<th>Village</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Annual Allocation</strong></td>
<td>$ 228,010</td>
<td>$ 100,750</td>
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<tr>
<td><strong>Town Highway Budget (approx)</strong></td>
<td>$ 2,000,000</td>
<td>$ 800,000</td>
</tr>
<tr>
<td><strong>% of Town Highway Budget</strong></td>
<td>11.4%</td>
<td>12.6%</td>
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</tbody>
</table>
Funding and Implementation Options

- **VTrans Resurfacing:** state highways typically get 4 to 5 feet shoulders when they are resurfaced. Route 117 is on the schedule currently.

- **Federal Grant Programs**
  - VTrans Bicycle and Pedestrian
  - Transportation Alternatives
  - CCRPC Bicycle and Pedestrian Grants

- **Local Funding**
  - Local funding can be raised through a tax increment or bonding
  - Small projects can be done routinely by town forces or developers
  - Medium-sized projects can be funded with contributions from developers (possibly through impact fees)
Dare to Experiment
Open Streets Events
Next Steps

- Public Meetings
  - Town Planning Commission
  - Village Planning Commission

- Adoption
  - Town Selectboard
  - Village Trustees
THANK YOU!

Questions?