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**CITY OF RUTLAND
COMPLETE STREETS GUIDANCE DOCUMENT**

(Regarding ACT 34 – A transportation policy that considers all users)



June 6, 2018

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Introduction

DIRECTIVE ISSUED BY BOARD OF ALDERMEN

On June 1st, 2015 the Board of Aldermen approved a motion to *“move the issue (a Complete Streets policy) to the Public Works Committee to work in collaboration with the Mayor, Commissioner of Public Works and City Engineer to develop a plan to implement the Complete Streets program for the City of Rutland”*.

This document is a direct result of the directive issued.

INTRODUCTION TO ACT 34 (“Complete Streets”)

In 2011, the Vermont Legislature passed Act 34 relating to a transportation policy that requires the consideration of all users. This policy requires that the needs of all transportation users, regardless of their age, ability, or preferred mode of transportation be considered, regardless of the project’s funding source in state and municipal transportation projects and project phases including but not limited to planning, design, construction, and maintenance.

All levels of government are subject to the provisions of the act. The following excerpt from the legislation specifies specific requirements for municipalities:

309d. POLICY FOR MUNICIPALLY MANAGED TRANSPORTATION PROJECTS

- (a) Except in the case of projects or project components involving unpaved highways, for all transportation projects and project phases managed by a municipality, including planning, development, construction, or maintenance, it is the policy of this state for municipalities to consider “complete streets” principles, which are principles of safety and accommodation of all transportation system users, regardless of age, ability, or modal preference. If, after the consideration required under this section, a project does not incorporate complete streets principles, the municipality managing the project 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, that one or more of the following circumstances exist:
- 1.) Use of the transportation facility by pedestrians, bicyclists, or other users is prohibited by law.
 - 2.) The cost of incorporating complete streets principles is disproportionate to the need or probable use as determined by factors such as land use, current and projected user volumes, population density, crash data, historic and natural resource constraints, and maintenance requirements. The municipality shall consult local and regional plans, as appropriate, in assessing these and any other relevant factors.
 - 3.) Incorporating complete streets principles is outside the scope of a project because of its very nature.
- (b) The written determination required by subsection (1) of this section shall be final and shall not be subject to appeal or further review.

VTrans has identified the following types of projects as being outside the scope of Complete Streets in their guidance on Act 34, which primarily includes maintenance activities (this is not meant to be a complete list):

- Crack Sealing
- Culvert Replacement
- Emergency Repairs
- Guardrail Replacement
- Pothole Repair
- Ledge/Slope Projects
- Roadside Mowing
- Road/Shoulder Sweeping
- Shim/Leveling Projects
- Sign Replacement
- Projects with Pre-approved Scopes of Work (i.e. grant funded projects)

PURPOSE

Up until a decade or so, automobiles and trucks were the primary and sometimes only mode of transportation considered when designing a highway.

The following excerpt was taken from the VTrans “Complete Streets Guidance” document dated March 2012 which accurately describes the shift in street design philosophy which has occurred both nationally and in the State of Vermont.

“Nationally, Complete Streets represents a paradigm shift in traditional road construction philosophy. In Vermont, Complete Streets builds upon the flexibility in design and context sensitive solution practices that have been implemented since 1997 when the Vermont State Standards were established. It was once common practice to reactively attempt to accommodate bicycle and pedestrian friendly practices into projects. While this methodology would often result in a final product that contained benefits to bicyclists and pedestrians it did not allow the designer to consider all alternatives and consult with applicable stakeholders to determine what, or if, improvements would be of true value. Complete Streets principles require designers to consider how a project will incorporate the needs of all facility users, throughout a project’s planning, design, construction, and maintenance phases. This methodology may result in additional benefits including: improving safety for all users, improving connectivity, improving human health, enhancing quality of life and livability, providing an aesthetically pleasing surrounding, supporting current and future economic vitality, and the reduction of pollutants into the environment.”

COMPLIANCE WITH CITY MASTER PLAN

The CITY MASTER PLAN adopted by the Rutland City Board of Aldermen on June 16, 2014 and amended on June 1, 2015 embraces and supports the concept of Complete Streets. The following excerpts have been taken from the document which demonstrate the overall agreement and endorsement of Complete Streets strategies:

- Aesthetic quality and pedestrian safety need to be insured and transportation improvements related to bicycle and pedestrian traffic have been and should continue to be considered.
- The City supports and encourages public transit in the City and the region, and the Regional Commission's planning efforts to maximize access to transportation services to all people of the region.
- The City must focus its attention on safe and efficient movement of traffic, both vehicular and pedestrian; including alternative modes of transportation/mobility to the community. The City should take into account planned bike path routes for future development and provide bicycle storage/racks throughout the City.
- The City should have a strategy for creation of trails and bike paths to circle the City and have multiple spokes into Downtown.
- Integral to the preservation and public use of the City's cultural features is the ability of citizens to circulate freely among them. This requires access on foot, bicycle and public transit as well as private automobile.
- Typical elements that make up a complete street include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use paths, safe and accessible transit stops, and frequent and safe crossings for pedestrians, accessible pedestrian signals, and curb extensions. In rural areas examples could be the striping of shoulders on paved roads to accommodate bicyclists and others or the development of a separate multi-use path. Balancing safety and convenience for all users is the common denominator. The City will implement Complete Streets principals when appropriate in future projects.
- Despite the technical difficulties of mixing bicycles with vehicular traffic in an urban setting, the City nonetheless endorses and supports all reasonable projects that encourage increased usage of this alternative mode. In practical applications, bicycles can ease congestion and reduce the environmental impact of transportation.
- An important advantage of locating in an urban area is the ability to move around on foot. The City strives to provide safe, attractive pedestrian access within and between neighborhoods.

City of Rutland Complete Streets Policy

COMPLETE STREETS METHODOLOGY

GENERAL

This Complete Streets Guidance Document has been created to serve as a framework in considering Complete Streets principles in all new and applicable construction projects within the City. The document provides a standard systematic approach, which when used, assures compliance with Act 34. Specifically, it ensures that Complete Streets concepts are considered in a thorough and consistent manner for all projects undertaken within the City.

Some of the benefits expected by the creation and utilization of this Guidance Document are:

- ✓ Complete Streets principles will thoroughly and consistently be considered in all applicable projects while in the consideration/design phase – well before construction begins.
- ✓ The process delineated within should reduce or eliminate any last minute objections related to the type and/or level of inclusion of complete streets features into any given project.
- ✓ The development process resulted in identifying priority routes for bicycle, pedestrian and transit users. These priorities (2nd Tier Street Classifications) are documented and are living documents. They are to be reviewed periodically and may be revised/updated as warranted.

DOCUMENT COMPONENTS

There are four basic components of the Guidance Document as follows:

1. Complete Street Classifications (1st and 2nd Tier)
2. Complete Streets Design Features
3. Complete Streets Design Matrix
4. Complete Streets **Evaluation/Reporting Documents**
 - a. **City of Rutland Complete Streets Evaluation Form**
 - b. **Municipal Complete Streets Compliance Form**

One of the primary tasks undertaken in the creation of this document was the evaluation of each street within the entire City network to determine the level and focus of Complete Street features each street warrants. In a sense, this task amounted to defining a generalized transportation masterplan for the City while considering all types of users. By establishing and formalizing this plan, current and future designers will have an understanding of which Complete Streets features should be considered for implementation on all future projects within the City.

In order to apply the Complete Streets principals uniformly, a street classification system had to first be developed. It was determined that a 2-tier classification system would work best. The six 1st tier classifications were based upon traditional road function in conjunction with zoning and land use. These classifications range from *Residential Neighborhood* which primarily provides access to properties within neighborhoods to *Major Thoroughfare* which provides direct connectivity to adjacent communities or to other areas within the community.

While the 1st tier classifications primarily address vehicular traffic usage in the traditional sense, 2nd tier classifications were developed to specifically address other modes of transportation. The other modes of transportation considered were pedestrians, bicycles and transit users.

A comprehensive list of Complete Streets features was created which could be drawn upon to implement in appropriate locations. A design matrix was also developed to designate which features should be considered for each specific street classification. The matrix compiles all 1st and 2nd tier street classifications along with corresponding Complete Streets Features. This matrix provides the DPW (or outside consultant working on a City project) a specific direction including the priorities established for each and every particular street.

GUIDANCE DOCUMENT DEVELOPMENT & ACCEPTANCE PROCESS

This Draft Guidance Document will be presented to the Board of Aldermen, City Planning Commission and other planning and advocacy groups for comment. In addition there will be at least one presentation in a general public informational meeting which will also solicit comments. The document will be available online and an opportunity to submit comments online will be provided. Once the comment period has closed, the Department of Public Works, Recreation Department, Rutland Redevelopment Authority and Police Department will collectively review the comments and propose changes to the document as appropriate. The resulting Final Draft will be presented to the Board of Highway Commissioners for review and final approval. The approval of the Complete Streets Guidance Document by the Board of Highway Commissioners will be final and not subject to appeal.

Once the Guidance Document is approved and implemented, it will be reassessed/reopened for public comment every 5 years. The Department of Public Works will evaluate all recommendations made and will submit all proposed revisions to the Board of Highway Commissioners for approval. In this manner, necessary updates may be made to keep the document current with the needs of the City.

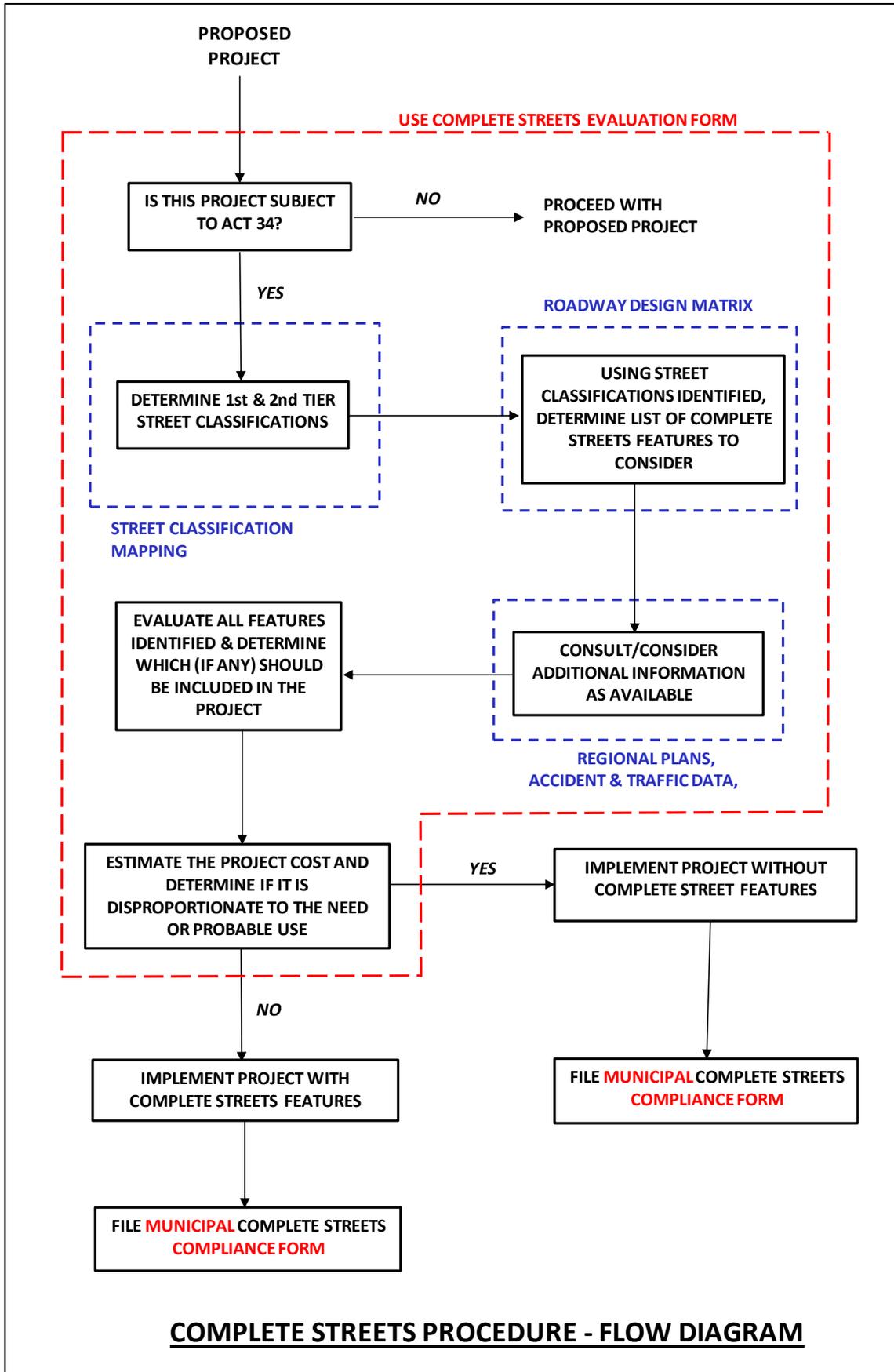
DOCUMENT IMPLEMENTATION

The Complete Streets Procedure which will be applied to all proposed DPW construction projects is described below and is shown graphically in a flow diagram on the following page:

- 1.) Determine if the proposed project is applicable. (Use the **City of Rutland Complete Streets Evaluation Form** for steps 1 through 6.)
- 2.) If the project is applicable, consult the 1st and 2nd Tier Street Classification Mapping and determine applicable Street Classifications.
- 3.) Using the Street Classifications determined in step 2, consult the **Complete Streets Roadway Design Matrix** and conclude which design features should be considered in the project.

- 4.) Consult all other appropriate information needed to make informed decisions. (i.e. local/regional plans, traffic data, accident data, etc...)
- 5.) Evaluate each design feature obtained in step 4 and decide whether it will be implemented in the design.
- 6.) Determine whether the cost of incorporating complete streets principles is disproportionate to the need or probable use.
- 7.) Fill out the **Municipal Complete Streets Compliance Form** and place on file along with **City of Rutland Complete Streets Evaluation Form** and any other relevant information generated in steps 1 through 6.

All evaluations and determinations made as a result of the process described above shall be final and not subject to appeal or further review.

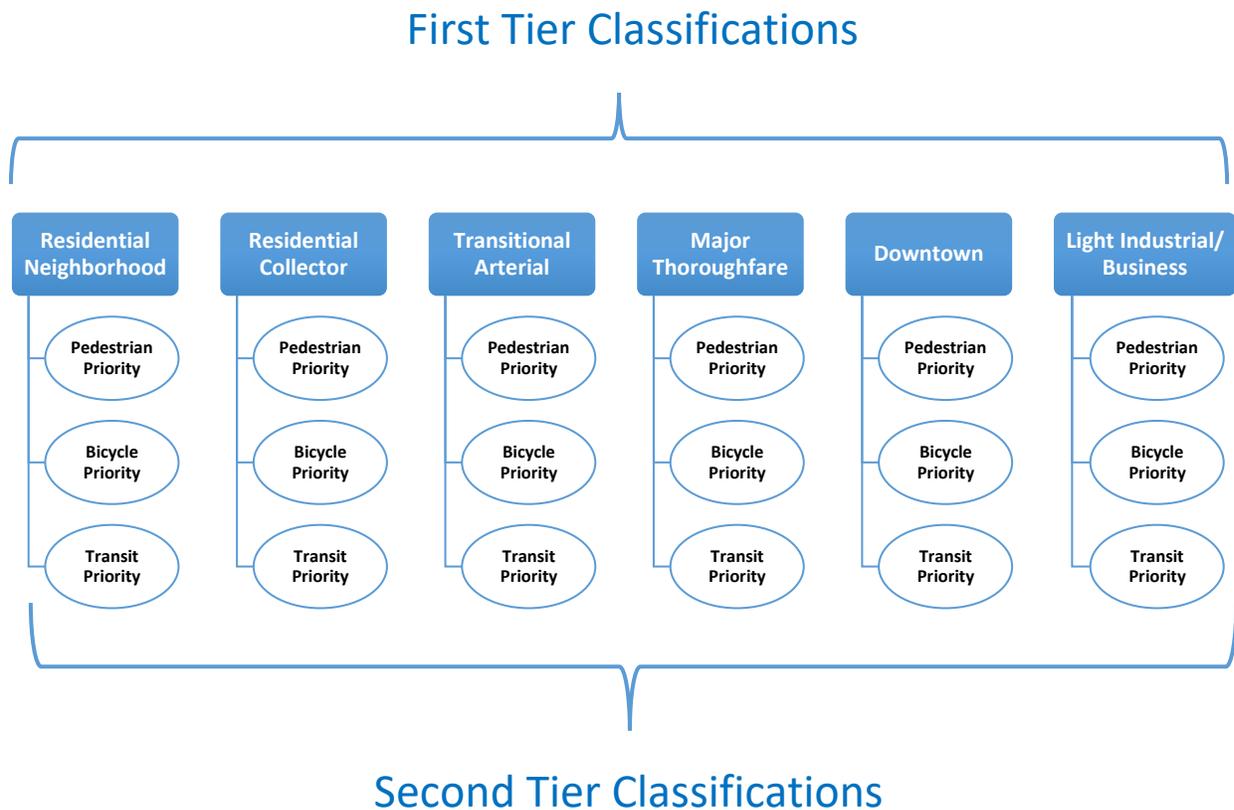


COMPLETE STREET CLASSIFICATIONS

A two-tier street classification system has been developed to define the unique nature of each street and to identify both the degree to which Complete Streets principles should be implemented and what type of emphasis should be addressed.

There are six 1st tier classifications and they have been created utilizing a mix of traditional highway function as well as land use types. The 1st tier classifications are: Residential Neighborhood, Residential Collector, Transitional Arterial, Major Thoroughfare, Downtown and Light Industrial/Business.

There are three 2nd tier classifications. These classifications are: Pedestrian Priority, Bicycle Priority and Transit Priority. While each street can have only one 1st tier classification, it may have multiple 2nd tier classifications. A description of each classification follows.



FIRST TIER STREET CLASSIFICATIONS

1.) Residential Neighborhood



RONALDO COURT

The primary purpose of a Residential Neighborhood street is to provide access to properties within residential neighborhoods. These streets service both single family and multi-family homes.

Examples: Ronaldo Court, Butterfly Avenue, Robinwood Lane, Grant Avenue, Baxter Street, Sherwood Road, Hazel Street, Charles Street

Typical Characteristics of these Streets:

- 2 Travel lanes
- Sidewalks may be present on one or both sides of the street
- A greenbelt is typically provided between the edge of street and sidewalk
- On-street parking is generally allowed but may be limited in some locations
- Low traffic volume and a variety of users
- Curb, gutter and catch basins may or may not be present
- Centerline pavement markings typically not present
- May be dead-end or part of a subdivision network
- Street lighting is typically provided

VAOT Roadway Classification: Class 3

2.) Residential Collector



TEMPLE STREET

The primary purpose of a Residential Collector street is to provide access to residential neighborhoods and properties located on the street. These streets service both single family and multi-family homes.

Examples: Library Avenue, Harrington Avenue, Kendall Avenue, Temple Street, Granger Street, Bellevue Avenue, Giorgetti Boulevard, North Street Extension, Hillside Road

Typical Characteristics:

- 2 Travel lanes
- Sidewalks on one or both sides of the street
- A greenbelt is typically provided between the edge of street and sidewalk
- On-street parking is often not allowed
- Low to moderate traffic volume and a variety of users
- Curb, gutter and catch basins may or may not be present

VAOT Roadway Classification: Class 3

3.) Transitional Arterial



STRATTON ROAD

The primary purpose of a Transitional Arterial street is to provide access from one section of the community to another or consisting of different land uses in its overall makeup transitioning users through town.

Examples: Stratton Road, Allen Street, Killington Avenue, River Street, Grove Street, Crescent Street, Strongs Avenue, Jackson Avenue

Typical Characteristics:

- 2 Travel lanes delineated with striping
- Sidewalks on one or both sides of the street may be present depending on adjacent land use
- On-street parking may be allowed in areas where specific character warrants parking
- Moderate to high traffic volume and a variety of class of vehicles and users
- Curb and gutter are standard with catch basins
- Street lights are often present at intersections and in higher density areas

VAOT Roadway Classification: Class 2

4.) Major Thoroughfare



NORTH MAIN STREET

The primary purpose of a Major Thoroughfare street is to provide direct connectivity to adjacent communities or to other areas within the community. These streets service commercial uses and both single family and multi-family homes.

Examples: North Main Street, Main Street, South Main Street, Woodstock Avenue

Typical Characteristics:

- Multiple travel lanes (typically two in each direction with dedicated turning lanes)
- Sidewalks or multi-use paths on one or both sides of the street
- On-street Parking is not allowed
- High traffic volume with peak rush hours and a variety of users
- Traffic signals present at some intersections
- Curb and gutter are standard with catch basins
- VTrans and the City coordinate on all projects in the highway Right of Way

VAOT Roadway Classification: Class 1

5.) Downtown



MERCHANTS ROW

The primary purpose of Downtown streets is to provide access to commercial and mixed use areas. This classification includes all streets located within the Designated Downtown District. They are typically very pedestrian oriented.

- These areas are typically very pedestrian oriented
- All streets located within the Designated Downtown District

Examples: Merchants Row, West Street, Center Street, Wales Street, Evelyn Street, parts of Washington Street

Typical Characteristics:

- 2 Travel lanes
- Extra wide sidewalks are present on both sides of the street
- Parking is typically allowed on both sides of the street
- Moderate traffic volume and a variety of users
- Curb and gutter are standard with catch basins
- Delineated crosswalks are present
- Streetscape features including trees, ornamental lighting, benches, bike racks and public green spaces are typically provided
- Streets are pedestrian-oriented
- Transit is an integral component of these areas

VAOT Roadway Classification: Class 2

6.) Light Industrial/Business



BELDEN ROAD

The primary purpose of Light Industrial/Business streets is to provide access to zones supporting industry and business.

- These streets are typically found in industrial-zoned areas

Examples: Park Street, Smith Road, Belden Road, Gleason Road

Typical Characteristics:

- 2 Travel lanes
- Low to medium traffic volume and a variety of users
- Heavier mix of truck traffic
- Street widths are often wider and designed to accommodate delivery vehicles and other tractor trailer traffic accessing the businesses
- Curb, gutter and catch basins may or may not be present

VAOT Roadway Classification: Class 2

SECOND TIER STREET CLASSIFICATIONS

A.) Pedestrian Priority

A road segment may be designated “Pedestrian Priority” if it meets any of the following criteria:

- Sufficient pedestrian volumes are currently measured or observed
- Major pedestrian generators exist on or adjacent to the segment creating pedestrian traffic. Pedestrian generators include schools, hospitals, shopping areas, parks, mass transit stops, libraries, employment centers and centers of neighborhood interest.
- The road segment is located within a commercial area
- The road segment is part of an established walking route
- The road segment is a recognized route connecting a neighborhood to a commercial area

Examples: Merchants Row

B.) Bicycle Priority

A road segment may be designated “Bicycle Priority” if it meets any of the following criteria:

- Sufficient bicycle volumes are currently measured or observed
- Major bicycle generators exist on or adjacent to the segment creating bicycle traffic. Pedestrian generators include Schools, hospitals, shopping areas, parks, transit points, libraries, employment centers and centers of neighborhood interest.
- The road segment is located within a commercial area
- The road segment is part of an established biking route
- The road segment is a recognized route connecting a neighborhood to a commercial area
- The road serves as a safer detour around a less desirable route

Examples: Lincoln Avenue

C.) Transit Priority

A road segment shall be designated “Transit Priority” if it meets any of the following criteria:

- The road segment is a designated transit route serviced by “The Bus”

Examples: West Street

COMPLETE STREETS FEATURES FOR CONSIDERATION

Forty seven different Complete Streets Features arranged under eight separate categories have been identified for consideration. The features address all anticipated modes of transportation in the City of Rutland - vehicles, bicycles, pedestrians and transit buses.

The eight categories are listed below with a short summary describing each of the Complete Streets Features falling within each of them.

SIDEWALKS & PATHS

Items in this category are features that facilitate a pedestrian's mobility or enhance the walking and biking experience. Design Features to consider under this category are:



Wales Street Sidewalk

- Sidewalks 5' Wide
- Sidewalks > 5' Wide
- Sidewalks on Both Sides of Street
- 8'-10' Wide Shared Use Path
- Tree Belt Enhancements
- Vegetated Swales, Stormwater Planters, etc.
- Benches
- Waste Receptacles

All City sidewalks shall be ADA compliant with curb ramps and detectable warning surfaces. The City's standard sidewalk width in residential areas is 5'. This width is ADA compliant and provides adequate space

for two pedestrians to pass each other traveling in opposite directions. In commercial and downtown areas where pedestrian traffic is typically much greater, sidewalk widths are increased accordingly. Sidewalks located in these areas should be wide enough to accommodate groups of pedestrians traveling in both directions.

Sidewalks may be placed on one or both sides of the street. In most cases for residential streets with low dwelling unit density, a sidewalk on one side of the street is adequate. However, when dwelling unit density attains higher levels, sidewalks on both sides of the street may become necessary. Sidewalks on both sides of the street are also usually warranted in higher



Extra Wide Sidewalk Downtown

street traffic locations as well as commercial and downtown locations.



Vegetated Swale

When a new sidewalk area is added, the addition of impervious area creates additional stormwater runoff which is a challenge that needs to be addressed properly. Low Impact development design techniques including features such as vegetated swales, planters, and silva cells could all help mitigate the increase in impervious areas.

The City’s standard residential sidewalk includes a “green strip” zone between the roadway and outside edge of sidewalk. This strip buffers pedestrians from traffic and provides space for utilities, sidewalk furniture, trees, grass, and any other sidewalk amenities. Green strips are typically 3’ wide minimum but may vary depending on factors including ROW width available and the amount of protection deemed necessary.

Shared-use paths provide recreational opportunities to many different user groups. Anticipated users may include bicyclists, walkers, joggers, in-line skaters and handicapped individuals (and other individuals with disabilities and mobility or navigation challenges) that may use a wheelchair or other equipment. Good engineering practice dictates that minimum path width be set no less than 8’. However, recommended path widths are typically 10’ wide while a preferred width may be set at 12’ or wider. It is recommended that shared-use paths be physically separated from vehicular traffic lanes through use of open space (i.e. green belt) or a structural barrier. Structural barriers may include fences, wood railing, vegetated berms or other features that can afford adequate protection.



Shared Use Path on Main Street



Typical Bench

Amenities including benches and waste receptacles placed in strategic locations along sidewalks or shared paths provide an important function and often make traveling on these paths more enjoyable.



Waste Receptacle

BICYCLE ACCOMODATIONS

Items in this category are features that would facilitate a cyclist’s mobility or enhance the biking experience. Design Features to consider under this category are:



- 4’ Wide Dedicated Bike Lane
- 5’ Wide Bike Lane Adjacent to Parking Lane
- Painted Bike Lane to Increase Visibility
- Sharrow Pavement Markings
- Bicycle Related Signage
- Bicycle Parking Racks
- Bicycle Safe Drain Grates

The AASHTO Guide for the Development of Bicycle

Painted Bike Lane

Facilities defines a bike lane as “a portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.” Bike lanes improve the predictability of movements by both motorists and bicyclists by delineating the right of way to be used by each. These delineations may increase the confidence level to each group that the other will not stray into their path of travel. Bike lane widths vary depending upon their application. According to AASHTO, the



Dedicated Bike Lane



Extra Wide Bike Lane Adjacent to Parking

shoulder. “Share the Road” signs or sharrow pavement markings would

minimum width of a bike lane is 4’ where no gutter or curb are present. Wider bike lanes are recommended when adjacent to vehicle parking lanes or on streets that have higher motor vehicle speeds and traffic volumes.

In situations where sufficient room does not exist for dedicated bike lanes, it may be possible to provide a



Typical Bicycle Signage



Sharrow Pavement Markings

then be an option to caution motorists to be alert for bicyclists. These markings or signs are meant to convey to motorists and bicyclists that they must share the road.

Painted bike lanes may be an appropriate option in locations or circumstances that require higher visibility.

Sufficient, secure bicycle parking racks conveniently located nearby the designated location is often times an important factor in determining whether someone chooses to

bicycle. Quality bicycle racks positioned in safe locations provide the biker with peace of mind regarding damage or theft. All public buildings should provide bicycle racks.



Bike Rack @ Library

Catch basin grates pose a hazard to bicyclists when the openings are of sufficient size to catch a tire and potentially cause the biker to crash. Bicycle-safe grates should be used in all locations where bicycle traffic is anticipated.

Adequate consideration should be made to keep catch basin grates, manhole covers



Bicycle-Safe Grate

and other obstructions outside of designated bicycle routes. When it is necessary to locate these structures within bicycle routes, they should be installed such that there is a maximum elevation differential of ¼" with adjacent asphalt.

It is also important to consider the material make-up of on-grade structures since slippery surfaces pose potential hazards to bikers.

ROADWAY DESIGN

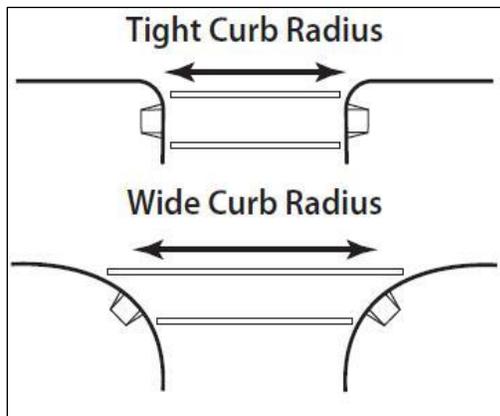
Items in this category are roadway design features that directly impact accessibility and level of service for all types of users. Design Features to consider under this category are:



Narrow Vehicle Lanes on Killington Avenue

- Up to 10' Vehicle Lanes
- 10'-12' Vehicle Lanes
- Paved Shoulders Delineated with Fog Lines
- Compact 10'-15' Curb Radii
 - Center 2-Way Left Hand Turn Lane
 - Roundabouts
 - Curb Cut Management

The Vermont Agency of Transportation specifies minimum lane and shoulder widths in their Design Manual. Generally, lane width increases with an increase in Average Daily Traffic counts. 10' lanes and narrower are generally appropriate in locations where low traffic volumes, lower speeds and lower truck mix is encountered. As expected, increased lane widths are appropriate in locations that support higher traffic volumes, speeds and larger truck traffic volumes.



Radius Size Comparison

The design of a corner curb radius at an intersection is a very important design feature that directly impacts both function and safety. Larger turning radii are necessary at locations where large truck traffic is expected to safely allow these vehicles to make the turn without encroaching on adjacent sidewalks or lanes of traffic. On the other hand, smaller turning radii are advantageous to pedestrian safety since they shorten the cross walk distance reducing the time

pedestrians are exposed to traffic. Slower turning speeds are also usually a consequence of smaller turning radii which provides additional pedestrian protection. Curb radii should be selected by taking into account the needs of all users - utilizing performance and safety as key criteria.

Paved shoulders offer many benefits to drivers, pedestrians and bicyclists alike. Direct benefits can be classified into categories including safety, capacity and



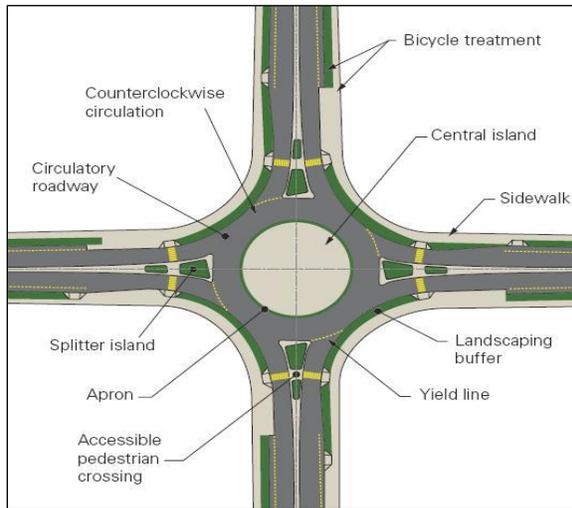
Paved Shoulders on River Street

maintenance. Paved shoulders add lateral distance between vehicles and pedestrians or bikers often times providing an increased level of comfort. This additional distance also accommodates driver error and keeps vehicles further away from potential roadside obstacles including signs, utility poles and trees.

The sole purpose of a Center 2-Way Left Hand Turn Lane is to allow left turning vehicles to leave through travel lanes and wait in this designated lane until an acceptable gap in opposing traffic appears. Vehicles traveling in either direction may access this lane. These lanes are not to be used for passing or for normal travel. Double left hand turn arrows are typical pavement markings that designate these specialized lanes.



Center 2-Way Left Hand Turn Lane on Columbian Avenue



Typical Roundabout Layout

A modern roundabout is a type of intersection where traffic travels counterclockwise around a central island. The main characteristic of a roundabout is that traffic must yield-at-entry to the circulating traffic. This design eliminates the need for traffic signals and stop signs.

When cited correctly, roundabouts can offer many advantages including efficiency, safety and environmental benefits. Studies have shown that roundabouts may increase traffic up to 50% compared to traditional intersections. Their

geometric design reduces the likelihood and severity of collisions by reducing traffic speeds and minimizing T-bone and head-on collisions.

Proper curb cut management is an important consideration when designing new roadways or reconstructing existing ones. Maximum curb cut width, number of curb cuts allowed per property, minimum distance between curb cuts, and minimum separation distances to intersections and crosswalks are just some of the critical design parameters that need to be respected in order to provide a safe environment to all types of transportation users.



Potential Site for Curb Cut Width Reduction on Strongs Avenue

CROSSWALKS

Items in this category are crosswalk enhancements that would aid or offer protection to pedestrians while crossing a street. Design Features to consider under this category are:



Portable Pedestrian Sign

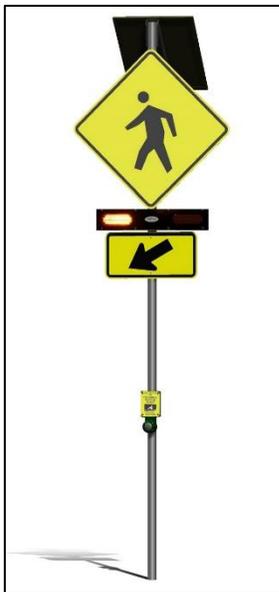
- Portable Pedestrian Signs
- Pedestrian Signs With Warning Lights
- Rectangular Rapid Flashing Beacons
- Bulbouts Protruding From Curb
- Pedestrian Refuge Center Islands
- Pedestrian Signals at Intersections

In some circumstances pavement markings alone do not adequately delineate cross walks to approaching motorists. Specialized street signs may be added to these locations to increase the visibility of the crosswalk and increase the likelihood of motorist yielding.

In-street pedestrian crossing signs represent a low cost option that can typically offer additional visibility when desired. These signs are usually placed on the crosswalk within the street or median. If setup to be portable, they may be removed nightly or seasonally as required. The signs can also be permanently mounted when preferable.



Pedestrian Sign with Warning Lights



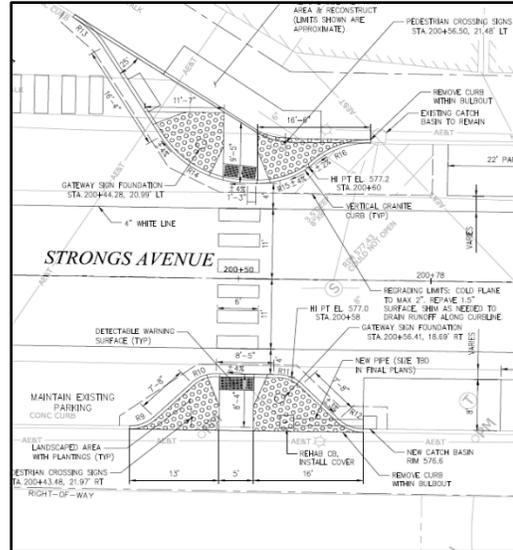
Rectangular Rapid Flashing Beacon

When an increased level of visibility is necessary, signs with warning lights may be the proper choice. Studies have found that these types of signs are particularly effective at night. Different sign and light configurations including in-road warning lights are commercially available.

Rectangular rapid flashing beacons may be used to provide an additional level of visibility to pedestrians at unsignalized intersections and mid-block crossings. These beacons utilize bright high frequency flashing LED lights to warn approaching drivers of pedestrians in the crosswalk. They are used in conjunction with standard pedestrian crossing signs and are placed on each end of the crosswalk. Beacons may be activated manually by pushbutton control or automatically by pedestrian detection equipment.

Bulbouts are curb extensions that protrude into the roadway and/or parking lane. Benefits from this arrangement include an increase in pedestrian safety resulting from shortening the crossing distance, slowing turning vehicles and improving pedestrian and motor vehicle visibility. Visibility is improved because bulbouts provide a better vantage point to see and be seen by approaching vehicles. Generally, benefits received from bulbouts are greater the further the bulbout extends into the roadway. Bulbouts can also be designed to create public spaces, landscaped areas, or transit waiting areas.

Pedestrian refuge islands are protected areas between active traffic lanes where pedestrians may safely pause or wait while crossing a street. The islands may be especially useful to seniors, children, individuals with disabilities and others who may find it difficult to completely cross the street without stopping. At un-signalized intersections, they allow safe harbor after crossing one direction of traffic before taking on the next. Refuge islands often times make crossing a busy street easier since the pedestrian is more likely to find a small gap in traffic for each direction in lieu of a larger gap for both directions.



Proposed Bulbout on Strongs Avenue



Figure 5-8b. Refuge at mid-block crossing

Pedestrian Refuge Center Island

Pedestrian signal heads “pedheads” may be installed at intersections to control pedestrian traffic and aid them in making a safe crossing. Engineering judgement is necessary to determine where this type of control is warranted. Pedheads are often located in areas with large volumes of pedestrian traffic or where they will help minimize vehicle-pedestrian conflicts. **The majority of signals in the City are setup with a Concurrent Pedestrian Crossing Phase which allows pedestrians to cross the same time as traffic traveling in the same direction.**



Pedestrian Traffic Signal w/Concurrent Pedestrian Crossing Phase

At some intersections it is advantageous to have traffic signals setup with an Exclusive Pedestrian Crossing Phase. Under this scenario, a separate phase occurs in which all vehicle lights turn red allowing pedestrians to cross while all traffic movement is stopped. With this type of sequencing, No Turn on Red signs are typically required. Major advantages resulting from this type of sequencing is that vehicle-pedestrian conflicts should theoretically be eliminated and pedestrians are allowed to cross in all directions at the same time. The downside to this type of signal is they increase vehicle wait times resulting in the decrease in Level of Service at the intersection.



Pedestrian Traffic Signal w/Exclusive Pedestrian Crossing Phase

TRAFFIC CALMING

Items in this category are roadway design features that are used to slow down traffic create a safe environment for pedestrians, children and cyclists. Design Features to consider under this category are:



Elevated Cross Walk

pavement perpendicular to the travel lane which is constructed flush with the sidewalk on each side of the roadway creating a uniform elevation for pedestrians to cross upon. The elevated profile requires motorists to slow down to safely traverse them.

Speed humps are similar to raised crosswalks without the pedestrian crossing element.

Chicanes are created by a series of road narrowings or curb extensions that alternate from one side of the road to the other which form s-shaped curves. Chicanes can be gentle or more restrictive depending upon the design and intended outcome.



Example of Chicanes

- Raised Crosswalks @ Midblock Locations
- Speed Humps
- Chicanes
- Reduced Vehicle Lane Widths
- Street Trees
- Curbing

Three of the six features available for use within this section pertain to changes in vertical or horizontal roadway alignment forcing motorists to slow down. Raised cross walks are typically an elevated width of



Speed Hump

Chicanes can be very effective in slowing down traffic provided the deflection angles and shifts in alignment are large enough to prohibit speeders from taking a straight path across the centerline. One simple and relatively inexpensive way of creating chicanes is to shift parking from one side of the street to the other utilizing landscaped islands.

This type of feature is typically appropriate for use on residential neighborhood and residential collector streets which have lower traffic volumes.

Reduced vehicle lane widths and vertical elements like curbing, trees and bollards close to the edge of roadway further reduce the “optical width” of a street, thereby discouraging speeding.



Street Trees Reducing “Optical Width”

TRANSIT FEATURES

Items in this category are features that offer safety and comfort to transit riders. Design Features to consider under this category are:

- Bus Shelters
- Bus Stop Benches
- Bus Stop Lighting
- Bus Bulbouts
- Bus Pull-Offs



Bus Shelter on Park Ave.

Bus shelters offer employees, visitors, and everyday riders a protected area that will shelter them from the elements while they wait for their bus to arrive.

Shelters exist that accommodate various site demands and different passenger volumes. Typically, a shelter is constructed of clear side-panels for clear visibility and, depending on demand and frequency of service, may also have a bench.

The decision to install a shelter is a result of availability and need as determined by the Marble Valley Transit Authority and the Department of

Public Works. Many criteria exist to determine the need for a shelter installation at a bus stop. Local priorities and neighborhood requests influence the decision to include a shelter at a bus stop. Other factors that can influence the installation of a shelter include availability of right-of-way width, existing street furniture, utility pole locations, landscaping, existing structures, and current sidewalk configuration.



Benches at Downtown Bus Stop

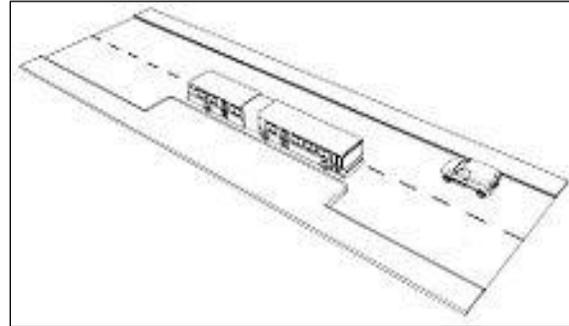
A bus stop bench, even without a bus shelter, provides comfort and convenience at bus stops. Like shelters, benches are usually installed based upon availability and determination of need between Marble Valley Transit Authority and the Department of Public Works. Siting for the installation of benches is similarly determined by the same factors as shelters, though sites with space constraints can sometimes be better served by a bench than shelter.

Bus stop lighting affects bus patrons' perception of safety and security at a bus stop. Good lighting can enhance a waiting passenger's sense of comfort and security while poor lighting may encourage unintended use of the facility by non-bus patrons, especially after hours. Lighting is particularly important in northern climates like Vermont's where patrons may arrive and return to the stop in darkness during the

winter season. Installing lighting that provides between 2 to 5 foot-candles is the general recommendation. Cost and availability of power influence the decision to install direct lighting at a bus

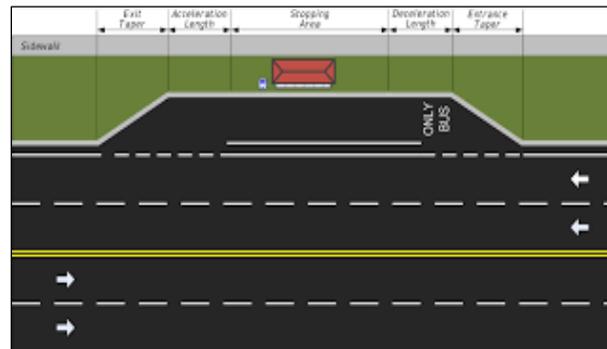
stop. Direct lighting is expensive and difficult to achieve at remote locations. A cost-effective approach to providing indirect lighting at a site is to locate bus stops near existing street lights. Another option is to place solar lights in these locations.

A bus bulbout is essentially a curb extension that serves as a transit stop. Bus bulbouts can improve transit performance by eliminating the need for transit vehicles to exit and re-enter the flow of traffic at each stop. They also facilitate accessible boarding as the bus can align directly with the curb. Bus bulbouts improve pedestrian conditions by providing extra space for waiting and passing pedestrians and providing a space to locate transit shelters out of the way of pedestrian flow. Bulbouts should be considered at sites along city sidewalks that have high patron volumes, where parking along the curb is allowed.



Typical Bus Bulbout Configuration

A bus pull off is a designated spot on the side of a road where buses pull out of the flow of traffic to pick up and drop off passengers. It is often indented into the sidewalk or other pedestrian area. With a bus bulbout, the point is to save the bus the time needed to merge out of and back into moving traffic, at the cost of temporarily blocking that traffic while making a stop. As opposed to bus bulbouts, bus pull offs do not block traffic while the bus is stopped, but at the cost of the time necessary to merge back into flowing traffic.



Typical Bus Pull Off Configuration

PARKING

Items in this category are features that provide appropriate parking opportunities to the motoring public. Certain configurations have the potential to provide additional safety to non-vehicular traffic. Design features to consider under this category are:

- Parallel On-Street Parking
- Reverse Angled Parking
- Centralized Pay Stations
- Designated Loading Zones

Parallel On-Street Parking has been the standard go to parking choice in Rutland and provides parking along streets without large increases to the public right of way and impervious surfaces. This type of parking, outside of simple property acquisition, also provides other added benefits such as providing a barrier to pedestrians on the sidewalks (allowing pedestrians to feel safer separated from traffic). These spaces also are typically located closest to local businesses and destinations.



Parallel On-Street Parking on Center Street

Reverse Angled Parking may be utilized where right-of-way widths are sufficient. This type of parking is typically configured with 60-degree angled stalls. It provides increased parking capacity over the traditional parallel parking scenario since vehicles utilize only 10' to 12' of curb instead of 22'. This parking arrangement offers several other advantages over a traditional parallel parking configuration. It provides motorists better vision of vehicles, bicycles and pedestrians when exiting the parking space and entering live traffic. It also offers protection to passengers when entering or exiting the vehicle because the open door directs them to the sidewalk instead of toward active bicycle and vehicular traffic. When parked, the trunk of the vehicle faces the sidewalk, which make loading and unloading cargo much easier.



Example of Reverse Angled Parking

Centralized Pay Stations provide numerous advantages over the traditional metered parking space. While initial capital cost is much greater, one pay station takes the place of multiple meters resulting in a reduction of maintenance and service. Pay stations allow users multiple formats of payment (including cell phone pay apps) outside of the traditional coin payment and allow the City to update rates simultaneously from a central software control location with ease, allowing the use of promotional rates, free days and other payment modifications. The elimination of parking meters opens up more room on the sidewalk and improves the aesthetics of the streetscape.



Pay Station Kiosk on Merchants Row



Typical Sign Denoting Loading Zone

Loading zones are designated areas in the parking lane used exclusively for loading and unloading deliveries to buildings. These zones are meant to be used by commercial vehicles or vehicles that have a valid Non-Commercial Loading Zone Permit only. They should not be used by business customers or employees. These zones typically have a maximum time limit of between thirty and sixty minutes that all delivery vehicles must abide by. Loading zones are usually requested by merchants or building owners through a request to the Traffic Safety Committee.

LIGHTING/SIGNS

Items in this category are features that facilitate a user’s mobility and provide a sense of security. Design Features to consider under this category are:

- Standard LED Street Lights
- Ornamental Light Fixtures/Poles
- Solar Lights
- Wayfinding Signage



Typical LED Streetlight

Major advantages of LED street lighting include the traditional advantages of street lighting in prevention of accidents and increase in safety. Lighted intersections and highway interchanges tend to have fewer crashes than unlighted intersections and interchanges. Lights, though mainly sited specifically to provide light to both pedestrian and vehicular travel ways, can also provide property owners a modicum of safety. With the City’s adoption of LED lighting, less light is lost to peripheral areas, allowing darker skies and more focused lighting and less energy expended.

Ornamental Light Fixtures/Poles are used by the City not only in substitution for traditional street lighting but as an “aesthetic feel” to an area and help to designate special districts (i.e. Downtown). The lights also provide unique locations provided by the lamp posts to hang decorative or commemorative banners or other decorations such as flowers.



Ornamental Lights on Washington Street



Solar lights on Dorr Bridge

Solar lights have been installed in the City at locations where power from the grid was not available or would have been prohibitively expensive to connect to. Solar lights provide the opportunity to afford safety and protection to all types of users in areas where lights might not have been considered in the past.



Downton Wayfinding Sign

Wayfinding signs or kiosks guide people through a physical environment and enhance their understanding and experience of the space. Wayfinding is particularly useful in complex built environments such as urban centers. People often look favorably upon visual cues such as maps, directions, and symbols which help guide them to their destinations. Signage, like ornamental lighting, can also be designed and integrated to fit and enhance the character of a special district.



City of Rutland Complete Streets Evaluation Form

Project Information

Street:
From:
To:
Project
Description:

Analyzed By
Name:
Position:
Date:

Classifications

First Tier: Select Classification
Second Tier: Select Classification

Complete Streets Features to Consider

Sidewalks & Pathways

Comments

Bicycle Accomodations

Comments

Roadway Design

Comments

City of Rutland Complete Streets Evaluation Form - Cont'd

Project Information

Street:
From:
To:

Crosswalks

Comments

Traffic Calming

Comments

Transit Features

Comments

Parking

Comments

Lighting/Signs

Comments

Complete Streets Exemption

Exemption

Justification

MUNICIPAL COMPLETE STREETS COMPLIANCE FORM

Town:
Road:
Project Description:
Name of Municipal Official:
Position:
Date:

Act 34 became effective July 1, 2011 and requires that the needs of all transportation users, regardless of their age, ability, or preferred mode of transportation be considered in state and municipal transportation projects and project phases. This project compliance form serves to document that Complete Streets practices and principles were considered and implemented where applicable for the project listed above. This project compliance form should be submitted when the project has been finalized. It should be retained in the Town's files and a copy provided to VTrans via the Regional Planning Commission.

Please complete only one of the three sections.

1) Compliance – Please select all Complete Streets principles and practices that have been incorporated into the project.

- | | |
|--|--|
| <input type="checkbox"/> Sidewalks: installation, repair, ramps, railing, etc. | <input type="checkbox"/> Pavement Improvements: replacement, repair, etc. |
| <input type="checkbox"/> Crosswalks: installation, repair, markings, etc. | <input type="checkbox"/> Shoulder Improvements: widen with new pavement. |
| <input type="checkbox"/> Lighting: street or pedestrian scale. | <input type="checkbox"/> Bike/Shared Use: paths, lanes, etc. |
| <input type="checkbox"/> Signals: pedestrian features. | <input type="checkbox"/> Public Transit: bus stops, bus pullouts, kiosks, etc. |
| <input type="checkbox"/> Streetscaping: benches, bulbouts, landscaping, | <input type="checkbox"/> Other (please describe): |

2) Exemption – Please select one.

- A. The use of the transportation facility by pedestrians, bicyclists or other users is prohibited by law.
- B. Incorporating complete streets principles is outside the scope of the subject project due to its very nature. Indicate project scope below.
- | | |
|---|---|
| <input type="checkbox"/> Crack sealing | <input type="checkbox"/> Culvert replacement |
| <input type="checkbox"/> Emergency repairs | <input type="checkbox"/> Guardrail replacement |
| <input type="checkbox"/> High risk rural road (HRRR) projects | <input type="checkbox"/> Ledge/slope projects |
| <input type="checkbox"/> Pothole repair | <input type="checkbox"/> Preventative maintenance, bridge maintenance |
| <input type="checkbox"/> Roadside mowing | <input type="checkbox"/> Road/shoulder sweeping |
| <input type="checkbox"/> Shim/leveling projects | <input type="checkbox"/> Sign replacement |
| <input type="checkbox"/> Traffic signal equipment upgrades | <input type="checkbox"/> Other miscellaneous maintenance activities |
- Projects with pre-approved scopes of work (Often funded through grant programs such as Transportation Alternatives, Scenic Byways, Public Lands Highways or easements with a specific purpose.)
- C. The cost of incorporating complete streets principles is disproportionate to the need or probable use.

If 2)C is selected, please provide a short justification below:

3) Non-Compliance – If none of the boxes under “Compliance” and “Exemption” are checked please draft and attach justification for not incorporating Complete Streets principles and practices into the project.

Acknowledgements

The City of Rutland's Complete Streets Guidance Document was created after reviewing and consulting many Complete Streets Documents adopted by Municipalities and Government Associations located throughout the United States. Complete Streets concepts and influences were obtained from:

- ***Burlington Complete Streets Guidance***, Burlington, VT, (1/2013)
- ***Tacoma Mixed-Use Centers Complete Streets Design Guidelines***, Tacoma, WA, (11/17/2009)
- ***City of New Haven Complete Streets Design Manual***, New Haven, CT, (3/2010)
- ***Town of Basalt Complete Street Design***, Basalt, CO, (10/2005)
- ***City of Fort Lauderdale Complete Streets Manual***, Fort Lauderdale, FLA
- ***Maricopa Association of Governments Complete Streets Guide***, Phoenix, AZ (2011)
- ***San Francisco Better Streets Plan***, San Francisco, CA (1/2011)
- ***Louisville Complete Streets Manual***, Louisville, KY, (10/2007)
- ***Morristown NJ Complete Streets Policy***, Morristown, NJ
- ***Regional Bicycle/Pedestrian Plan***, Adirondack/Glens Falls Transportation Council (7/2014)
- ***City of Saratoga Springs Complete Streets Policy***, Saratoga Springs, NY (5/2012)

Special acknowledgement is reserved for all the individuals that contributed to and created the documents above that were so important to help shape this document. Special thanks also go to all the individuals working in various capacities that helped develop, shape and refine the Complete Streets Concept so widely acknowledged and accepted today.

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COMPLETE STREETS ROADWAY DESIGN MATRIX
(Features to Consider)

STREET CLASSIFICATIONS	COMPLETE STREETS FEATURES																																															
	Sidewalks & Pathways						Bicycle Accomodations						Roadway Design						Crosswalks						Traffic Calming				Transit Features			Parking			Lighting/Signs													
	5' Wide	> 5' Wide	On Both Sides of Street	8'-10' Wide Shared Use Path	Tree Belt Enhancements	Vegetated Swales, Stormwater Planters, etc.	Benches	Waste Receptacles	4' Wide Dedicated Bike Lane	5' Wide Bike Lane Adjacent to Parking Lane	Painted Bike Lane to Increase Visibility	Sharrow Pavement Markings	Bike Related Signage	Bike Parking Racks	Bike Safe Drain Grates	Up to 10' Vehicle Lanes	10' - 12' Vehicle Lanes	Paved Shoulders w/Fog Lines	Compact 10' - 15' Curb Radii	Center 2-Way Left Hand Turn Lane	Roundabouts	Curb Cut Management	Portable Pedestrian Signs	Signs With Warning Lights	Rectangular Rapid Flashing Beacons	Bulbouts Protruding From Curb	Pedestrian Refuge Center Islands	Pedestrian Signal @ Intersection w/Concurrent Pedestrian Crossing Phase	Pedestrian Signal @ Intersection w/Exclusive Pedestrian Crossing Phase	Raised Crosswalks @ Midblock Locations	Speed Humps	Chicanes	Reduced Vehicle lane Widths	Street Trees	Curbing	Transit Shelters	Bus Stop Benches	Bus Stop Lighting	Transit Bulbouts	Bus Pull-offs	Parallel On-Street Parking	Reverse Angled Parking	Centralized Pay Stations	Designated Loading Zones	Standard LED Street Lights	Ornamental Light Fixtures/Poles	Solar Lights	Wayfinding Signage
Residential Neighborhood	Y	Y	Y	Y											Y						Y									Y	Y	Y	Y	Y						Y			Y		Y			
Pedestrian Priority	Y	Y	Y	Y											Y						Y										Y	Y	Y	Y	Y						Y			Y		Y		
Bicycle Priority	Y			Y				Y			Y			Y	Y						Y	Y								Y	Y	Y	Y	Y						Y			Y		Y			
Transit Priority	Y			Y											Y						Y	Y								Y	Y	Y	Y	Y						Y			Y		Y			
Residential Collector	Y	Y	Y	Y	Y										Y	Y				Y	Y	Y								Y	Y	Y	Y	Y						Y	Y			Y		Y	Y	
Pedestrian Priority	Y	Y	Y	Y	Y	Y									Y	Y	Y			Y	Y	Y	Y	Y				Y	Y	Y	Y	Y							Y	Y			Y		Y	Y		
Bicycle Priority	Y			Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y			Y	Y	Y	Y	Y					Y	Y	Y	Y	Y						Y	Y			Y		Y	Y		
Transit Priority	Y			Y	Y										Y	Y				Y	Y									Y	Y	Y	Y	Y						Y			Y		Y	Y		
Transitional Arterial	Y	Y	Y	Y	Y										Y	Y	Y			Y	Y	Y				Y					Y	Y	Y									Y		Y	Y			
Pedestrian Priority	Y	Y	Y	Y	Y	Y									Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y			Y	Y	Y	Y									Y		Y	Y				
Bicycle Priority	Y			Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y			Y	Y	Y	Y	Y					Y	Y	Y	Y	Y									Y		Y	Y			
Transit Priority	Y			Y	Y										Y	Y				Y	Y								Y	Y	Y	Y	Y									Y		Y	Y			
Major Thoroughfare	Y	Y	Y	Y	Y										Y	Y	Y	Y		Y	Y	Y				Y	Y	Y			Y	Y	Y									Y		Y	Y			
Pedestrian Priority	Y	Y	Y	Y	Y	Y									Y	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y										Y		Y	Y			
Bicycle Priority	Y			Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y										Y		Y	Y			
Transit Priority	Y			Y	Y										Y	Y				Y	Y								Y	Y	Y	Y	Y										Y		Y	Y		
Downtown		Y	Y	Y	Y	Y	Y								Y	Y	Y			Y	Y	Y				Y	Y	Y	Y	Y	Y	Y										Y		Y	Y			
Pedestrian Priority		Y	Y	Y	Y	Y	Y								Y	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y										Y		Y	Y			
Bicycle Priority		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y										Y		Y	Y			
Transit Priority		Y	Y	Y	Y	Y	Y								Y	Y	Y			Y	Y								Y	Y	Y	Y	Y											Y		Y	Y	
Light Industrial/Business	Y			Y	Y										Y	Y				Y	Y																					Y		Y	Y			
Pedestrian Priority	Y	Y	Y	Y	Y	Y									Y	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y											Y		Y	Y			
Bicycle Priority	Y			Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y				Y	Y																						Y		Y	Y		
Transit Priority	Y			Y	Y										Y	Y				Y	Y																							Y		Y	Y	

City of Rutland COMPLETE STREETS

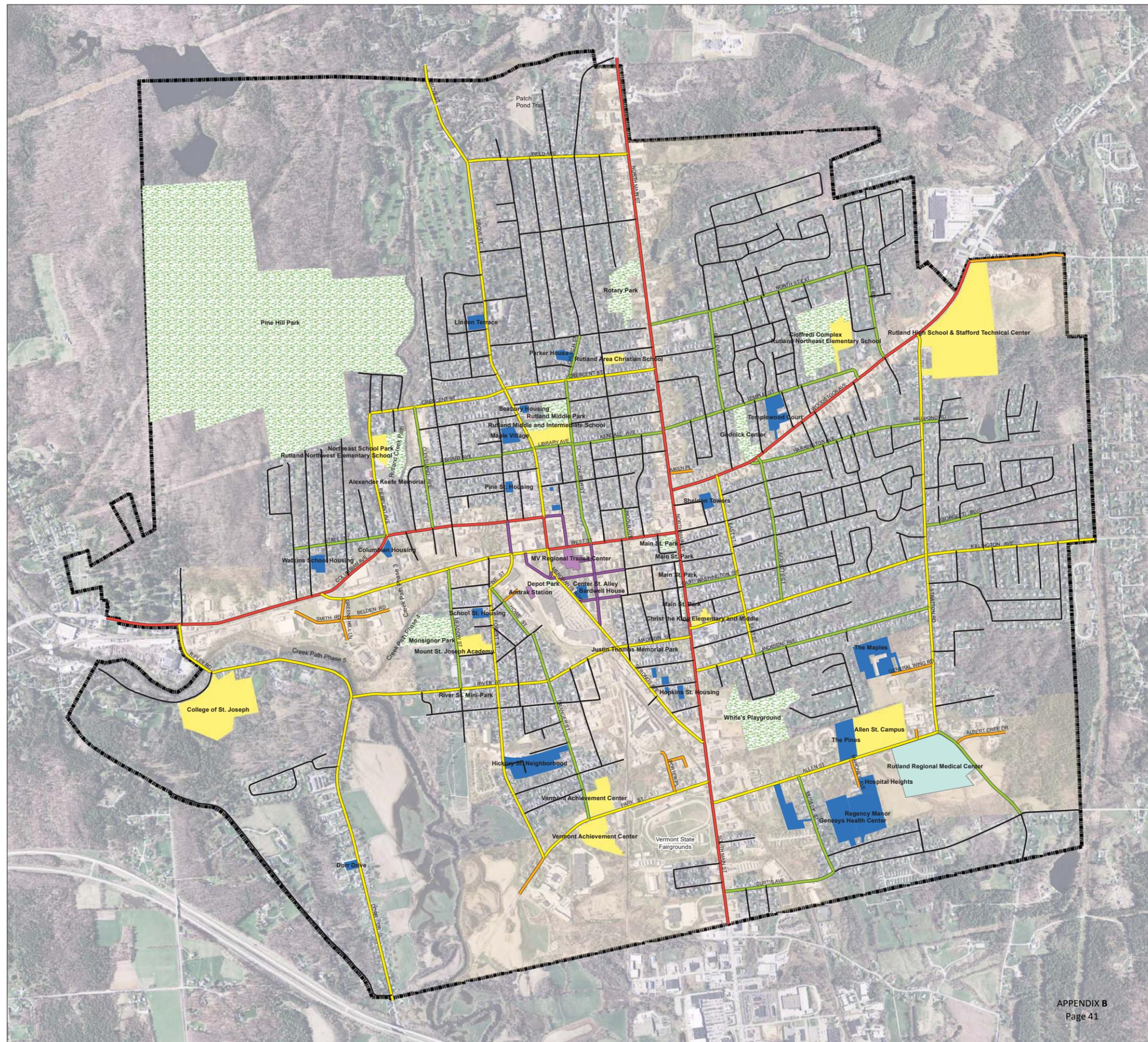
First Tier Street Classification Map

Legend

- Major Thoroughfare
- Transitional Arterial
- Residential Collector
- Residential Neighborhood
- Downtown
- Light Industrial/Business
- Transit Facilities
- Public Housing
- Hospital
- Parks
- School Owned Parcel
- Zoned Business
- Rutland City/Town Line



1 inch = 750 feet



City of Rutland COMPLETE STREETS

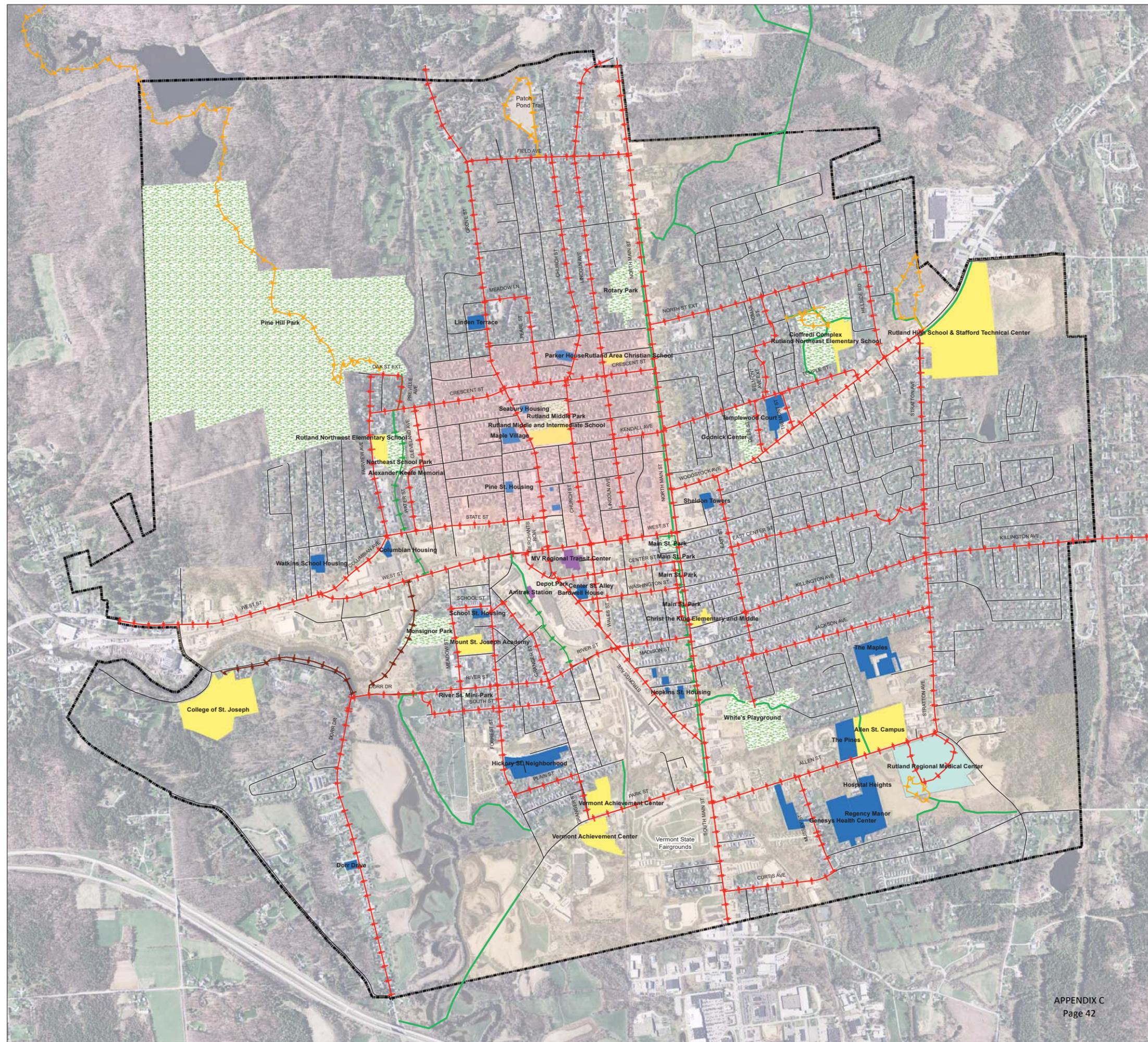
Street Classifications Pedestrian Priority



* Streets within School Walking Area are classified as Pedestrian Priority due to lack of school bus service



1 inch = 750 feet

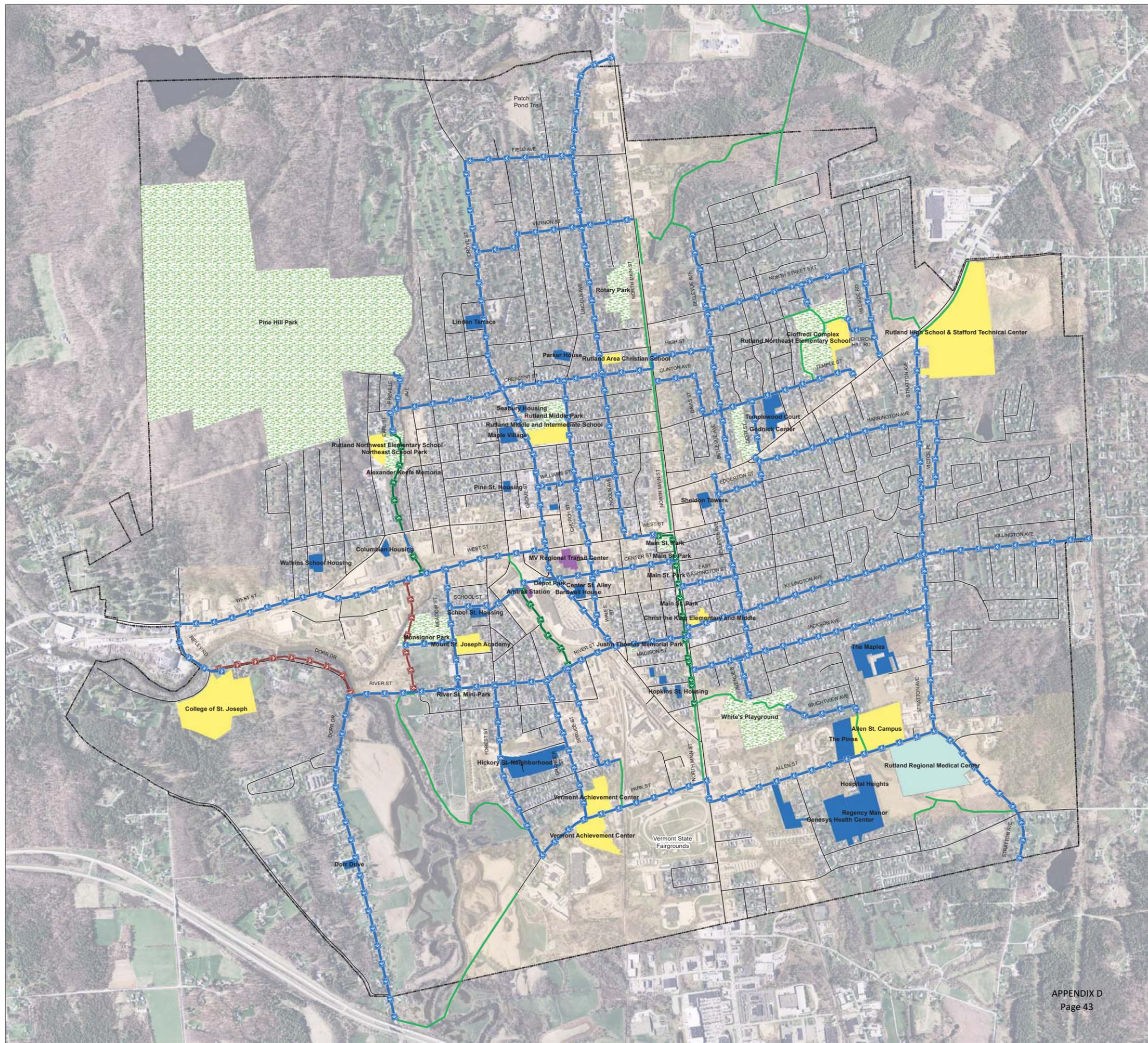
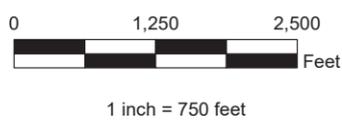


City of Rutland COMPLETE STREETS

Street Classifications Bicycle Priority

Legend

-  Bicycle Priority
-  Existing Multi-Use Path
-  Multi-Use Path (In Design)
-  Potential Multi-Use Path
-  Streets
-  Transit Facilities
-  Public Housing
-  Hospital
-  Parks
-  School Owned Parcel
-  Zoned Business
-  Rutland City/Town Line



City of Rutland COMPLETE STREETS

Street Classifications Transit Priority

Legend

-  MVRTD Bus Stops
-  Transit Priority
-  Streets
-  Transit Facilities
-  Public Housing
-  Hospital
-  Parks
-  School Owned Parcel
-  Zoned Business
-  Rutland City/Town Line



1 inch = 750 feet

