

# North Avenue Corridor Study

## Advisory Committee Meeting #1

June 11, 2013

Robert Miller Center  
Burlington, Vermont

# Meeting Agenda

- Welcome & Introductions
- Study Overview and Process
- Advisory Committee
- North Avenue Corridor Review
- Next Steps
- Other Items

# Study Team

## Agency Representatives

- Eleni Churchill  
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- Nicole Losch  
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## Consultant Team

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# Study Overview

The study will evaluate North Avenue from a “**Complete Streets**” perspective and develop recommendations for remaking the corridor to accommodate all users.



# Study Overview

## What are Complete Streets?

### Draft Burlington Complete Streets Workshop Vision Statement

Burlington streets will evolve into complete streets corridors that provide **safe, inviting, and convenient travel for all users of all ages and abilities** — including motorists, pedestrians, bicyclists, and public transportation riders.

Within each neighborhood, the **need to move people through the corridor will be balanced with the need to provide access to homes, businesses, and local institutions** within the corridor. The most effective use of finite public space will be determined through interdisciplinary collaboration with a wide range of community members considering economic, environmental, and equity concerns.

The corridor will develop into an **attractive public space** through creative streetscape, signage, and other site design features. The corridor will become **more livable and desirable by promoting social interaction and public health**.

*-Complete Streets Workshop Next Steps Memo, July 2012*

# Study Overview

## Importance of Complete Streets recognized at all levels

### **USDOT**

Policy Statement on Bicycle and Pedestrian Accommodation, 2010

### **VTrans**

Act 34, An Act Relating to Transportation Policy that Considers All Users

### **CCRPC**

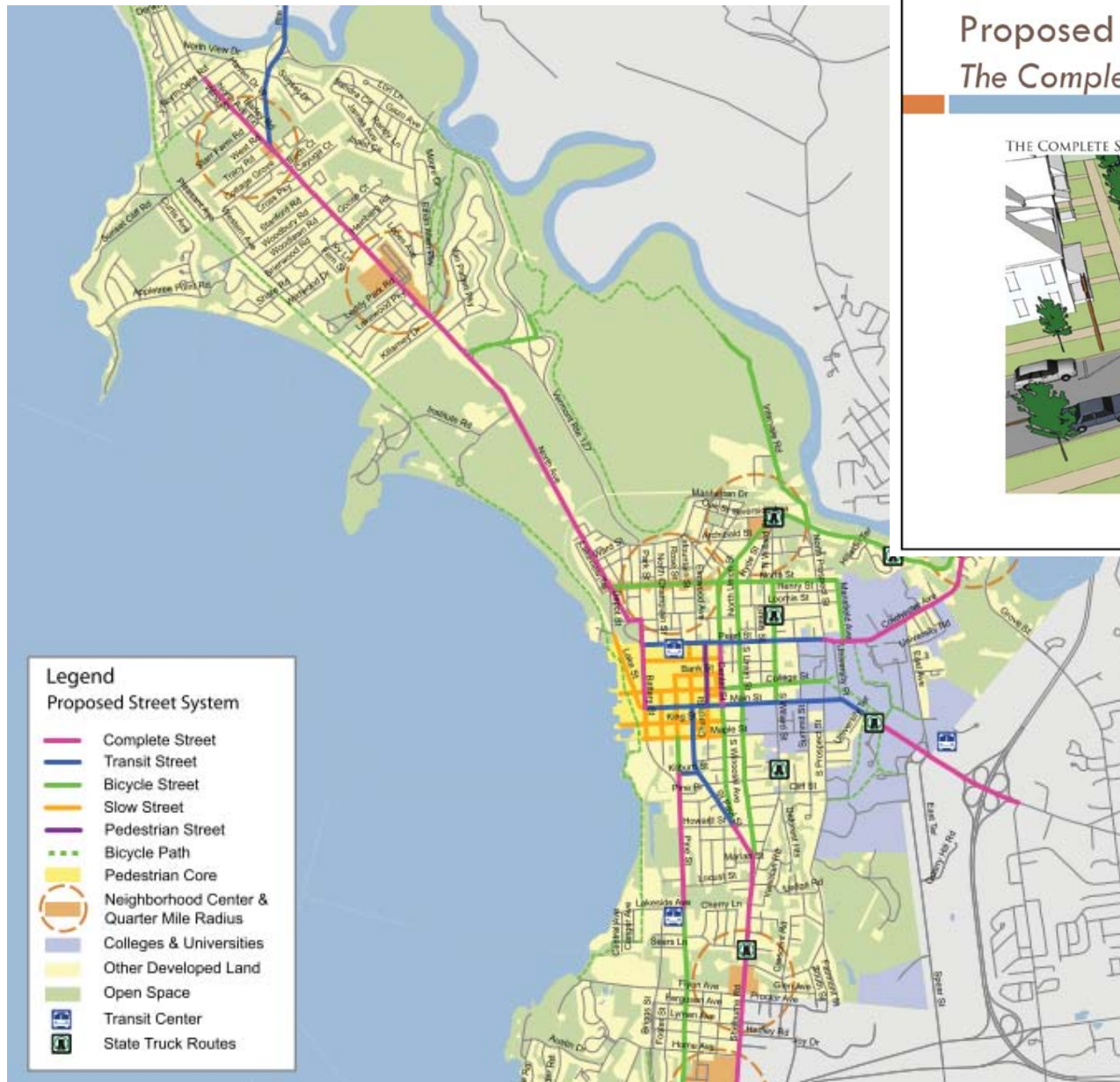
Corridor studies, pedestrian/bicycle plan, walk/bike summit, Public Transportation Committee.

### **City of Burlington**

Complete Streets workshop, policies, design guidelines.



# Study Overview—Complete Streets in Burlington

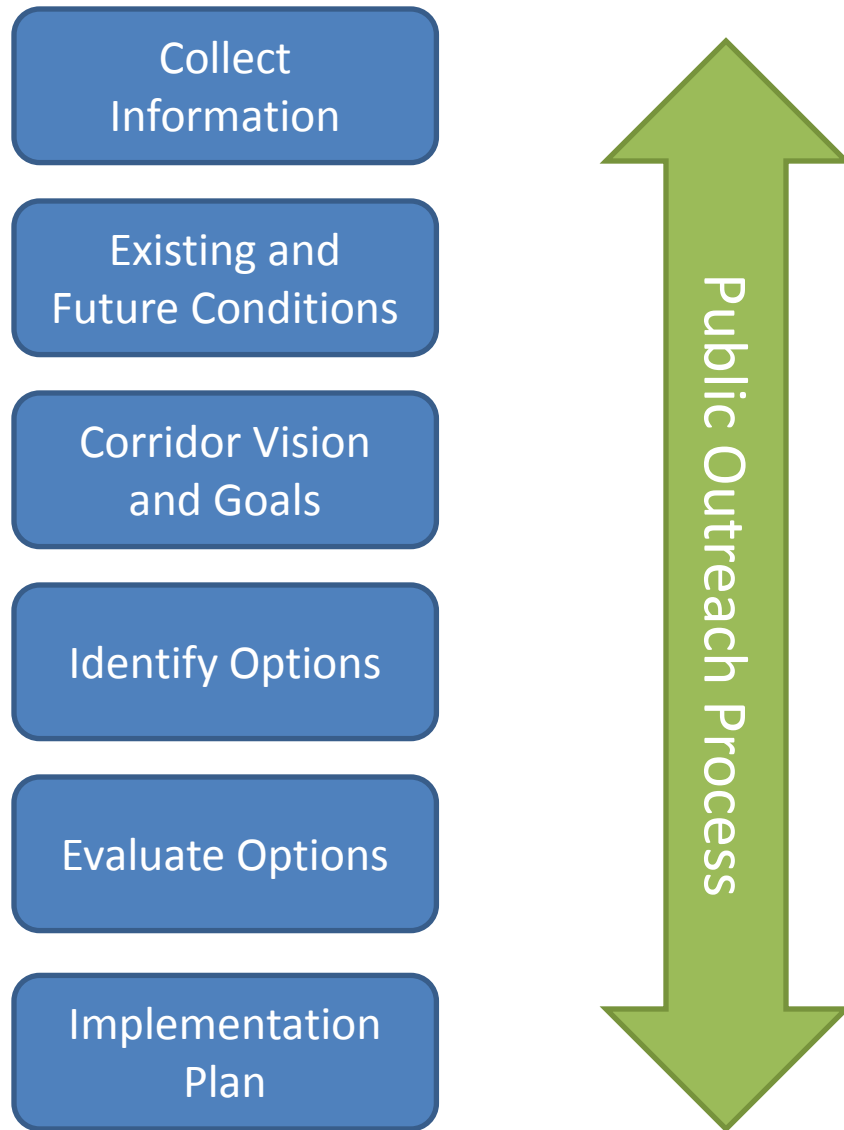


## Proposed Street System: *The Complete Street*

THE COMPLETE STREET - PUTTING IT ALL TOGETHER



# Study Process





# Study Process

Collect  
Information

Existing and  
Future Conditions

Corridor Vision  
and Goals

Identify Options

Evaluate Options

Implementation  
Plan

- Review plans and studies.
- Generate mapping.
- Compile traffic data.
- Collect bike/ped info.
- Collect transit info.
- Inventory corridor.

# Study Process

Collect  
Information

Existing and  
Future Conditions

Corridor Vision  
and Goals

Identify Options

Evaluate Options

Implementation  
Plan

- Assess from a Complete Streets perspective.
  - Vehicular traffic
  - Pedestrians
  - Bicycles
  - Transit riders
- Current conditions and projected for year 2035.

# Study Process

Collect  
Information

Existing and  
Future Conditions

Corridor Vision  
and Goals

Identify Options

Evaluate Options

Implementation  
Plan

- **Vision:** Concise statement that paints a picture of the desired future for the corridor.
- **Goals:** Specific statements that define how to achieve the vision, and form the basis for evaluating options.

# Study Process

Collect  
Information

Existing and  
Future Conditions

Corridor Vision  
and Goals

Identify Options

Evaluate Options

Implementation  
Plan

- Identify issues and deficiencies.
- Reflect City policies and standards.
- Compile toolbox of options and best practices.
- Public workshop.
- Near- and Long-term options.

# Study Process

Collect  
Information

Existing and  
Future Conditions

Corridor Vision  
and Goals

Identify Options

Evaluate Options

Implementation  
Plan

- Evaluation criteria derived from Study Goals.
- Quantitative and qualitative measures.
- Consider needs of all corridor users.

# Study Process

Collect  
Information

Existing and  
Future Conditions

Corridor Vision  
and Goals

Identify Options

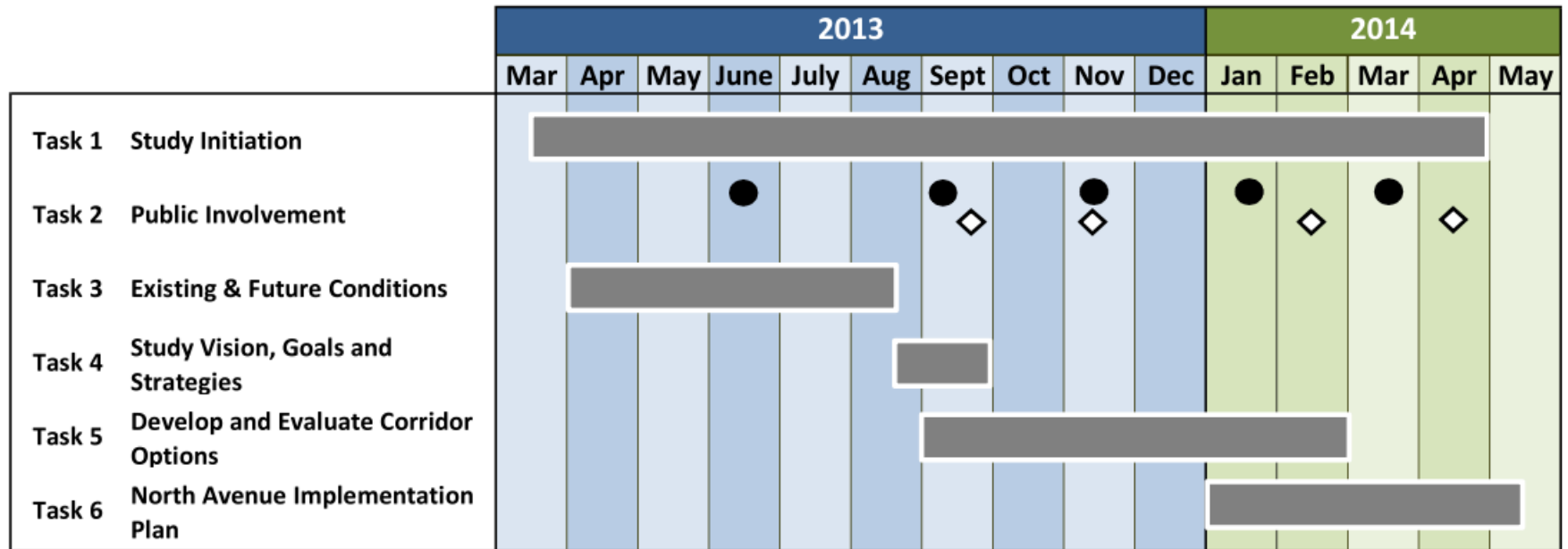
Evaluate Options

Implementation  
Plan

- Recommendations.
- Priorities.
- Implementation timeframe.
- Next steps
- Agency Responsibilities.



# Study Schedule



## KEY



### Public Meetings/Workshop

- 1 Overview, Existing/Future Conditions, Issues
- 2 Concepts workshop
- 3 Select Preferred Alt(s)
- 4 Final Recommendations



### Advisory Committee Meeting

- 1 Study overview/process
- 2 Existing/Future Conditions, Vision/Goals
- 3 Eval process, corridor issues/concepts
- 4 Preliminary preferred options
- 5 Recommendations

# Advisory Committee

## Participants

- Burlington City Council
- Burlington School District
- City of Burlington Departments
- CCRPC
- VTrans
- CCTA
- Livable Communities
- Local Motion

## Role of the AC

- Represent a range of perspectives
- Review study materials & provide feedback
- Communicate with and provide updates to their organizations/constituents.
- Participate in developing vision, goals, options and recommendations for consideration by the City.

# Advisory Committee Meetings

## Anticipated Meetings Schedule (subject to change)

- **June 2013**  
Project initiation.
- **September 2013**  
Existing and future conditions. Vision and Goals.
- **November 2013**  
Evaluation process. Issues and options.
- **January 2014**  
Preliminary evaluation results.
- **March 2014**  
Recommendations.

# Corridor Review

The North Ave corridor can be divided into 5 basis segments, each with unique characteristics.





# Corridor Context





# Corridor Context



## Legend

-  Southbound Bus Stop
-  Northbound Bus Stop (No Sunday Service)
-  CCTA Route 7 (Monday-Saturday Service)
-  CCTA Route 18 (Sunday Service)
-  1/4-mile access to transit
-  1/2-mile access to transit

## Existing Transit Service

Data Source: GoogleEarth (2012)

Updated: May 31, 2013



CHITTENDEN  
COUNTY  
RPC



0 0.25 0.5 1 Miles







# Corridor Context



## Legend

-  Bike Lane (NB Only)
-  Bike Lane (NB & SB)
-  Paved Multi Use-Trail
-  Unpaved Multi-Use Trail

-  Burlington
-  Principal Highways
-  Streets
-  Railroads

## Bicycle Facilities

Data Source: Local Motion (2013)  
Updated: May 31, 2013



0 0.25 0.5 1 Miles

# Plattsburgh Ave to Shore Rd

## Physical Characteristics

- 40' curb to curb width  
65' R.O.W. (corridor-wide)
- One travel lane in each direction
- On-street parking
- Sidewalks with landscape strip
- No bicycle accommodations
- Traffic signals at Plattsburg Ave, Woodbury Rd and Shore Rd.

## Traffic

- 10,800 AADT

## Land Use

- Single-family residential, multi-family, scattered retail, institutional.

## Observations

- *Few opportunities to cross North Avenue (corridor-wide issue)*
- *Many school children walking to/from school*
- *ADA curb ramps are present but outdated (corridor-wide issue)*
- *Wide travel way – unclear where on-street parking is allowed*
- *Frequent driveways (corridor-wide issue)*
- *Several offset intersections*



# Plattsburgh Ave to Shore Rd





# Plattsburgh Ave to Shore Rd





# Plattsburgh Ave to Shore Rd



# Shore Rd to VT 127

## Physical Characteristics

- 40' to 43' curb to curb width  
Two travel lanes in each direction
- No center turn lane except at Shore Rd (NB) and VT 127 (SB).
- No on-street parking
- Sidewalks with landscape strip
- No bicycle accommodations
- Traffic signals at Ethan Allen Shopping Center, Ethan Allen Pkwy, and VT 127.

## Traffic

- 13,700 north of Ethan Allen Pkwy  
19,100 south of Ethan Allen Pkwy

## Land Uses

- Mix of residential and retail.

## Observations

- *Left turns frequently block through lanes*
- *Travel lanes are relatively narrow*
- *Highest concentration of retail on corridor*
- *Ethan Allen intersection difficult to negotiate*
- *Ethan Allen Pkwy – VT 127 is the busiest segment of the corridor*



# Shore Rd to VT 127





# Shore Rd to VT 127





# Shore Rd to VT 127





# Shore Rd to VT 127



# VT 127 to Institute Rd

## Physical Characteristics

- Typ. 42' curb to curb width  
One travel lane in each direction
- NB center and SB right turn lanes at Institute
- On-street parking on SB side only
- Sidewalks with intermittent landscape strip
- NB bicycle lane.
- Traffic signal at Institute Rd

## Traffic

- 12,000 AADT

## Land Use

- Residential, institutional

## Observations

- *Northbound bike lane is very wide in some locations*
- *No provision for southbound bicyclists*
- *Bike lane discontinuity at Institute Road.*



# VT 127 to Institute Rd





# Institute Rd to Convent Rd

## Physical Characteristics

- Typ. 35' curb to curb width  
65' R.O.W.
- One travel lane in each direction
- No on-street parking
- Sidewalks with landscape strip
- Bicycle lanes both directions.

## Traffic

- 12,000 AADT

## Land Use

- Primarily undeveloped or institutional
- Some single-family on east side of street

## Observations

- *Considerable open space and low intensity uses on west side of the roadway*
- *No on-street parking for residences on the east side of the street.*
- *“Midblock” Crosswalk at Champlain Farms*

# Institute Rd to Convent Rd



# Convent Rd to North St

## Physical Characteristics

- Typ. 33' curb to curb width  
65' R.O.W.
- One travel lane in each direction
- On-street parking on SB side only  
(s/o Berry St)
- Sidewalks with landscape strip
- NB bicycle lane

## Traffic

- 12,000 AADT

## Land Use

- Densely developed single-family  
residential with some multi-  
family

## *Observations*

- *Northbound bike lane is narrow*
- *Narrowest road width of any  
segment along the corridor*
- *More densely developed; different  
scale and feel than the rest of the  
corridor*

# Next Steps/Next Meeting

## Next Steps

- Complete existing and future conditions analysis.
- Develop draft vision statement and goals
- Prepare for first public meeting

## Next AC Meeting

- September 2013

# AC Comments or Questions?

- Areas of emphasis or specific concerns to investigate during Existing/Future Conditions Analysis?
- Comments on work plan or schedule?
- Anything else?

**Thank you for your participation!**