North Avenue Corridor Study

Advisory Committee Meeting #2

September 17, 2013

PARSONS BRINCKERHOFF

BURLINGTON VERMONT

CHITTENDEN COUNTY RPC

Meeting Agenda

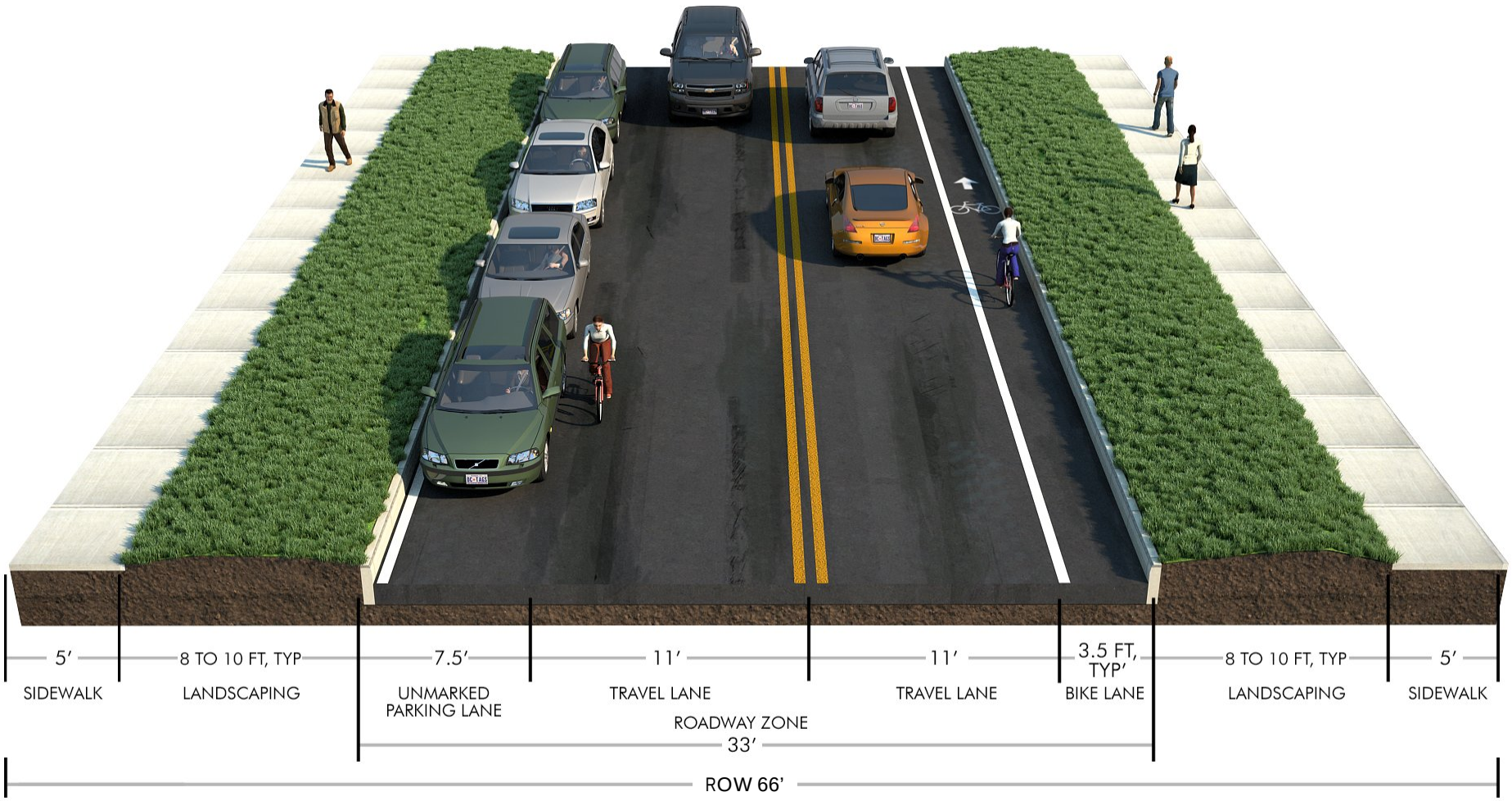
- Welcome and Introductions
- Existing Conditions Update
- Forecast Growth Assumptions
- Preliminary Discussion of Vision and Goals
- Next Steps
  - Web page update
  - Public meeting #1
  - Advisory Committee meeting #3

Existing Conditions Update

- Consider issues from the perspective of bicyclists, motorists, bus riders and walkers.
- 5 distinct corridor segments.

North St to Washington St/Berry St

North St to Washington St/Berry St



North St to Washington St/Berry St

North Street Intersection

North St to Washington St/Berry St

Bicycling

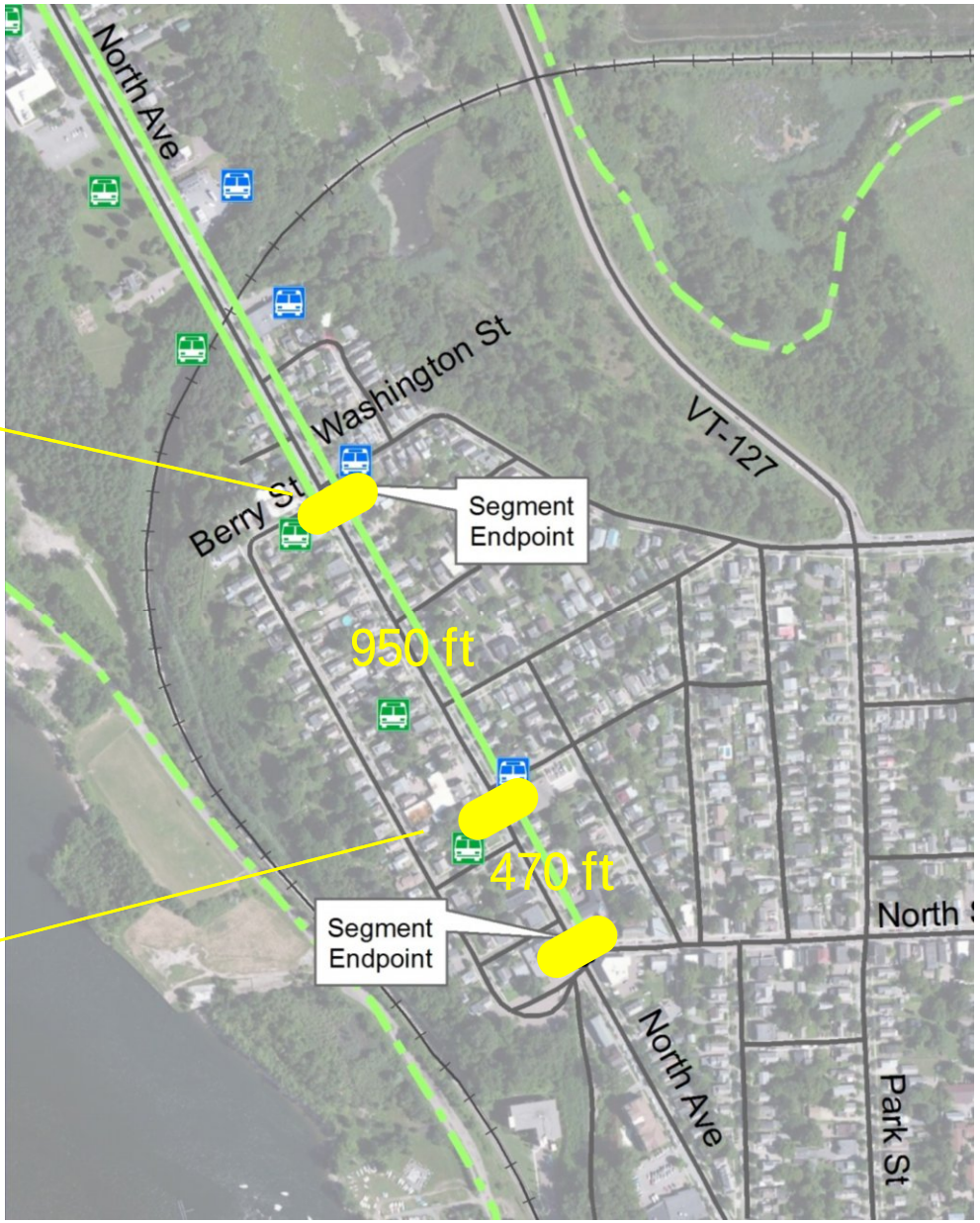
North St to Washington St/Berry St

Transit Stops

- NB at Washington St
  SB at Berry St
- NB at Strong St
  SB at Canfield St
  - Connected by crosswalk (unsignalized)
  - Shelter at SB stops
  - Approx. 0.2 miles spacing
- Additional SB stop at Ward St
  - 350 feet from Canfield shelter

North St to Washington St/Berry St

Pedestrian Crossings

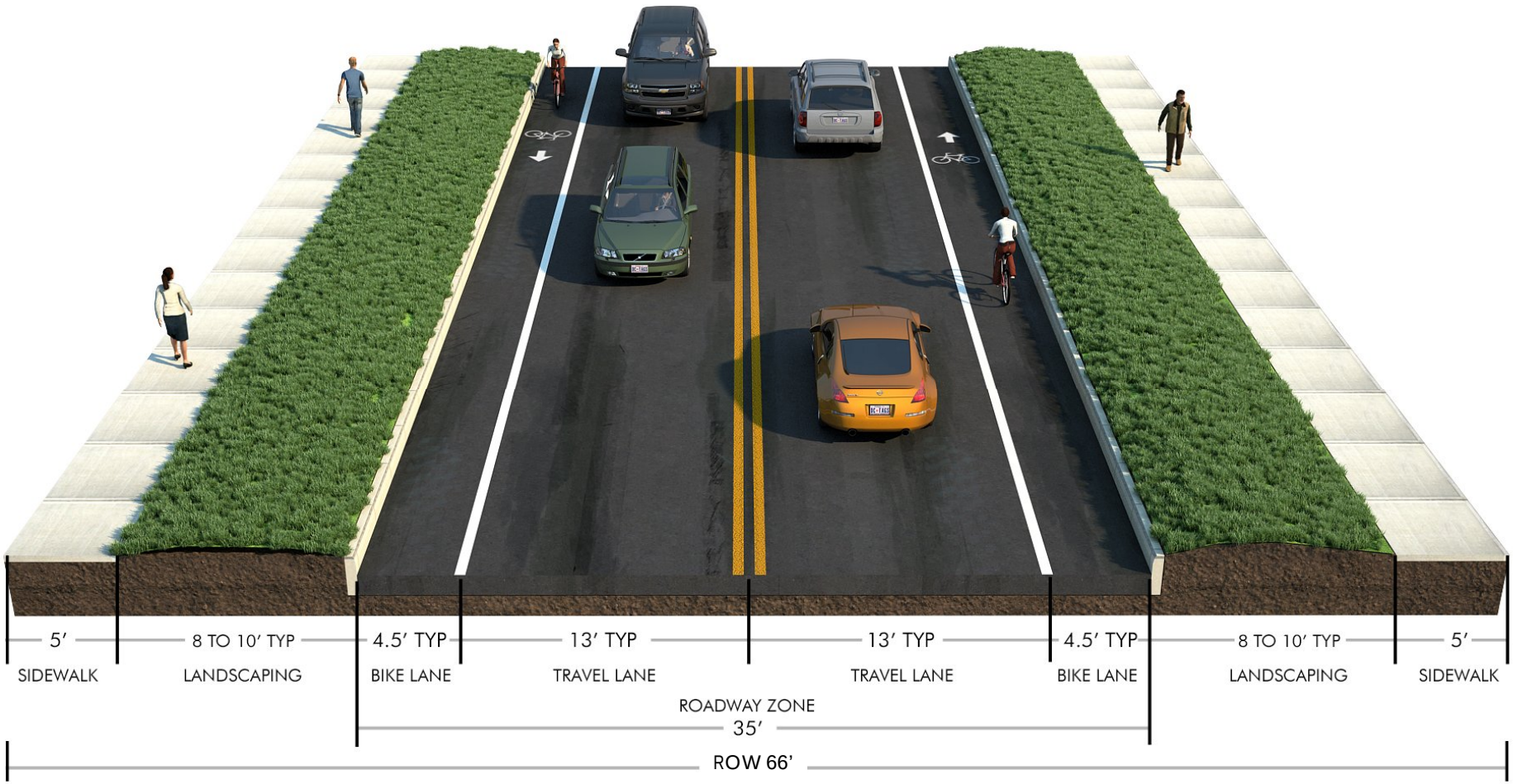


North St to Washington St/Berry St

Pedestrian Environment

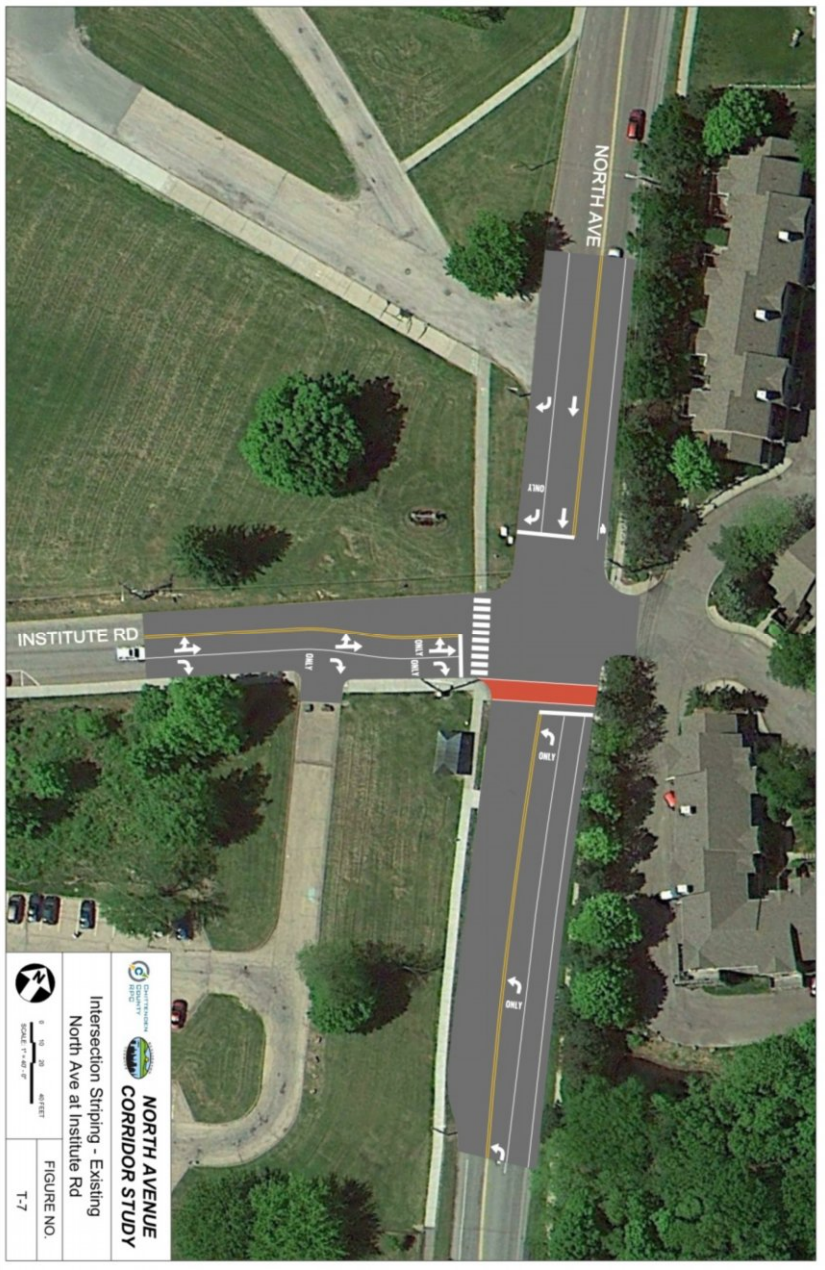
Washington St/Berry St to Institute Rd

Washington St/Berry St to Institute Rd



Washington St/Berry St to Institute Rd

Institute Road Intersection



Washington St/Berry St to Institute Rd

Bicycling

Washington St/Berry St to Institute Rd

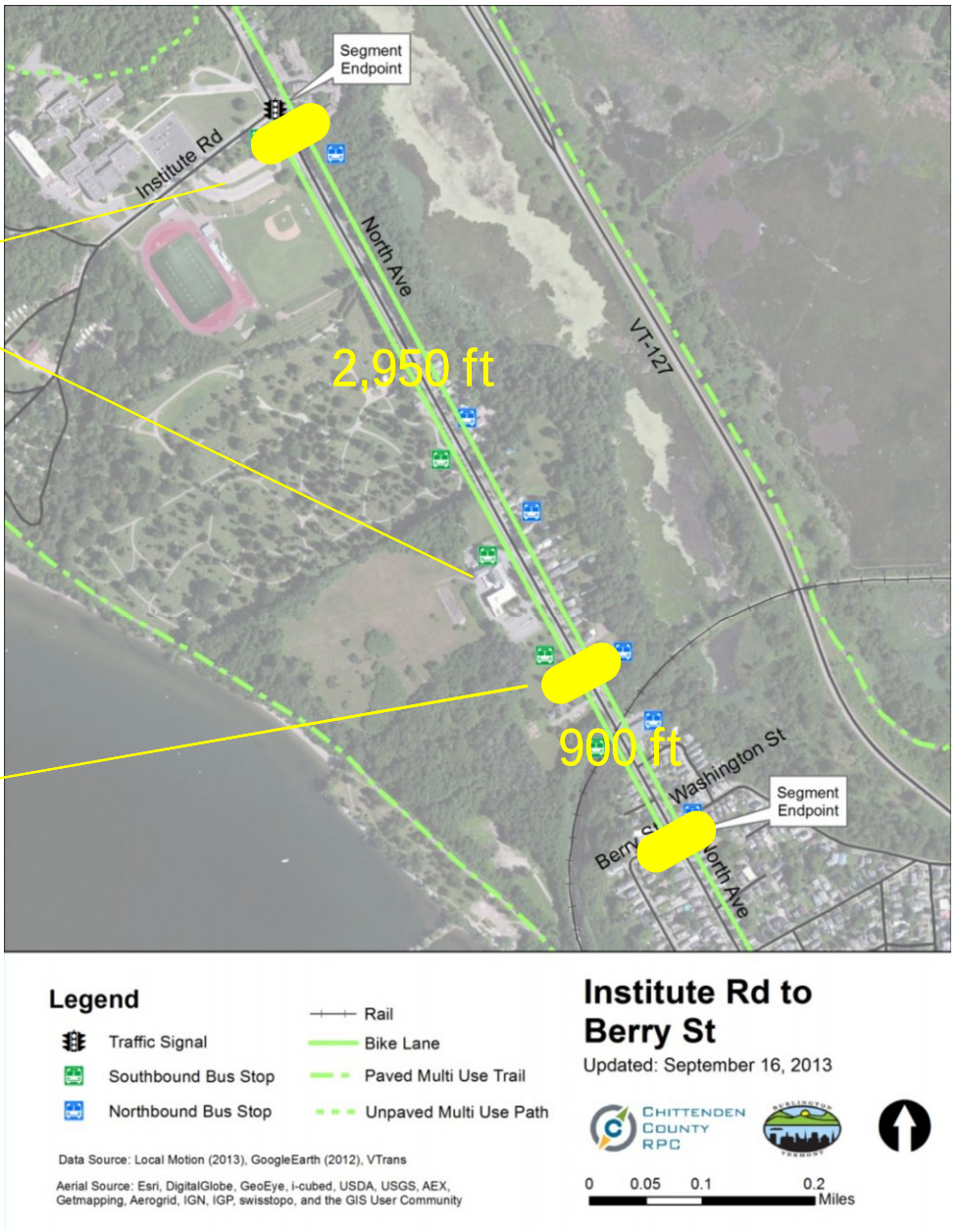
Transit Stops

- Closely spaced in south
- NB and SB shelters at Burlington High

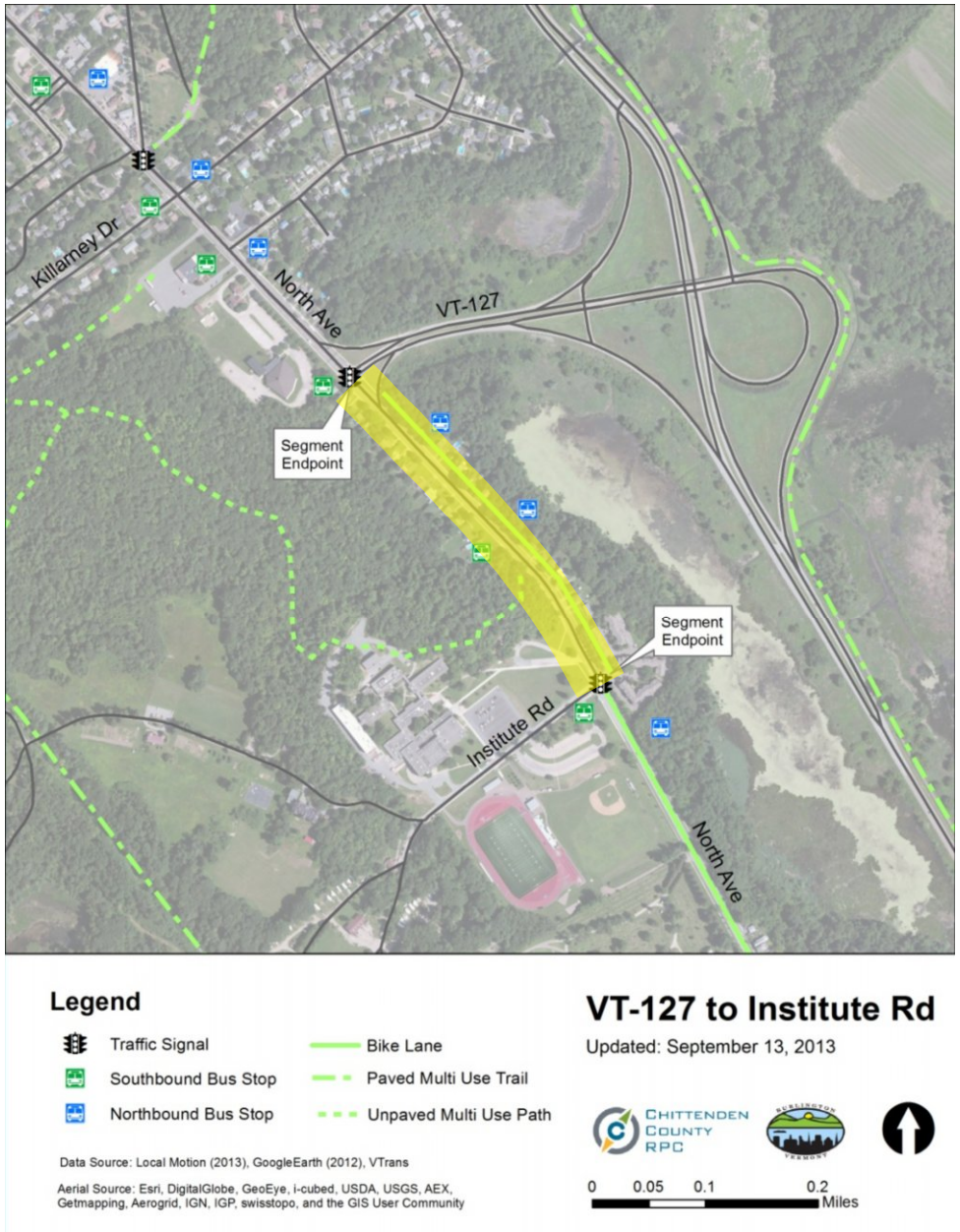
Washington St/Berry St to Institute Rd

Pedestrian Crossings

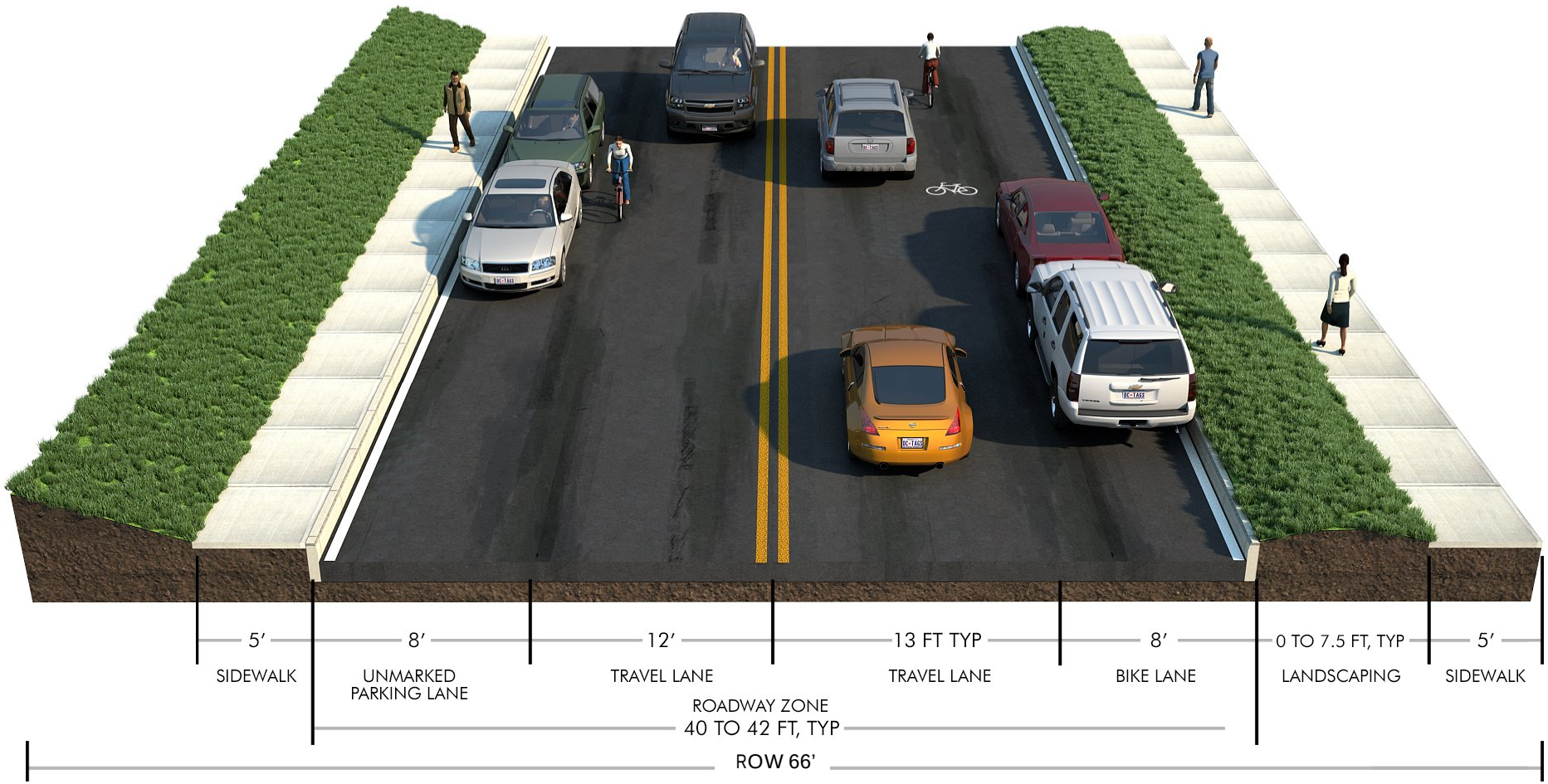
- Schools are potentially major generators



Institute Rd to VT 127

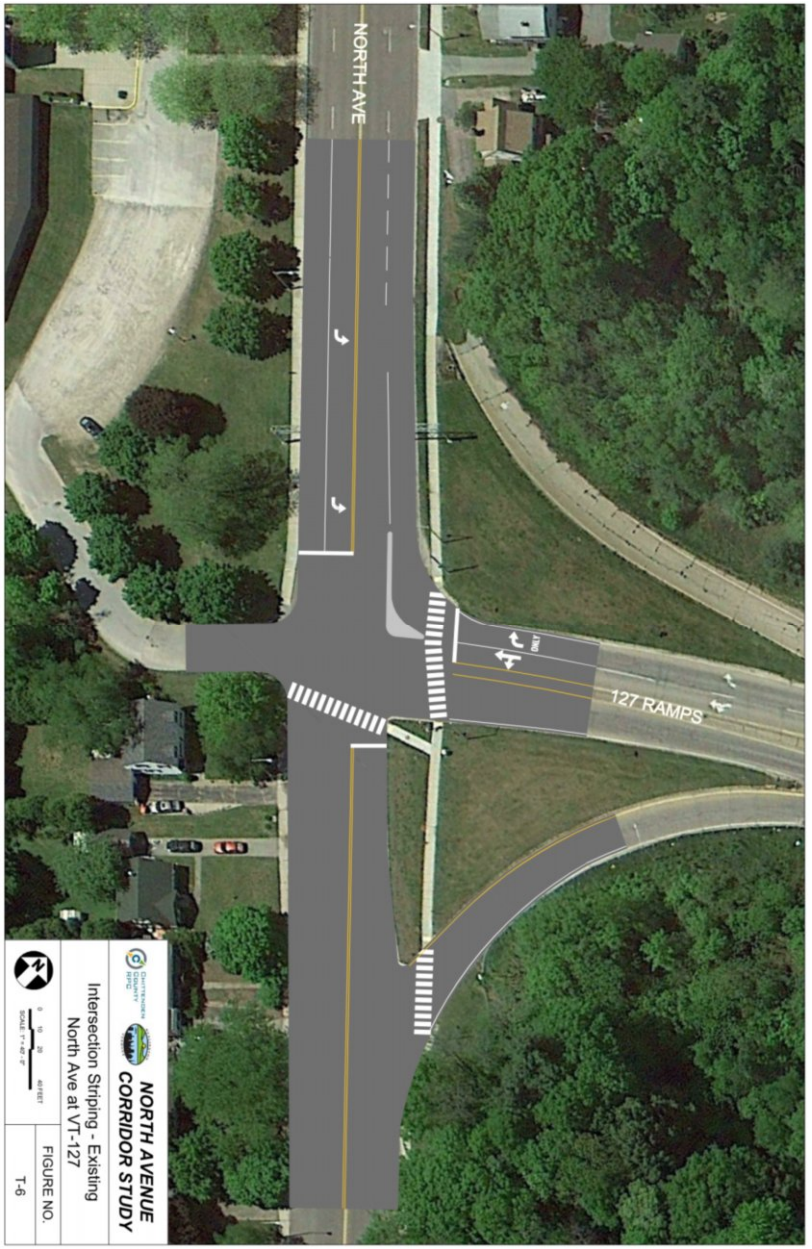


Institute Rd to VT 127 – Typical Cross Section



Institute Rd to VT 127

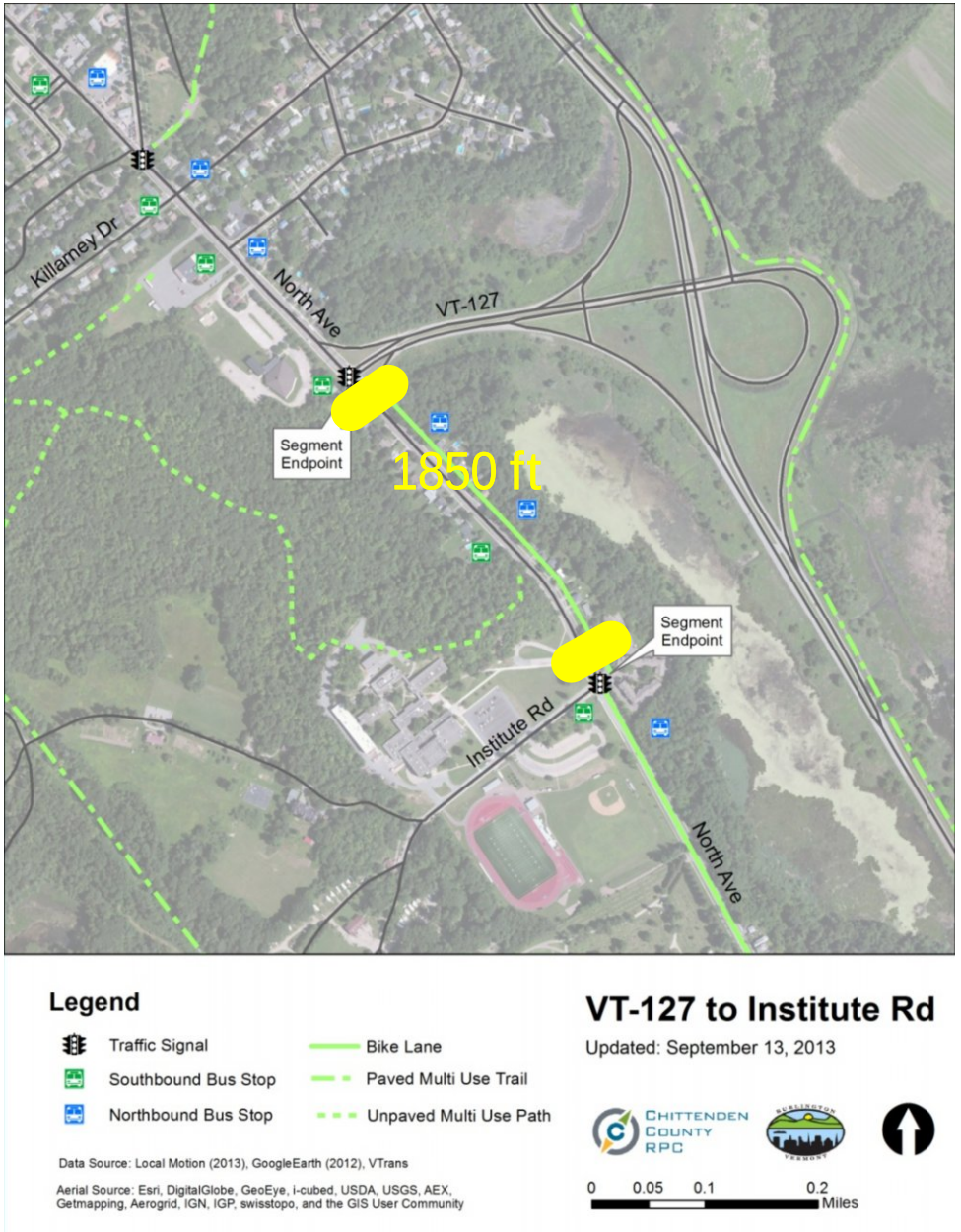
VT 127 Ramp Intersection



Institute Rd to VT 127

Transit Stops

Pedestrian Crossings



VT 127 to Shore Rd

Legend

- Traffic Signal
- Southbound Bus Stop
- Northbound Bus Stop
- Bike Lane
- Paved Multi Use Trail
- Unpaved Multi Use Path

Data Source: Local Motion (2013), GoogleEarth (2012), VTrans

Aerial Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

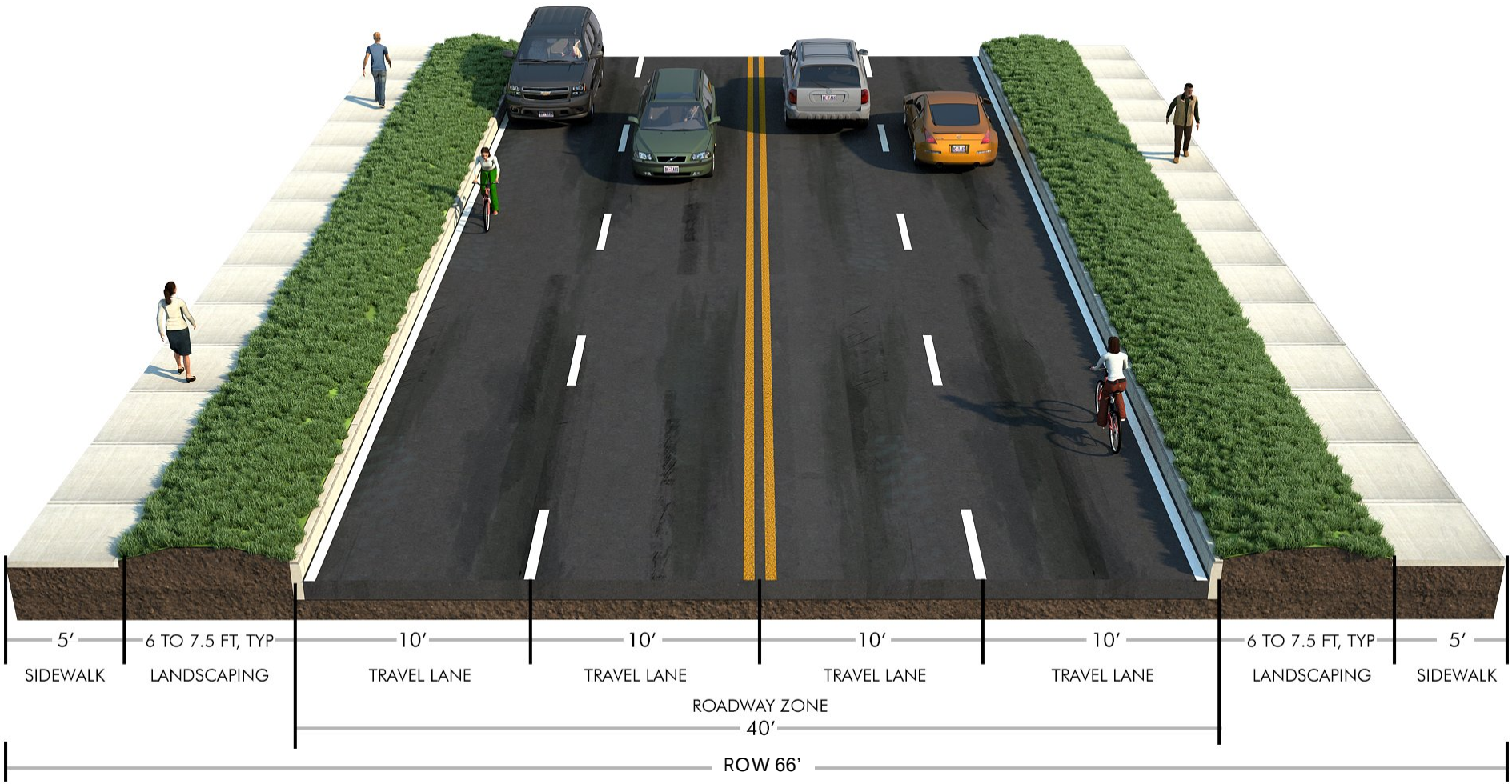
Shore Rd to VT-127

Updated: September 13, 2013

Chittenden County RPC

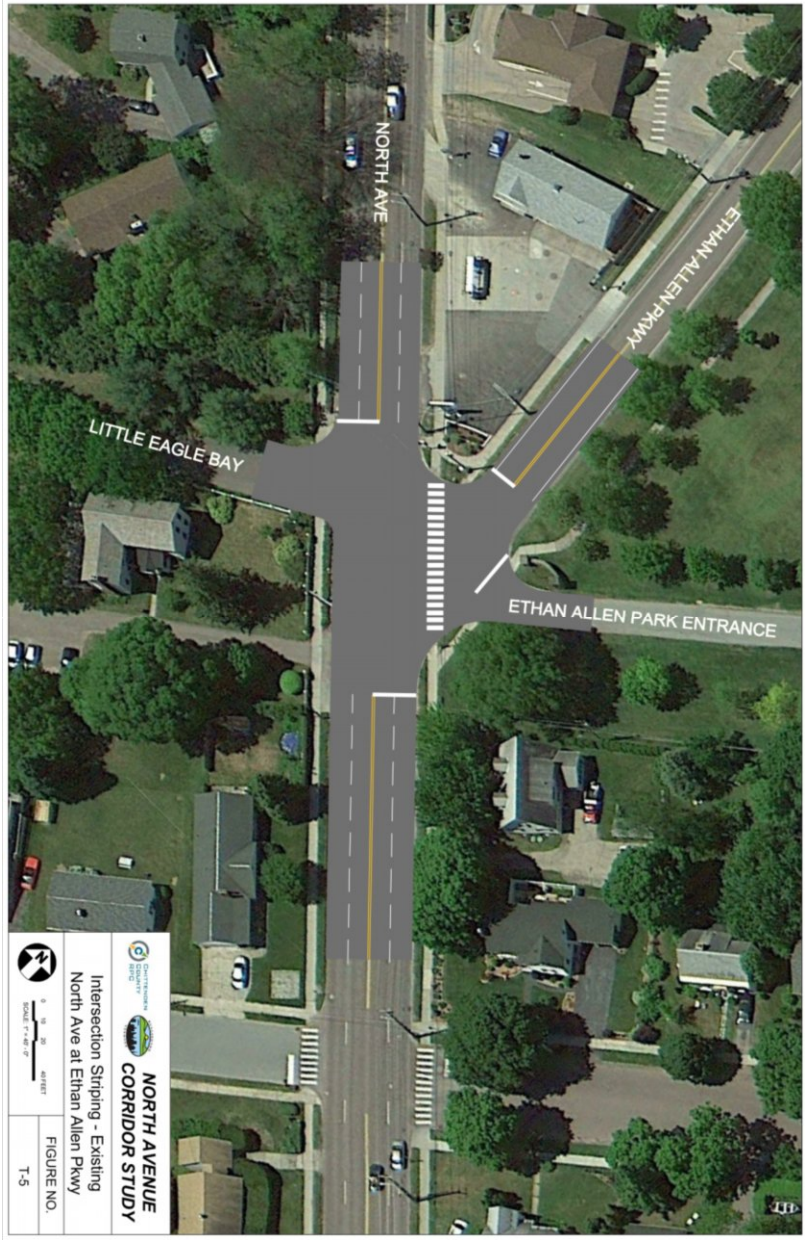
0 0.05 0.1 0.2 Miles

VT 127 to Shore Rd



VT 127 to Shore Rd

Ethan Allen Intersection

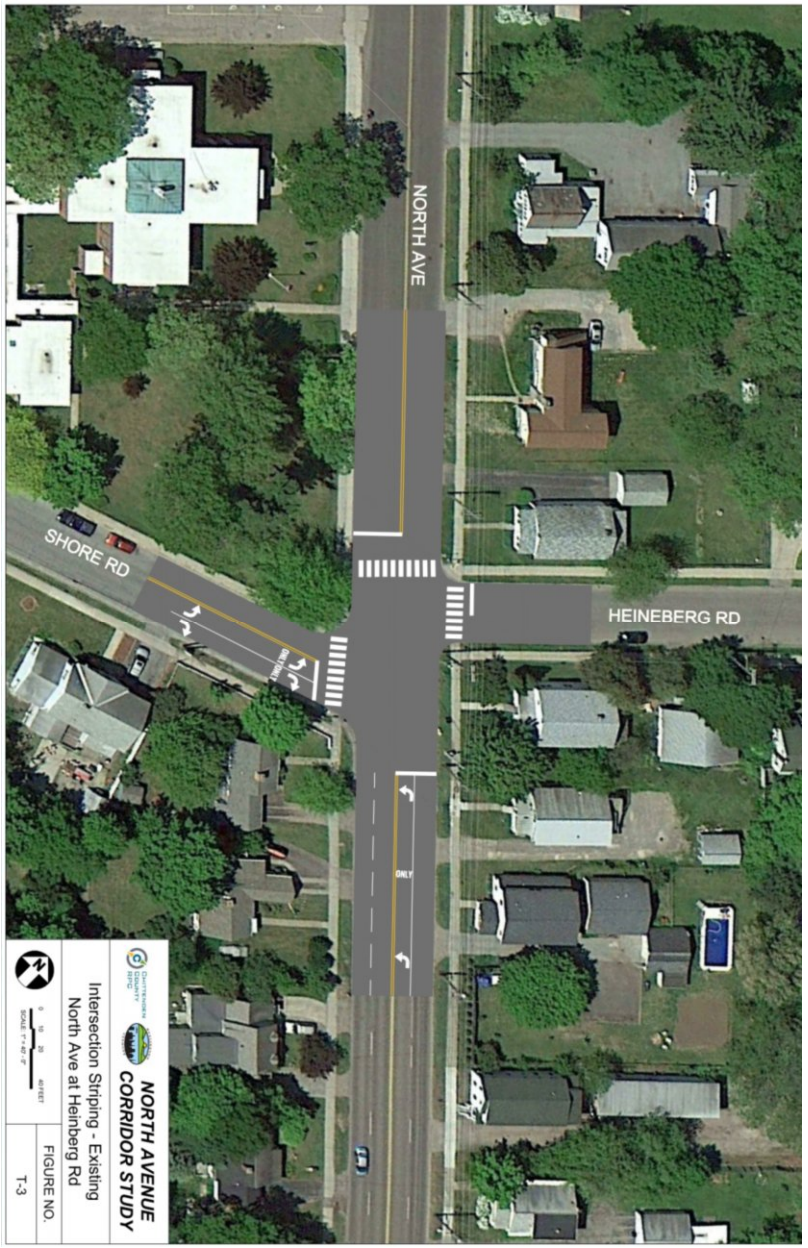


VT 127 to Shore Rd

Ethan Allen Shopping Center Entrance

VT 127 to Shore Rd

Shore Rd/Heineberg Rd Intersection

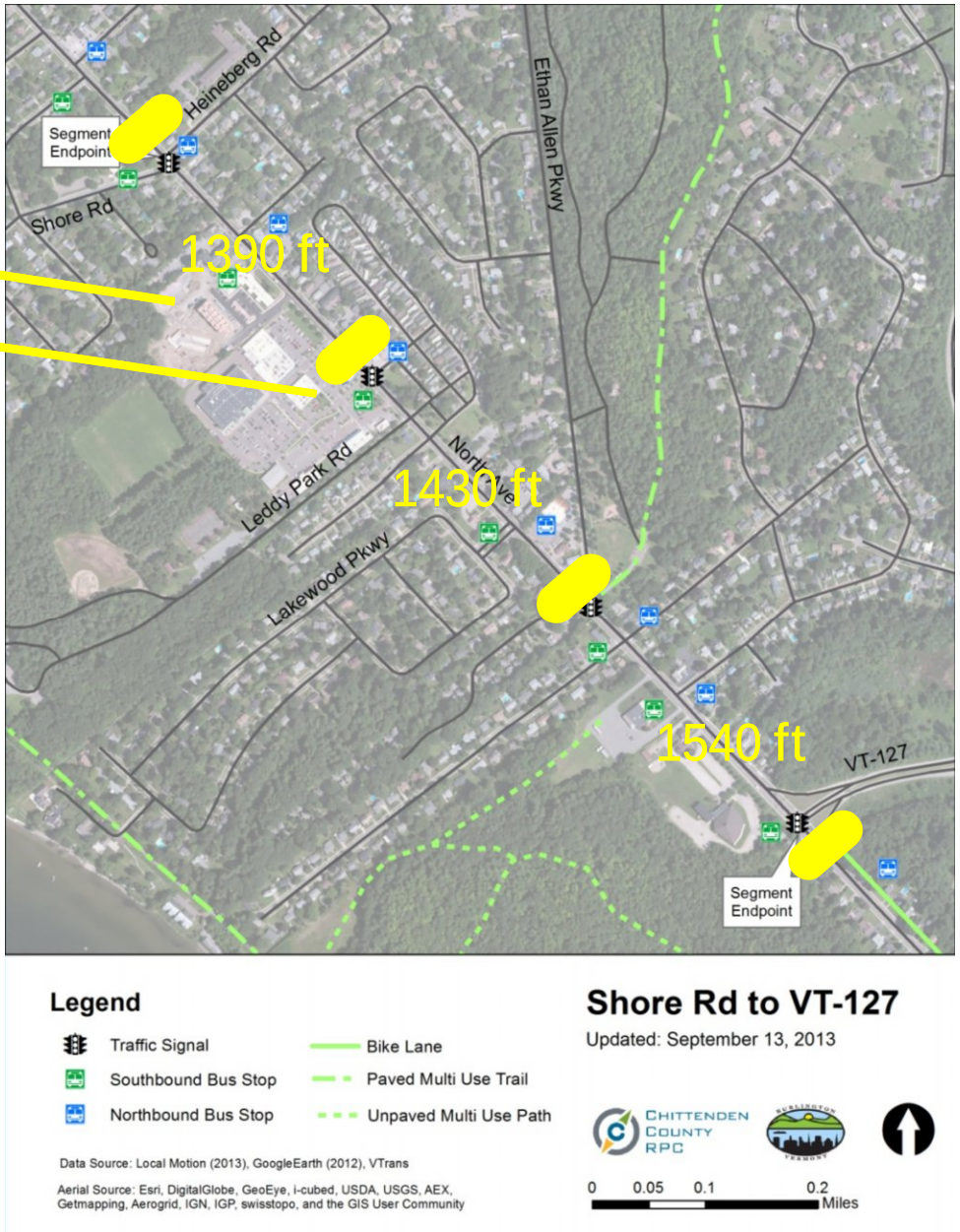


VT 127 to Shore Rd

Transit Stops

- SB Shelter
- NB and SB shelters at Shopping Center

Pedestrian Crossings



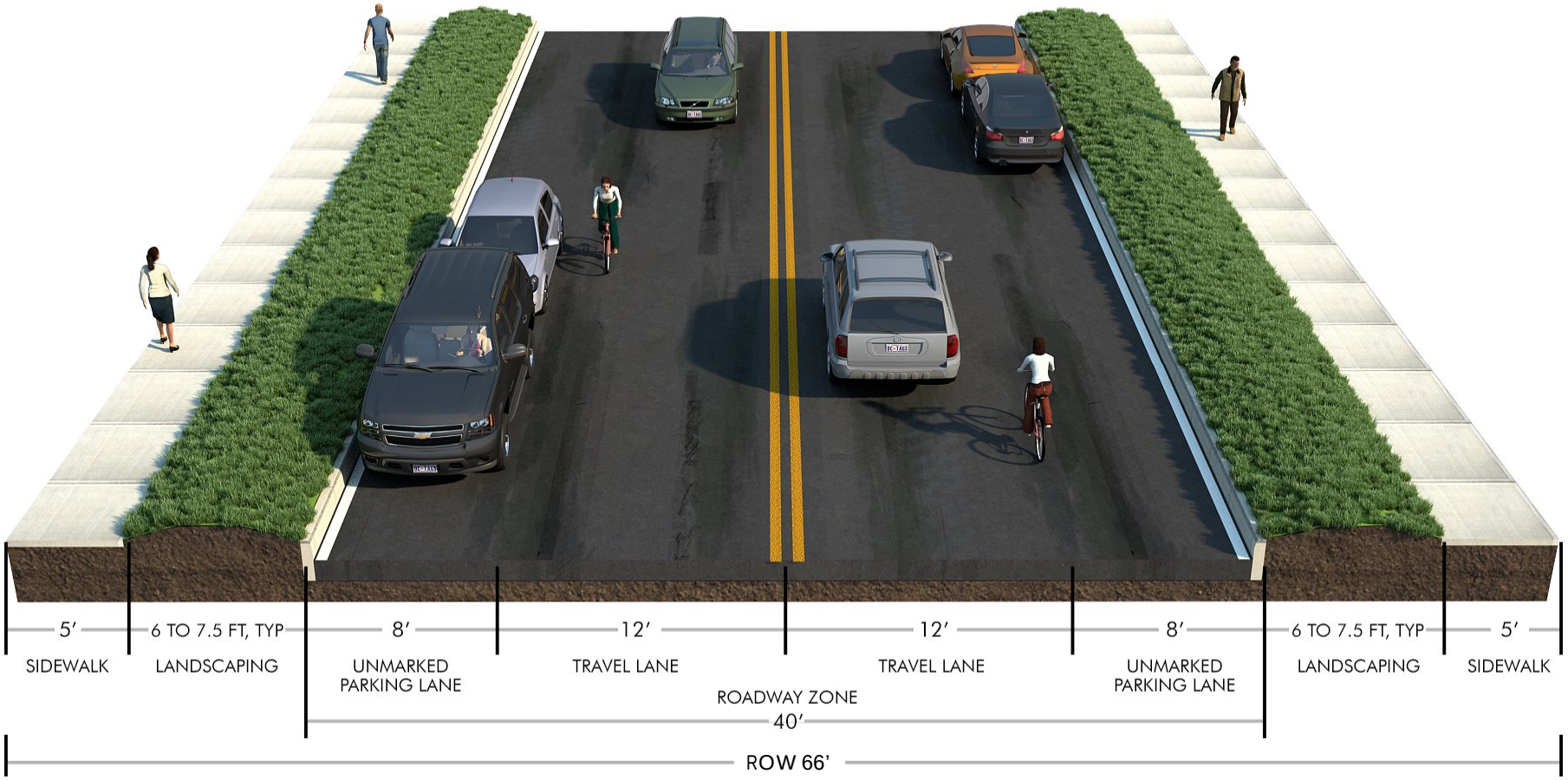
VT 127 to Shore Rd

Pedestrian Environment

Bicycling

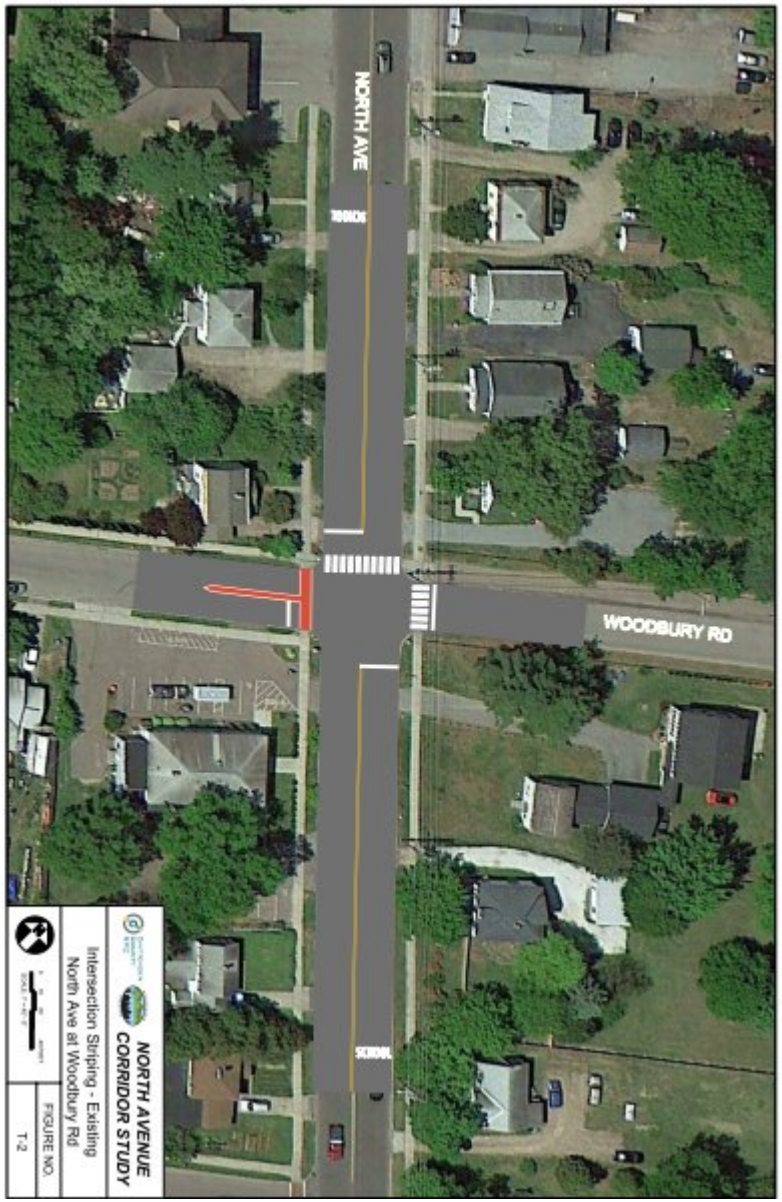
Shore Rd to Plattsburg Ave

Shore Rd to Plattsburg Ave



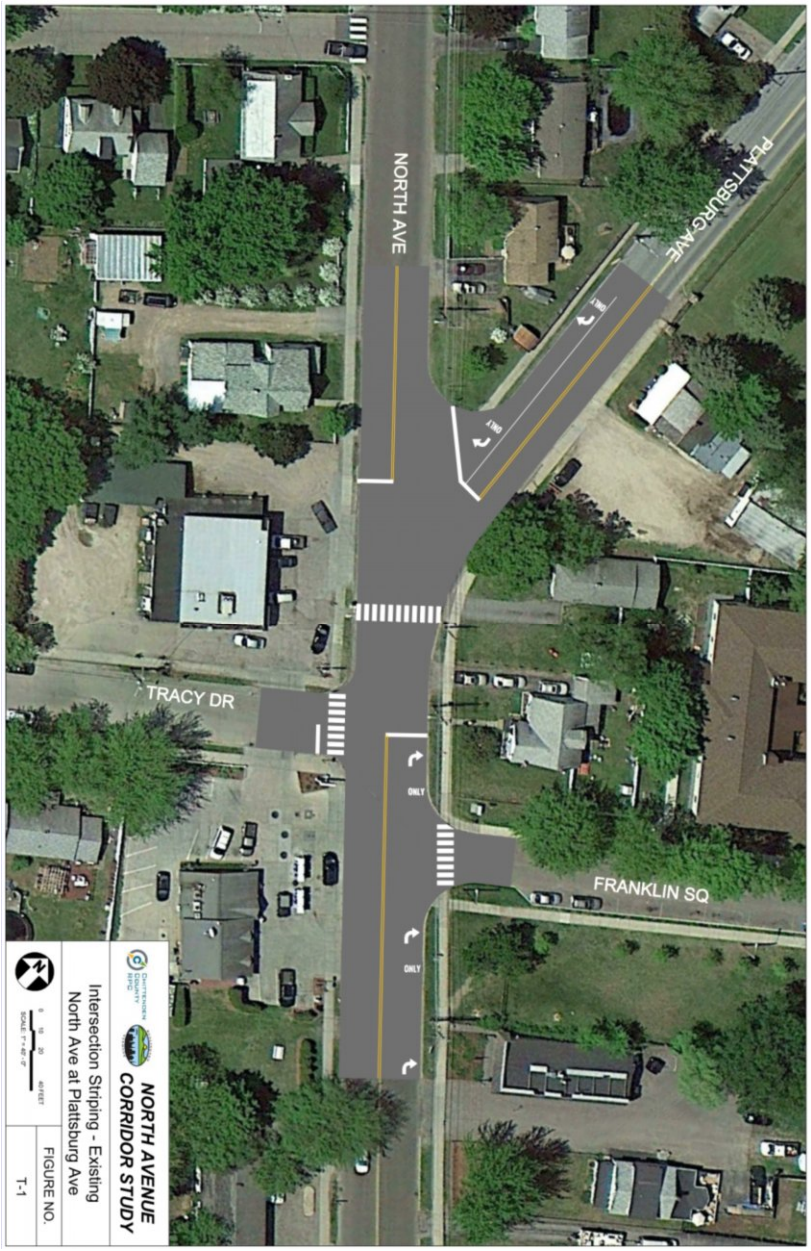
Shore Rd to Plattsburg Ave

Woodbury Rd Intersection



Shore Rd to Plattsburg Ave

Plattsburg Ave Intersection

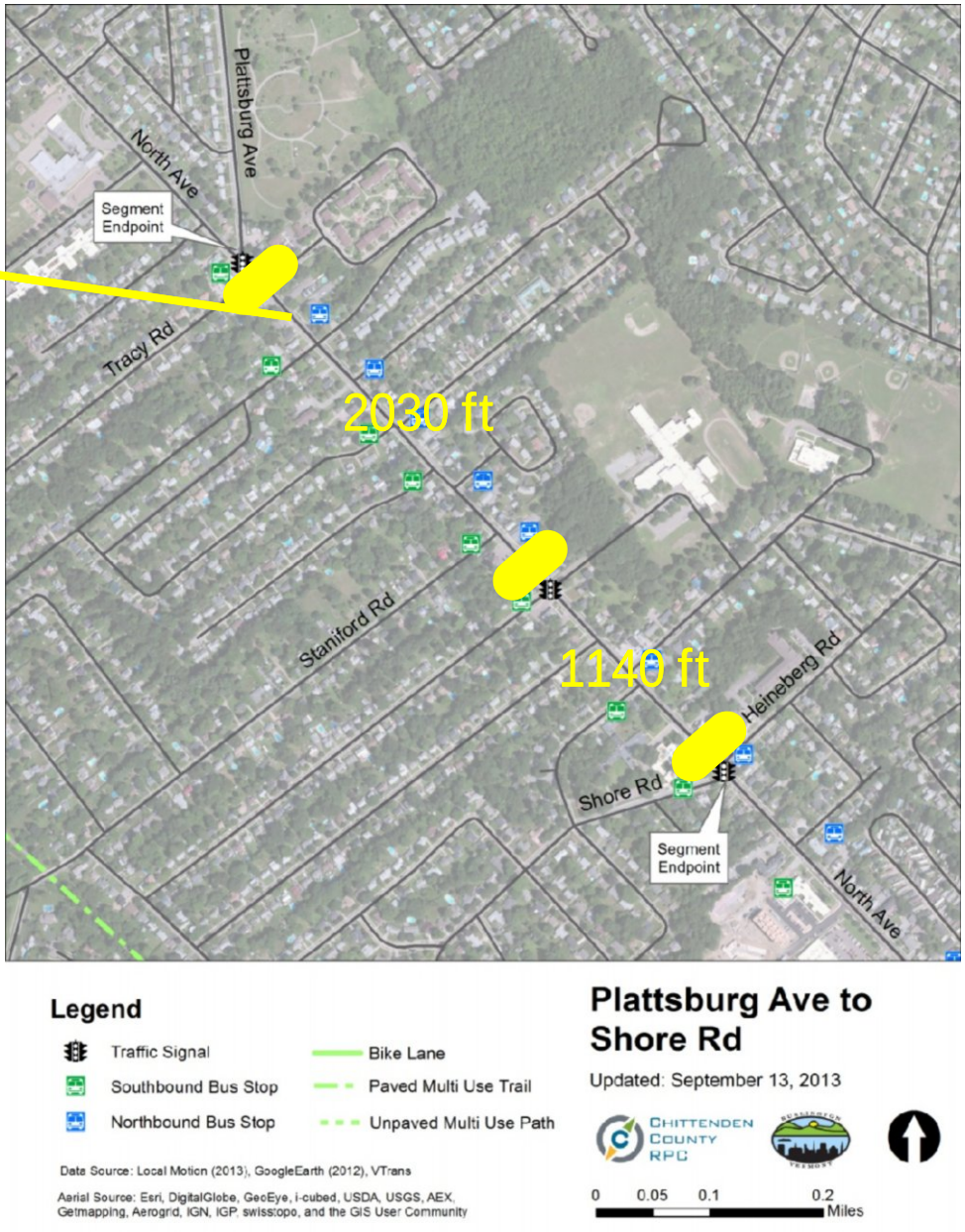


Shore Rd to Plattsburg Ave

Transit Stops

- NB Shelter

Pedestrian Crossings



High Crash Locations (2006-2010)

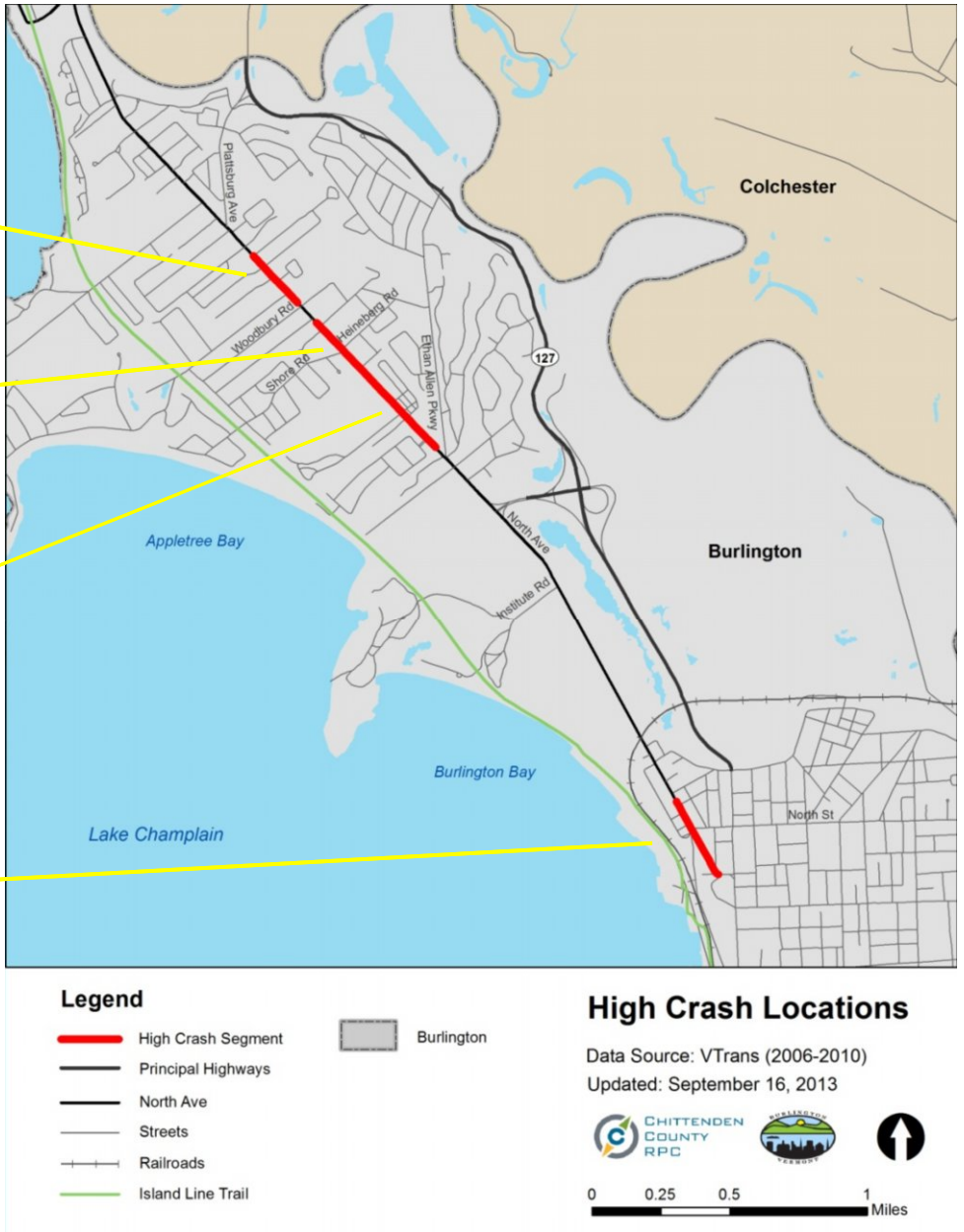
HCLs

Birch Ct to Woodbury Rd
Crashes: 39
PDO: 33 (85%)
Crash Rate: 6.48 per MVM
Actual/Critical Ratio: 1.23
Severity Index: $21,677

Gross Ct/Woodlawn Rd to Poirer Pl
Crashes: 46
PDO: 42 (91%)
Crash Rate: 6.18 per MVM
Actual/Critical Ratio: 1.22
Severity Index: $13,100

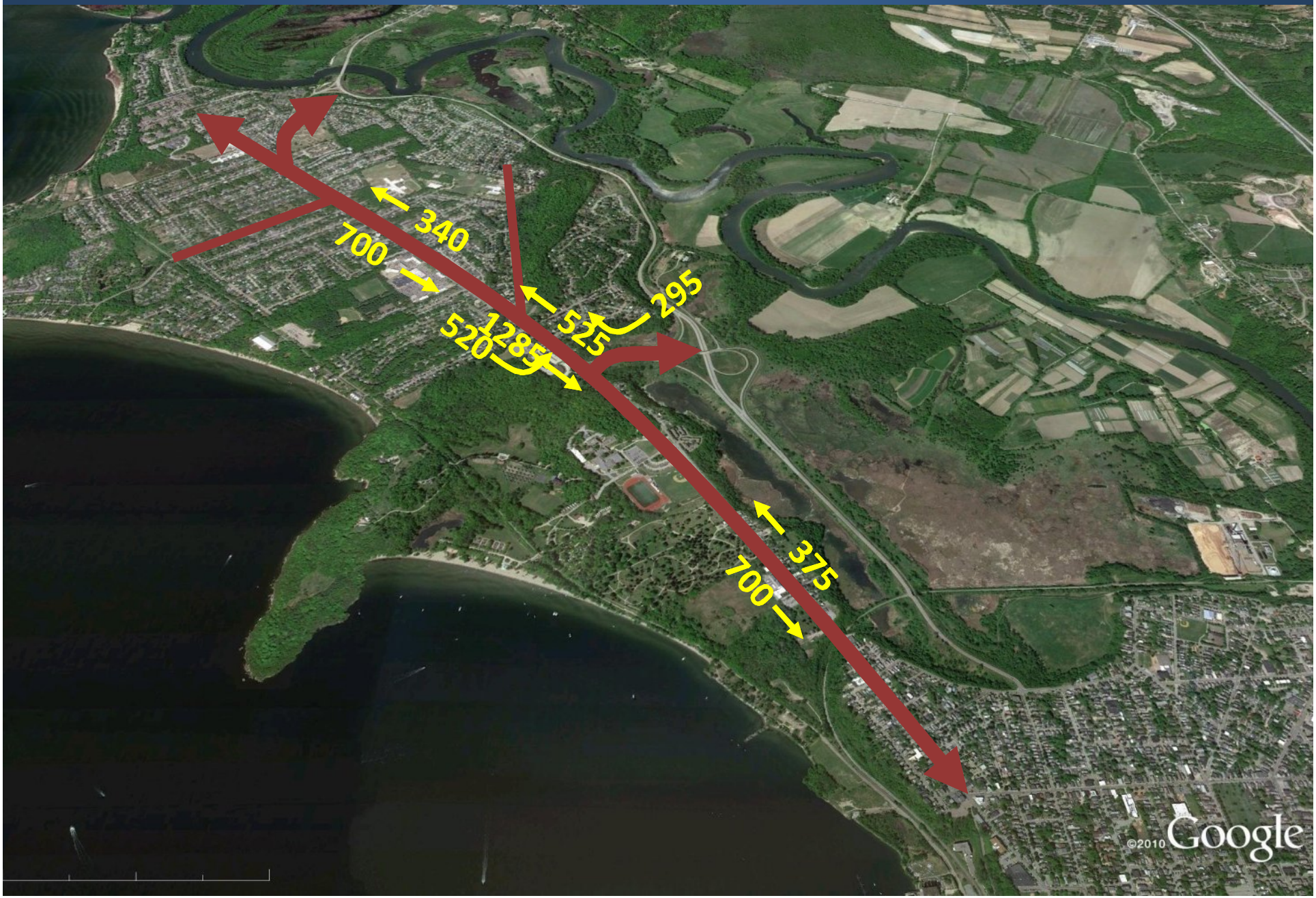
Lakewood Pkwy to Ethan Allen Pkwy
Crashes: 76
PDO: 60 (79%)
Crash Rate: 10.16 per MVM
Actual/Critical Ratio: 2.00
Severity Index: $41,204

Strong St/Ward St to Sherman St
Crashes: 58
PDO: 4 (93%)
Crash Rate: 9.51 per MVM
Actual/Critical Ratio: 1.81
Severity Index: $12,107

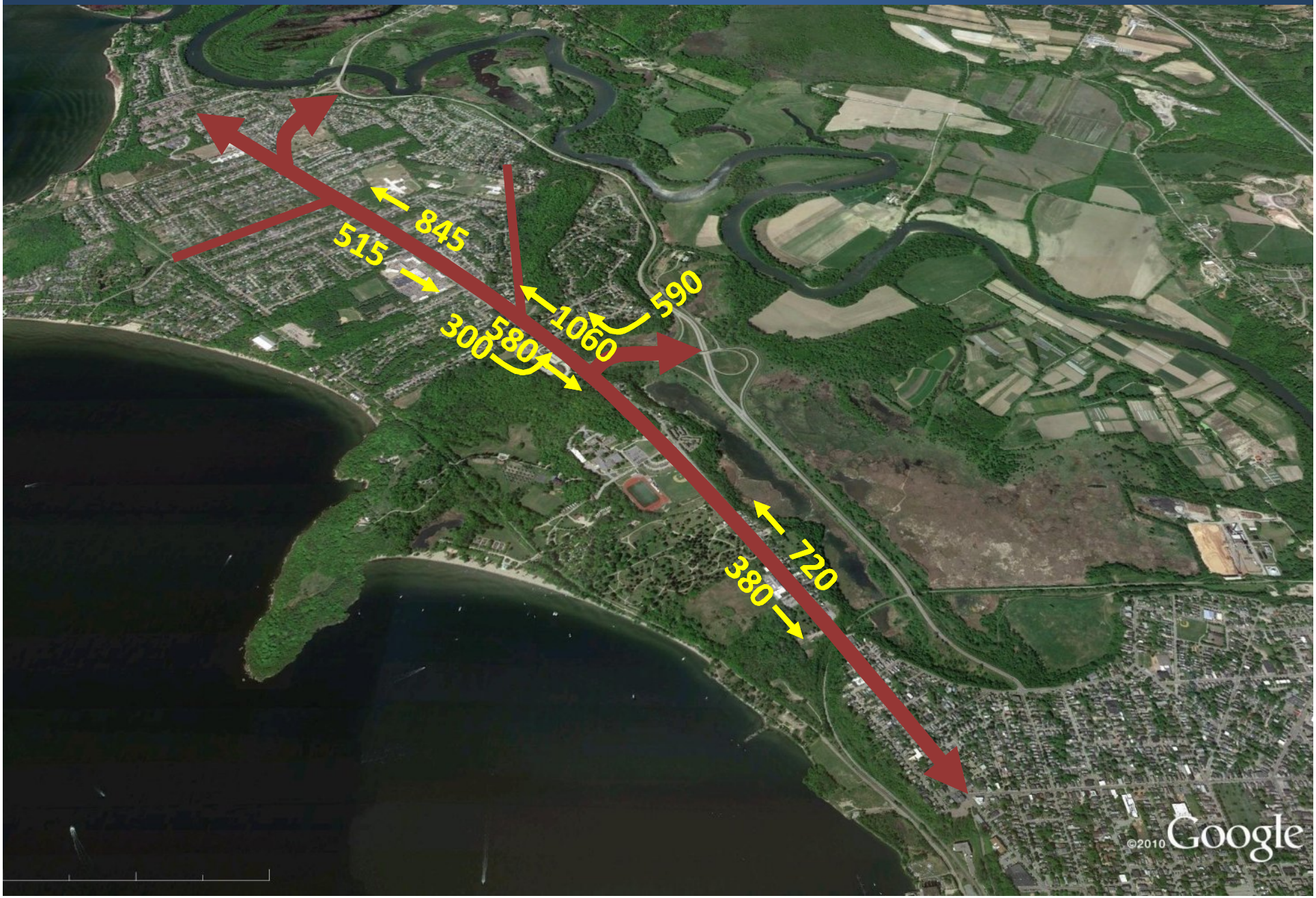


Current Average Daily Traffic Volumes

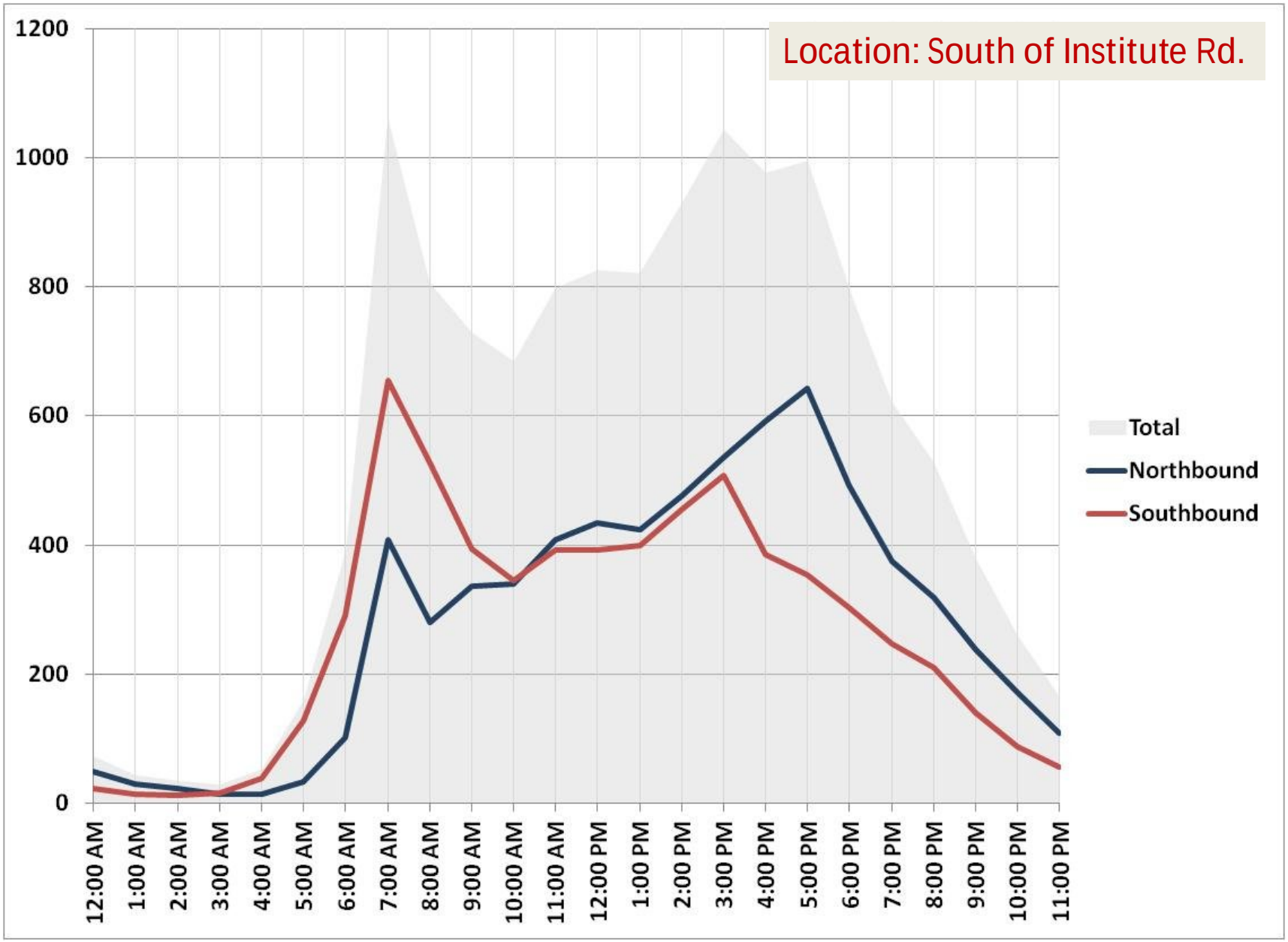
AM Peak Hour



PM Peak Hour



How do Volumes Change throughout the Day?



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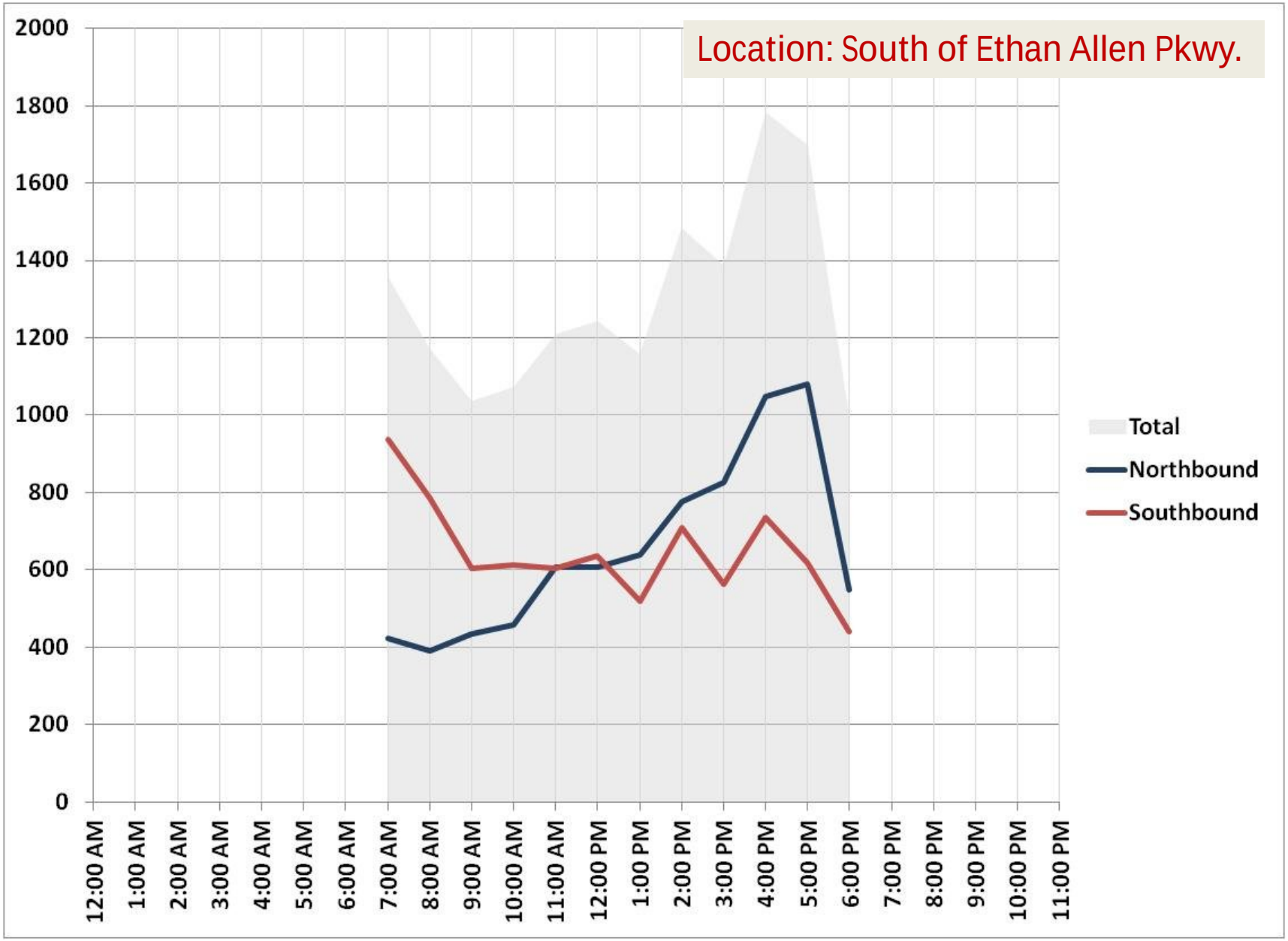
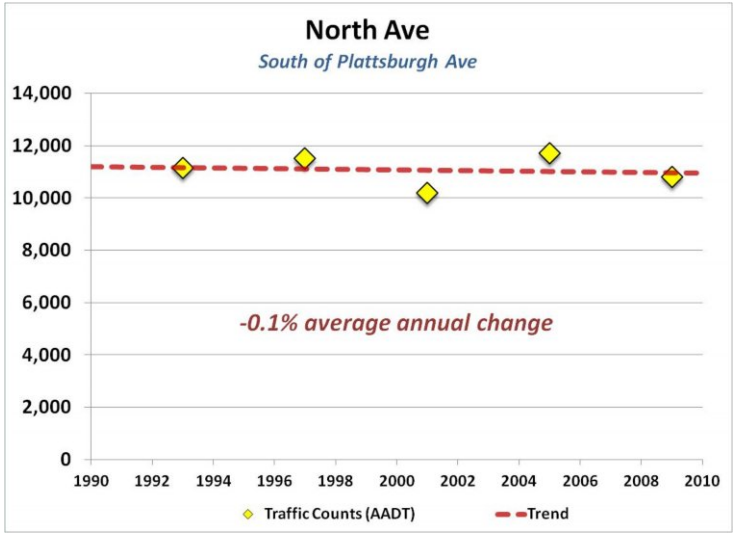
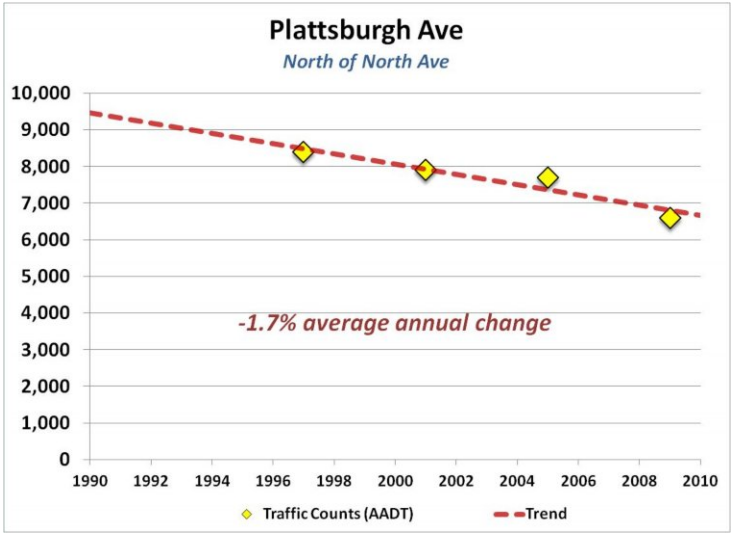


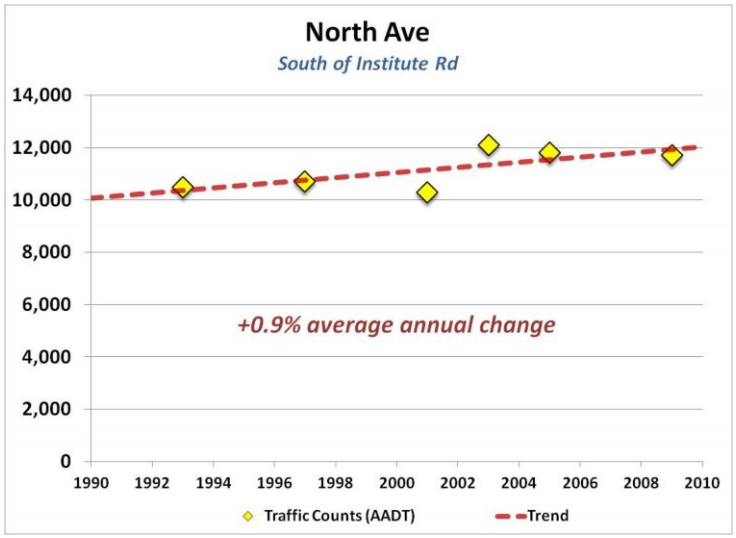
Forecast Growth Assumptions

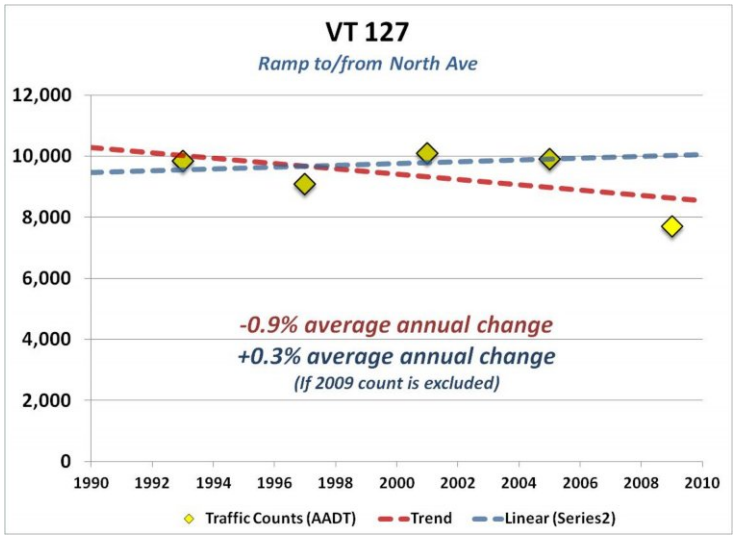
- Year 2035 Projected Conditions
- Based on review of historical growth and projected future development
  - Households
  - Employment
- Historic Traffic Growth
- Burlington College: Potential growth is not quantifiable at this point

Historic Traffic Growth

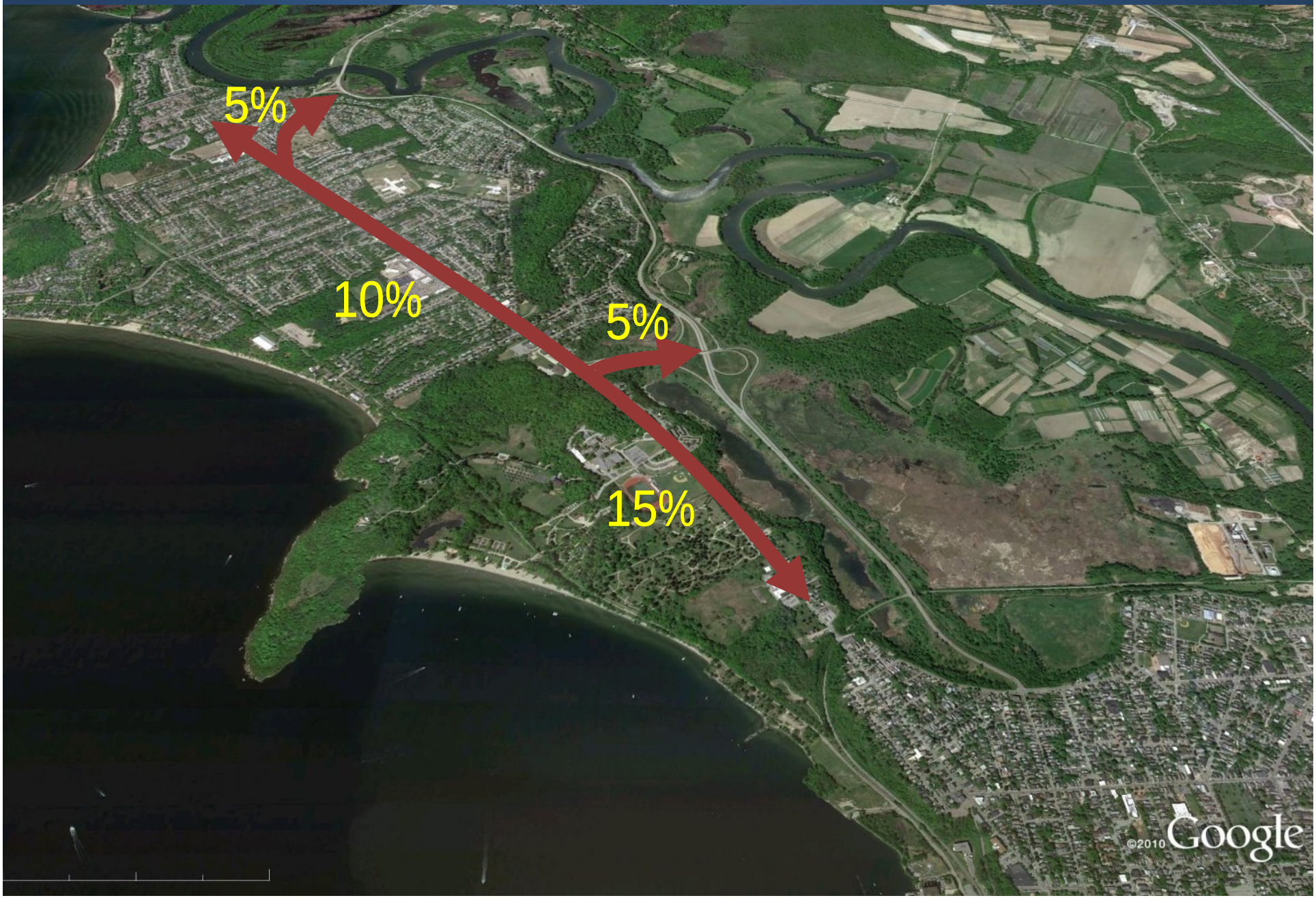








Traffic Growth Assumptions (2012 – 2035)



Developing a Corridor Vision (Initial Draft)

North Avenue will provide for safe, inviting, and convenient travel for all users of all ages and abilities—including motorists, pedestrians, bicyclists, and public transportation riders. The need to move people through the corridor will be balanced with the need to provide access to homes, businesses, and local institutions. 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.

Goals

- Common themes expressed in goals often include:
  - Accommodating and balancing transportation needs of different user groups
  - Improving safety for all users
  - Enhancing specific travel modes and improving connectivity
  - Increasing travel choices and managing demand
  - Improving livability
  - Linking land use and transportation
  - Supporting community/economic development

Next Steps

- Finalize LOS and Crash Analysis
- Refine draft vision statement and develop goals
- Prepare for first public meeting (October)
- Next AC meeting (November/December)