

Growth Summary for North Avenue Corridor

Historical Population Estimates

The study area is generally covered by census tracts 1 and 2. Since 1990, the number of occupied households in CT1 and CT2 has increased by an average annual rate of 0.5 percent, with slower growth occurring during the second decade (2000-2010) than during the 1990's (Table 1). However, decreases in average household size (Table 2) have counteracted the increase in number of households, resulting in a very small net increase in population in the North Ave Study area since 1990 (Table 1), and a decrease relative to the population in 2000.

Table 1: Occupied Housing Units ("Households")

	Increase in Households	Avg. Annual Change
1990 to 2000	352	0.9%
2000 to 2010	57	0.1%
1990 to 2010	409	0.5%

Source: US Decennial Census, 1990, 2000, 2010

Table 2: Average Household Size

	Persons per Household
1990	2.71
2000	2.57
2010	2.46

Source: US Decennial Census, 1990, 2000, 2010

Table 3: Population

	Change	Avg. Annual Change
1990 to 2000	375	0.4%
2000 to 2010	-306	-0.3%
1990 to 2010	69	0.0%

Source: US Decennial Census, 1990, 2000, 2010

Historic Traffic Volumes

Traffic volumes on North Avenue have remained fairly steady in the north since 1990 (Figure 1), while increasing at an average annual rate of 0.9 percent to the south (Figure 2). Closer inspection of the count data summarized in Figure 2 reveals that traffic volumes have actually remained fairly stable except for a jump occurring between 2001 and 2003, perhaps attributable to development activity at the time.

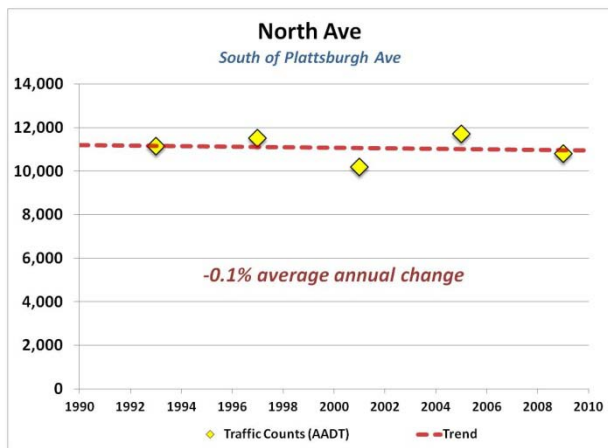


Figure 1: Average Annual Daily Traffic on North Ave (South of Plattsburgh Ave)

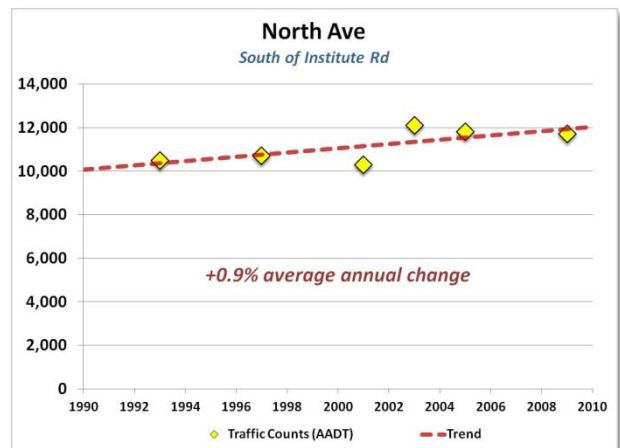


Figure 2: Average Annual Daily Traffic on North Ave (South of Institute Rd)

Traffic on Plattsburg Avenue, which connects the northern portions of North Avenue to VT 127, has steadily decreased over time at an average rate of 1.7 percent annually. It should be noted that this trend is derived from fewer counts than other locations, meaning that there is more uncertainty in its accuracy, particularly over a longer timeframe.

Traffic feeding the corridor from VT 127 increased slightly between 1993 and 2005 at an average rate of 0.3 percent annually. However, a 2007 traffic count was sharply lower. It is unknown whether this single count reflects a true change in demand or was an anomaly. If all counts are accounted for, then the resulting trend is an average annual decrease of 0.9 percent, which is strongly influenced by the lower 2007 count.

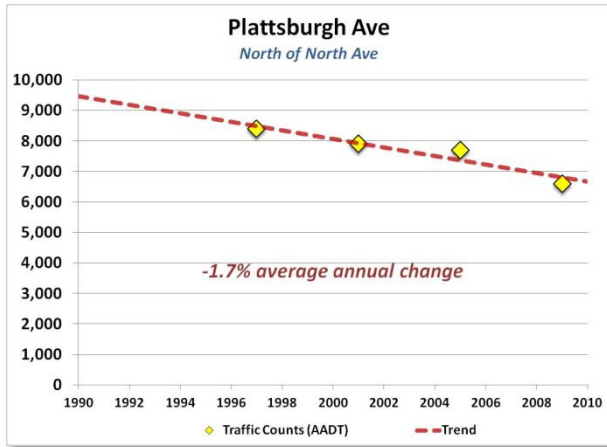


Figure 3: Average Annual Daily Traffic on Plattsburgh Ave (North of North Ave)

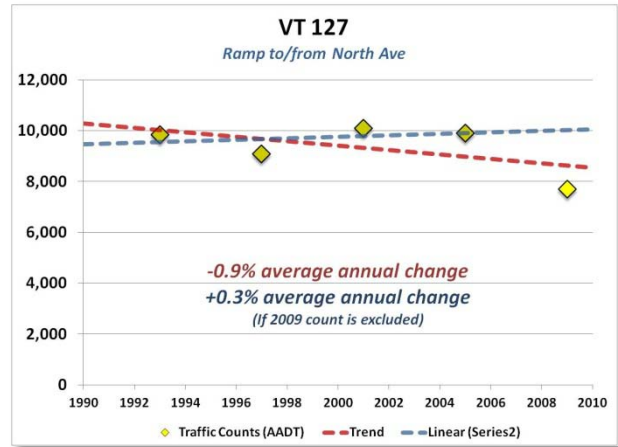


Figure 4: Average Annual Daily Traffic on VT 127 Ramp

CCRPC Household and Job Projections

The CCRPC travel demand model assumes that growth in occupied housing units will continue at a rate comparable to the historic average since 1990. By 2035, an additional 848 housing units are expected in the study area. The North Avenue corridor was subdivided in three subareas, for analyses purposes, as follows:

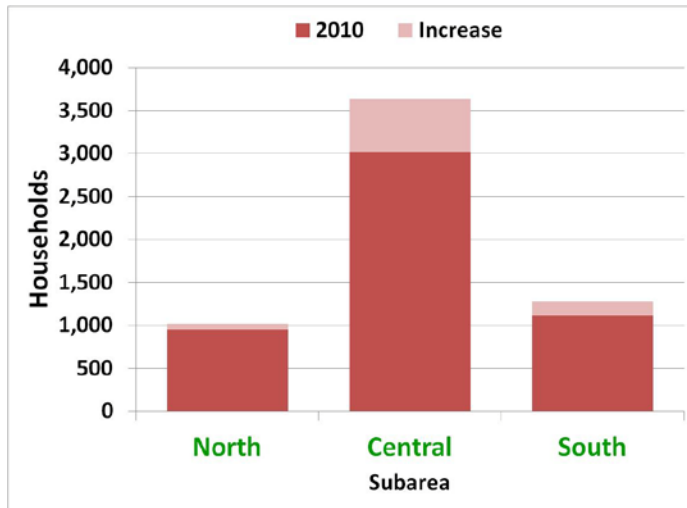
- North (north of Shore Road and west of Plattsburgh Avenue)
- Central (Shore Road to VT 127 Ramp to North Avenue)
- South (VT 127 Ramp to North Street).



Note: Corridor subareas cover slightly different areas than the census tracts

Figure 5 and Table 4 illustrate the current and projected number of housing units for the three subareas corresponding to the overall study area. They indicate that the central subarea in the corridor will have the biggest household growth (by 2035) while the northern subarea will have minimal growth. The CCRPC model also forecasts no employment growth (measured by jobs) within the study area—see Table 5.

Figure 5: Projected (2035) Household Growth by Corridor Subareas



Source: CCRPC Travel Model (2013)

Table 4: Projected Households by Subarea

Subarea	2010	2035	Increase	Average Annual Growth Rate
North	952	1,017	65	0.3%
Central	3,012	3,641	620	0.7%
South	1,115	1,278	163	0.5%
Total	5,088	5,936	848	0.6%

Source: CCRPC Travel Model (2013)

Table 5: Projected Employment by TAZ

TAZ	2010	2035	Increase	Average Annual Growth Rate
North	300	300	0	0.0%
Central	1,464	1,464	0	0.0%
South	591	591	0	0.0%
Total	2,355	2,355	0	0.0%

Source: CCRPC Travel Model (2013)

Other Future Growth Considerations

Institutional uses along the corridor, including the new Burlington College campus, could influence traffic volumes in the future. However, specific information regarding the scale and timing of proposed improvements at these uses is not presently available.

Recommendations

Households are expected to continue increasing at comparable rates to historic trends in the study area. Little (if any) additional commercial development is forecasted, though institutional expansion is an unknown. In the absence of more specific information, it is reasonable to assume higher growth rates in the southern portion of the corridor given the potential for development at Burlington College and the historically higher growth rates in this portion of the corridor.

The North Avenue corridor study proposes to use the growth rates summarized below to develop projected 2035 traffic volumes. Because the forecasting process needs to be somewhat conservative in nature, no decrease in traffic relative to today's volumes will be assumed. Still, the assumptions regarding increases in future traffic volumes are relatively modest:

- Plattsburgh Avenue: 5 percent increase through 2035 (equivalent to approximately 0.2 percent annually).
- North Avenue:
 - 5 percent increase north of Shore Road (equivalent to approximately 0.2 percent annually);
 - 10 percent increase between Shore Road and VT 127 (0.4 percent annually);
 - 15 percent between VT 127 and North St (0.6 percent annually).
- VT 127: 5 percent increase (0.2 percent annually).

Resulting raw volumes will be post-processed to balance movements, resulting in some minor variation in the stated growth rates presented above.