

North Avenue Corridor Study

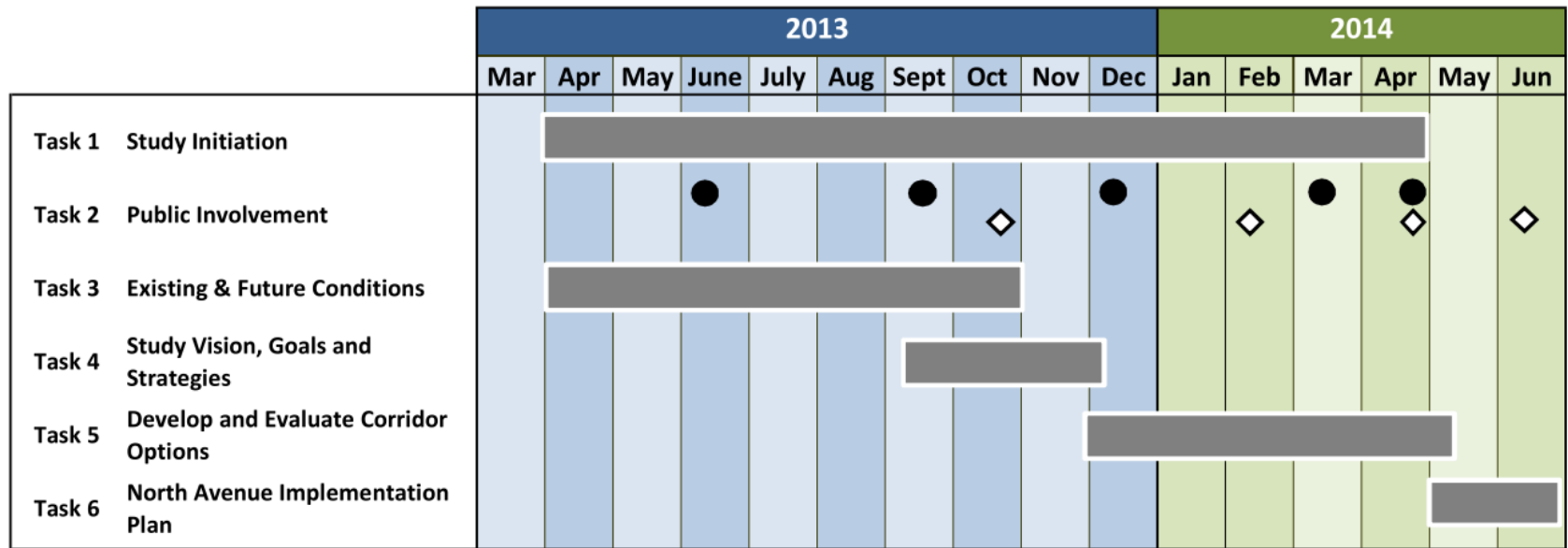
Advisory Committee Meeting #3

December 17, 2013

Meeting Agenda

- Project Status
- Vision and Goals
- Initial Improvement Concepts
 - Near-term
 - Long-term
- Next Steps
 - Finalize the Vision and Goals
 - Development of Improvement Concepts
 - Public Meeting (January/February)
 - AC Meeting (March)

Schedule Update



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 Finalize vision & goals, initial concepts
- 4 Refine concepts, preliminary preferred alts
- 5 Recommendations

Proposed Vision Statement

North Avenue will continue to serve as the **primary transportation corridor** connecting Burlington's New North End with the rest of the City.

As the North End's "Main Street," 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.**

Proposed Goals (Draft)

- **Remake the North Ave corridor into a “Complete Street” that accommodates the safe and efficient travel for all users of all abilities and provides transportation choices.**
 - Identify near-term improvements that can be implemented now to improve the safe and convenient accommodation of all corridor users.
 - Develop a longer-term plan for fully remaking the corridor according to “Complete Streets” principals.

Proposed Goals (Draft)

- **Improve safety for all users of all abilities.**
 - Upgrade pedestrian facilities: Condition of sidewalks; meet current ADA standards; convenient crossing opportunities; high visibility and driver awareness of crosswalks.
 - Bicyclists - Provide dedicated space and bicycle treatments to form a continuous, high quality bicycle corridor.
 - Design facilities with all users in mind including children and seniors.
 - Address high crash locations and congested locations.
 - Improve access management and left turn accommodations on the corridor to reduce conflicts.
 - Calm traffic and moderate travel speeds.

Proposed Goals (Draft)

- **Provide a range of convenient and efficient travel options and improve multimodal connections.**
 - Promote transportation options.
 - Improve transit service in the corridor (reduce headways; consolidate stops and add shelters).
 - Ensure efficient flow of buses along the corridor.
 - Improve access (sidewalks, bike access) to transit shelters/stops.
 - Improve pedestrian and bicycle facilities.

Proposed Goals (Draft)

- **Develop strategies that support vibrant and livable neighborhoods in the New North End; enhance the quality of life of residents and visitors; and support sustainable economic growth.**
 - Improve the visual character with streetscape treatments and other amenities.
 - Create attractive, vibrant public spaces.
 - Support economic development consistent with City planning objectives.
 - Enact supportive zoning/land use regulations.
 - Incorporate sustainable design practices.

Initial Universe of Options

- **A few key decisions, current and future, will define the corridor:**
 - Configuration of bicycle accommodations
 - Intersection treatments at VT 127, Ethan Allan, Shore Rd, and Plattsburgh Ave
 - Road Diet on VT 127 – Shore Rd segment
 - On-street parking

Long-Term Bike Accommodation Options

- Two-way cycle track
 - May not be feasible south of Washington /Berry St.
 - Driveways and cross streets are challenges.
- One-way cycle tracks
- Bicycle lanes
 - Standard or buffered

Cycle Tracks (top) and Buffered Bike Lane (bottom)



Source: Masspaths.org photo by Doug Mink



Source: East Bay Bicycle Coalition



Source: City of Davis, CA photo by Jimmy Fong

Intersection Treatment Options at VT 127

- Roundabout
 - Two lane roundabout needed.
- Signalized intersection with improvements
 - Eliminate high speed, no stop turns.
 - Improve ped and bike crossings.
 - May need to add additional turn lanes.

Keene, NH Roundabout (Main St at Winchester St)



Source: NHDOT

Intersection Options

- Shore Road
 - Dedicated center left turn lane (enable by “Road Diet”).
 - Realign Shore Rd and Heineberg Rd
- Ethan Allan Parkway and Plattsburgh Ave intersections
 - Mini-roundabout
 - Minor realignment
 - Pedestrian islands
 - Relocate park entrance (Ethan Allan)
 - Eliminate high-speed free right turn.



VT 127 to Shore Rd Segment Configuration

- Road Diet
 - One travel lane each direction with center turn lane/median
 - Are additional lanes needed at Ethan Allan or VT 127?
- On-street Parking
 - Provide on one side only?
 - Selective provision?
 - Alternate sides?

Potential Gateways

- North Street
 - Busy intersection, southern entrance to corridor
- Washington/Berry Street
 - Gateway to Old North End
- Institute Road
 - Burlington High School entrance
- VT 127
 - Transition from highway to urban street
- Ethan Allan Parkway
 - Busy hub, connections to recreational facilities
- Ethan Allan Shopping Center
 - Commercial Hub
- Plattsburgh Ave
 - Northern entrance to corridor

Washington St to North Ave - Near-term options

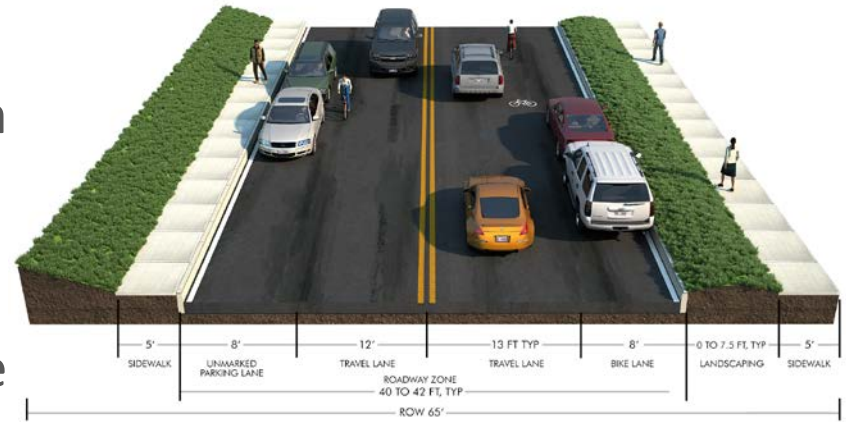
- Bicycles
 - Sharrows
 - Parallel route
- Pedestrians
 - Additional crossings
 - Improve visibility, convenience, safety of crossings
 - ADA ramps
- Motorists
 - Check signal warrants at Washington



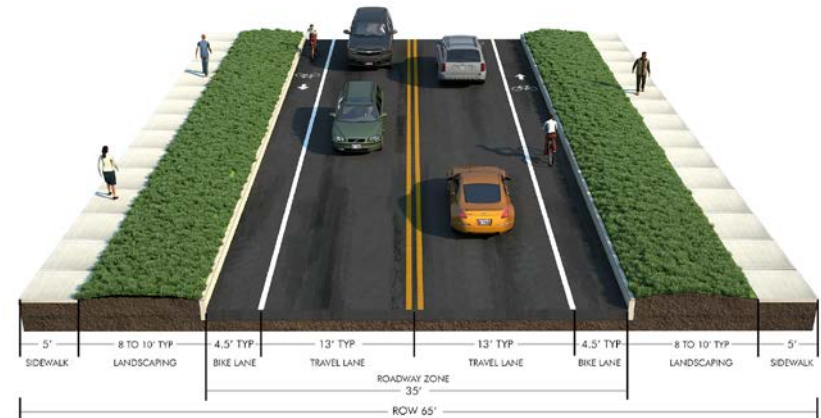
Existing Cross-section: 33-ft curb-to-curb width

VT 127 to Washington St - Near-term options

- Bicycles
 - Widen bike lane/narrow travel lane
 - Sharrows through Institute intersection.
 - Eliminate some parking on northern section/extend bike lane
- Pedestrians
 - Additional crossings in activity areas.
 - Improve visibility, convenience, safety of crossings.
 - ADA ramps.
- Transit
 - Additional shelters; larger shelters at BHS.
 - Crosswalks paired with stops.



Existing Cross-section: 40-ft curb-to-curb width



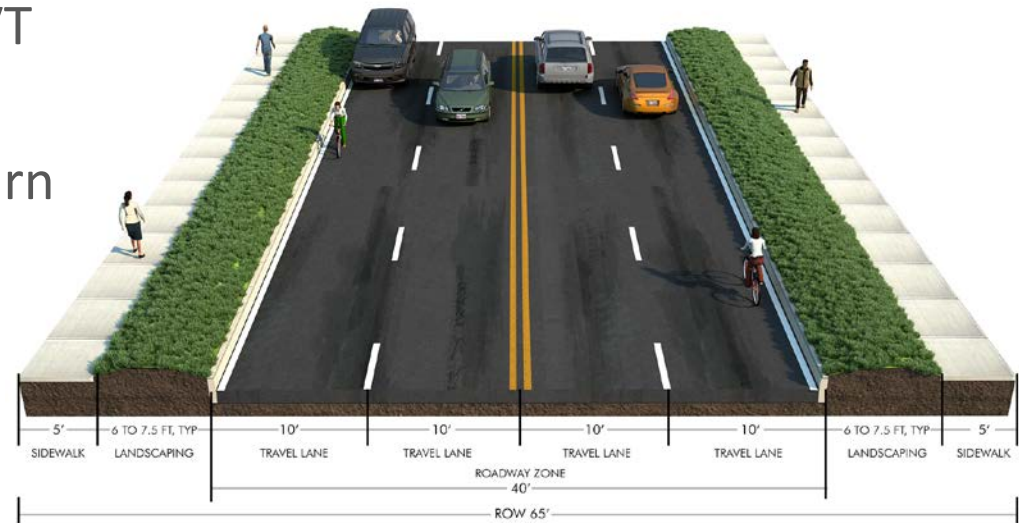
Existing Cross-section: 35-ft curb-to-curb width

Shore Road to VT 127 - Near-term options

- Bicycles
 - Remove a travel lane and add bike lanes *or* wide curb lanes.
 - Intersection treatments at VT 127, Ethan Allan Pkwy.
 - Bike box or two-stage left turn at Shore Rd.

- Pedestrians
 - Same as other segments.
 - Center median refuges.
 - Add pedestrian signal heads.

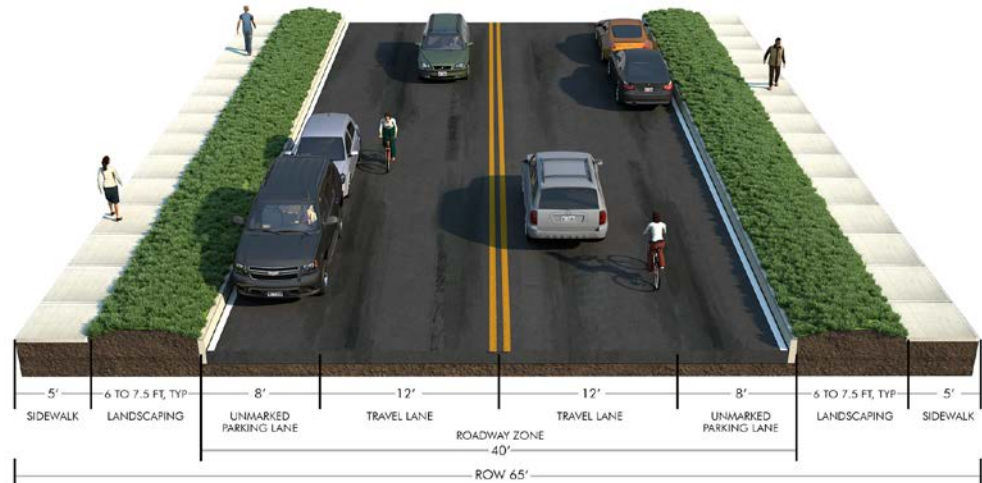
- Transit
 - Same as other segments.



Existing Cross-Section: 40-ft curb-to-curb width

Plattsburgh Ave to Shore Rd - Near-term options

- Bicycles
 - Eliminate parking on one side to provide bike lanes.
 - Add sharrows.
 - Intersection treatment at Plattsburgh.
- Pedestrians
 - Same as other segments.
 - Intersection treatments at Plattsburgh similar to Ethan Allan.
- Transit
 - Same as other segments.
 - Extend route into neighborhoods.



Existing Cross-section: 40-ft curb-to-curb width

Next Steps

- Finalize Vision and Goals
- Further define specific improvement concepts
- Second Public Meeting (January/February) – Concept Refinement
- Next Advisory Committee meeting (March) – Concept evaluation