

North Avenue Corridor Study Public Workshop #2

St. Mark's Church

February 20, 2014



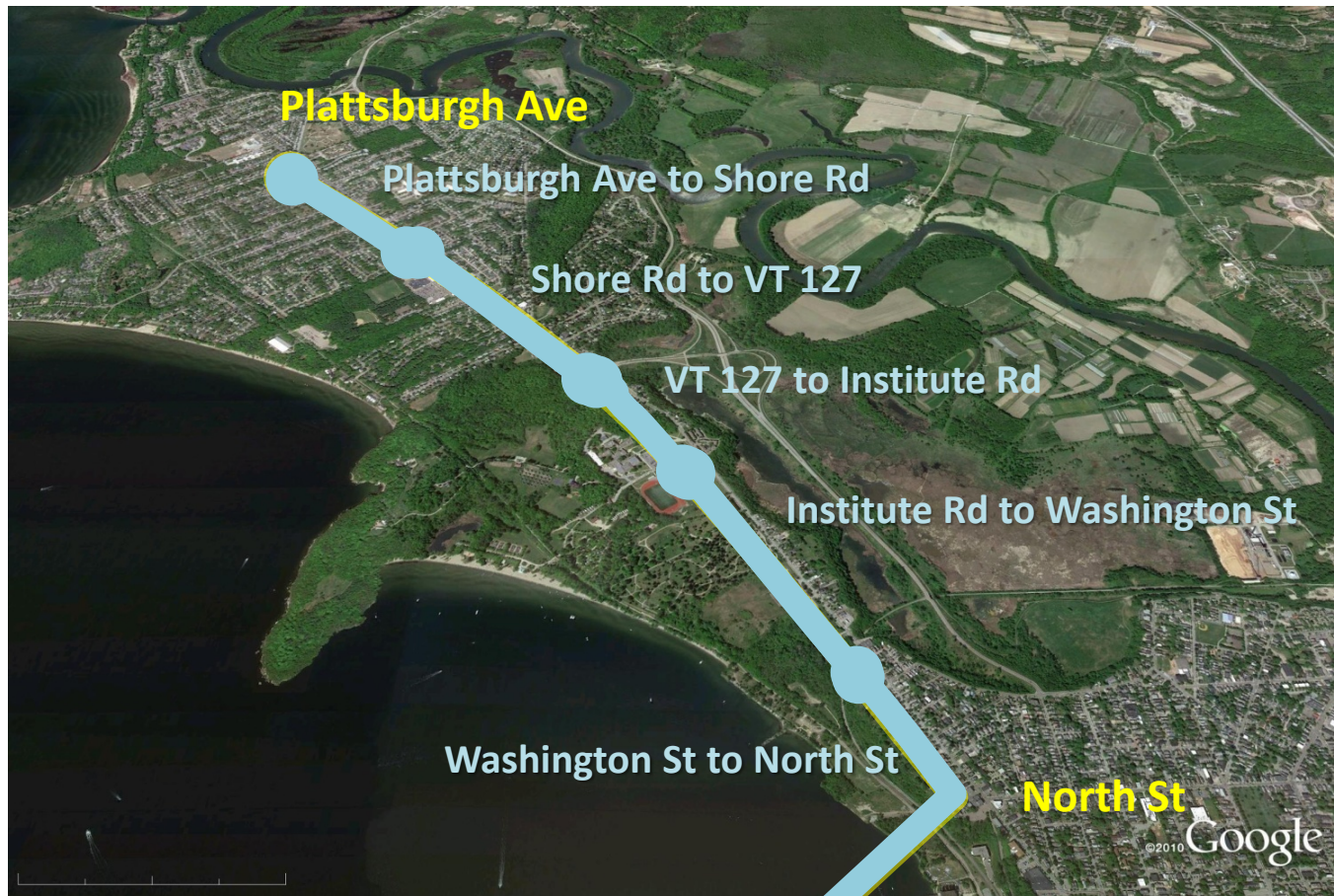
**PARSONS
BRINCKERHOFF**

Workshop Agenda

- **Welcome** (*Nicole Losch, DPW*)
- **Presentation** (*Joe Barr, PB*)
 - Status of Corridor Study
 - Review of Draft Corridor Vision & Goals
 - Overall Issues and Improvement Options for North Ave
 - Description of Breakout Group Activity
- **Breakout Groups – Visit each station for 20 minutes**
 - Table 1:** *Nicole Losch, City of Burlington* (Pink Group Start Here)
 - Table 2:** *Joe Barr, Parsons Brinckerhoff* (Red Group Start Here)
 - Table 3:** *Peter Keating, CCRPC* (Green Group Start Here)
 - Table 4:** *Eleni Churchill, CCRPC* (Blue Group Start Here)
- **Report Back by Facilitators, Wrap up, Next Steps**
- **Adjourn**

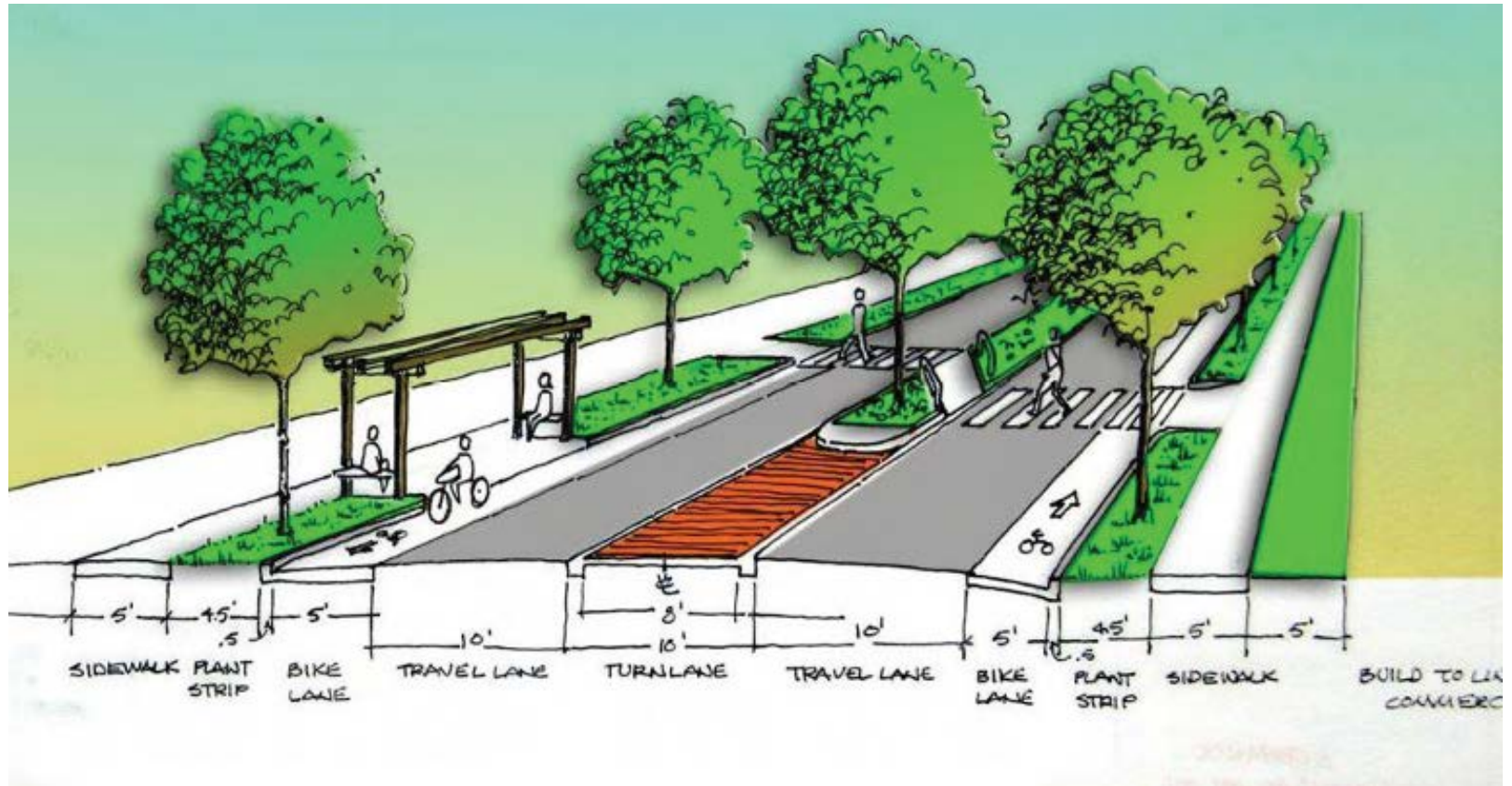
Study Goal

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

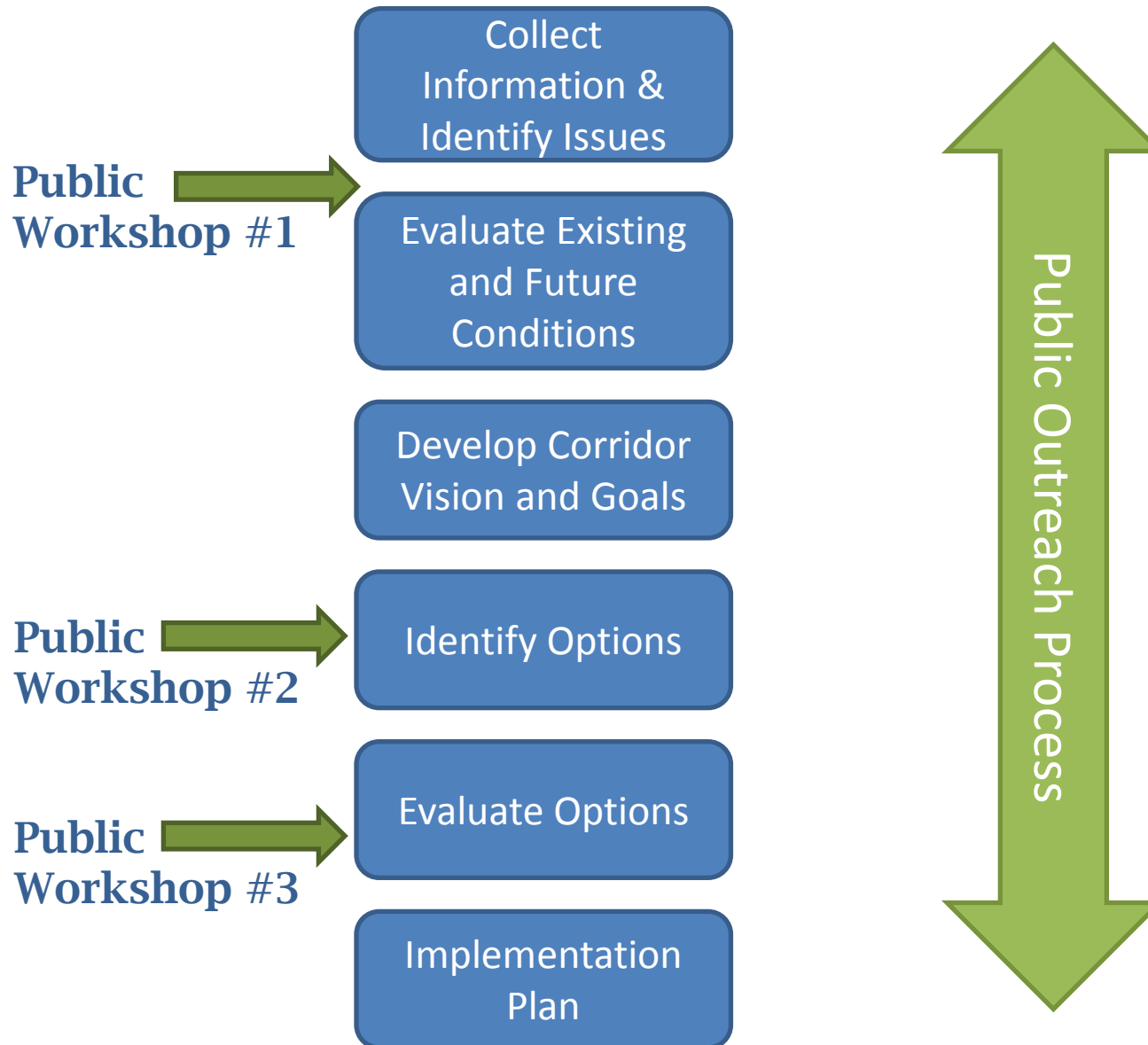


What Are Complete Streets?

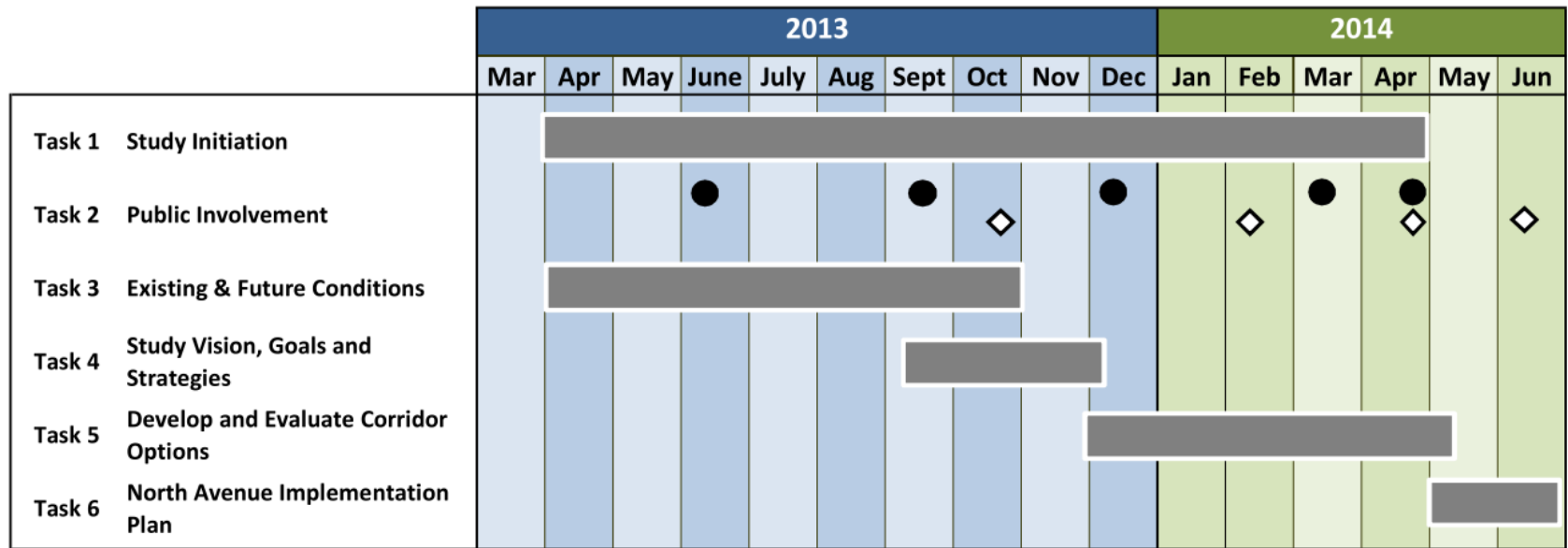
Streets designed to safely accommodate all users regardless of age, ability or modal preference - pedestrians, bicyclists, motorists, and bus riders



North Ave Study Process



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

- **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.**
- **Improve safety for all users.**
- **Provide a range of convenient and efficient travel options and improve multimodal connections.**
- **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.**

Corridor Issues – General

- Few opportunities to safely cross North Avenue
- Outdated curb ramps and poor sidewalk conditions
- Missing pedestrian crossings at certain intersection approaches
- Lack of audible countdown pedestrian signals
- Frequent driveways along certain corridor segments
- Several offset/skewed intersections (Ethan Allen Parkway, Shore/Heineberg, Plattsburg Ave) – difficult to navigate as a cyclist or pedestrian
- Missing/substandard bicycle facilities in certain corridor segments
- Safety issues for all modes
- Wide travel way from Plattsburg Ave to Shore Rd – unclear where on-street parking is allowed

Corridor Issues – Specific Segments

- Shore Road to VT 127:
 - ❑ *Left turns frequently block through lanes*
 - ❑ *Travel lanes are relatively narrow*
- VT 127 to Institute Rd
 - ❑ *No provision for southbound bicyclists*
 - ❑ *Bike lane discontinuity at Institute Road*
- Institute Rd to Washington St
 - ❑ *High vehicle speeds*
- Washington St to North St
 - ❑ *Northbound bike lane is narrow*
 - ❑ *Narrowest road width (curb to curb) of any segment along the corridor*

Initial Universe of Improvement Options

- Intersection treatments at Institute Rd, VT 127, Ethan Allan Pkwy, Shore Rd/Heineberg Rd, and Plattsburg Ave
 - Roundabouts, signalized intersections with improvements, re-alignment
 - Improved pedestrian and bicycle travel through intersections
 - Eliminate high speed right turns
- Rightsize the corridor between VT 127 and Shore Rd/Heineberg Rd intersection
 - One travel lane each direction, a center left turn lane & designated bike facilities
- Selective elimination of on-street parking for some corridor segments

Initial Universe of Improvement Options

- Configuration of bicycle accommodations for short and long term
 - ❑ Sharrows or designated bike lanes (in combination with rightsizing and selective parking elimination)
 - ❑ One or two-way cycle tracks or buffered bike lanes
- Improvements to pedestrian facilities
 - ❑ Add pedestrian crossings at signalized intersection approaches
 - ❑ Add mid-block crossings at high activity areas
 - ❑ Add audible countdown signals
 - ❑ Consider gateway treatments and raised crossings

Breakout Group Activity

Table 1 (Pink): *Nicole Losch – Washington St to North St*

Table 2 (Red): *Joe Barr, PB – VT 127 to Washington St*

Table 3 (Green): *Peter Keating – Shore Rd to VT 127*

Table 4 (Blue): *Eleni Churchill – Plattsburg Ave to Shore Rd*

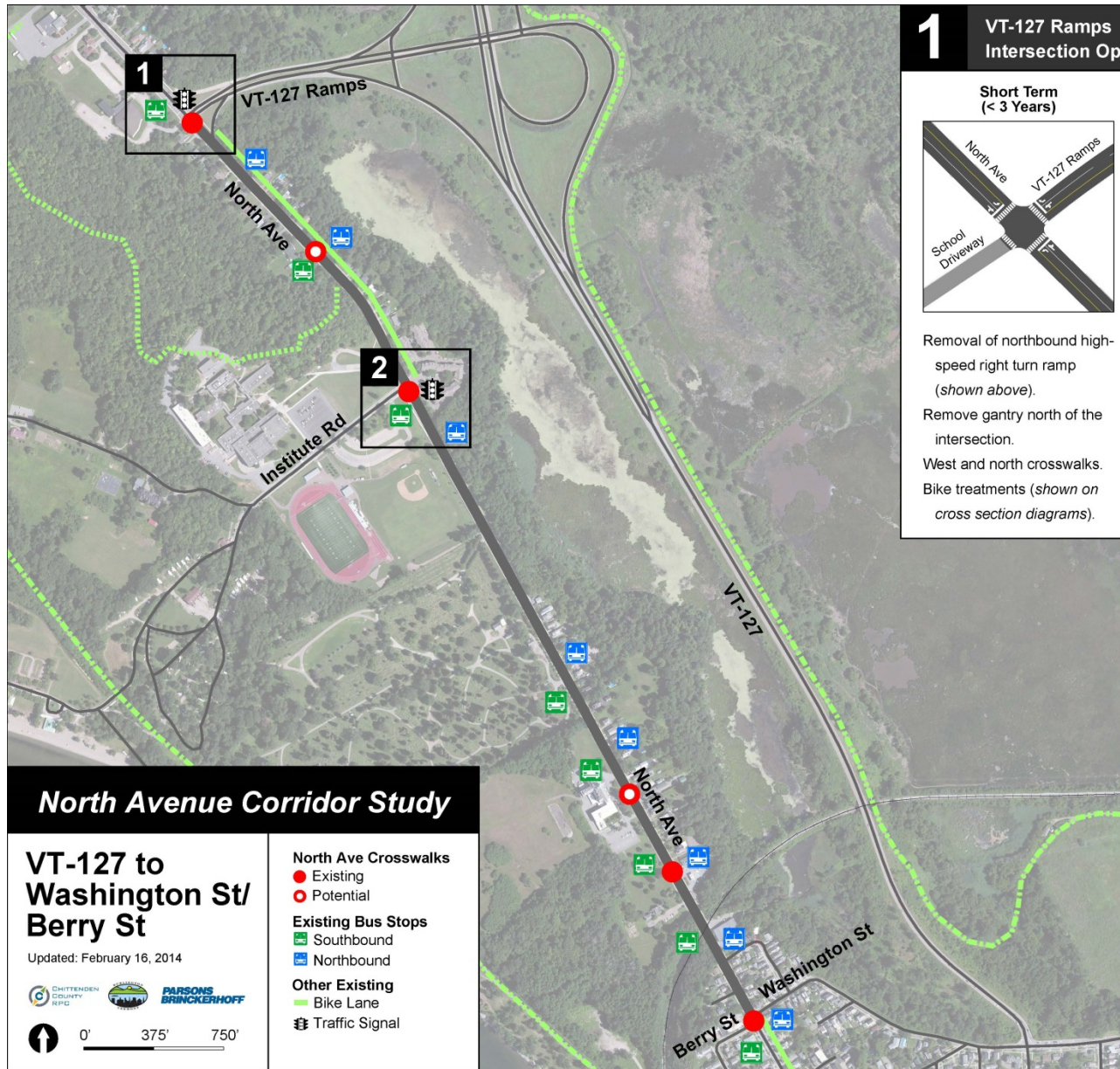
Group Activity Format

- Review and comment on multimodal improvement options for corridor segment and intersections
- Provide additional ideas/options for evaluation
- Consider how North Ave works at both an individual intersection level and as an integrated corridor

Thoughts to Keep in Mind

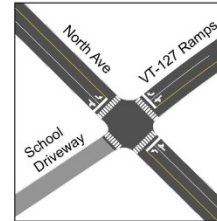
- What role do you want North Ave to play in your community?
- Think about corridor from two perspectives:
 - Your personal perspective
 - The perspective of your neighbors/community
- There needs to be some level of consistency throughout the corridor
- Multimodal/multiuser definition of what makes a street work

Breakout Group Activity – Intersection Example



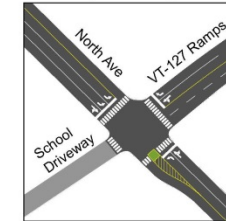
1 VT-127 Ramps Intersection Options

Short Term (< 3 Years)



Removal of northbound high-speed right turn ramp (shown above).
 Remove gantry north of the intersection.
 West and north crosswalks.
 Bike treatments (shown on cross section diagrams).

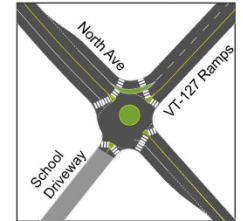
Mid Term (< 7 Years)



Short-term treatments +
 Signalized intersection with dual southbound left-turn lanes (shown above).

OR

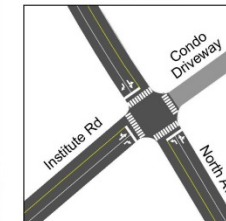
Long Term (> 10 Years)



Short-term treatments +
 Roundabout (shown above, requires additional property).

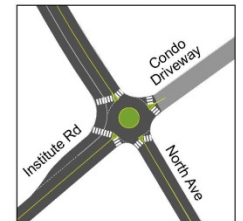
2 Institute Road Intersection Options

Short Term (< 3 Years)



Reduce bus pull-out size south of intersection.
 Enlarge shelters.
 North and east crosswalks.
 Fix broken detection.
 Shared bicycle/vehicle right-turn lane.
 Bike treatments (shown on cross section diagrams).
 Investigate No Right on Red.

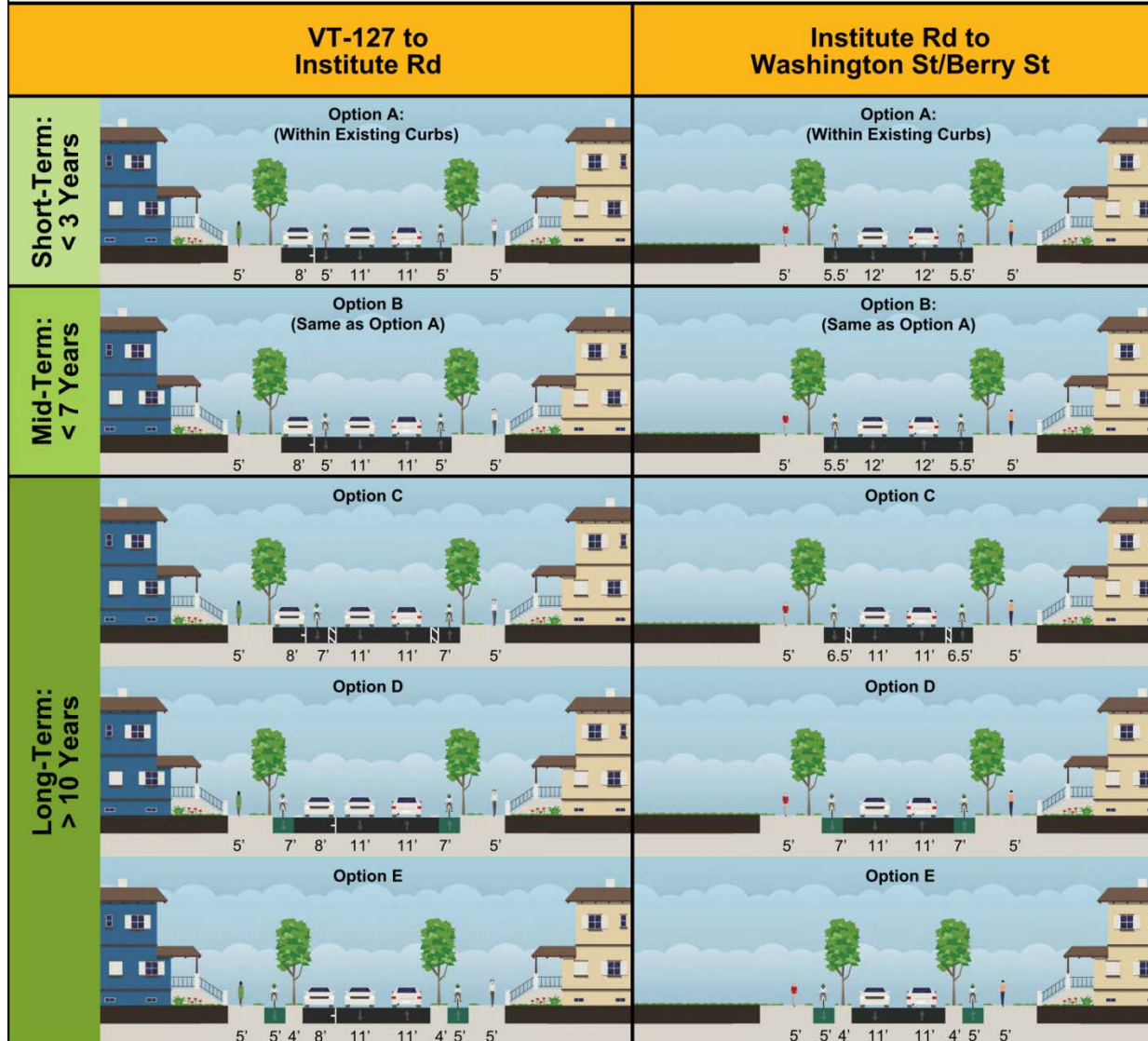
Mid (< 7 Years) or Long Term (> 10 Years)



Short-term treatments +
 Roundabout (shown above, requires additional property) or mini-roundabout.
 Move northbound bus stop to far side of intersection.

Breakout Group Activity – Cross-section Example

North Avenue Corridor Study VT-127 to Washington St/Berry St



Thank You!