



# WINOOSKI AVE

## TRANSPORTATION STUDY

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# What is this study?

A comprehensive **transportation study** of the **entire Winooski Avenue corridor**, developing **multimodal improvement strategies** that address **safety, capacity, and connectivity**.

**Final deliverable:** An actionable implementation plan with near-term and longer-term recommendations.



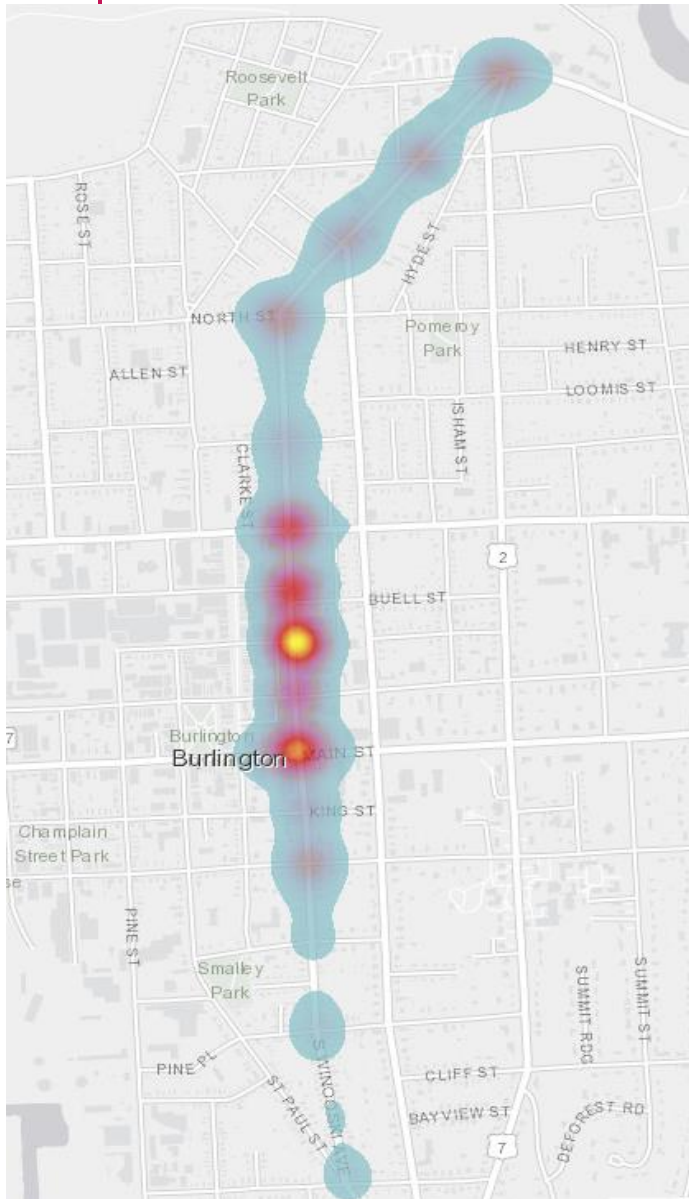
## 6 Facilities

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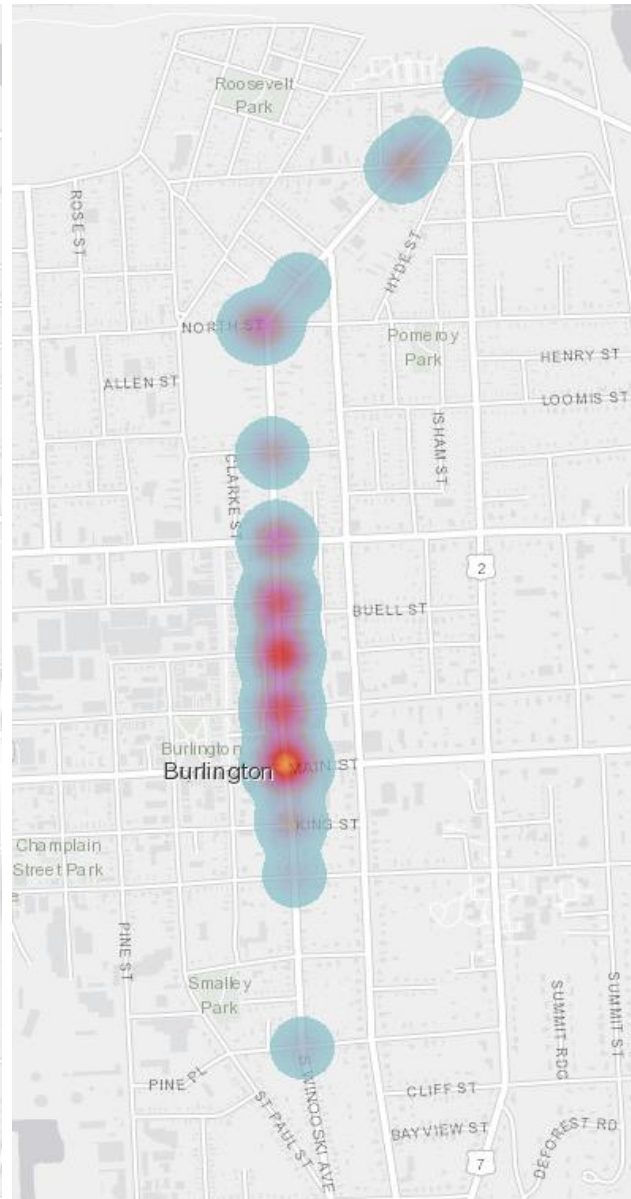
- Shift from a corridor-level focus down to segment and intersection-level scoping.
- 6 distinct facilities (intersections and/or corridor segments) to develop and evaluate alternatives.

Alternatives will be created that align with the corridor vision but also attempt to address the specific challenges and issues identified for each distinct facility.

## All Crashes



## Bicycle and Pedestrian Crashes



## Public Comment Heatmap



# Facility 1

- **Includes:** Hyde St, Health Center driveway, approaches



- **Issues:** This High Crash Location (HCL) intersection is complicated with driveways, streets at acute angles, the shared use path ending abruptly, transit stops along Riverside (safety, amenities), lack of control at Hyde St/North Willard corridor.
- **Need:** This complicated signalized intersection is a high crash location and a predominant gateway to the City. The Riverside Avenue shared use path ends abruptly, and the transition to the shared lanes on North Winooski needs to be clarified. Address the gaps in the bicycle infrastructure network



# Facility 2

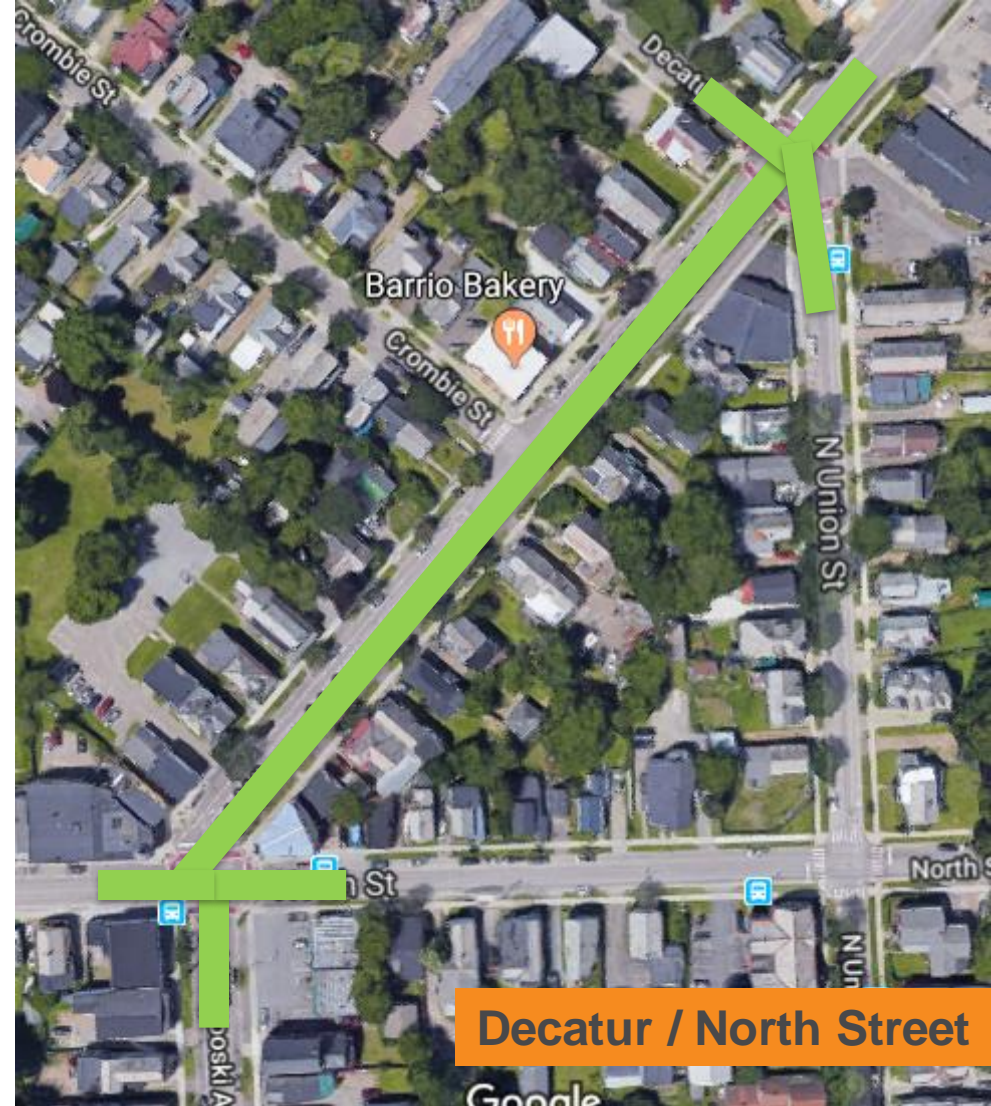
**Includes:** North Union St and North St intersections and all approaches.

**Issues:**

- This segment is critical for evaluation of the two-way. On-street parking and southbound bike lane serves adjacent businesses. Two-way riding on southbound bike lane common.
- One-way vehicular traffic circulation reduces access to new/growing businesses. North St intersection was hot spot for safety concerns. Lack of streetscape amenities was noted.

**Need:**

- The needs include poor accessibility for vehicles and bicycles due to the one-way circulation pattern, address the gaps in the bicycle infrastructure network, to improve the streetscape for all modes of transportation, and improve safety at the key intersections of North St and North Union St.



# Facility 3

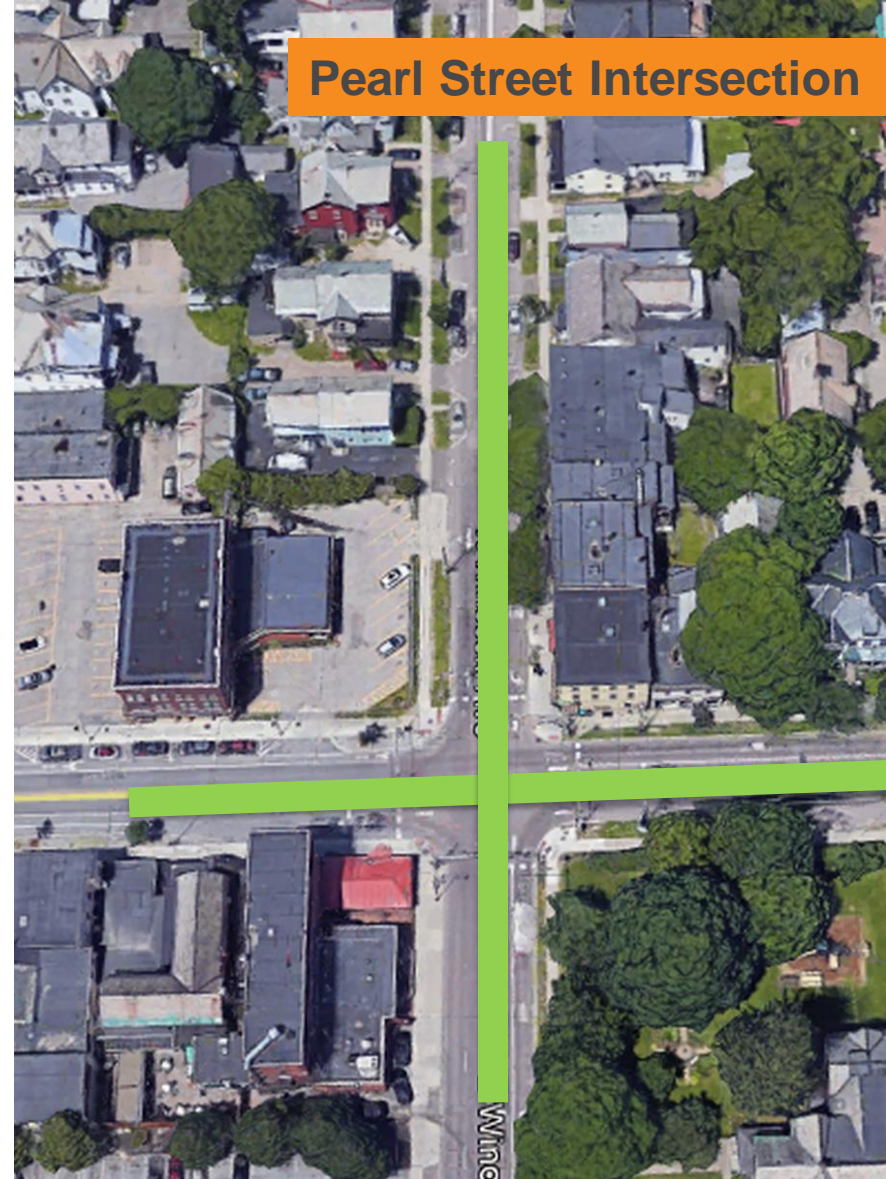
**Includes:** Pearl Street Intersection. Includes cross-section north of intersection.

**Issues:**

- Intersection is a High Crash Location, public comment hot spot, and critical for evaluation of the two-way scenarios. There is a vibrant business block on the northeast corner that would benefit from better multimodal accessibility, an expanded pedestrian realm, and streetscape enhancements.

**Need:**

- The intersection functions poorly in terms of safety and multimodal accommodation as a gateway to downtown from the Old North End and Riverside corridor, and as a hub of local business activity.





# Facility 4

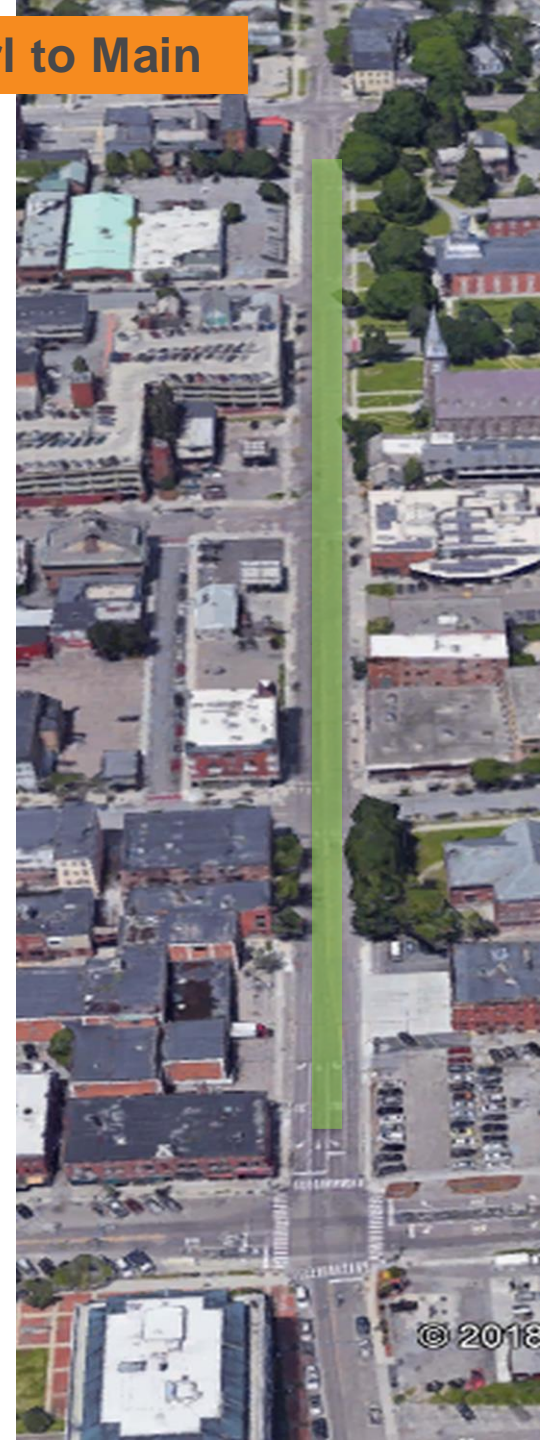
**Includes:** Pearl Street to Main Street. Includes City Market, Marketplace Garage, Bank St, Howard Center, and driveways.

**Issues:**

- Higher traffic speeds, safety concerns throughout, parking garage exit, undefined curb cuts at gas stations, turning vehicles blocking through lanes, high potential for conflicts between cars and other modes, congestion and safety concerns at City Market.
- The function of the street is both a through or service facility and a street serving local interests and destinations. With the reconnection of St Paul and Pine through City Place, the through-movement function may become less important.

**Need:**

- This segment was identified as the number one priority of planBTV Walk Bike due to serious deficiencies for safety of people walking and bicycling, and poor streetscape and community character for a downtown gateway.



# Facility 5

**Includes:** Main Street intersection and approaches

**Issues:**

- Safety for all modes of travel is the greatest concern. This intersection has the highest traffic volumes of any along the corridor.
- Lane shifts, limited multimodal facilities, and high demand throughout the day.
- This highly visible gateway has poor urban design and streetscape qualities; expansive curb cuts from Free Press Media and Fire Department; addressed in Great Streets BTV design concepts.

**Need:**

- The existing safety issues for all modes of transportation, and gaps in the City's bicycle network, and poor appearance of the City's gateway.





# Facility 6

**Includes:** South of Main Street through the intersection of Maple Street.

**Issues:**

- King to Maple is along part of a High Crash Location segment (which extends south to Spruce).
- The cross-section changes several times in this segment, and traffic circulation changes from one-way south of Maple to 2-way north of Maple.
- There is a significant gap in the City's bikeway network north of Maple Street.

**Need:**

- The gap in the bicycle network, high crash frequency, and confusing traffic circulation supports the need for improvements.

Main to Maple

