



W I N O O S K I A V E
T R A N S P O R T A T I O N S T U D Y

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.



Vision and Objectives

Corridor Vision

- Traveling along and across Winooski Avenue will be safe, inviting, and convenient for people of all ages and abilities using any mode of transportation.
- Walking and bicycling will be viable and enjoyable ways to travel this corridor. Improvements will encourage active travel and alternatives to personal vehicle use.
- Businesses along and near Winooski Avenue will flourish with an activated and attractive streetscape with convenient access.
- The mobility and parking needs of property owners, residents and businesses will be balanced with the mobility and parking needs of the greater transportation system.
- The street can adapt to changes to the transportation system and land use.

Vision

Safety

Injury crashes

Vehicle speeds

Number of lane crossings

Inviting

Space allocated to all users

Smart parking management

Community activities

Sustain businesses

Landscape/ Streetscape

Convenient

Walking / Biking Mode Share

Bike racks

Bike network

Bus stop amenities

Efficient use of Street right-of-way

Non-Auto Quality of Service

Objective	Measure	Comments
Increase walking and biking mode share	Screen line counts at key links in corridor (through downtown, north and south) every spring and fall.	Develop a common methodology for counts. Counts should be conducted on days when weather is consistent; i.e. avoid rainy or snowy days., and non-major event days
Increase number of high-quality bike racks. Including covered, secure bike parking, high capacity corrals, etc.	Annual assessment of bicycle parking infrastructure	Consider assessing the occupancy of racks and where demand may not be met (i.e. bikes locked to trees, racks are full, etc.)
Improve bicycle network continuity	Length of continuous bicycle facilities along corridor	Increase overall connected and contiguous facilities.
Reduce injury crashes in corridor	Injury crashes per million miles traveled Number of injuries by mode	Using common measure of crash rates are per million miles traveled and obtain annual injury statistics.
Reduce % of vehicles traveling more than 20mph	Speed measurements	Existing baseline established by observations at 3 locations. Average of the three locations or report on each?
Minimize average number of lane crossings at intersections throughout corridor	Create methodology for establishing what this is today and for tracking forward progress	Should we average by segment, or intersections? Are we breaking up the corridor into segments based on context and needs?
Fairly allocate space to specific modes	Area provided to accommodate specific modes, or to cars vs people and streetscape amenities.	Considering space requirements for each mode, aim for an efficient and equitable allocation of street space. e.g. vehicles (1.3 persons every 275ft ²), bikes (1 person every 40 ft ²), and pedestrians (1 person every 16 ft ²). Consultant team will develop methodology with the City and RPC to consider space allocation, equity and efficiency.

Objective	Measure	Comments
Provide quality bus stop amenities in-line with GMT and community standards	Number of bus stops with a minimum set of amenities	GMT is establishing guidance on amenities by route and stop. City and Corridor study will use this to establish the baseline at the end of the study.
Sustain local businesses by providing access and mobility to the corridor	Number of businesses fronting corridor	Bi-annual business survey along corridor to identify business viability, resiliency, and impacts associated with transportation. Review parking, loading, mobility, safety, and general transportation access.
Increase community and social activities on and along the corridor. (i.e. Decaturfest, Ramble, Open Streets BTV)	Number of scheduled events	Includes any events open to the public, whether sponsored by the City or a private business or organization.
Manage parking in-line with City Smart Parking philosophy	Average peak utilization for on-street parking of 85% or higher	This is the recommended utilization for an urban setting and consistent with Smart Parking in Burlington.
Enhance Landscape and Streetscape Character	Density of healthy trees that provide shade and attenuate stormwater in corridor by segment Track number of benches, parklets, and informal community amenities	Select key segments that reflect typical conditions and the variety along the corridor.
Maintain high quality sidewalk conditions along corridor	% of Sidewalk in good or better quality and meeting ADA	Condition of sidewalk in terms of heaving or crumbling segments, and accessibility of curb ramps and transitions.
Attain "XX" quality of service for bicycle, pedestrian, and non-auto travel modes in the corridor.	Use proposed pedestrian quality of service. Bicycle quality of service, Transit, and other metrics.	Identify preferred quality of service methodologies for various modes. Define desired quality of infrastructure along corridor or within specific segments. Determine that as a goal to attain.



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