



EAST ALLEN STREET

Scoping Study

Public Meeting #1

February 14, 2019



CHITTENDEN COUNTY RPC
Communities Planning Together



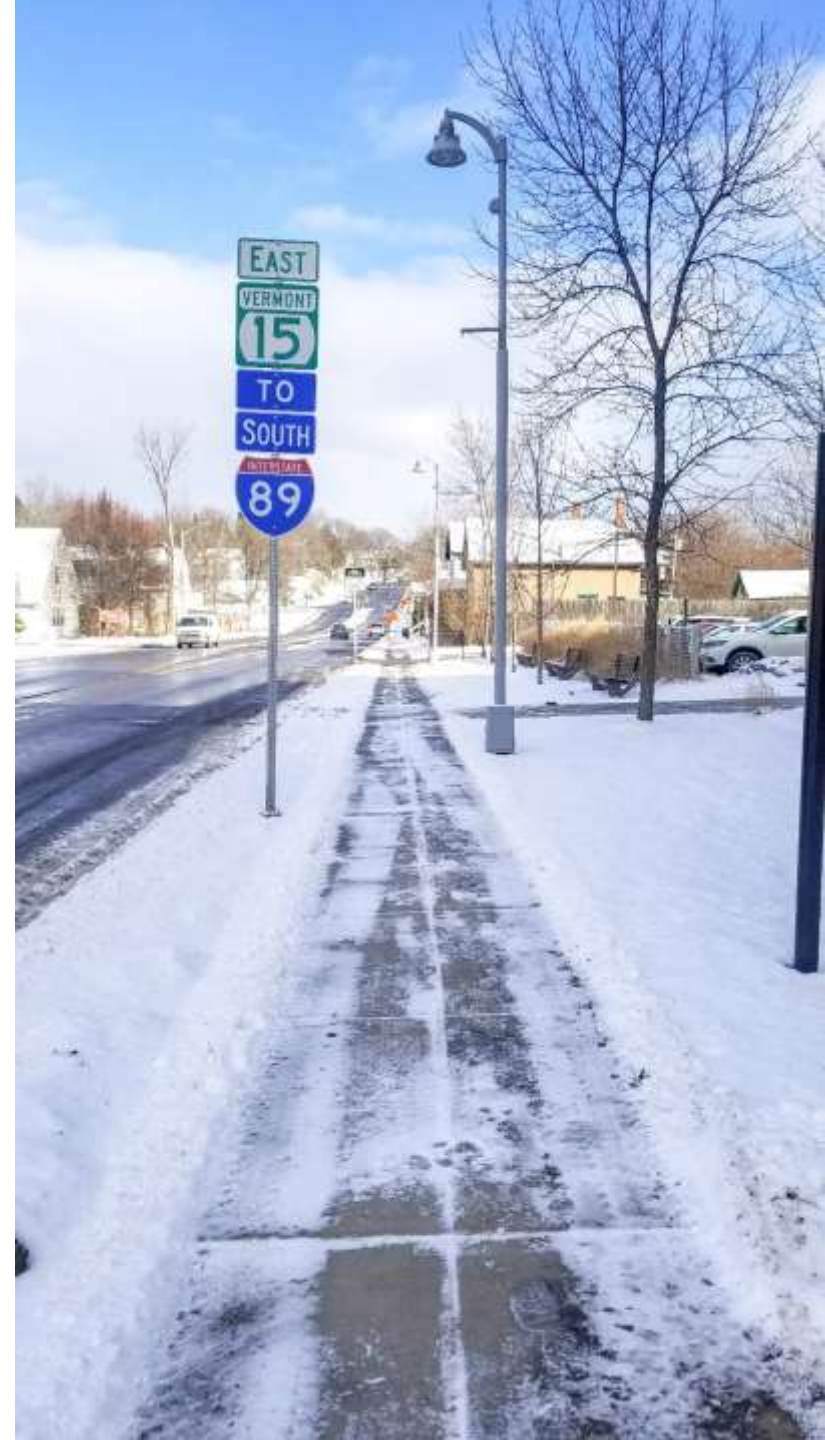
Agenda

- Introductions
- Project Purpose & Needs
- Review of Scope & Schedule
- Existing Conditions Overview
- Discussion of Opportunities & Constraints
 - Break-Out Sessions
- Next Steps



Project Purpose & Goals

The purpose of the East Allen Street Scoping Study is to **identify and prioritize improvements** along East Allen Street from the Circulator to Roland Court which will foster a **vibrant and welcoming gateway** to downtown Winooski by **enhancing mobility** and **improving safety** for all modes of transportation. These improvements are intended to **maximize gateway development and redevelopment opportunities** as prescribed by the Winooski Gateway Corridors Form Based Code, and enhance aesthetics, parking, and pedestrian scale accommodations along the corridor.



Project Needs

The need for this project is driven by deficiencies in the current transportation infrastructure and a need for comprehensive corridor planning. These needs are further articulated below:

- **Limited Pedestrian and Bicycle Accommodations:** The corridor lacks pedestrian scale amenities such as trees and pedestrian scale lighting. Between 2012 and 2017, there were eight pedestrian crashes and five bicycle crashes.
- **Balance of Accommodations for All Modes:** The roadway should be balanced to accommodate bicycles, pedestrians, on-street parking, transit, and vehicles.
- **Existing Safety Issues:** There are three High Crash Location Intersections along the East Allen Street Corridor which experienced a total of 92 crashes between 2012 and 2016.
- **Limited Transit Accommodations:** There are five bus stops serving three transit routes along this corridor that provide limited amenities for transit users.
- **Existing Operational Issues:** Long queues are present at the Exit 15 interchange and Circulator entrance, especially during weekday peak hours, which can impact the efficacy of other intersections up and down stream along the corridor.



Scope and Schedule

- **Local Concerns Meeting:** *Today*
- **Alternatives Assessment:** February – April
- **Advisory Committee Meeting #2:** May
- **Alternatives Presentation:** June
- **VTrans Presentation:** June
- **Advisory Committee Meeting #3:** July
- **Draft Scoping Report:** August
- **City Council Presentation:** September
- **Final Scoping Report:** October 2019



Existing Conditions – Project Area



Existing Conditions – Traffic & Safety

- AADT varies from 14,000 – 19,000 vehicles per day
- Three VTrans High Crash Intersections (2012 – 2016)
 - E Allen St / East St / Abenaki Way
 - E Allen St / E Spring St
 - E Allen St / Exit 15 NB Off Ramp
- 2013 – 2017 Study Area Crash Data
 - 302 Total Crashes
 - 10 Bike/Ped Crashes
 - 1 Fatal Crash
 - 54 Injury Crashes



Existing Conditions – Crash Data



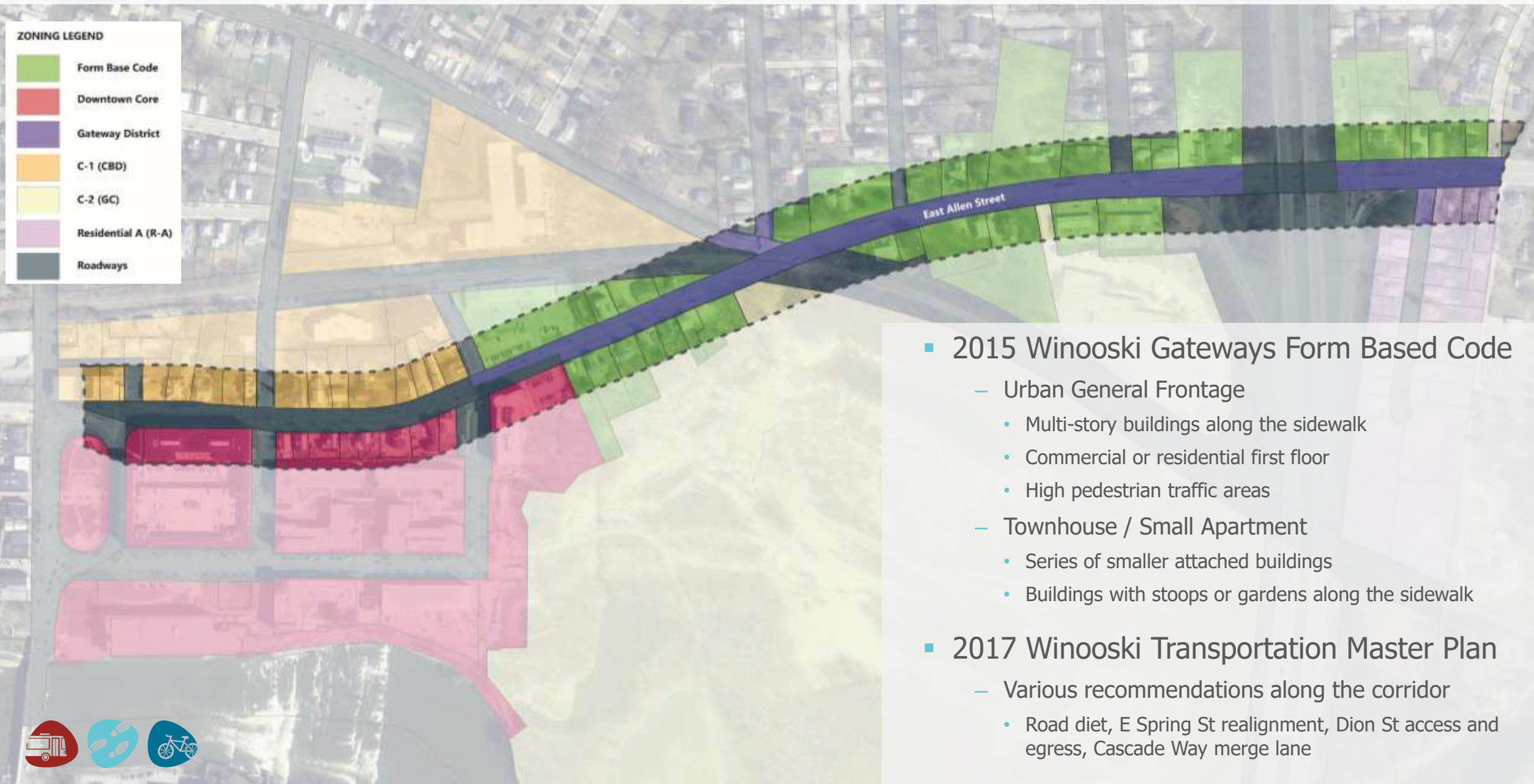
Existing Conditions – Bicycle & Pedestrian Infrastructure



- Sidewalks along entire corridor
 - Brick sidewalks from Circulator to Abenaki Way
 - Concrete sidewalk along north side west of East Street
 - Asphalt path along south side from East St to Exit 15 On Ramp
- Bike lanes in both directions east of Abenaki Way
- Crosswalks located at:
 - Circulator
 - Cascade Way
 - Abenaki Way
 - Manseau St
 - Dion St
 - Exit 15 Off Ramp



Existing Conditions – Previous Studies



■ 2015 Winooski Gateways Form Based Code

- Urban General Frontage
 - Multi-story buildings along the sidewalk
 - Commercial or residential first floor
 - High pedestrian traffic areas
- Townhouse / Small Apartment
 - Series of smaller attached buildings
 - Buildings with stoops or gardens along the sidewalk

■ 2017 Winooski Transportation Master Plan

- Various recommendations along the corridor
 - Road diet, E Spring St realignment, Dion St access and egress, Cascade Way merge lane





Pending & Potential Development

Full Corridor

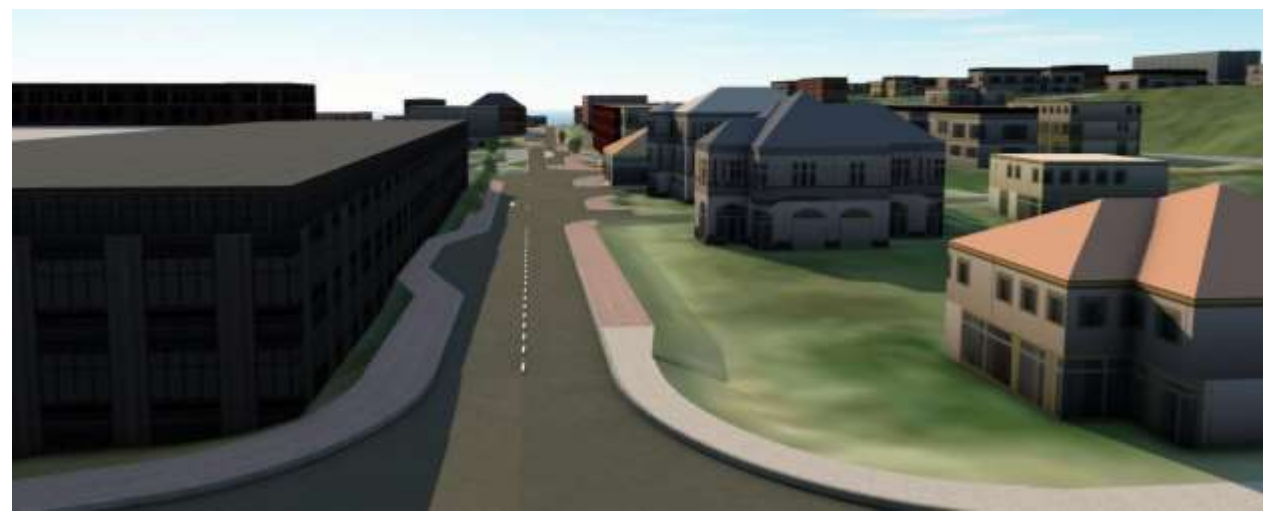




Mobility









Opportunities and Constraints

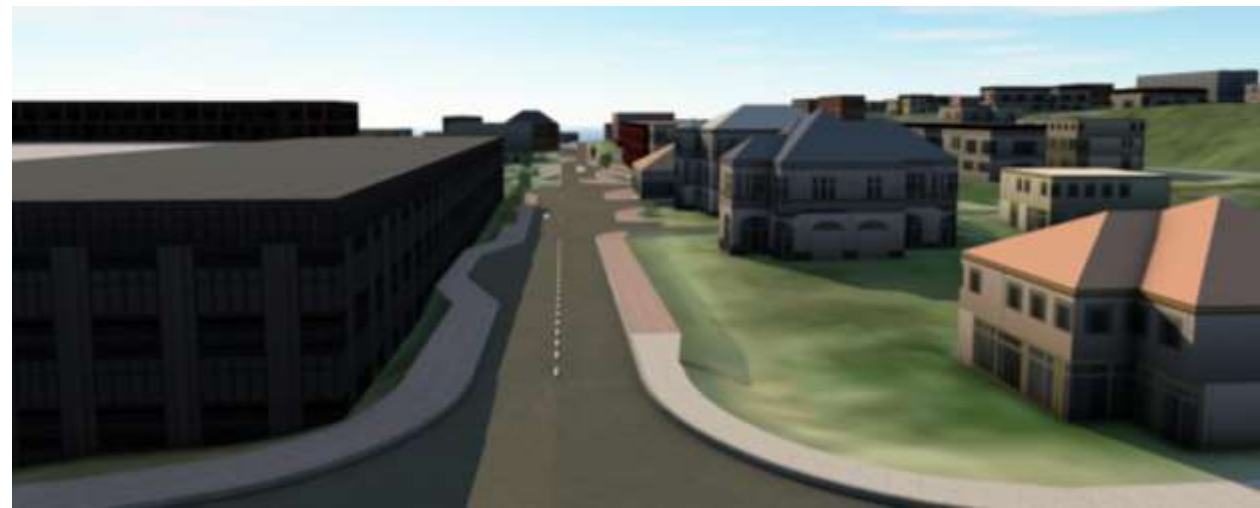
Full Corridor



Breakout Groups

Next Steps

- Finish Existing Conditions Assessment
- Identify and Evaluate Improvement “Bundles” | March - May
- Alternatives Presentation | June
- Selection of Preferred Suite of Improvements | September





Stay Connected with the East Allen Street Scoping Study!

Project Website:

<http://bit.ly/east-allen-scoping>

Contact Info:

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Supplemental Slides

OPPORTUNITY

CONSTRAINT / IDENTIFIED ISSUE

ADVISORY

MOBILITY

Pedestrian Accommodations

Bicycle Facilities

Transit Access

Vehicular Travel

SAFETY

Infrastructure

High Crash Location

Pedestrian Crash Locations

PLACEMAKING

Green Space /Parks

Development

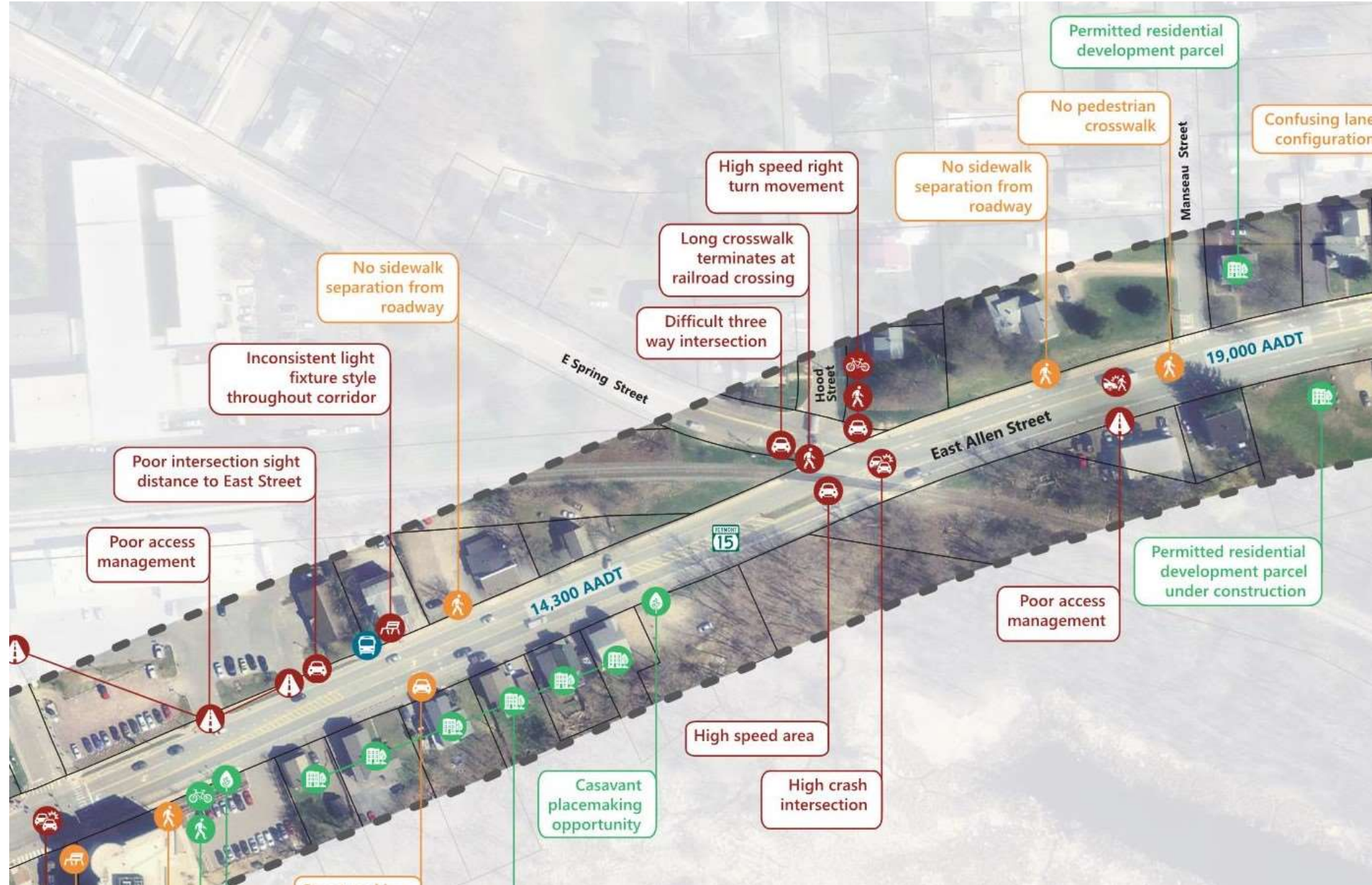
Hardscape & Amenities

Wayfinding

Placemaking

Bus Stop

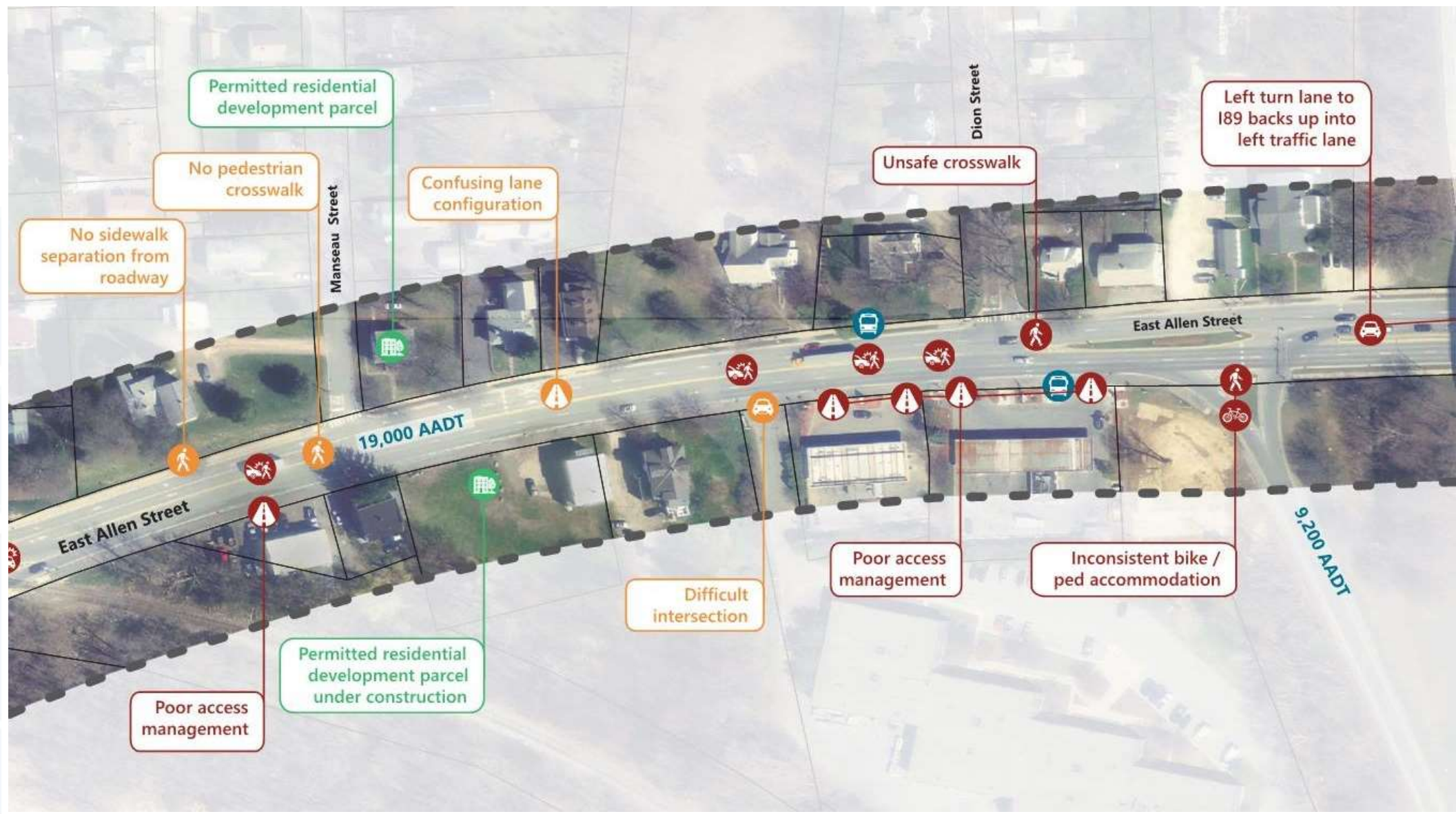
Annual Average Daily Traffic 9,300 AADT



Opportunities and Constraints Segment 3 | E Spring Street Intersection



	OPPORTUNITY	CONSTRAINT / IDENTIFIED ISSUE	ADVISORY
MOBILITY			
Pedestrian Accommodations			
Bicycle Facilities			
Transit Access			
Vehicular Travel			
SAFETY			
Infrastructure			
High Crash Location			
Pedestrian Crash Locations			
PLACEMAKING			
Green Space /Parks			
Development			
Hardscape & Amenities			
Wayfinding			
Placemaking			
Bus Stop Annual Average Daily Traffic 9,300 AADT			



Opportunities and Constraints

Segment 4 | E Spring Street to I-89 On Ramp



OPPORTUNITY

CONSTRAINT / IDENTIFIED ISSUE

ADVISORY

MOBILITY

Pedestrian Accommodations

Bicycle Facilities

Transit Access

Vehicular Travel

SAFETY

Infrastructure

High Crash Location

Pedestrian Crash Locations

PLACEMAKING

Green Space /Parks

Development

Hardscape & Amenities

Wayfinding

Placemaking

Bus Stop

Annual Average Daily Traffic 9,300 AADT

Dion Street

Unsafe crosswalk

Left turn lane to I-89 backs up into left traffic lane

Pedestrian crossing integrated with traffic signal

East Allen Street

I-89

I-15

9,200 AADT

Safe crosswalk layout

High crash intersection

Roland Court

9,300 AADT

Opportunities and Constraints

Segment 5 | I-89 Exit 15 Interchange