



EAST ALLEN STREET

Scoping Study

Advisory Committee Meeting #1

January 30, 2019



Agenda

- Introductions
- Review of Scope & Schedule
- Existing Conditions
- Draft Purpose & Need
- Opportunities & Constraints
- Public Engagement
- Next Steps



Project Goal

Identify and prioritize transportation **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 travel.



Scope and Schedule

- **Local Concerns Meeting:** February 14, 2019
- **Alternatives Assessment:** February – April
- **Project Team Meeting #2:** May
- **Advisory Committee Meeting #2:** May
- **Alternatives Presentation:** June
- **VTrans Presentation:** June
- **Project Team Meeting #3:** July
- **Draft Scoping Report:** August
- **City Council Presentation:** September
- **Final Scoping Report:** October 2019



Existing Conditions

- **Project Area**

- East Allen Street (VT 15) from Circulator to Exit 15 Interchange
- 5 intersections, 1 interchange

- **Traffic Network**

- AADT varies from 14,000 – 19,000 vehicles per day

- **Previous Studies**

- 2015 Gateways District Form Based Code
- 2017 Winooski Transportation Master Plan



Existing Conditions – Project Area



Existing Conditions – Permitted Developments

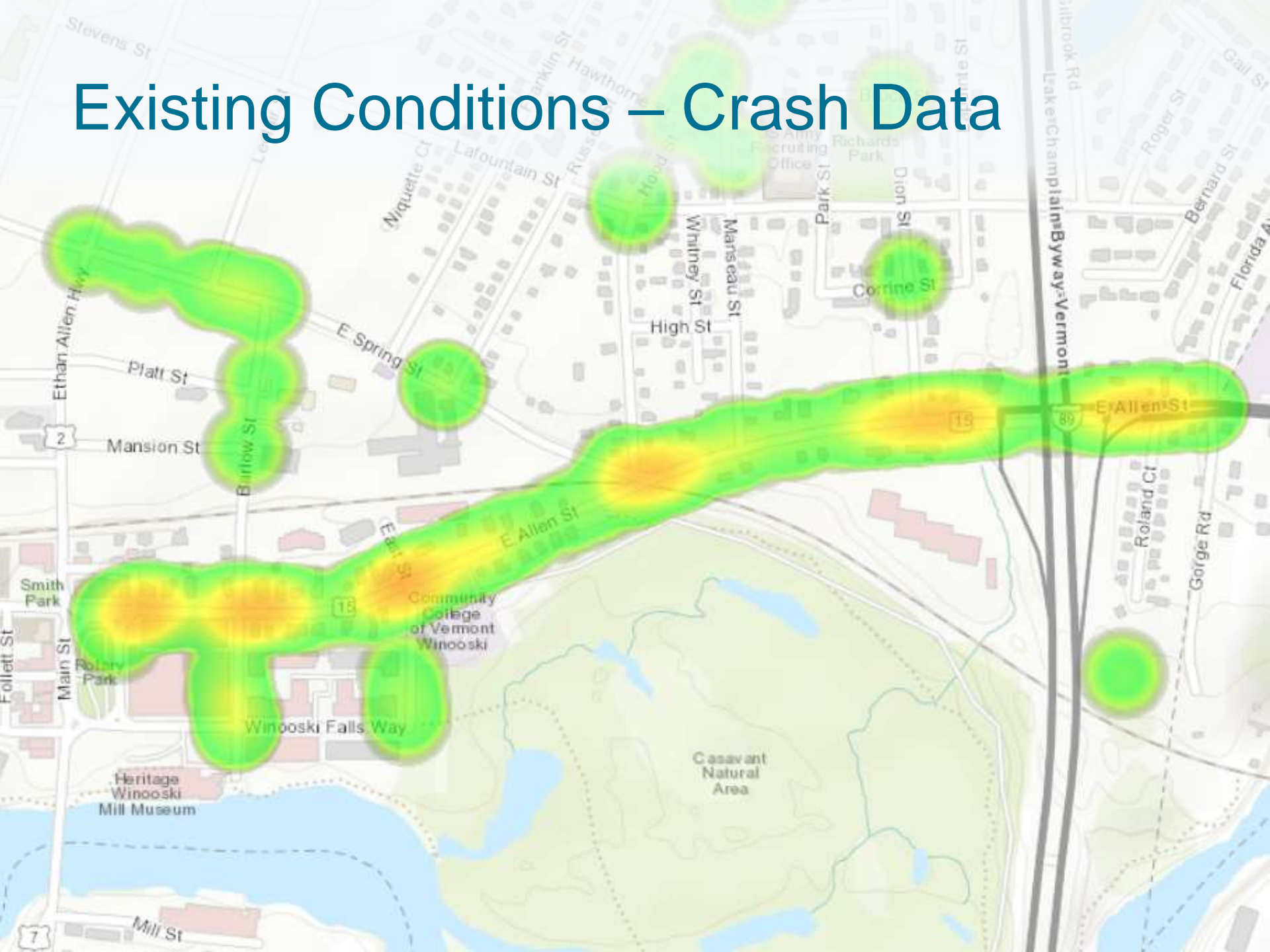


Existing Conditions – Traffic and Safety

- 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 – Bikes and Peds



- 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
 - 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



Purpose and Need Statement

Purpose

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.



Purpose and Need Statement

Need

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 Accommodations:** The 2015 Winooski Gateways Corridors Study specified the need for enhanced pedestrian accommodations and limited building setback along East Allen Street. This streetscape design is present in the Downtown Core but does not exist along the rest of the corridor. The corridor also lacks pedestrian scale amenities such as trees and pedestrian scale lighting. Between 2012 and 2017, eight crashes were reported involving pedestrians along this corridor. Some of these pedestrian crashes are likely attributable to missing pedestrian accommodations and auto-oriented nature of the corridor.
- **Lack of Bicycle Accommodations:** East Allen Street is shown as a High Priority and High Feasibility corridor in the CCRPC's Active Transportation Plan. The existing bike facilities along this corridor are disconnected and lack clear designation from motorists. Between 2014 and 2017, there were three bicycle crashes, all of which resulted in injuries.



Purpose and Need Statement

Need Continued

- **Existing Safety Issues:** There are three High Crash Location Intersections along the East Allen Street Corridor. These include the intersections of East Allen Street and the Winooski Circulator, East Allen Street and Dion Street, and East Allen Street and the I-89 Northbound Off Ramp. At these three intersections, there were 92 crashes between 2012 and 2016.
- **Limited Transit Accommodations:** Three Green Mountain Transit routes currently operate on East Allen Street (#2 Essex, #9 Riverside/Winooski, and #36 Jefferson Commuter). There are five bus stops along this corridor which provide limited amenities for transit users. The lack of shelters, lighting, and seating diminish the experience for existing users and do not promote transit use by new riders.
- **Existing Operational Issues:** Numerous dangerous and operationally inadequate intersections are present along this corridor. Long queues are present at the Exit 15 interchange and Circulator entrance, especially during weekday peak hours. These intersections, along with the intersection with East Spring Street, experience operational issues that impact the efficacy of other intersections up and down stream along the corridor.





Mobility

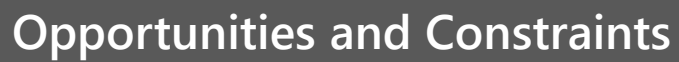






Placemaking







Segment 1 | Circulator to West of East Street



	Opportunity	Constraint / Incident Issue	Assurance
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			

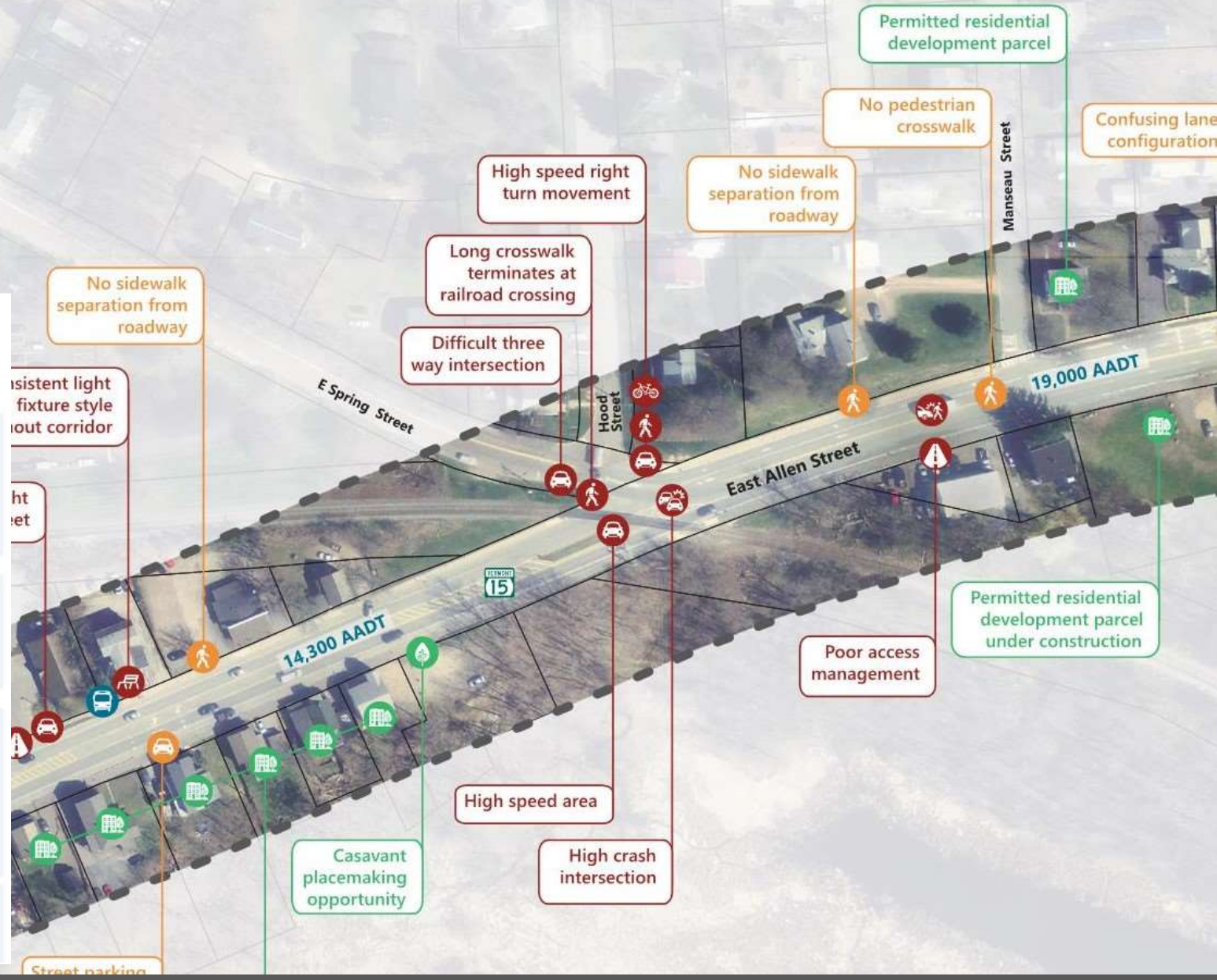


Opportunities and Constraints

Segment 2 | West of East Street to East Spring Street



	Opportunity	Constraint / Incidental Issue	Assessment
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

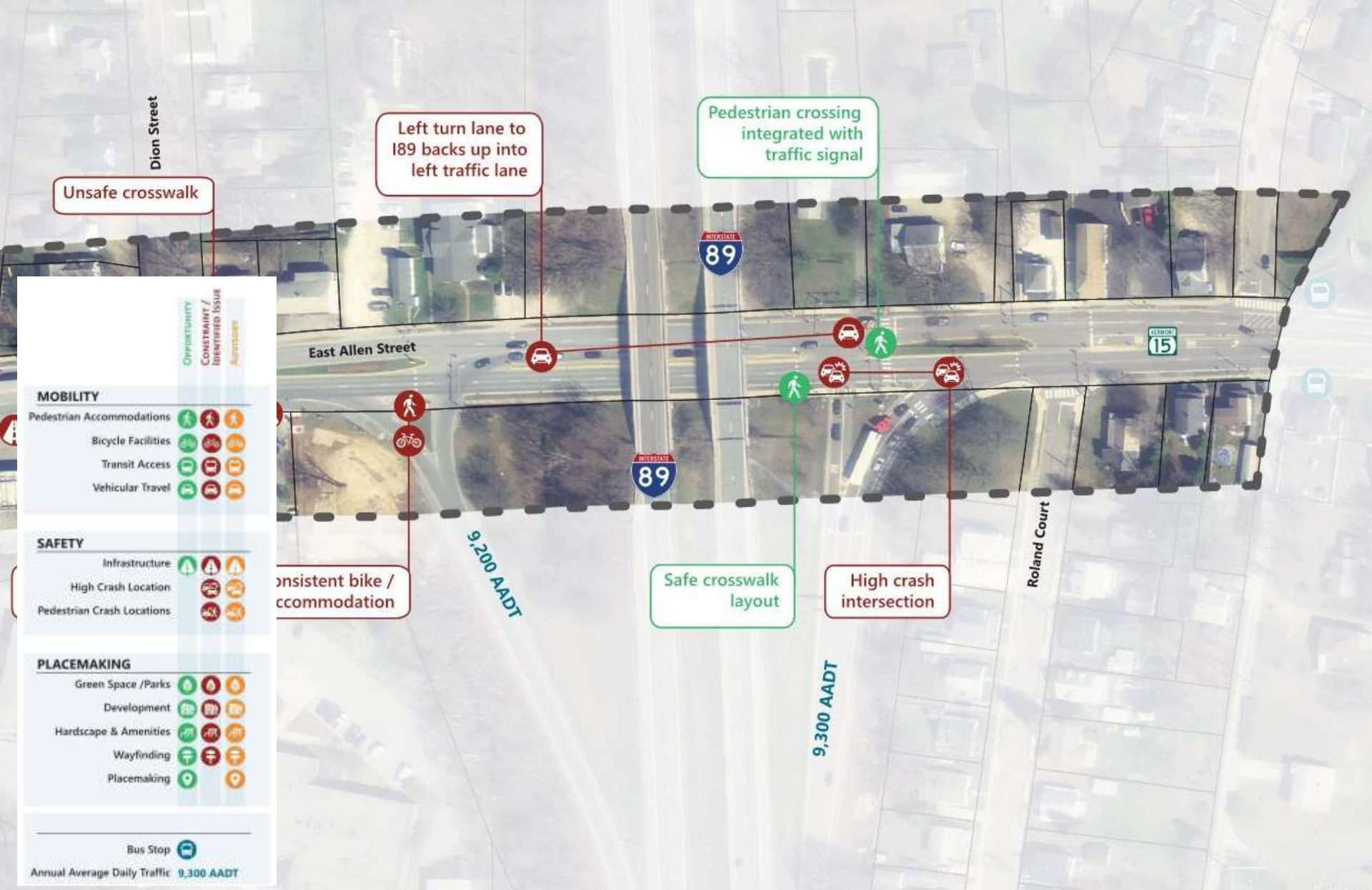




Opportunities and Constraints

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





Opportunities and Constraints

Segment 5 | I-89 Exit 15 Interchange



Public Engagement

- Advisory Committee
 - Meeting **Today**
- Local Concerns Meeting
 - February 14, 2019
- Alternatives Presentation Meeting
 - June 2019
- City Council Presentation
 - September 2019



Next Steps

- Finish Existing Conditions
- Local Concerns Meeting
- Development of Alternatives

