



EAST ALLEN STREET

## Scoping Study

# Advisory Committee Meeting #3

July 31, 2019



CHITTENDEN COUNTY RPC  
*Communities Planning Together*





# Agenda

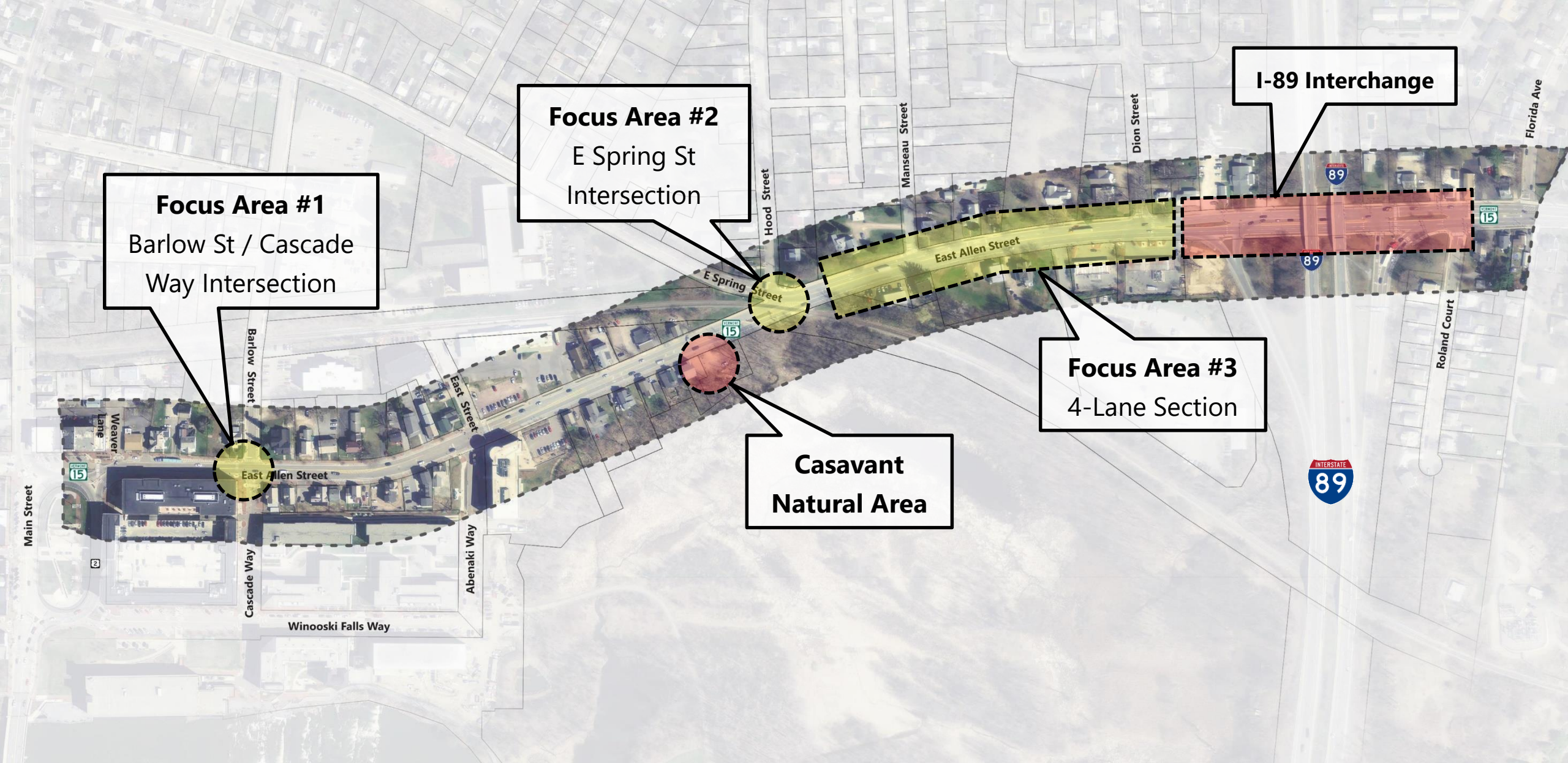
- Review of Focus Area Alternatives
- Selection of Preferred Alternatives
- Next Steps

## Meeting Goal:

Select Preferred Alternatives for each focus area to be part of the Final Concept Plan presented to City Council for approval







# Focus Areas



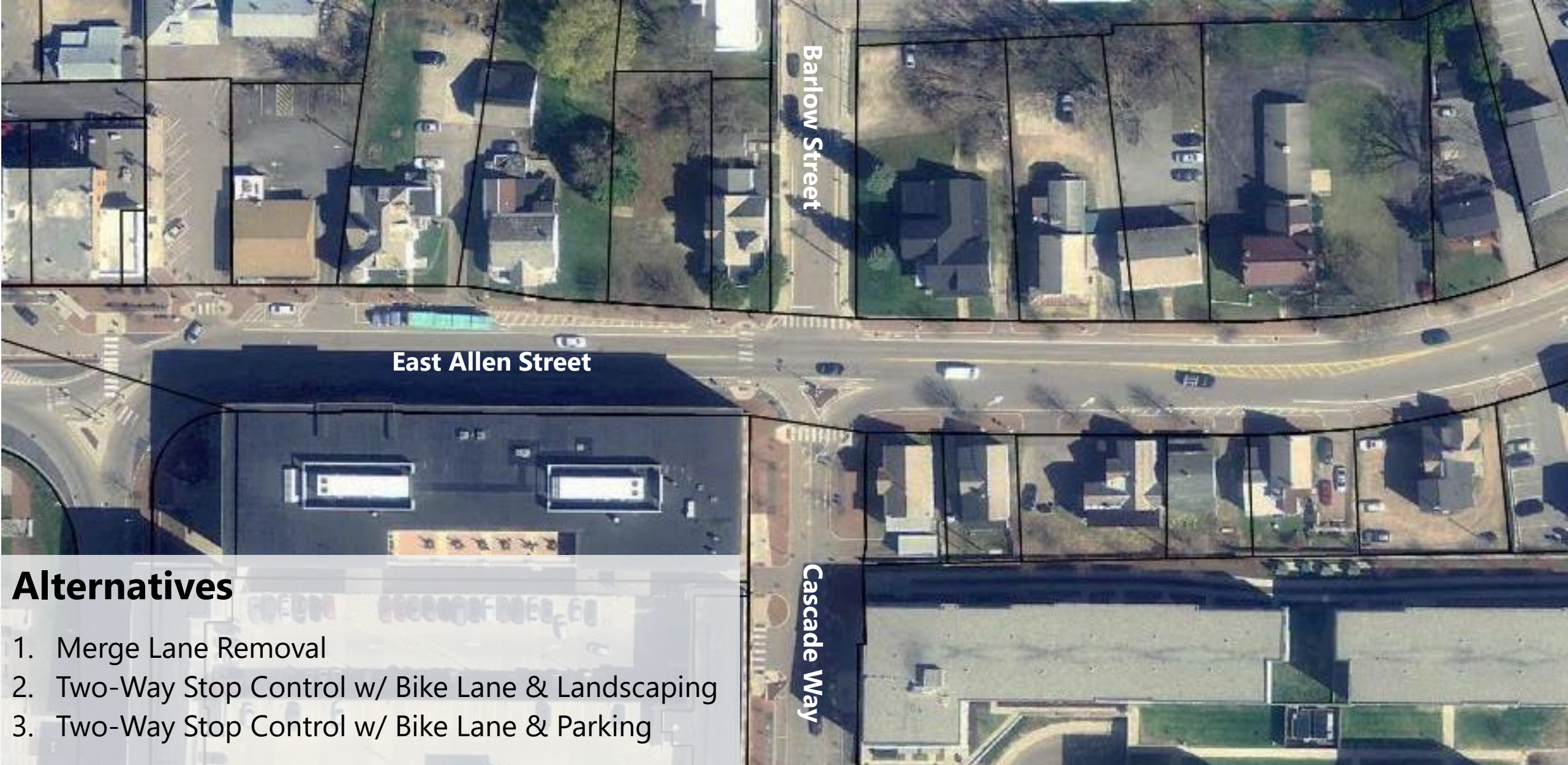




# Focus Areas







East Allen Street

Barlow Street

Cascade Way

# Alternatives

- 1. Merge Lane Removal
- 2. Two-Way Stop Control w/ Bike Lane & Landscaping
- 3. Two-Way Stop Control w/ Bike Lane & Parking

Focus Area #1  
East Allen Street and Barlow Street/Cascade Way







East Allen Street & Barlow Street/Cascade Way – Existing Conditions





# Alternative 1: Intersection Yield Condition with Parking Protected Eastbound Bike Lane

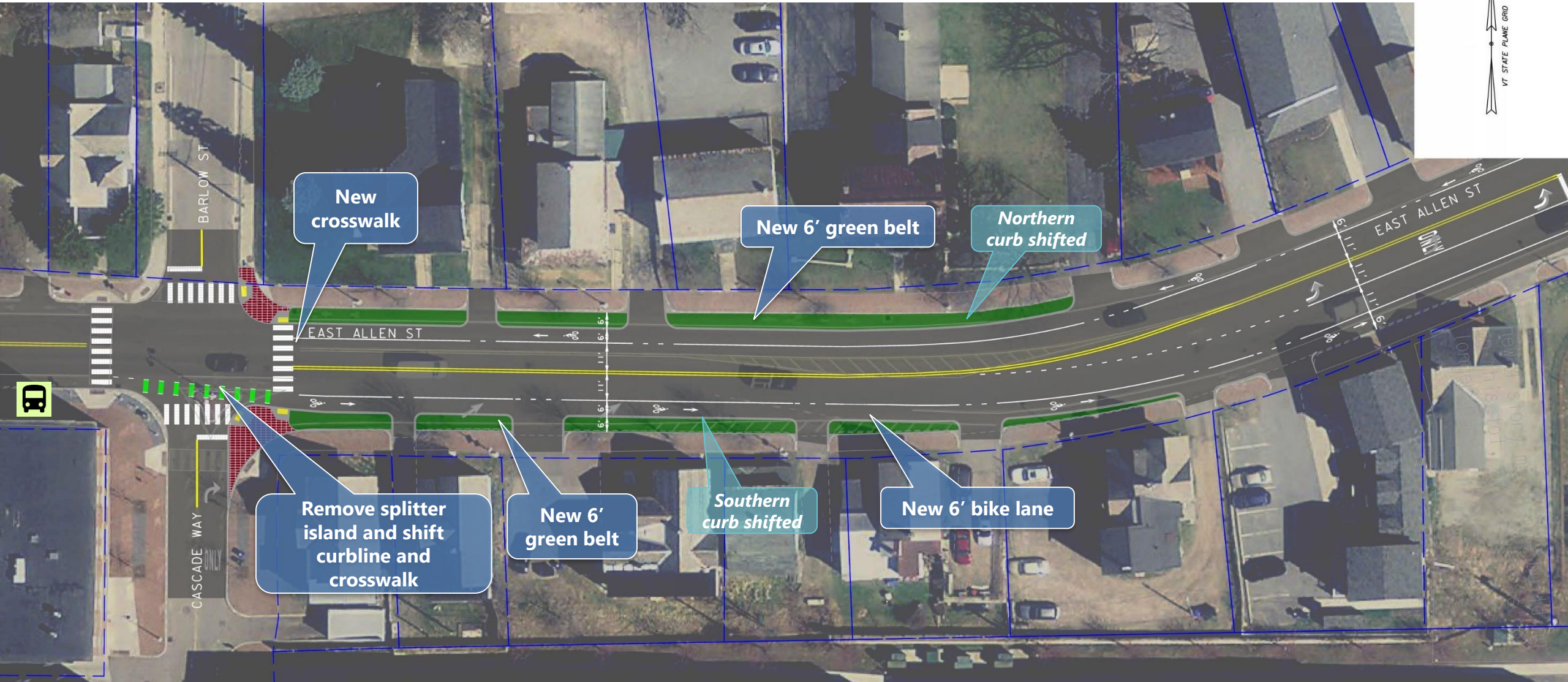


Focus Area #1: East Allen Street and Barlow Street/Cascade Way





## Alternative 2: Two-Way Stop Controlled Intersection with Bike Lanes and Landscape Buffer

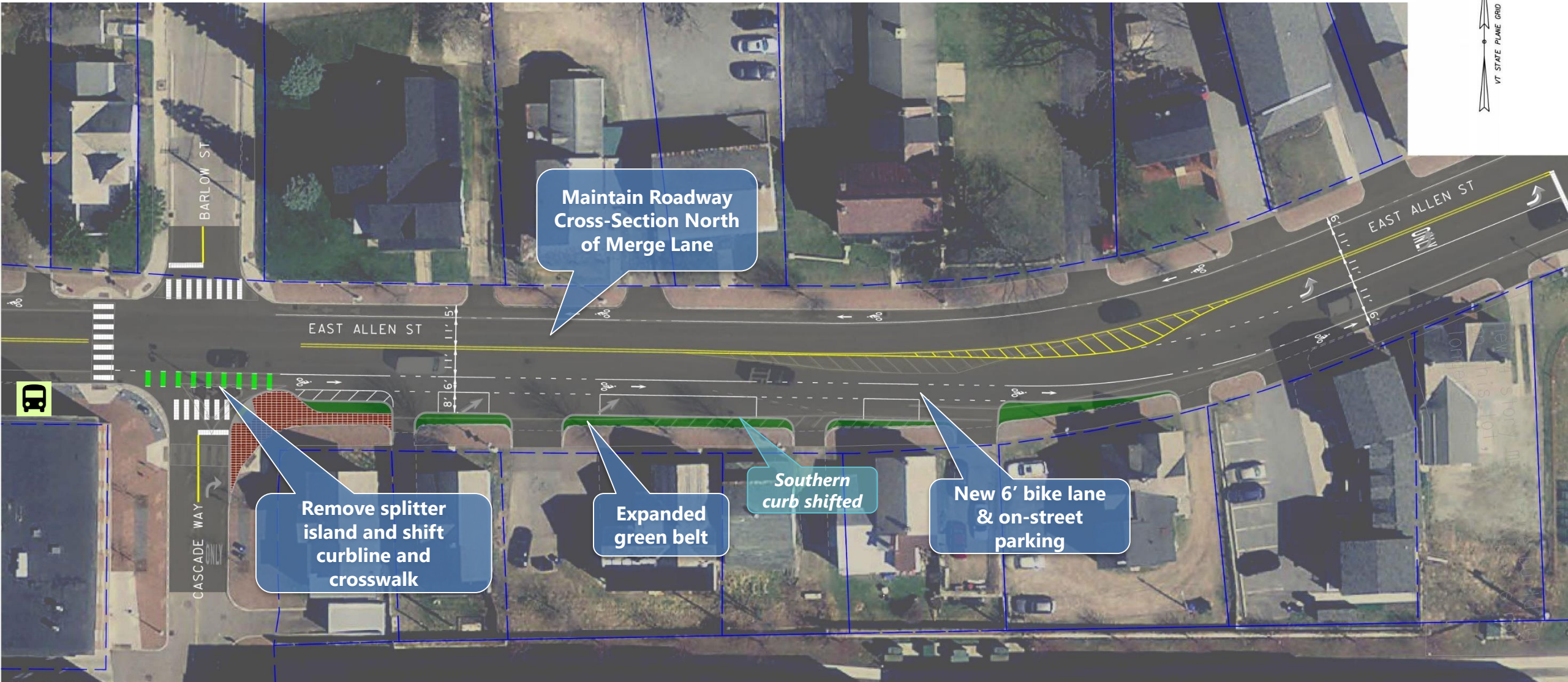


Focus Area #1: East Allen Street and Barlow Street/Cascade Way





# Alternative 3: Two-Way Stop Controlled Intersection with Bike Lanes and On-Street Parking



Focus Area #1: East Allen Street and Barlow Street/Cascade Way





# Focus Area #1 - Evaluation Matrix

	Alternative 0 No Build	Alternative 1 Merge Lane Removal & Parking Protected EB Bike Lane	Alternative 2 Two-Way Stop-Controlled Intersection & Bike Lanes with Landscape Buffer	Alternative 3 Two-Way Stop-Controlled Intersection & Bike Lanes with On-Street Parking
<b>Cost Estimate</b>				
Design and Construction (Not Including ROW)	\$0	\$35,000	\$540,000	\$200,000
<b>Traffic Operations (2039 PM Peak)</b>				
Overall LOS / Delay (seconds)	LOS A / 1.7	LOS A / 1.7	LOS A / 5.9	LOS A / 5.9
<b>Safety</b>				
Bicycle Safety	No Change	Improved <i>Reduce conflict point with eastbound bike lane</i>	Slightly Improved <i>Formal accommodations for all turning movements</i>	Slightly Improved <i>Formal accommodations for all turning movements</i>
Pedestrian Safety	No Change	No Change	Improved <i>Stopped traffic on Cascade Way</i>	Improved <i>Stopped traffic on Cascade Way</i>
Vehicle Safety	No Change	Improved <i>Reduce conflict point with merging vehicles</i>	Slightly Improved <i>Formal accommodations for all turning movements</i>	Slightly Improved <i>Formal accommodations for all turning movements</i>
<b>Impacts</b>				
Utility Impacts	-	Minor Impacts	Minor Impacts	Minor Impacts
ROW Impacts	-	No Impacts	No Impacts	No Impacts
Constructability	-	Minor Effort	Moderate Effort	Moderate Effort
<b>Purpose &amp; Need</b>				
Satisfies Purpose and Need	-	Yes	Yes	Yes





# Focus Areas







## Casavant Natural Area – Existing Conditions







Vehicle Scale  
Lighting

Inconspicuous  
Signage

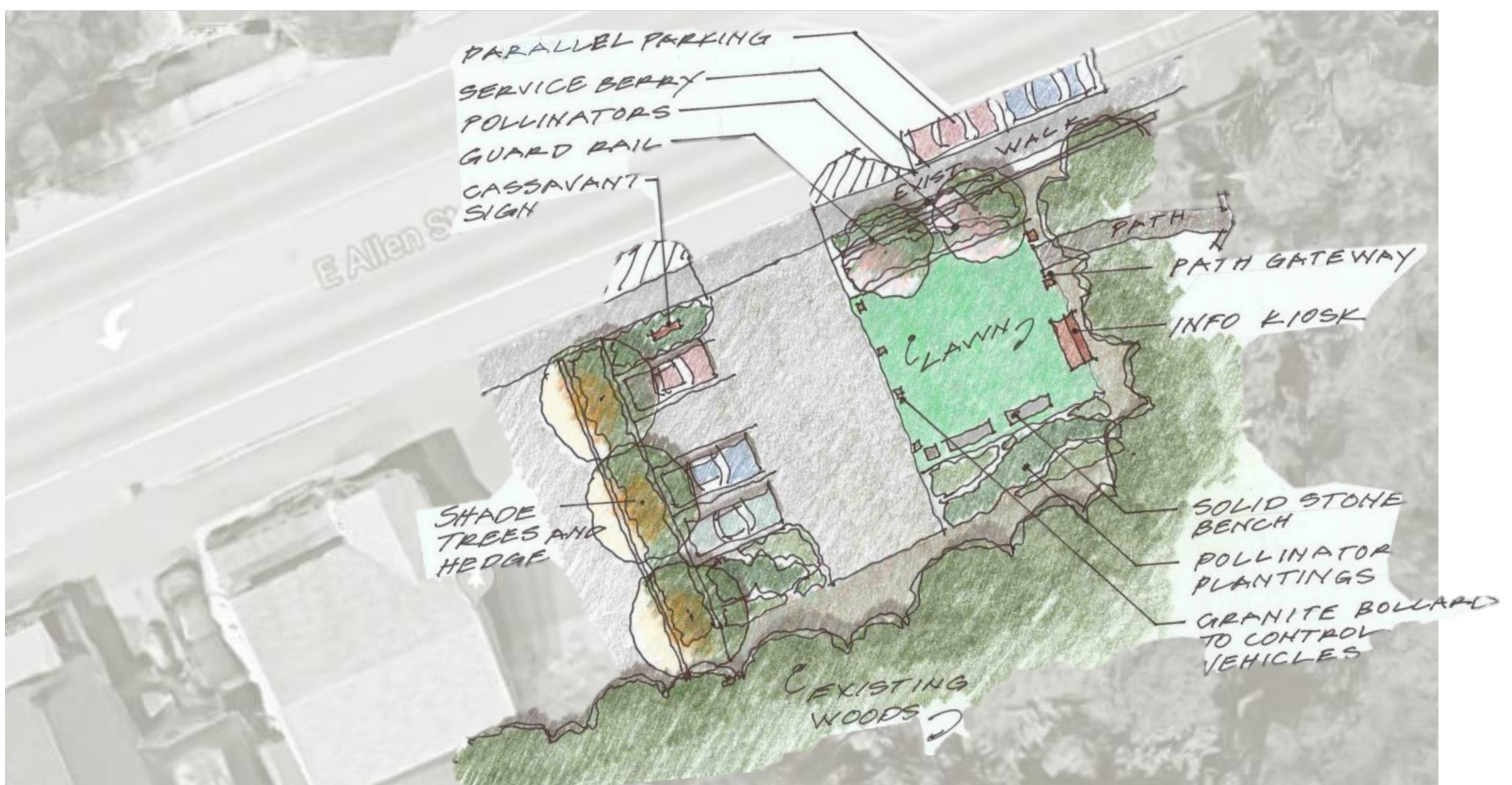
Limited Trailhead  
Accommodations

Undefined  
Parking Area

# Casavant Natural Area – Existing Conditions







Casavant Natural Area – Concept Sketch







# Focus Areas







## Alternatives

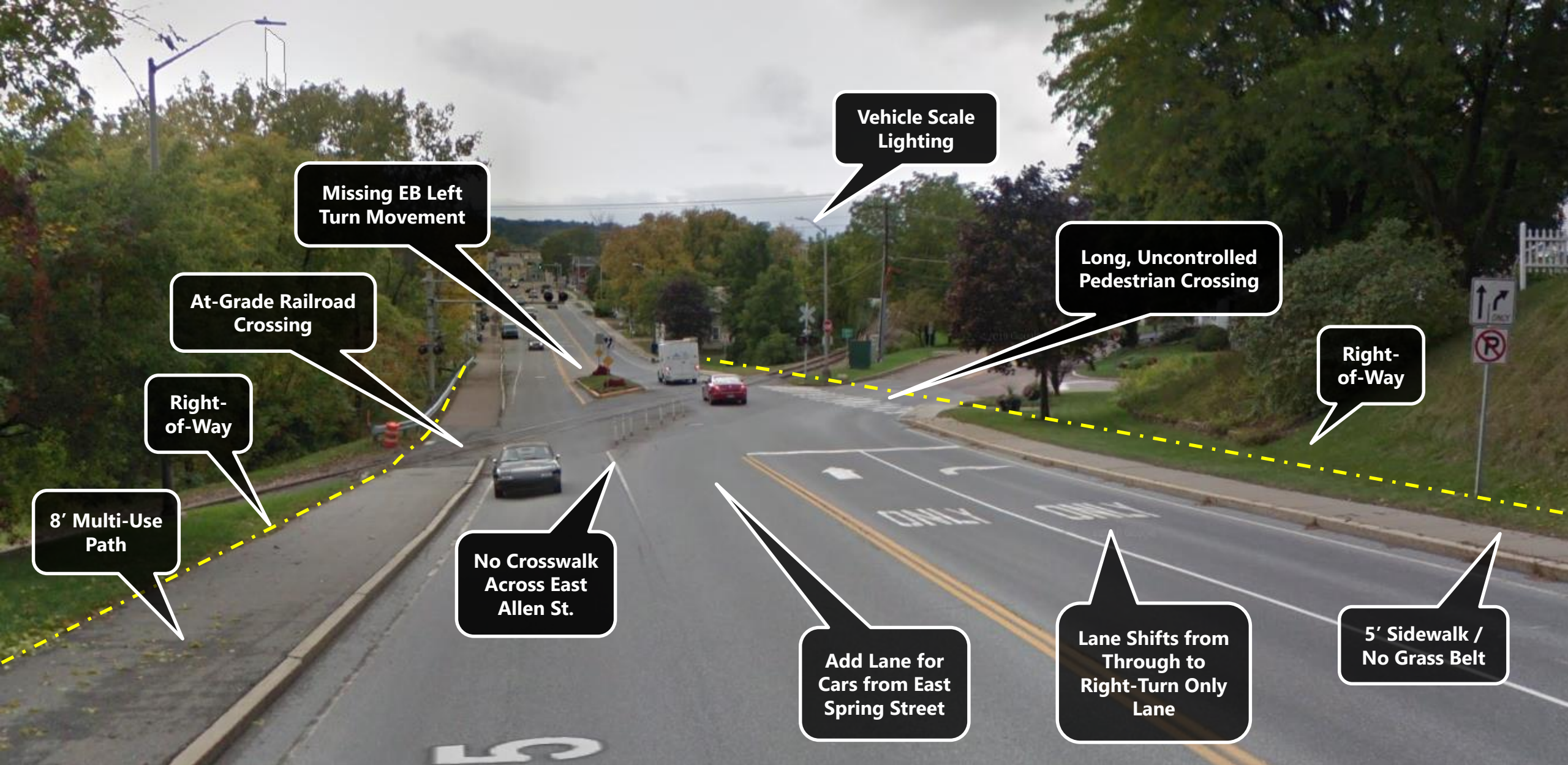
- **Alternative 1:** Signalized Intersection
- **Alternative 2:** East Spring St Realignment

### Focus Area #2

East Allen Street and East Spring Street Intersection



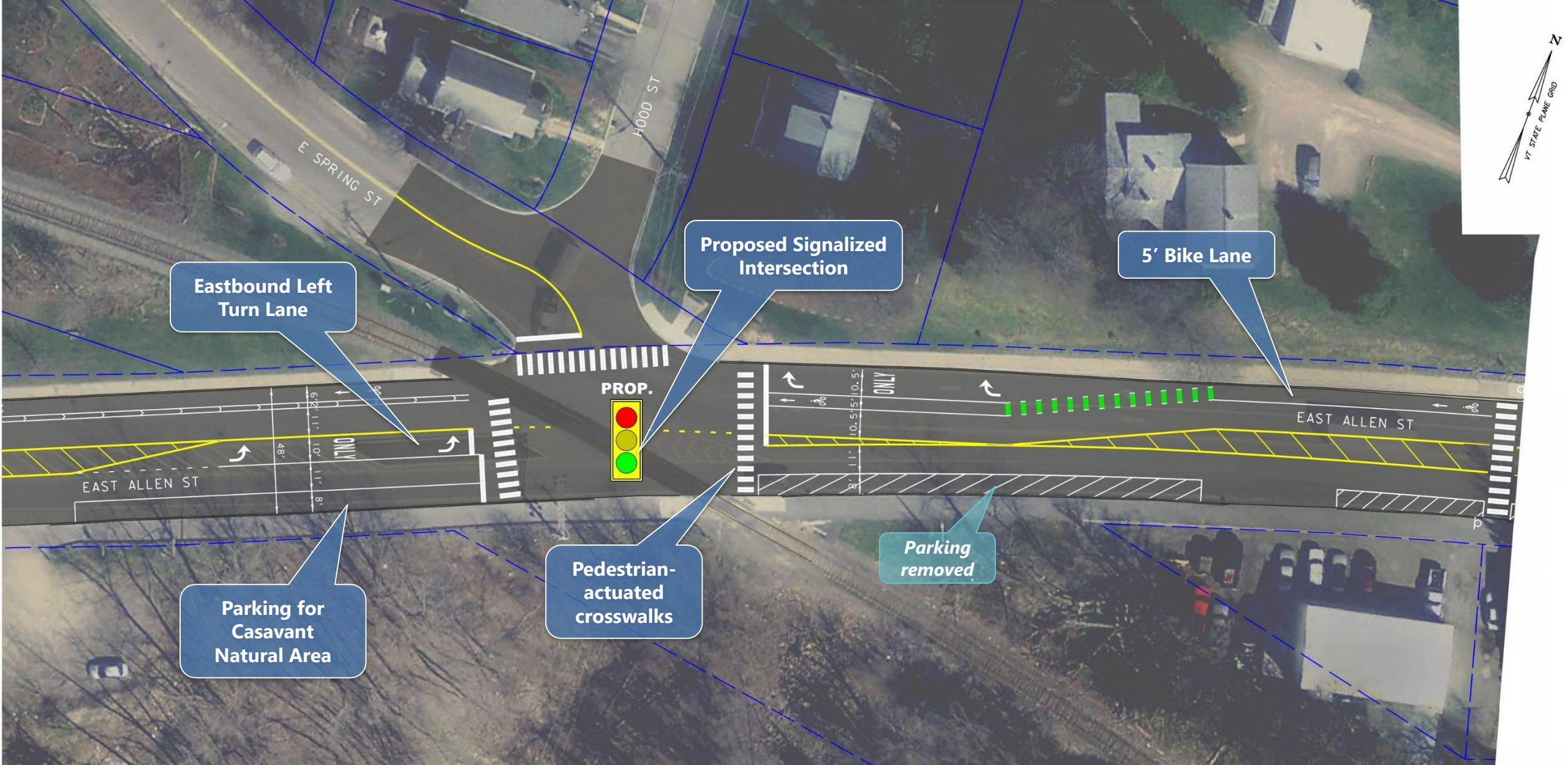




## East Spring Street Intersection – Existing Conditions







Eastbound Left  
Turn Lane

Proposed Signalized  
Intersection

5' Bike Lane

Parking for  
Casavant  
Natural Area

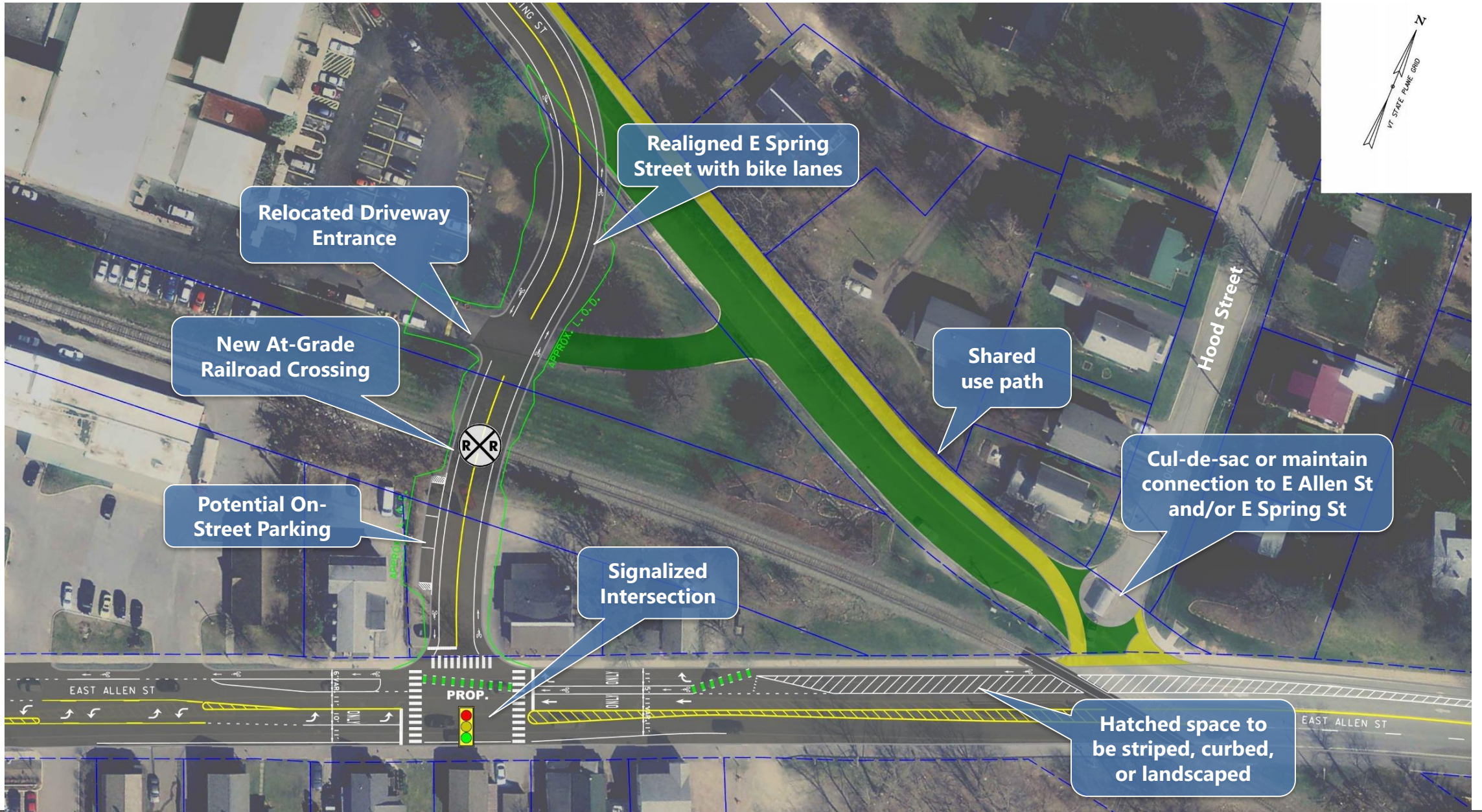
Pedestrian-  
actuated  
crosswalks

Parking  
removed

East Allen Street and East Spring Street  
Alternative 1 – Signalized Intersection







## East Allen Street and East Spring Street

Alternative 2 – Realignment *(DISCLAIMER: This alternative requires significant coordination with the railroad and private property owners)*





## Focus Area #2 - Evaluation Matrix

	Alternative 0 No Build	Alternative 1 Signalized Intersection	Alternative 2 E Spring St Realignment
<b>Cost Estimate</b>			
Design and Construction <i>(Not Including ROW)</i>	\$0	\$1,100,000	\$2,400,000
<b>Traffic Operations (2039 PM Peak)</b>			
Overall LOS / Delay (seconds)	<b>LOS F / 77.5</b>	<b>LOS B / 16.5</b>	<b>LOS B / 16.5</b>
<b>Safety</b>			
Bicycle Safety	<b>No Change</b>	<b>Slightly Improved</b> <i>Bike Lanes provided westbound through signal</i>	<b>Improved</b> <i>Bike Lanes provided westbound through signal</i>
Pedestrian Safety	<b>No Change</b>	<b>Improved</b> <i>Signalized Crosswalk provided on 2 approaches</i>	<b>Improved</b> <i>Signalized Crosswalk provided on all approaches</i>
Vehicle Safety	<b>No Change</b>	<b>Slightly Improved</b> <i>Phase Separated movements from E Spring St</i>	<b>Improved</b> <i>Perpendicular Intersection and Phase Separated movements</i>
<b>Impacts</b>			
Utility Impacts	-	<b>Minor Impacts</b>	<b>Moderate Impacts</b>
Railroad Impacts		<b>Minor Impacts</b>	<b>Major Impacts</b>
ROW Impacts	-	<b>No Impacts</b>	<b>Major Impacts</b>
Constructability	-	<b>Moderate Effort</b>	<b>Major Effort</b>
<b>Purpose &amp; Need</b>			
Satisfies Purpose and Need	-	<b>Yes</b>	<b>Yes</b>





# Focus Areas







## Alternatives

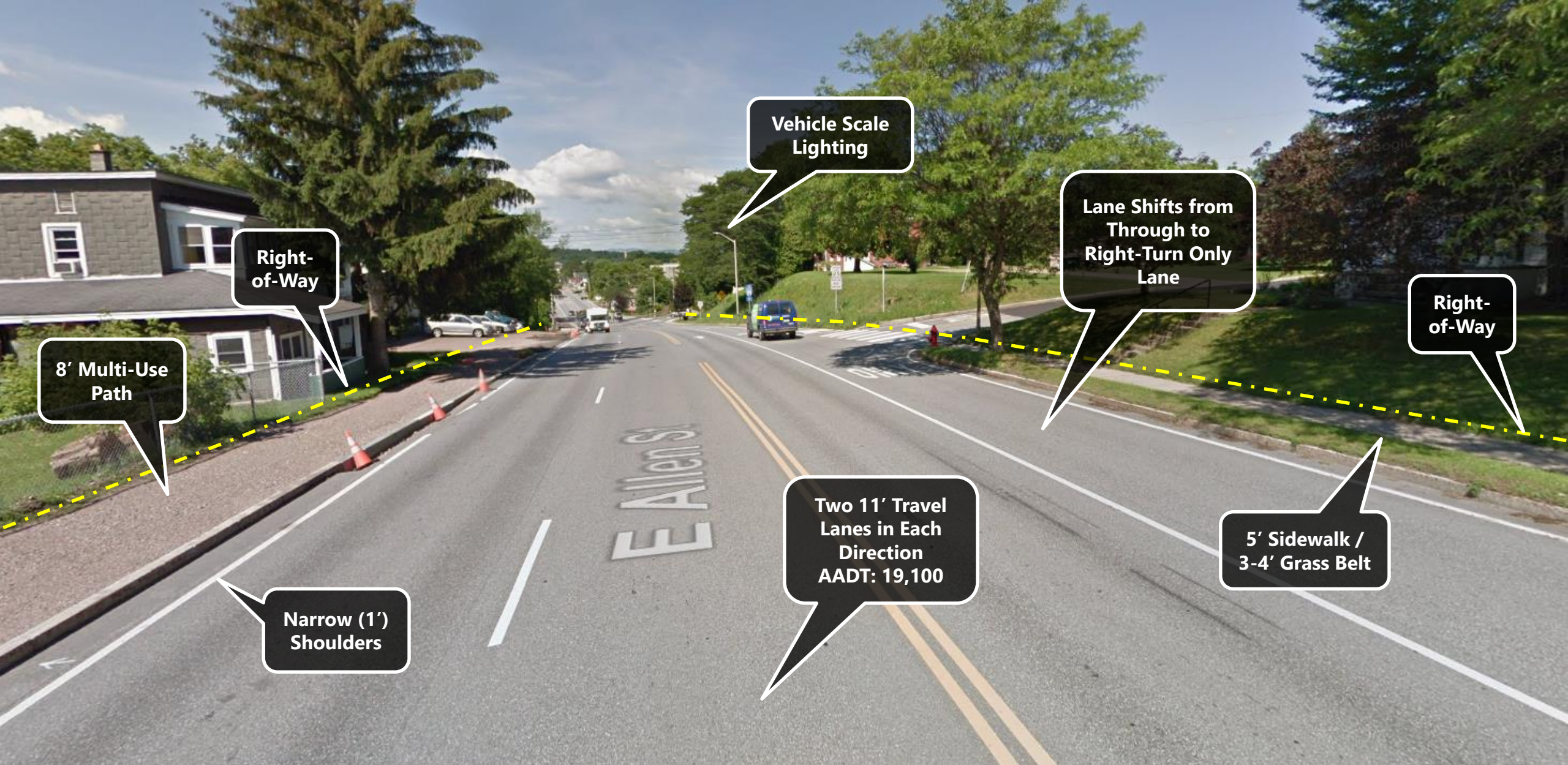
1. **Short Term:** Road Diet with On-Street Parking & Bike Lanes
2. **Long Term:** Road Diet with Curb Changes

Focus Area #3

4-Lane Roadway Section







Right-of-Way

8' Multi-Use Path

Narrow (1') Shoulders

Vehicle Scale Lighting

Lane Shifts from Through to Right-Turn Only Lane

Right-of-Way

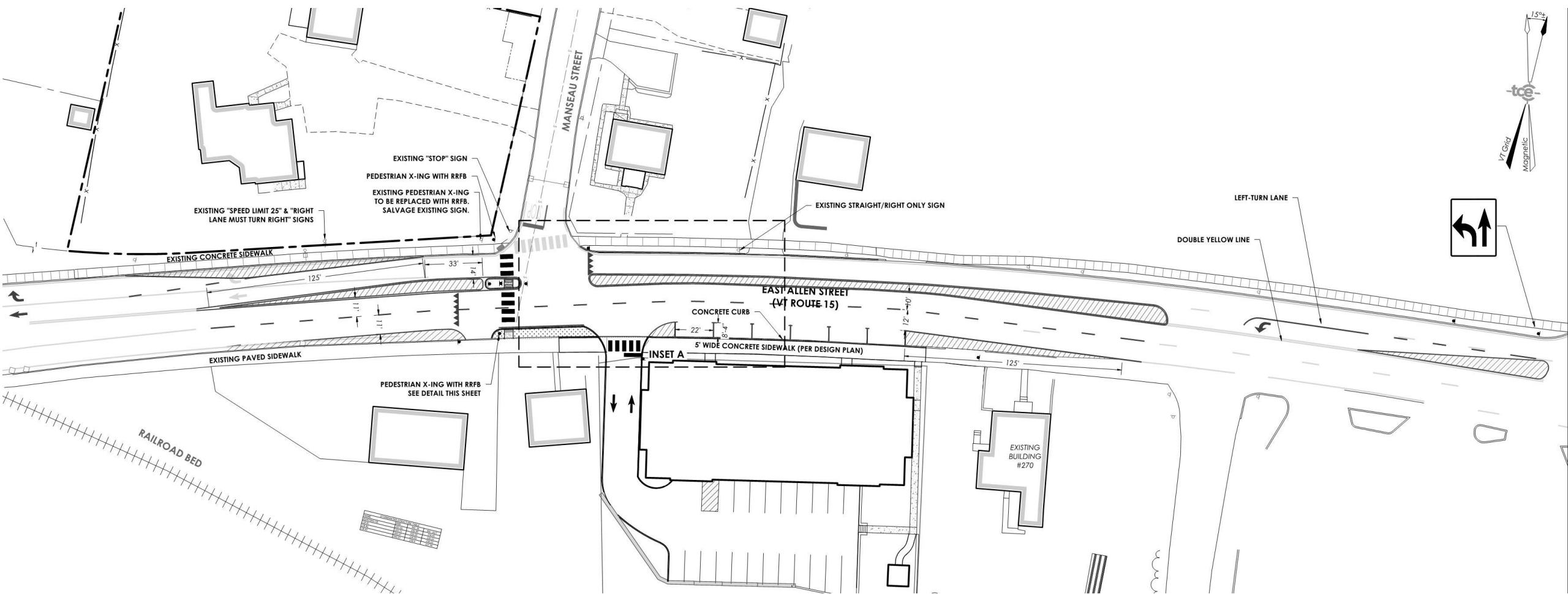
Two 11' Travel Lanes in Each Direction  
AADT: 19,100

5' Sidewalk / 3-4' Grass Belt

## Four Lane Section – Existing Conditions







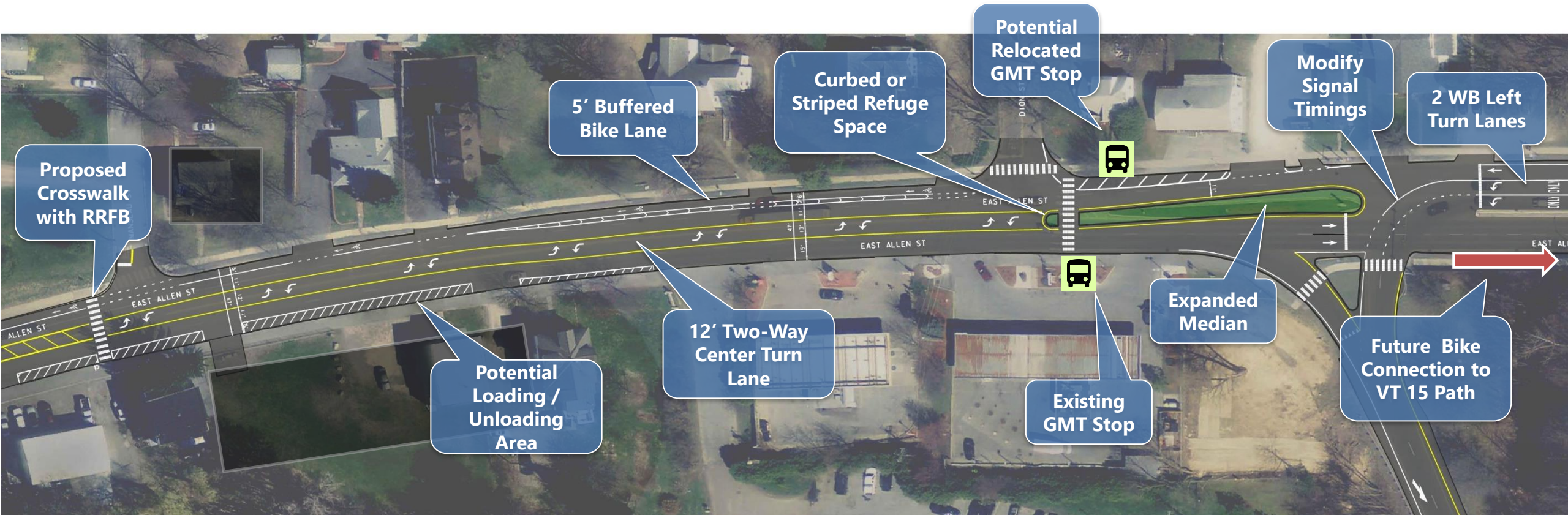
## 4-Lane Roadway Section

Interim Condition – Formalized Crosswalk / Parking / One-Lane Westbound





# Short Term: Road Diet with Bike Lane

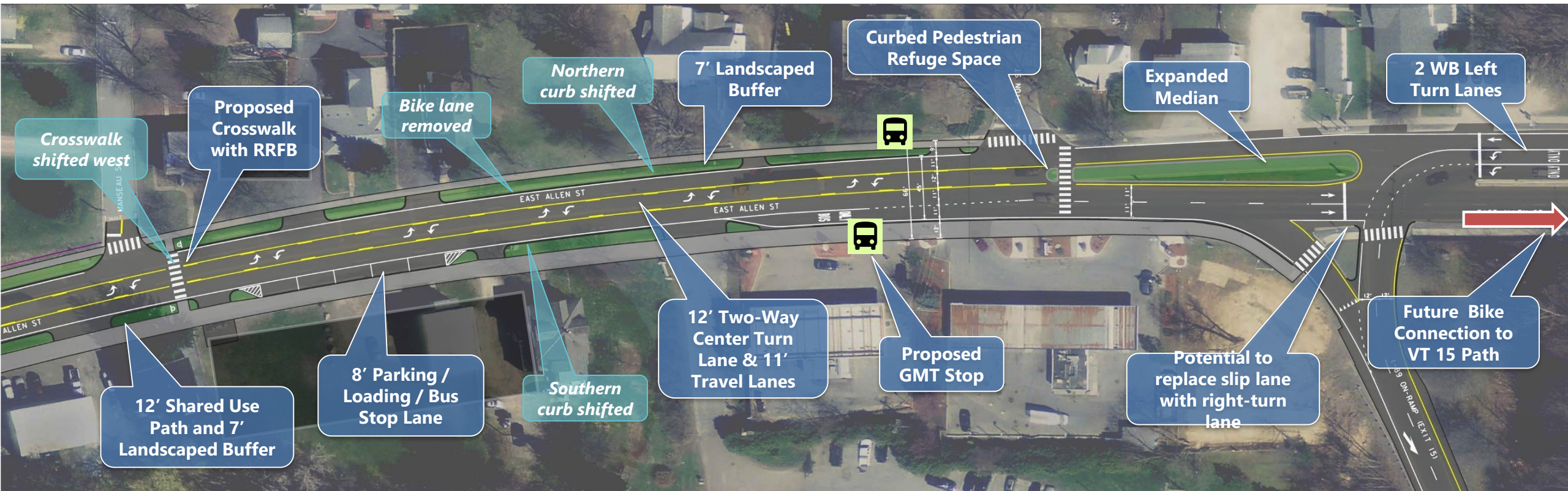


## 4-Lane Roadway Section





# Long Term: Road Diet with Shifted Curbs



## 4-Lane Roadway Section





## Focus Area #3 - Evaluation Matrix

	Alternative 0 No Build	Alternative 1 Road Diet with No Curb Shift	Alternative 2 Road Diet with Shifted Curbs
<b>Cost Estimate</b>			
Design & Construction ( <i>Not Including ROW</i> )	\$0	\$130,000	\$2,150,000
<b>Safety</b>			
Bicycle Safety	No Change	<b>Improved</b> <i>Buffered Bike Lane provided in westbound direction</i>	<b>Improved</b> <i>Separated bike facility/shared use path provided</i>
Pedestrian Safety	No Change	<b>Slightly Improved</b> <i>Improved crosswalk visibility</i>	<b>Improved</b> <i>Shorter, more visible crossings</i>
Vehicle Safety	No Change	<b>Slightly Improved</b> <i>Lower vehicle speeds</i>	<b>Improved</b> <i>Lower vehicle speeds</i>
<b>Impacts</b>			
Utility Impacts	-	<b>No Impacts</b>	<b>Moderate Impacts</b> <i>Relocated Drainage, Tree Belt Impacts</i>
ROW Impacts	-	<b>No Impacts</b>	<b>Minor Impacts</b> <i>Temporary Easements</i>
Constructability	-	<b>Minor Effort</b>	<b>Moderate Effort</b>
<b>Purpose &amp; Need</b>			
Satisfies Purpose and Need	-	<b>Yes</b>	<b>Yes</b>

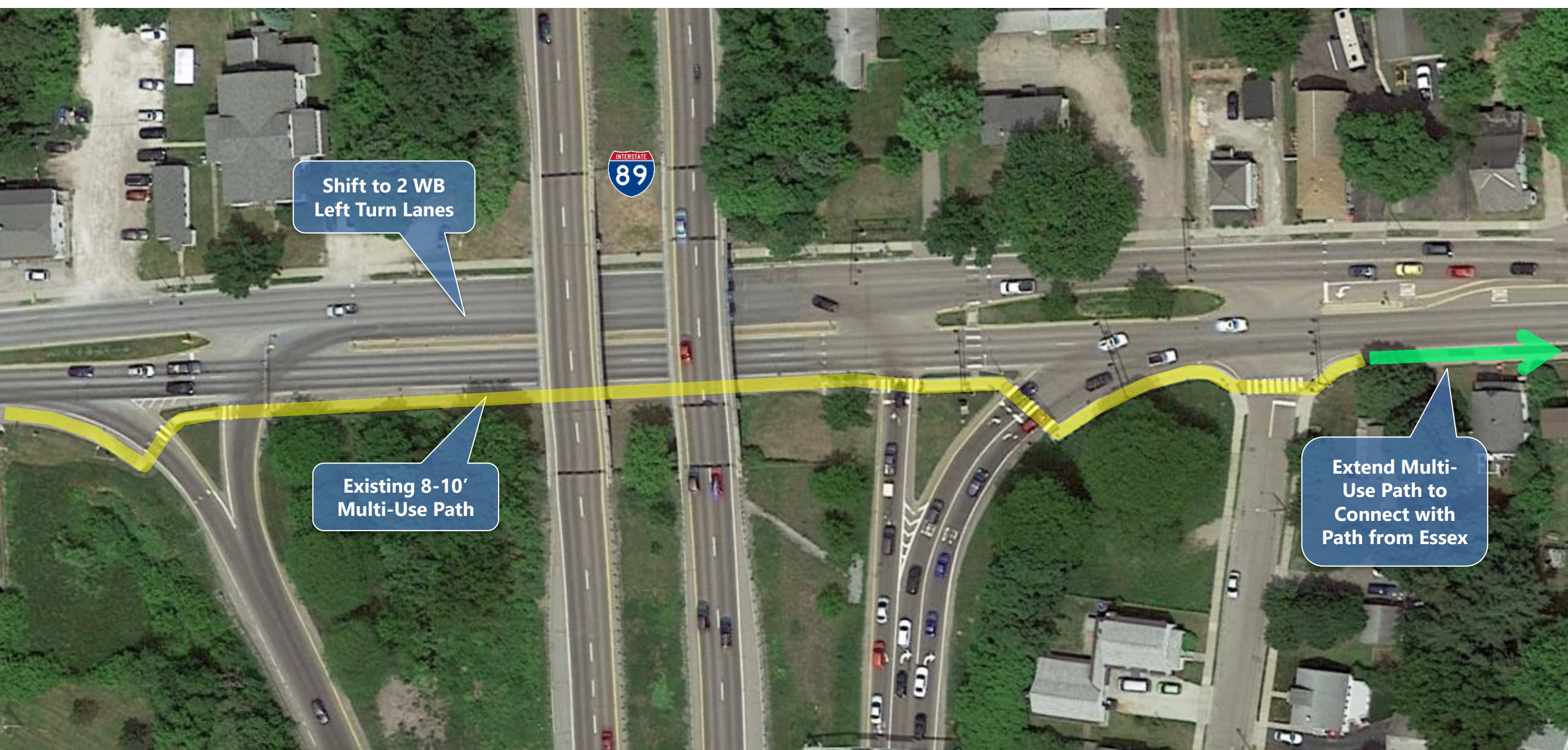




# Focus Areas







Shift to 2 WB  
Left Turn Lanes

Existing 8-10'  
Multi-Use Path

Extend Multi-  
Use Path to  
Connect with  
Path from Essex

I-89 Interchange







EAST ALLEN STREET

# Scoping Study

## Next Steps

- Draft Concept Plan & Scoping Report
  - August
- City Council Meeting
  - August/September
- Final Scoping Report
  - September

