

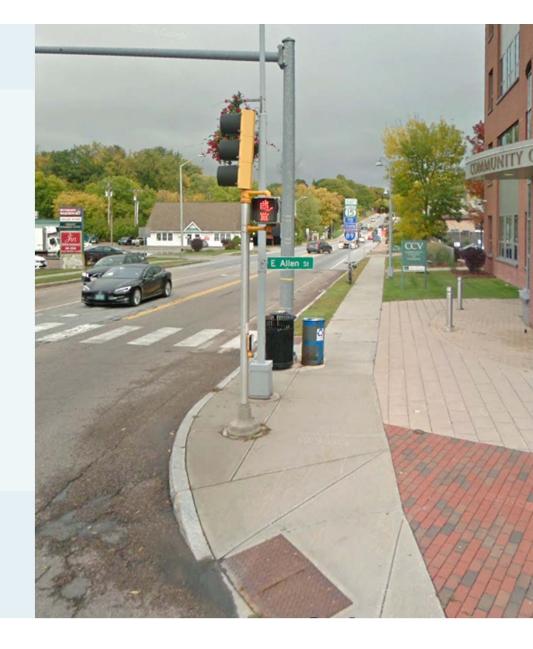
Preferred Alternative Presentation

October 7, 2019









Agenda

- Project Overview
- Project Purpose and Needs
- Review of Preferred Corridor Plan Elements
- Next Steps









Project Team & Advisory Committee



Jon Rauscher,
Director of Public Works

Eric Vorwald,
Planning & Zoning Manager

Ryan Lambert, City Engineer

Project Advisory Committee



Jason Charest, Project Manager

Eleni Churchill, Transportation Program Manager



David Saladino, Project Manager

Erica Quallen, Transportation Consultant John Audy, Winooski Fire Dept.

Amy Bell, VTrans

Ashley Bishop, VTrans

Abby Bleything, Planning Commissioner

Maya Boucher, Summit Management

Nate Dagesse, Developer

Tom Getz, Summit Management

Rick Hebert, Winooski Police Dept.

Devin Mason, GMT

Taylor Sisson, VTrans

Allegra Williams, Local Motion



Project Study Area



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 gueues 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.







Project Schedule

Project Kick-off: November 2018

• Advisory Committee Meeting #1: January 2019

Local Concerns Public Meeting:
February

• Alternatives Assessment:
February – April

Alternatives Presentation Public Meeting:

Project Team Meeting #3:
July

Advisory Committee Meeting #3: August

• Draft Scoping Report:
September

• City Council Presentation: Today

• Final Scoping Report: October 2019





















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





Focus Area #1

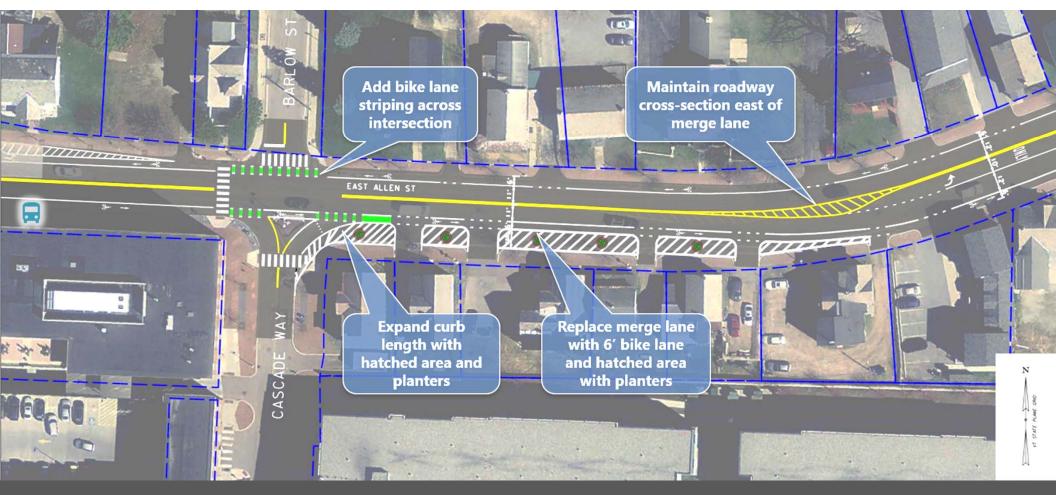
East Allen Street and Barlow Street/Cascade Way



Focus Area #1 - Evaluation Matrix

	Alternative 0 No Build	Alternative 1 Merge Lane Removal & 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
Cost Estimate				
Design and Construction (Not Including ROW)	\$0	\$35,000	\$540,000	\$200,000
Traffic Operations (2039 PM Peak)				
Overall LOS / Delay (seconds)	LOS A / 1.7	LOS A / 1.7	LOS A / 5.9	LOS A / 5.9
Safety				
Bicycle Safety	No Change	Improved Reduce conflict point with eastbound bike lane	Slightly Improved Formal accommodations for all turning movements	Slightly Improved Formal accommodations for all turning movements
Pedestrian Safety	No Change	No Change	Improved Stopped traffic on Cascade Way	Improved Stopped traffic on Cascade Way
Vehicle Safety	No Change	Improved Reduce conflict point with merging vehicles	Slightly Improved Formal accommodations for all turning movements	Slightly Improved Formal accommodations for all turning movements
Impacts				
Utility Impacts	-	Minor Impacts	Minor Impacts	Minor Impacts
ROW Impacts	-	No Impacts	No Impacts	No Impacts
Constructability	-	Minor Effort	Moderate Effort	Moderate Effort
Purpose & Need				
Satisfies Purpose and Need	-	Yes	Yes	Yes

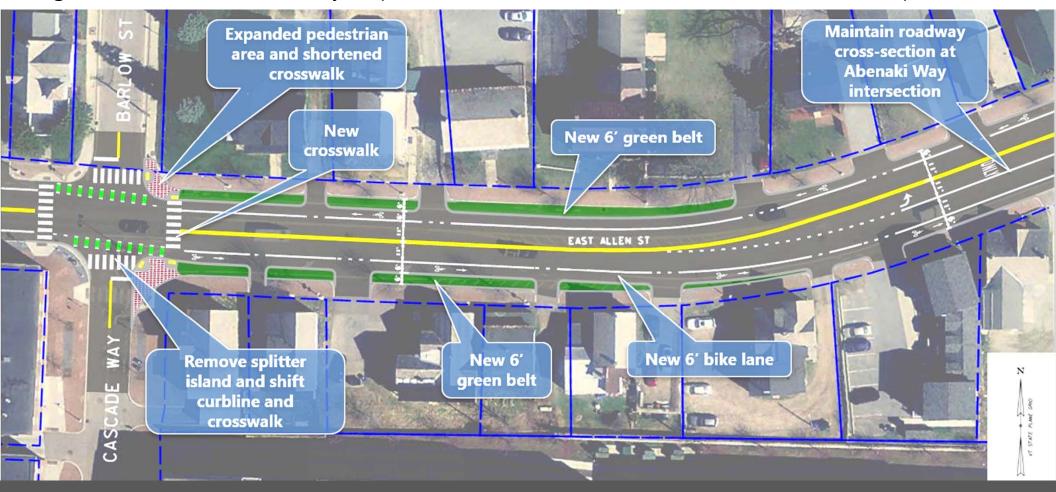
Short Term (Alternative 1): Intersection Yield Condition with Protected Eastbound Bike Lane



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



Long Term (Alternative 2): 2-Way Stop Controlled Intersection with Bike Lanes and Landscape Buffer



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











Casavant Natural Area – Existing Conditions













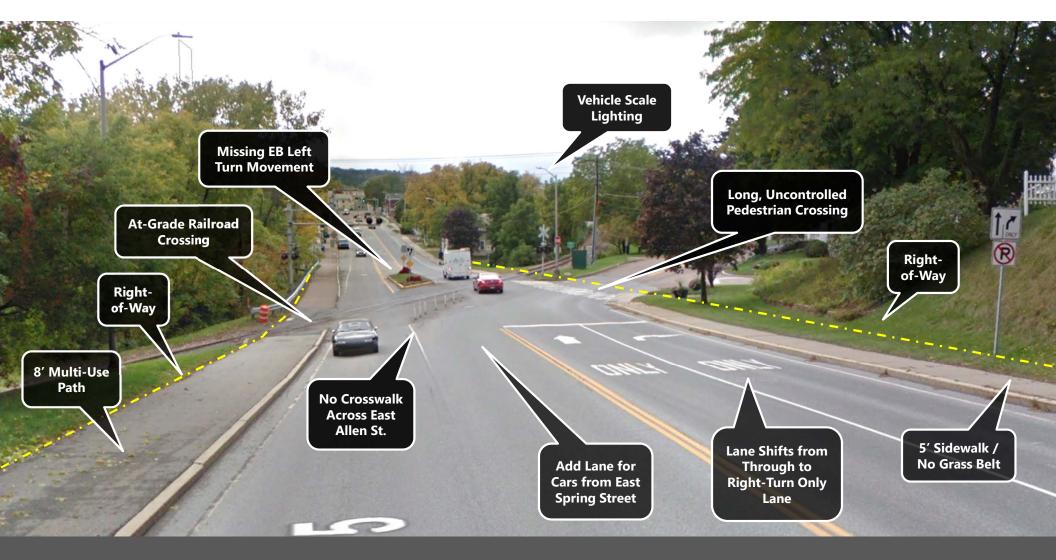




Focus Area #2

East Allen Street and East Spring Street Intersection

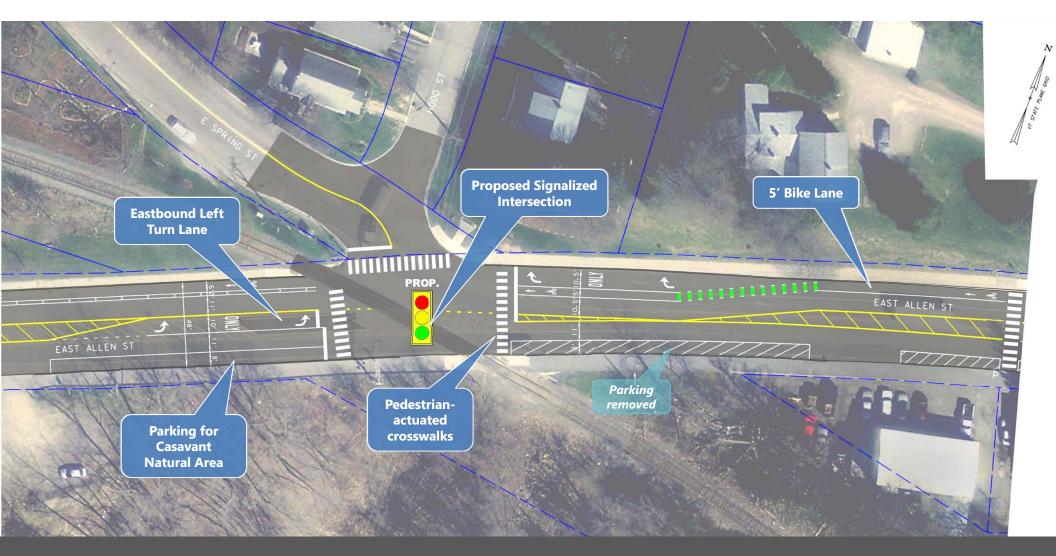




East Spring Street Intersection – Existing Conditions

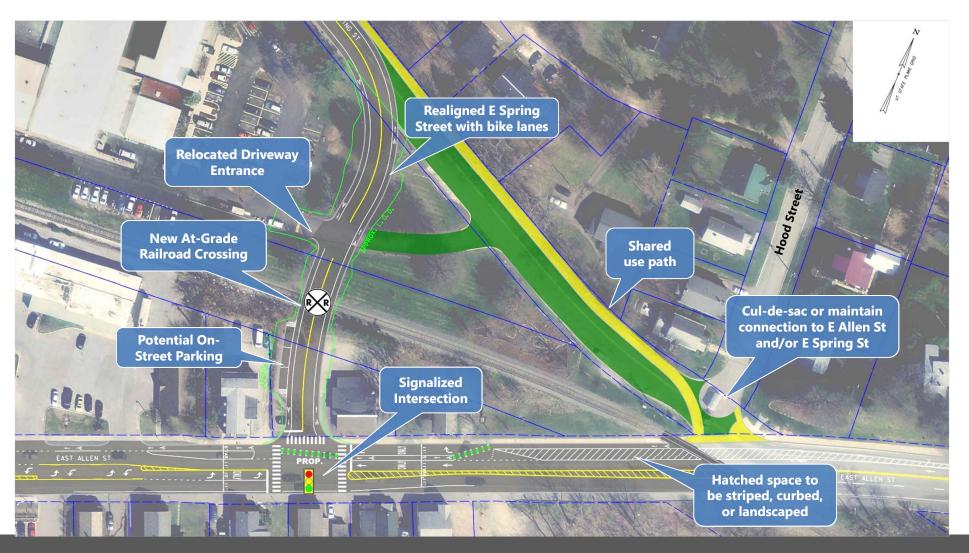






Focus Area #2 – East Allen Street and East Spring Street Alternative 1 – Signalized Intersection





Focus Area #2 – East Allen Street and East Spring Street
Alternative 2 – Realigned East Spring Street



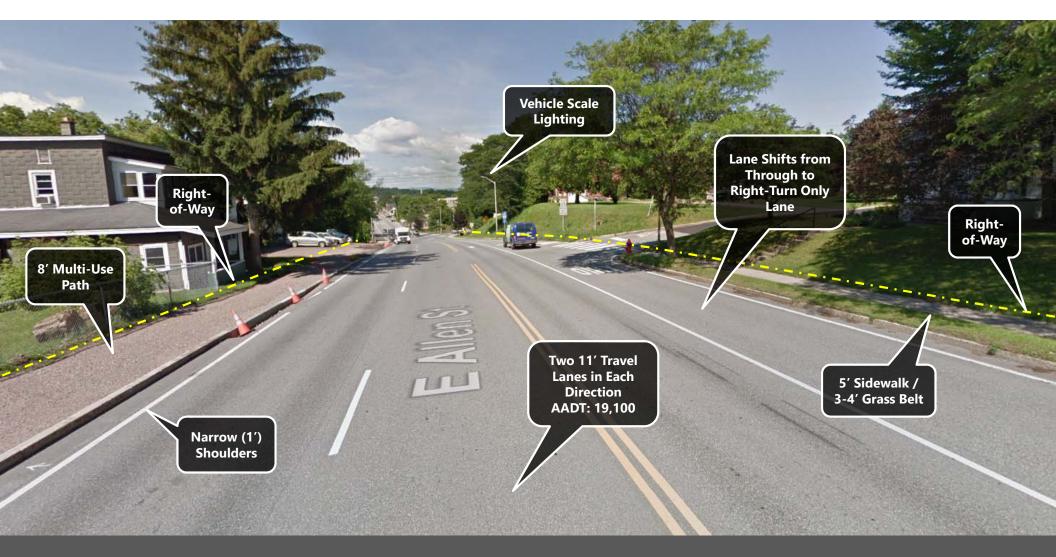
Focus Area #2 - Evaluation Matrix

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









Four Lane Section – Existing Conditions





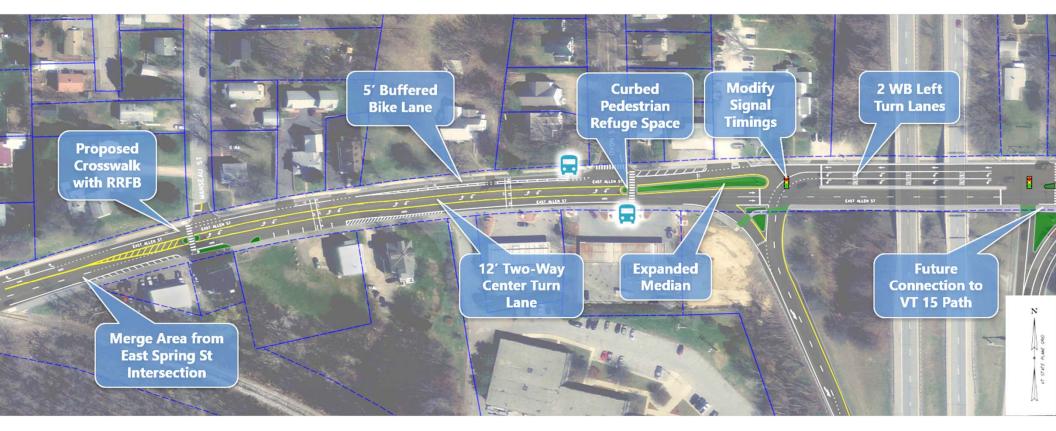
Focus Area #3
4-Lane Roadway Section



Focus Area #3 - Evaluation Matrix

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

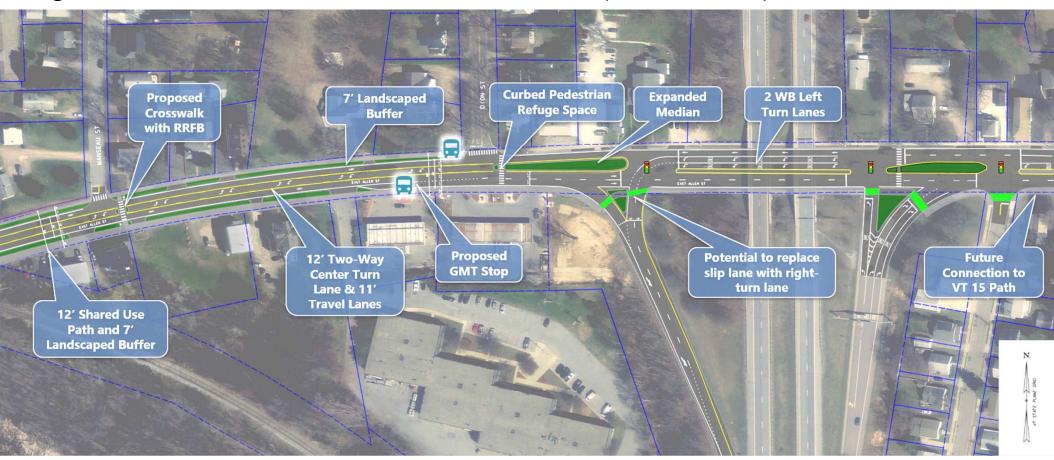
Short Term (Alternative 1): Road Diet with No Curb Relocation



Focus Area #3 – East Allen Street 4-Lane Section



Long Term (Alternative 2): Road Diet with Curb Shifts and Expanded Landscaped Buffers







Focus Areas





I-89 Exit 15 Interchange – Existing Conditions







Summary & Potential Actions

- Focus Area 1 Barlow Street / Cascade Way Intersection
 - Endorse the Short (Alt. 1) and Long (Alt. 2) Term Alternatives
- Focus Area 2 East Spring Street Intersection
 - Endorse the continued exploration of Alternative 2 (realigned East Spring Street) and report back to Council with findings to determine if it's worth pursuing over Alternative 1 (signalized intersection).
- Focus Area 3 Four-Lane Section
 - Endorse the Short (Alt. 1) and Long (Alt. 2) Term Alternatives
- Other Locations
 - Endorse enhancements/improvements to Casavant Nature Area and I-89 Interchange











Questions?











Next Steps

- Final Scoping Report
 - October 2019







