Project Background

- **Goal**: Enhance community access to a dynamic Intervale District through implementation of *bicycle and pedestrian* improvements along Intervale Road.

- **Current Effort**: *Scoping Study* to identify existing conditions, evaluate alternatives, engage stakeholders, and select a preferred alternative.

  - *Scoping*: Phase in the Project Development process that moves a recognized problem from an idea through the development of alternatives and environmental screening.
Existing Conditions

Figure 3: Intervale Road (Looking North from Railroad Tracks)
Intervale Road has a posted speed limit of 25mph and no on-road striping for lane assignments.
Project Area Overview

- Project Area Length – 4,500 feet
  - 1,500 feet paved
  - 3,000 feet gravel

- Posted Speed
  - 25 mph south end
  - 15 mph north end

- Right-of-way
  - 49.5’ south end
  - 33’ north end

- New England Central Railroad At-Grade Crossing
Project Area Overview

- **Traffic mix:**
  - Chip trucks, farmers, CSA pick-ups, Intervale event visitors, Gardener’s Supply customers

- **No formal bicycle and/or pedestrian facilities**

- **3 reported crashes between 2012-2016**
  - None involving bicyclists or pedestrians

- **Various public & private parking lots along Intervale Road**
Review of Previous Studies

- **Burlington Transportation Plan**
  - Identified as a "Bicycle Street" classification

- **Burlington Parks, Recreation & Waterfront Master Plan**
  - Mid-term recommendations (FY19 – 22) include formalizing and improving recreation trails

- **PlanBTV Walk Bike Master Plan (right)**
  - Long term recommendation for Advisory Bike Lane

- **Intervale Recreation Survey**
  - Monday August 31, 2015
    - 65% Vehicles
    - 18% Walkers and Joggers
    - 13% Bicyclists
    - 4% Trucks

- **Intervale Traffic Study**
  - July 2017 Summervale:
    - 60% Vehicles
    - 30% Walkers
    - 10% Bicyclists
Community Involvement

- Advisory Committee
  - Chittenden County Regional Planning Commission
  - Department of Public Works
  - Department of Parks, Recreation, and Waterfront
  - Intervale Center
  - Gardener’s Supply Center
  - Burlington Electric

- Community meetings
  - Local concerns meeting in January 2018
  - Open house at the Intervale Center on June 18
4 Preferred Alternative

Based on the Evaluation Matrix and public input, the Steering Committee concluded that the preferred alternative is Alternative 3 along the asphalt segment and Alternative 2 along the gravel segment of Intervale Road. This chapter discusses the logistics of implementation and presents recommendations for future efforts related to this project.
Alternative 3 (Asphalt Segment)
Alternative 3 Plan View (Asphalt Segment)

**Figure 12: CAD Sketch of the Preferred Alternative at New England Central Railroad Crossing**
Alternative 2 (Gravel Segment)
Alternative 2 Plan View (Gravel Segment)

Figure 13: CAD Sketch of the Preferred Alternative