



Intervale Road Pedestrian and Bicycle Access Feasibility Study



February 21, 2018

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

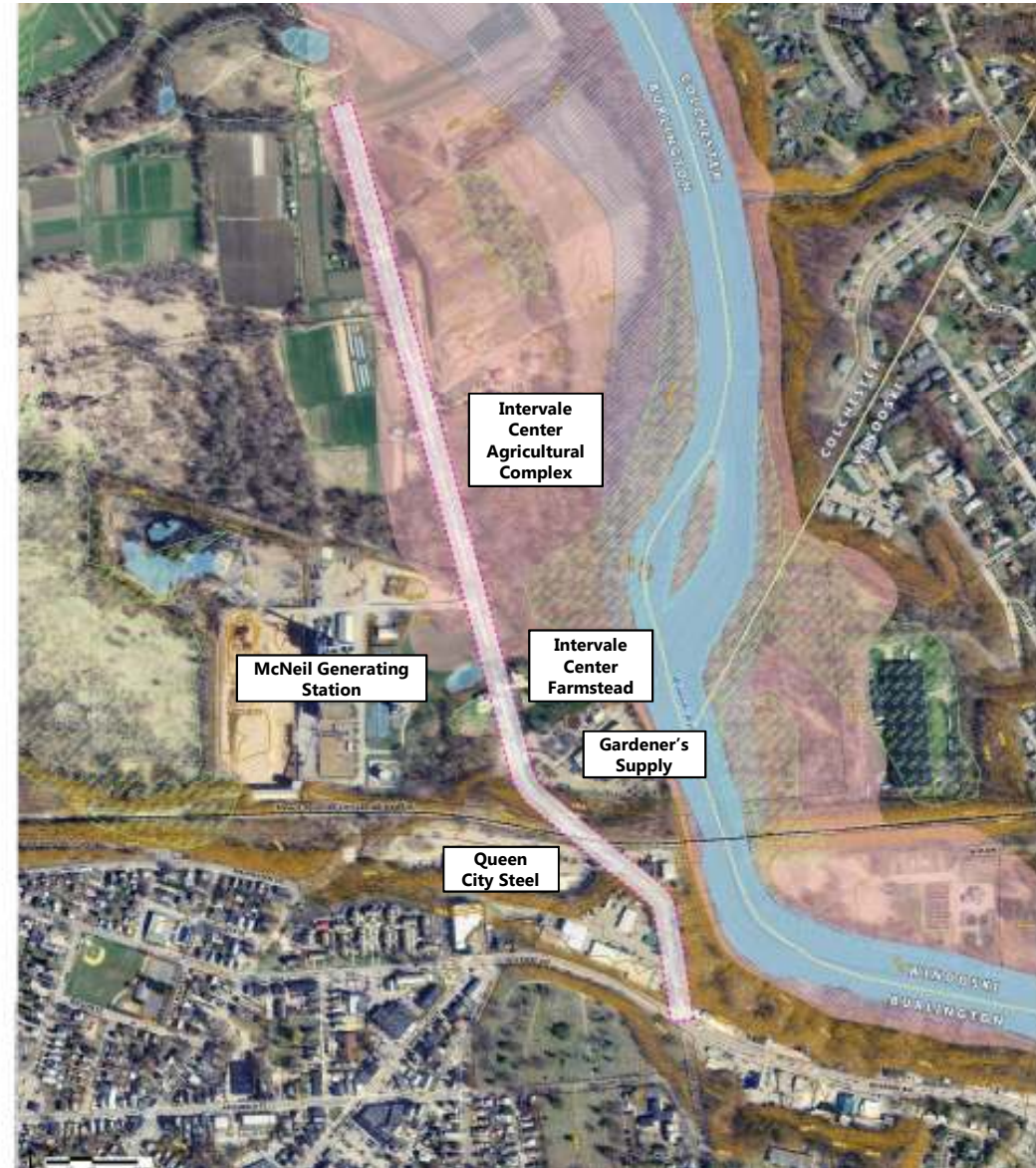


Figure 3: Intervale Road (Looking North from Railroad Tracks)

Intervale Road has a posted speed limit of 25mph and no on-road striping for lane assignments.

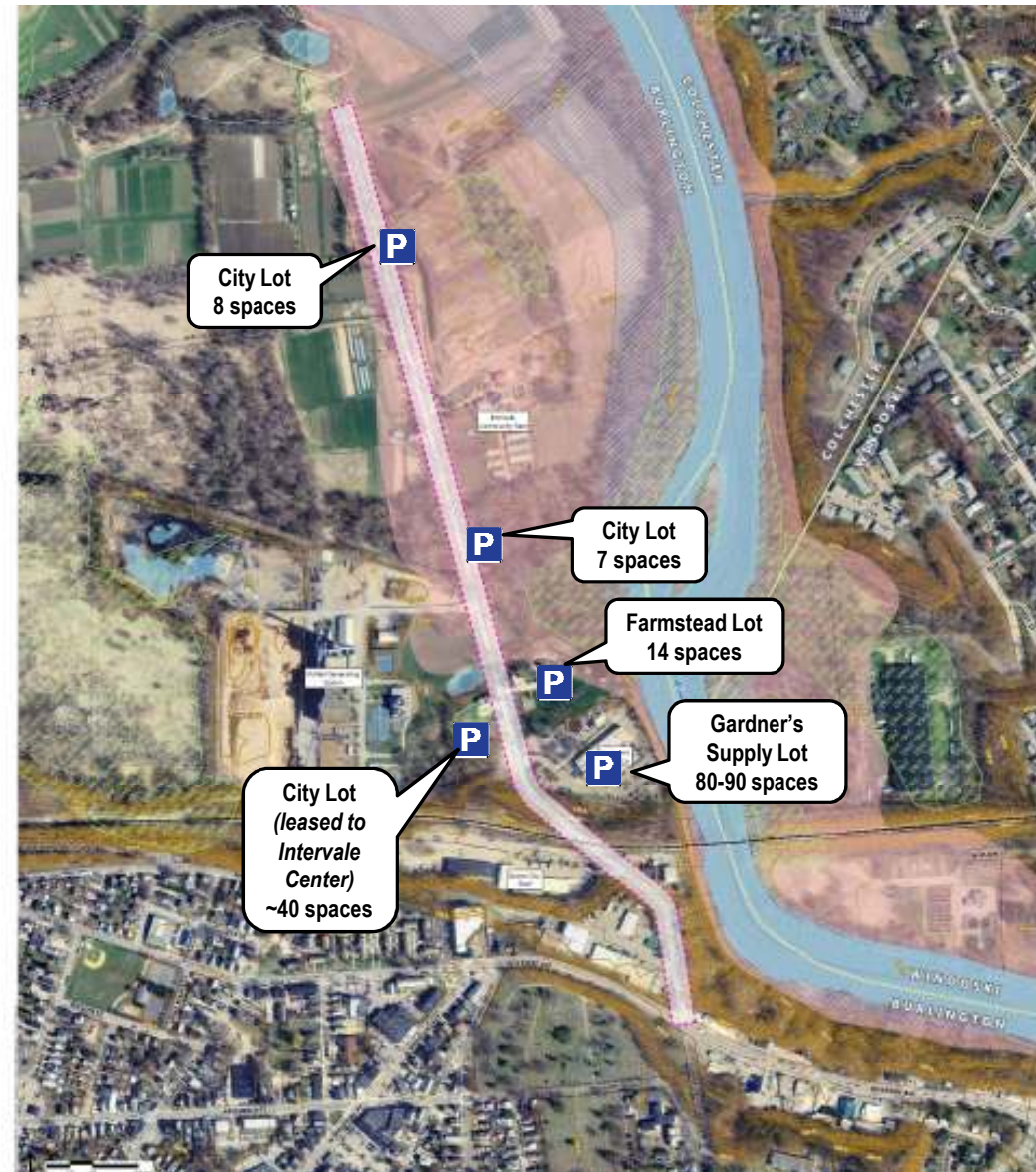
Project Area Overview

- 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



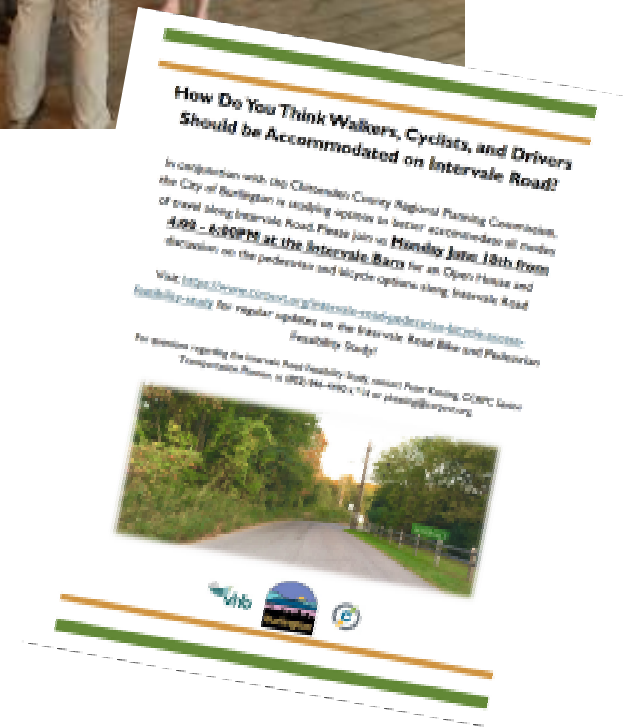
Review of Previous Studies

- **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)

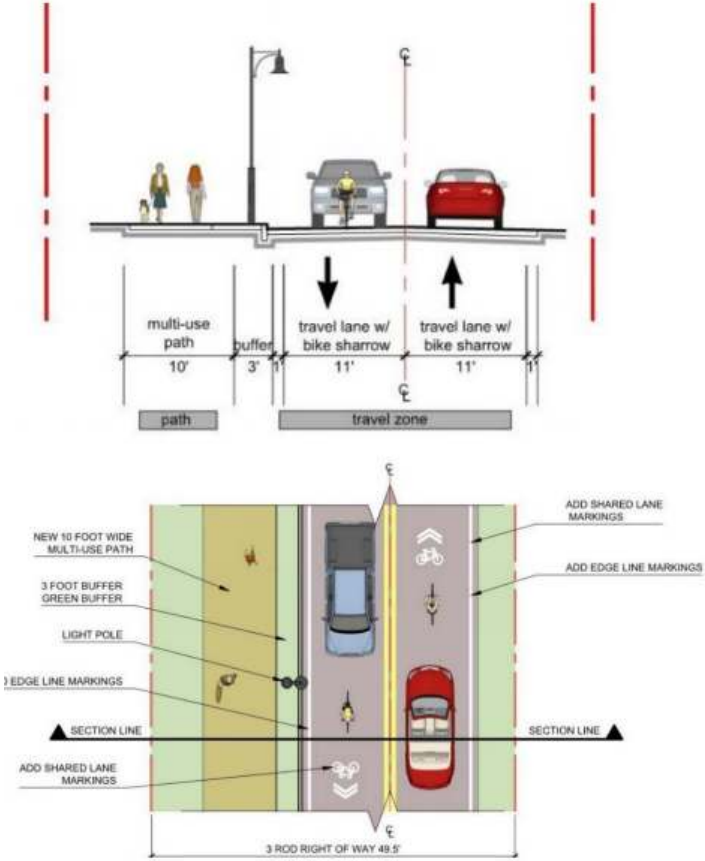


Figure 8: Alternative 3 (Asphalt Segment)

Alternative 3 Plan View (Asphalt Segment)



Figure 12: CAD Sketch of the Preferred Alternative at New England Central Railroad Crossing

Alternative 2 (Gravel Segment)

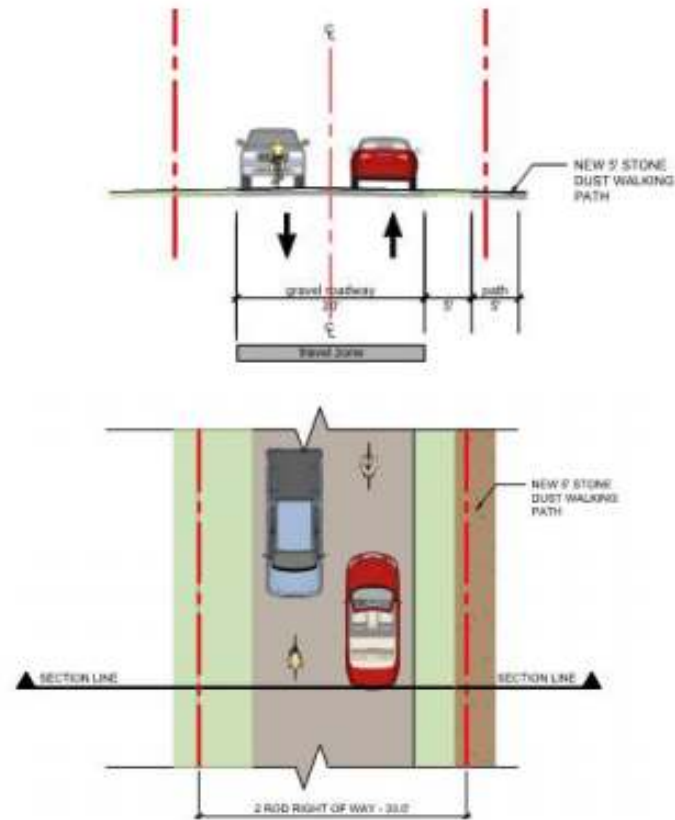


Figure 10: Alternative 2 (Gravel Segment)

Alternative 2 Plan View (Gravel Segment)



Figure 13: CAD Sketch of the Preferred Alternative