

Metric	Where is it Measured	Before Data	Target	After Data	Metrics for troubleshooting	What we're measuring	How it's measured
Intersection operations / side street delays	Rt 127	June - August 2015			*Intersection queues on any approach exceed the 95% threshold more than 5 times during the peak hour under normal corridor operations.	Level of service, queues	Count # of cars queued at intersections waiting for signal / to enter North Ave
	Ethan Allen Parkway Shore Road Killarney Drive Saratoga Ave Lakewood Parkway						
Crashes / observational safety improvements		Will separate broadsides, rear ending, sideswipes etc. for 5-year average by month.			Severity or types of crashes increase	Frequency, type, location, severity, modes	BPD/BFD crash reports, unreported observations, # of emergency vehicles
		August / September					Driving North Ave between Shore Rd - Rt 127 during AM / PM peak hour (+15 min. before/after)
Travel times	AM peak northbound	1:53 min.			Travel time increases are unacceptable	Length of time to traverse the corridor	
	AM peak southbound	1:50 min.					
	PM peak northbound	2:01 min.					
	PM peak southbound	2:11 min.					
Traffic speeds		June - August 2015	reduce 85th percentile closer to 30mph, change pace speed to 26mph - 35mph or increase % in this pace		% vehicles exceeding 30 mph increases % of vehicles in target pace range decreases	85th percentile, % vehicles at high speeds, % of vehicles in pace	Tubes for 3-5 days at each location
	Rt 127 to Saratoga Ave northbound	85th percentile 38mph, 79% in 31-40mph pace					
	Rt 127 to Saratoga Ave southbound	85th percentile 38mph, 78% in 31-40mph pace					
	Ethan Allen Shopping Center to Shore Rd northbound	85th percentile 34mph, 72% in 26-35mph pace					
	Ethan Allen Shopping Center to Shore Rd southbound	85th percentile 34mph, 75% in 26-35mph pace					
	Others TBD						
	Plattsburg Ave	8200 AADT			% of vehicles "abandon" the corridor	All modes	Tubes for vehicles, intersection movements for non-motorized traffic, video for bikes
	VT 127 connector	7500 AADT					
	Plattsburg Ave - Shore Rd	12000 AADT estimate					
	Shore Rd - Ethan Allen Shopping Center	14100 AADT					
Traffic volumes	Ethan Allen Shopping Center - EA Pkwy	14600 AADT estimate					
	Ethan Allen Parkway	3300 AADT estimate					
	EA Pkwy - VT 127	15900 AADT estimate					
	VT 127 - Institute Rd	10200 AADT estimate					
Bikes on North Ave (on-road, peak hour totals)	Shore Rd southbound	15			Decrease in on-road bicycling		
	Shore Rd northbound	12					
	Heineberg Rd westbound	3					
	Shore Rd eastbound	1					
	Ethan Allen Shopping Center southbound	5					
	Ethan Allen Shopping Center northbound	7					
	Farrington Park westbound	6					
	Ethan Allen Shopping Center eastbound	8					
	EA Pkwy southbound	13					
	EA Pkwy northbound	19					
EA Pkwy westbound	3						
VT 127 southbound (extra hours for school count)	26						
VT 127 northbound (extra hours for school count)	25						
SOUTH OF VT 127 TBD							
Peds on North Ave	Shore Rd	101			Decrease in ped activity		
	Ethan Allen Shopping Center EA Pkwy VT 127	82 39 88					
Parking utilization		July / August			Excessive complaints about loss of parking + no measurable increase in bicycling activity	# of cars parked on-street & destination	AM, mid-day, PM counts
		n/a				TWLT functioning as intended	Observations, feedback (surveys, other input?)
Two-way-left-turn-lane operations		TBD					BPD / BFD response times and feedback from Captains
Emergency vehicle operations		TBD					
Quality of service, level of comfort, safety, public perception		winter 2015 / 2016 - Survey Team				Perception of quality, comfort and safety of travel by mode on the corridor	Survey (online, randomized, CCTA rider survey, intercept surveys, others?)
Business impacts		TBD				assess any increase / decrease in activity at adjacent businesses	sales tax records, self-reporting by businesses
School drop offs, walking/biking to school		spring 2016?				# of cars dropping off, # kids walking / biking to school	Volunteers? Help from SRTS coordinator, local Motion, PTOs?
Transit operations		routine data				On time performance, ridership, operations	CCTA data and driver feedback
Traffic violations		routine data				# of traffic violations for all modes	BPD data, Nixl, Socrata
Changed Ledy Park Road to Lakewood Parkway/Removed Manhattan and Plattsburg Intersections from list of immediate metrics; will evaluate as needed							
Jason will compile LOS/delay/queue for all that are available.							
2016 spring re-counts are planned for the side streets (total queue + turning movements).							
Signal comparisons are not based on current timing but on optimized signals							
Intersection operation metrics changed from Level of Service to queues							
May reassess travel times at 30mph							
AADT on 127 has consistently declined since 1990s, so an increase should still be within an acceptable range							
South of RT 127 and North of Shore Rd may be measured in early 2016							

All metrics to be considered within the overall corridor benefits / challenges, assessing what tradeoffs and changes are acceptable.

First 2 weeks = observe. If metric results are poor after 2 weeks, adjustments may be made to intersections. If metric results are poor after adjustments are made, the affected portions of the pilot project may be converted to the "before" configuration.

Working to define a threshold for acceptable vs. unacceptable change. If a threshold is defined, this will be included in the timeline shown for first 2 rows of metrics.

*Intersection Operations

*Travel Times

*Traffic Speeds

*Traffic Volumes / Bike Volumes