



WARD 4/7 NPA

NORTH AVENUE PILOT PROJECT UPDATE

1ST QUARTER: JULY – SEPTEMBER 2016



UPDATES

- Crashes / safety observations
- Intersections operations / side street wait times
- Travel times
- Survey results
- Next steps

- Full reports and analysis in packets and online

www.burlingtonvt.gov/dpw/north-avenue-pilot-project

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CRASH ANALYSIS

JULY 1 – SEPTEMBER 30



CRASH ANALYSIS

JULY 1 – SEPTEMBER 30

Small sample size, need more data before making assumptions about project impacts on crashes

- Crash data and Driver opinions
 - 38% feel less safe
 - 39% feel more safe
 - 23% unsure/about the same

North Ave A consists of the stretch from Washington St to Plattsburg Ave

North Ave B consists of the stretch from Route 127 to Shore Rd

	2012	2013	2014	2015	2016	Change from Average
Citywide	475	513	511	503	520	+4%
North Ave A	18	18	19	23	10	-49%
Type of Crash						
Backing Into	1	0	1	0	1	0%
Broadside	7	4	2	4	1	-76%
Head On	1	1	2	2	0	-100%
Rear End	4	4	5	6	7	+47%
Roadside Obst	2	1	2	4	0	-100%
Sideswipe	2	3	5	4	1	-71%
Other/Unknown	1	5	2	3	0	-100%
North Ave B (subset of A)	13	10	8	12	6	-44%
Type of Crash						
Backing Into	1	0	0	0	0	0%
Broadside	6	2	1	3	0	-100%
Head On	1	0	2	1	0	-100%
Rear End	2	1	3	3	5	+122%
Roadside Obst	1	0	0	2	0	-100%
Sideswipe	2	2	1	2	1	-43%
Other/Unknown	0	4	1	1	0	-100%

CRASH ANALYSIS

JULY 1 – SEPTEMBER 30: INJURIES

	2012	2013	2014	2015	2016	Change from Average
North Ave A	3	3	0	4	1	-60%
North Ave B (subset of A)	3	1	0	3	0	-100%



TRAFFIC ANALYSIS

TRAVEL TIMES, WAIT TIMES, SPEEDS, AND VOLUMES



TRAFFIC ANALYSIS

Travel Times

Projected average 1-2 minute increase

- Morning peak hour
 - Avg: +21 seconds northbound / +32 seconds southbound
 - Max: +51 seconds NB / +2m 33 seconds SB
- Evening peak hour
 - Avg: +1m. 10 seconds northbound / +13 seconds southbound
 - Max: +3m 37 seconds NB* / +58 seconds SB

*Ethan Allen Parkway signal detection issue – since resolved

Side Street Wait Times

- Weighted average delay increases
 - ~6 seconds AM, ~12 seconds PM*
 - Greatest impacts at Village Green
- Data should be recollected
 - School traffic
 - Signal detection fixed

Speeds and Volumes

- No change to avg. speeds; % of cars speeding down 2-4%
- Bikes on road +92%, on sidewalks -61%, pedestrians +10%



PUBLIC OPINIONS

SURVEY RESULTS + PROCESS



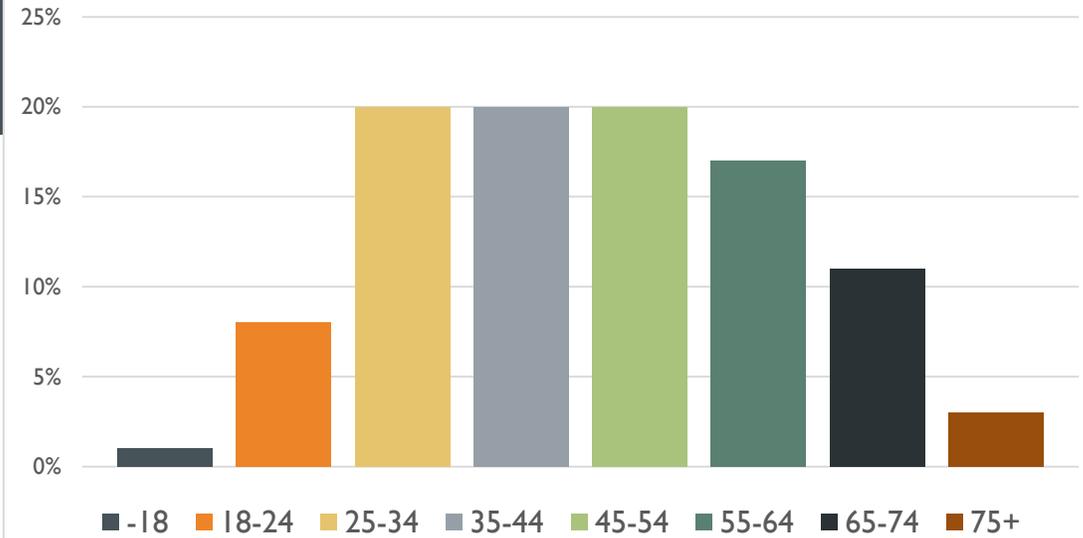
PUBLIC OPINIONS: SURVEY RESPONSES

Survey Development

- Third-party led
- Online due to time constraints between school and winter
 - CCRPC assistance with surveys
- Spring 2017 – more surveys
- Sept. 13 – Oct 2 = 2700+ respondents
 - Drivers well represented
 - 97% through City media and FPF

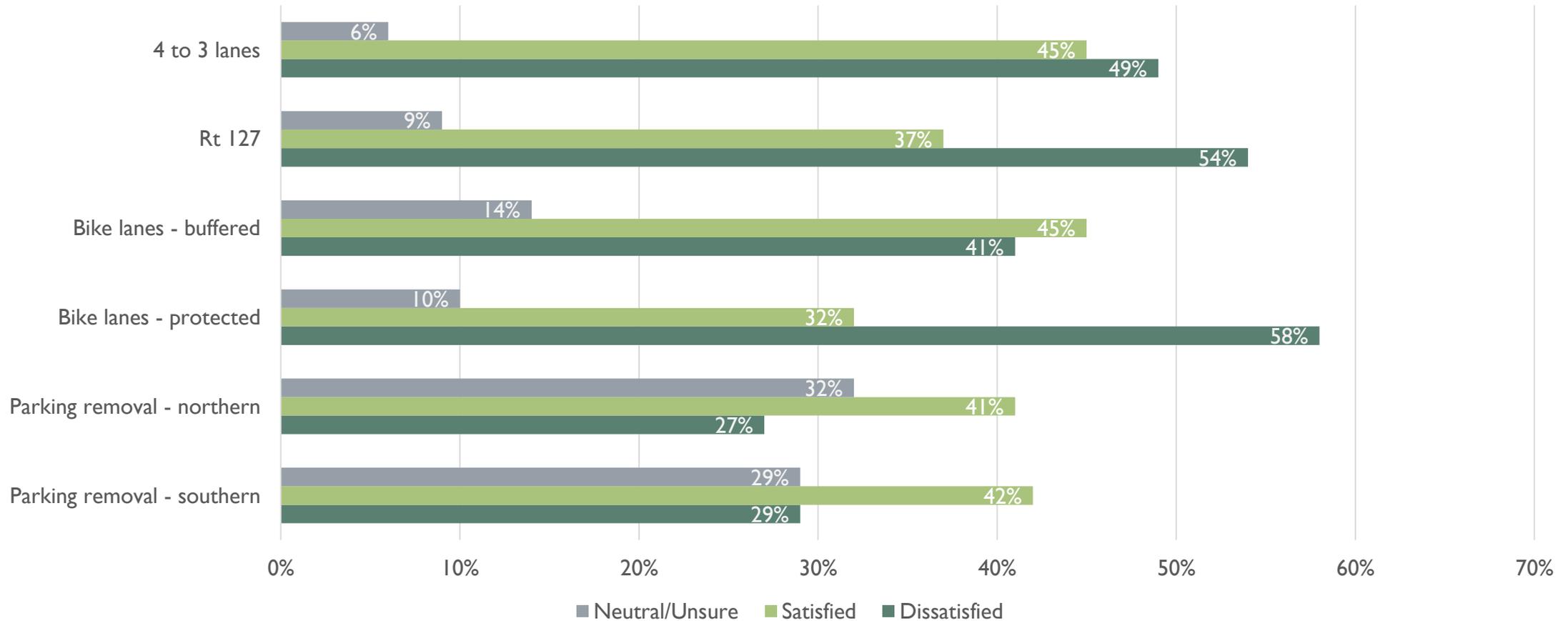
1/4 of the
NNE
population

Age of all Respondents



SURVEY RESULTS: PROJECT OPINIONS

NNE Project Opinions





PRE-WINTER RECOMMENDATIONS



STAFF RECOMMENDATIONS

- Initial traffic data is consistent with projections, no imminent operational failure
- Survey responses were mixed
 - Distinct dissatisfaction with the protected bike lane materials
- Potential increase in public safety from fewer crashes
- Continue to explore Benefit/Cost Analysis

Recommendations

- Bike lane bollards and “armadillos” removed early, will not reinstall on this section
- Retain lane configurations to June 2017
- Monitor Route 127 intersection, evaluate possible modifications
- Monitor all intersections to minimize travel times
- Continue to monitor, measure, and make adjustments to project
- Spring surveys
- Return to Council in June 2017 with final recommendations and reports
- Identify additional improvements over winter:
 - Bike lane materials and configurations
 - Benches, planters
 - Sign and marking plans if reconfiguration will be long-term
 - Continue crosswalk coordination at 5 locations

Q&A

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