



Winooski Avenue Transportation Study

TEUC Mtg | Project Summary

February 4, 2020

Study Overview

A comprehensive **transportation study** of the **entire Winooski Avenue corridor**, developing **multimodal improvement strategies** that address **safety**, **capacity**, and **connectivity**.

Final deliverable: An actionable implementation plan with near-term and longer-term recommendations.

- Traveling along and across Winooski Avenue will be **safe, inviting, and convenient** for people of all ages and abilities using any mode of transportation.
- **Walking and bicycling will be viable and enjoyable** ways to travel this corridor. Improvements will encourage active travel and alternatives to personal vehicle use.
- **Businesses will flourish** with an activated streetscape and convenient access along and near Winooski Avenue.
- The **mobility and parking needs will be balanced** for property owners, residents, businesses and the greater transportation system.
- The street can **adapt** to changes to the transportation system and land use

Public Engagement

The public engagement process was guided by these four elements:

- **Project Advisory Committee (PAC):**
 - 7 meetings (between May 2018 and Jan 2020)
- **Public Forums.**
 - 3 forums (Sept 2018, June 2019, Nov 2019)
- **Stakeholder Interviews.**
 - Individual meetings with organizations and businesses along the corridor.
- **Continuous Communication.**
 - Project website
 - NPA meetings (two cycles through the NPAs on existing conditions and alternatives)
 - OpenStreets BTV table
 - Old North End business engagement



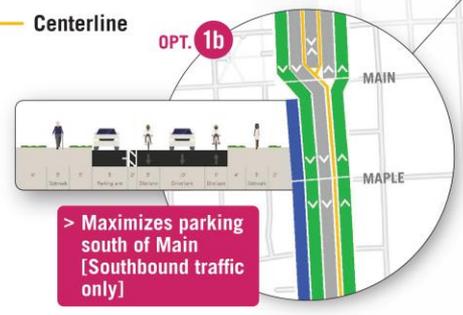
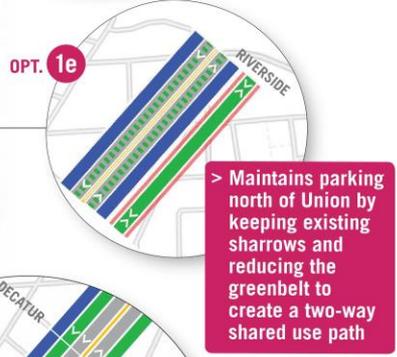
Where have we been? Schematics – 13 Variations!

- **Existing conditions → Issues and Opportunities**
- **Alternative development → Iteration and Feedback**
- **Evaluation of alternatives → Recommended Alternative**
- **Public comment and refinement → Preferred Alternative and Implementation Plan**

ALTERNATIVE 1

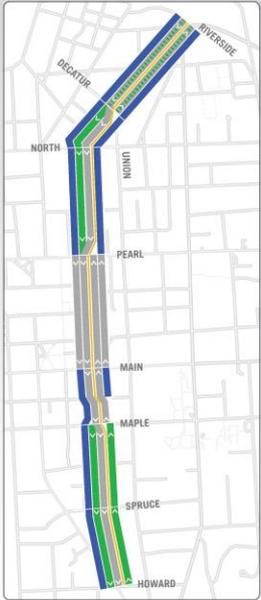


- LEGEND**
- Widening
 - Parking
 - Bike Lanes
 - ▨ Shared Lanes
 - Vehicle Lanes
 - Centerline



ALTERNATIVE 2

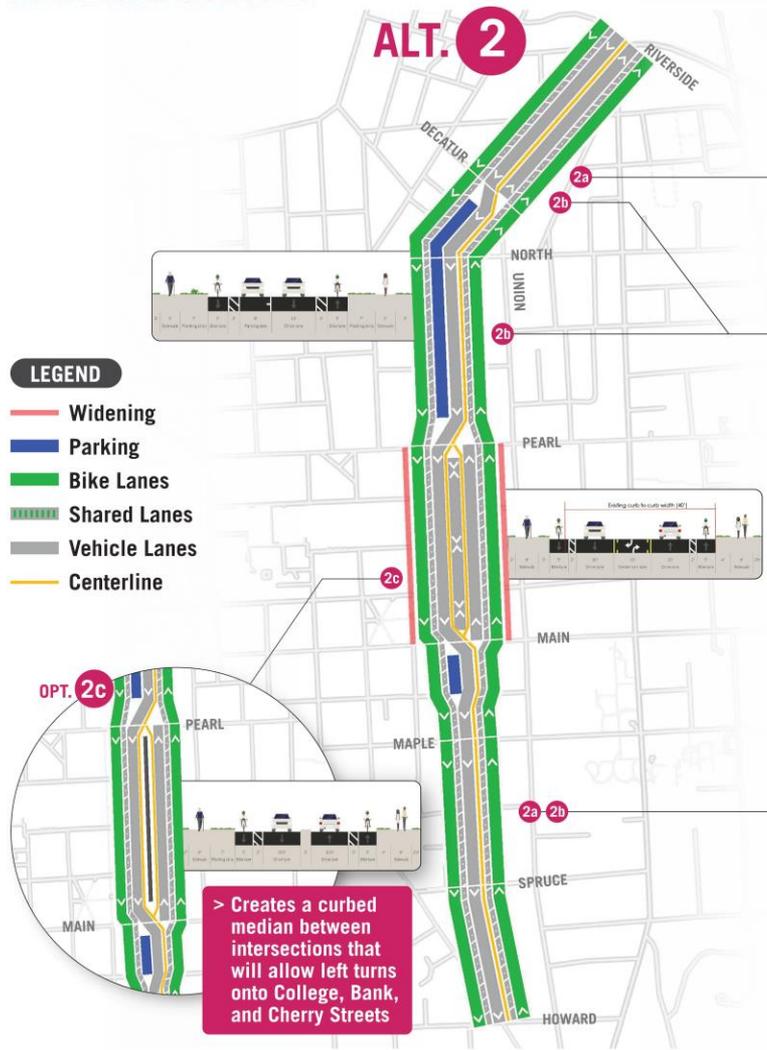
EXISTING



LEGEND

- Widening
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ALT. 2

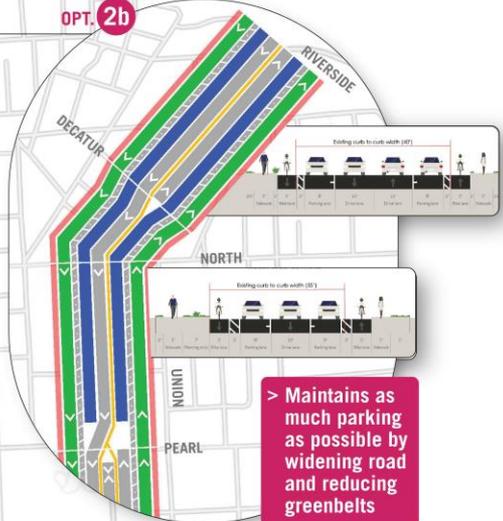


> Creates a curbed median between intersections that will allow left turns onto College, Bank, and Cherry Streets

OPT. 2a



OPT. 2b



ALTERNATIVE 3

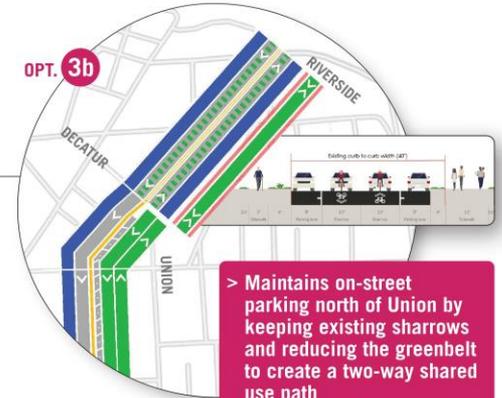
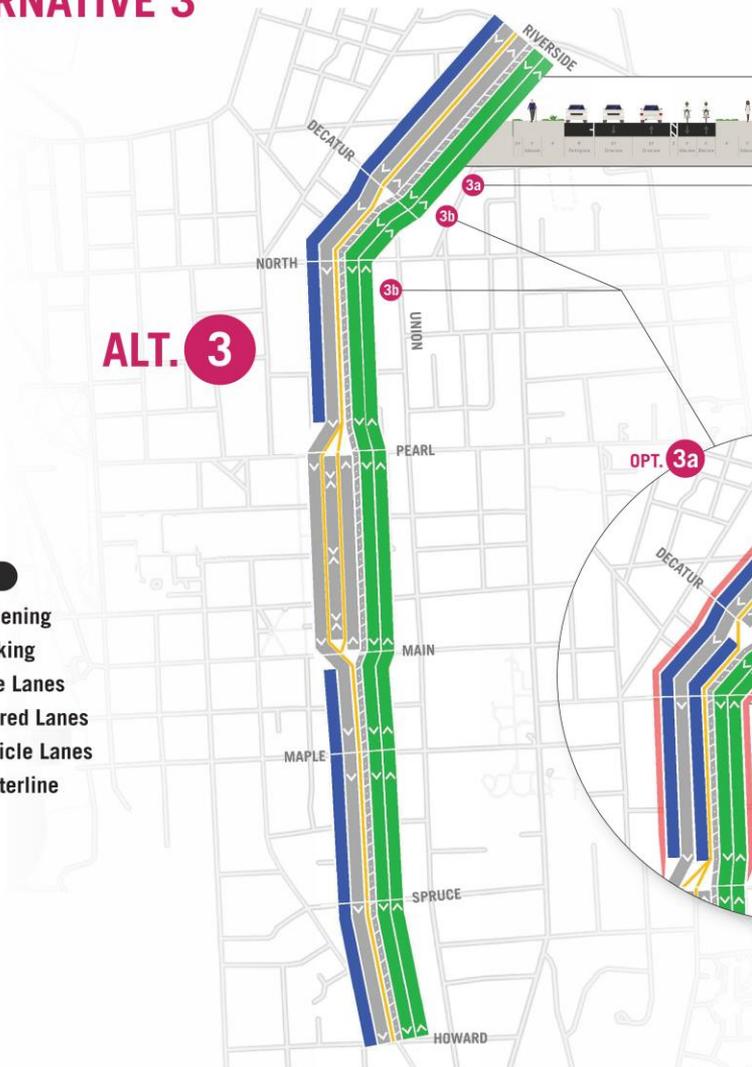
EXISTING



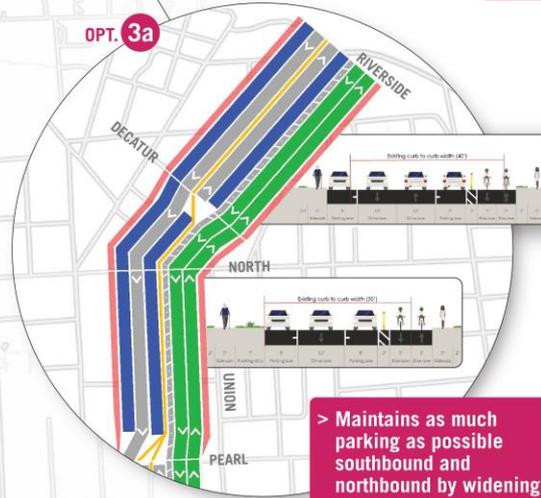
LEGEND

- Widening
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ALT. 3



> Maintains on-street parking north of Union by keeping existing sharrows and reducing the greenbelt to create a two-way shared use path



> Maintains as much parking as possible southbound and northbound by widening the road and reducing greenbelt



Preferred Alternative

Interim Actions (2020)

1. A comprehensive **Parking Management Plan (PMP)** is recommended to identify strategies for managing parking in the Pearl Street to Riverside Avenue study area. No changes to on-street parking will be made until agreement on the outcomes of the PMP.
2. Improve **bicycle wayfinding** between the southbound Winooski Avenue bike lane and the northbound Union Street bike lane.
3. **Advance pilot projects** or demonstrations to test mini-roundabouts on North Winooski Avenue.
4. Address **commercial loading and driveway queueing** on Winooski Avenue in the downtown.
5. Evaluate public safety impacts, traffic operations, driveway access, Marketplace garage circulation, roadway dimensions, and VTrans approvals for a potential **median in the downtown.**

Northern Segment – Timeline

2020

- Conduct the Parking Management Plan for the two study areas: Pearl Street to North Street and North Street to Riverside Avenue. Identify management or solutions to mitigate the loss of on-street vehicle parking by 2021.
- Conduct pilots for the two mini-roundabouts at North Street and Union Street.
- Initiate preliminary design and engineering. Develop plans for revising signage, striping, stormwater drains, and other infrastructure in the corridor. Identify where minor curb movement might accommodate some indented on-street vehicle parking spaces.
- Develop wayfinding signs for parking and bicycle travel to increase the use of the Union Street bicycle lanes in the near-term prior to any changes in on-street parking.

2020–2021

- Initiate permanent installs of the mini-roundabouts upon successful trials.

2021

- Complete physical work upon agreement on Parking Management Plan outcomes. Retain current vehicle travel patterns, stripe bicycle lanes in both directions between, and remove east side parking between North Street to Pearl Street and Riverside Avenue to Union Street.
- Improve transit stops outside the community health center, reevaluate the mid-block crossing north of Union Street, and improve bicycle detection at the Riverside Avenue traffic signal.

Beyond 2021

- Identify funding to modify the roadway for longer-term improvements such as two-way traffic for all modes north of Pearl Street, expanded transit service, protected bicycle lanes where feasible, underground utilities, incorporate stormwater management, improve transit stops, add street trees, benches and other pedestrian amenities, and incorporate additional on-street parking wherever possible.

Downtown Segment – Timeline

2020

- Initiate preliminary design and engineering for one-southbound vehicle lane, one-northbound vehicle lane, a center turning lane, northbound and southbound bicycle lanes, revised signal designs and signal timings, stormwater drains, and other infrastructure in the corridor.
- Prioritize protection for people walking or bicycling.
- Develop wayfinding signs for city parking and bicycle travel.
- Assess Marketplace Garage entrance options.
- Engage with City Market and other property owners along the corridor.
- Evaluate the operations and safety of a raised median and other streetscape enhancements.
- Finalize design for the corridor changes and implement or pilot as much as possible in 2020.

2020-2021

- Complete physical works.
- Install additional streetscape and safety enhancements and make final adjustments to shorter-term improvements in advance of roadway paving in 2022. Enhance the Bank Street transit stop, add street trees, and improve the pedestrian experience with benches, trees, and other amenities. Consider a median in place of the center turn lane.

Beyond 2021

- Identify funding to modify the roadway for longer-term improvements such as protected bicycle lanes, expanded transit service, underground utilities, stormwater management, and a median.

Southern Segment – Timeline

2020-2021

- Initiate preliminary design and engineering
- Engage with property owners and neighborhoods affected by change in parking and change in vehicle lanes.
- Complete the shorter-term projects and restriping of lanes
- Make final adjustments to shorter-term improvements in advance of roadway paving in 2022.

Beyond 2021

- Identify funding to modify the roadway for longer-term improvements such as protected bicycle lanes, parking, two-way travel for all modes, underground utilities, and stormwater management.

Downtown Section – a note on 2020 work

Known Challenges

- SSTA – limited options at Howard Center
- Driveway queueing at City Market and Marketplace Garage
- Relocate commercial deliveries
- Complete roadway design and signal timing plan
- Hire contractor

Risks to Schedule & Success

- No resolution to SSTA or City Market queuing, congestion blamed on project, safety challenges exacerbated
- Contractor availability & weather
- Opposition could delay project
- Limited staff capacity for signal work
- Limited capacity for other challenges

Established Plan

- DPW staff time committed
- IFB this week for contractor
- Design contract by Feb. 19
- Monthly meetings with Howard Center, City Market, others
- Ordinance changes by Sept.

Requested Action

- We respectfully request the TEUC sponsor a Resolution for City Council requesting the Department of Public Works implement the recommendations of the Winooski Avenue Transportation Study and provide bi-annual updates to the TEUC and area Councilors.



Thank you