

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