Agenda

• Corridor Study initiation
• North Ave Study Goal
• What Are Complete Streets?
• Study Process, Schedule and Work To-date
• Preliminary Corridor Strategies
• Next Steps
  – Public Workshop #3: May 20th, 7:00 PM at St. Mark’s Church
Corridor Studies in Burlington

- 2011 Transportation Plan
The study will evaluate North Avenue from a “Complete Streets” perspective and develop recommendations for remaking the corridor to accommodate all users.
What Are Complete Streets?

Streets designed to safely accommodate all users regardless of age, ability or modal preference - pedestrians, bicyclists, motorists, and bus riders.
Why Complete Streets?

• Provide greater mobility, accessibility and opportunity to those without a car.

• Offer a choice for less costly and environmentally sound modes of transportation.

• Active travel (walking and bicycling) can improve health and provide needed daily exercise.
2011 Complete Streets Legislation

• Effort to pass H. 198 was led by AARP and many other state organizations.
• Act 34 went into effect July 1, 2011
• “… purpose … is to ensure that the needs of all users of Vermont’s transportation system—including motorists, bicyclists, public transportation users, and pedestrians of all ages and abilities…”
North Ave Study Process

Public Workshop #1
- Collect Information & Identify Issues
- Evaluate Existing and Future Conditions
- Develop Corridor Vision and Goals
- Identify Options
- Evaluate Options
- Implementation Plan

Public Workshop Process

Public Outreach Process
Participants

- Burlington City Council
- Burlington School District
- City of Burlington Departments
- CCRPC
- CCTA
- AARP
- NPA Reps from Wards 3, 4 and 7
- Livable Communities
- Local Motion
Study Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Task 1</td>
<td>Study Initiation</td>
</tr>
<tr>
<td>Task 2</td>
<td>Public Involvement</td>
</tr>
<tr>
<td>Task 3</td>
<td>Existing &amp; Future Conditions</td>
</tr>
<tr>
<td>Task 4</td>
<td>Study Vision, Goals and Strategies</td>
</tr>
<tr>
<td>Task 5</td>
<td>Develop and Evaluate Corridor Options</td>
</tr>
<tr>
<td>Task 6</td>
<td>North Avenue Implementation Plan</td>
</tr>
</tbody>
</table>

**Key:**
- ◇ Public Meetings/Workshop
  1. Overview, existing & future conditions, issues
  2. Concepts workshop
  3. Select preferred alt(s)
  4. Final recommendations
- ● Advisory Committee Meeting
  1. Study overview/process
  2. Existing & future conditions, vision & goals
  3. Finalize vision & goals, initial concepts
  4. Refine concepts, preliminary preferred alts
  5. Recommendations
Vision Statement for North Avenue

North Avenue will continue to serve as the primary transportation corridor connecting Burlington’s New North End with the rest of the City.

As the North End’s “Main Street,” North Avenue will provide for safe, inviting, and convenient travel for all users of all ages and abilities—including motorists, pedestrians, bicyclists, and public transportation riders.

The need to move people through the corridor will be balanced with the need to provide access to homes, businesses, and local institutions.

The corridor will develop into an attractive public space through creative streetscape, signage, and other site design features.

The corridor will become more livable and desirable by promoting social interaction, public health, economic development and environmentally sustainable initiatives.
Goals for North Avenue

- Remake the North Ave corridor into a “Complete Street” that accommodates the safe and efficient travel for all users of all abilities and provides transportation choices.

- Improve safety for all users.

- Provide a range of convenient and efficient travel options and improve multimodal connections.

- Develop strategies that support vibrant and livable neighborhoods in the New North End; enhance the quality of life of residents and visitors; and support sustainable economic growth.
Corridor Conditions
Corridor Conditions

• Consider issues from the perspective of bicyclists, motorists, bus riders and walkers.

• 5 distinct corridor segments.
Plattsburg Ave Intersection
Plattsburgh Ave to Shore Rd

Physical Characteristics
• 40’ curb to curb width
• 65’ R.O.W. (corridor-wide)
• One travel lane in each direction
• On-street parking
• Sidewalks with landscape strip
• No bicycle accommodations
• Traffic signals at Plattsburg Ave, Woodbury Rd and Shore Rd.

Traffic
• 10,800 AADT

Land Use
• Single-family residential, multi-family, scattered retail, institutional.

Observations
• Few opportunities to cross North Avenue (corridor-wide issue)
• Many school children walking to/from school
• ADA curb ramps are present but outdated (corridor-wide issue)
• Wide travel way – unclear where on-street parking is allowed
• Frequent driveways (corridor-wide issue)
• Several offset intersections
Corridor Issues – General

- Few opportunities to safely cross North Avenue
- Outdated curb ramps and poor sidewalk conditions
- Missing pedestrian crossings at certain intersection approaches
- Lack of audible countdown pedestrian signals
- Frequent driveways along certain corridor segments
- Several offset/skewed intersections (Ethan Allen Parkway, Shore/Heineberg, Plattsburg Ave) – difficult to navigate as a cyclist or pedestrian
- Missing/substandard bicycle facilities in certain corridor segments
- Safety issues for all modes
- Wide travel way from Plattsburg Ave to Shore Rd – unclear where on-street parking is allowed
Corridor Issues – Specific Segments

- Plattsburgh to Shore:
  - No bicycle facilities
  - Wide travel way – unclear where parking is allowed

- Shore Road to VT 127:
  - Left turns frequently block through lanes
  - Travel lanes are relatively narrow

- VT 127 to Institute Rd
  - No provision for southbound bicyclists
  - Bike lane discontinuity at Institute Road

- Institute Rd to Washington St
  - High vehicle speeds

- Washington St to North St
  - Northbound bike lane is narrow
  - Narrowest road width (curb to curb) of any segment along the corridor
Improvement Options
Public Workshop #2
February 20, 2014
Initial Universe of Improvement Options

- **Intersection treatments** at Institute Rd, VT 127, Ethan Allan Pkwy, Shore Rd/Heineberg Rd, and Plattsburg Ave
  - Roundabouts, signalized intersections with improvements, re-alignment
  - Improved pedestrian and bicycle travel through intersections
  - Eliminate high speed right turns

- **Rightsize the corridor** between VT 127 and Shore Rd/Heineberg Rd intersection
  - One travel lane each direction, a center left turn lane & designated bike facilities

- **Selective elimination of on-street parking** for some corridor segments
Initial Universe of Improvement Options

- Configuration of \textit{bicycle accommodations} for short and long term
  - Sharrows or designated bike lanes (in combination with rightsizing and selective parking elimination)
  - One or two-way cycle tracks or buffered bike lanes

- Improvements to pedestrian facilities
  - Add pedestrian crossings at signalized intersection approaches
  - Add mid-block crossings at high activity areas
  - Add audible countdown signals
  - Consider gateway treatments and raised crossings
Shore Rd to VT 127 Segment

1. Ethan Allen Shopping Center Intersection Options
   - Short Term (< 3 Years)
     - Rightsize corridor (shown above).
     - Investigate No Right Turn on Red.
   - Mid (< 7 Years) or Long Term (> 10 Years)
     - Short-term treatments +
       - Normalize mobile home driveway into true street (shown above).
       - Better define access to Bamboo Hut with curbs and driveways.

2. Ethan Allen Parkway Intersection Options
   - Short Term (< 3 Years)
     - Rightsize corridor + minor realignment (shown above) with bulb out.
     - South, west, and Ethan Allen Park entrance crosswalks.
     - Bike treatments (shown on cross section diagrams).
     - Expand signal to include Little Eagle Bay.
   - Mid (< 7 Years) or Long Term (> 10 Years)
     - Short-term treatments +
       - Roundabout (shown above, requires additional property).
       - Resolve driveway access on west side of intersection.
       - Relocate Ethan Allen Park entrance.
VT 127 to Washington St

VT-127 Ramps Intersection Options

1. VT-127 Ramps
   - Short Term (< 3 Years)
     - Rightsize corridor + removal of northbound high-speed right turn ramp (shown above).
   - Mid Term (< 7 Years)
     - Signaled intersection with dual southbound left-turn lanes (shown above).
   - OR
     - Short-term treatments + Roundabout (shown above, requires additional property).
   - Long Term (> 10 Years)
     - Short-term treatments + Roundabout (shown above).

2. Institute Road Intersection Options
   - Short Term (< 3 Years)
     - Reduce bus pull-out size south of intersection.
   - Mid Term (< 7 Years) or Long Term (> 10 Years)
     - Short-term treatments + Roundabout (shown above, requires additional property).
     - Move northbound bus stop to far side of intersection.

North Avenue Corridor Study

VT-127 to Washington St/ Berry St

Updated: February 16, 2014

- North Ave Crosswalks
  - Existing
  - Potential
- Existing Bus Stops
  - Southbound
  - Northbound
- Other Existing
  - Bike Lane
  - Traffic Signal
Washington St to North St

North Avenue Corridor Study

Washington St/Berry St to North St

Updated: February 16, 2014

North Ave Crosswalks
- Existing
- Potential

Existing Bus Stops
- Southbound
- Northbound

Other Existing
- Bike Lane
- Traffic Signal

1 Washington Street/Berry Street Intersection Options

Short Term (< 3 Years)
- Rapid flash beacon for crosswalk.

Mid (< 7 Years) or Long Term (> 10 Years)
- Short-term treatments + Raised intersection (shown above).

2 North Street Intersection Options

Short Term (< 3 Years)
- Realign crosswalks (shown above) to shorten distances.
- Investigate protected/pedestrian southbound left turns or split phasing signals/removal of turn lane.
- Investigate No Right Turn on Red.

Mid (< 7 Years) or Long Term (> 10 Years)
- Short-term treatments + Gateway treatments.

Bike treatments (shown on cross section diagrams).
North Avenue Corridor Study
Washington St/Berry St to North St

Option A:
(Within Existing Curbs)

Short-Term: < 3 Years
33-ft

Option B

Mid-Term: < 7 Years
40-ft

Option C

44-ft

Option D

Long-Term: > 10 Years
44-ft

Option E

48-ft
Next Steps

• Analyze transportation improvement options to address identified issues and meet corridor vision and goals
  – All modes
  – Short, Medium, Long Term

• North Ave Public Workshop #3:
  – Tuesday, May 20\textsuperscript{th} at 7:00pm, St. Mark’s Church Family Center (1251 North Avenue)
Thank You!