



FRONT PORCH FORUM: A Note from DPW About the Champlain Parkway

Thank you for sharing your observations and concerns related to the Champlain Parkway Project.

No Turn on Red at Lakeside Avenue and the Parkway

The design of the Lakeside and Pine Street intersection was based on an exclusive pedestrian phase along with a variety of vehicle type usage which included an increased volume of tractor trailers along with passenger vehicles. This means that stop bar locations and right turn on red restrictions were designed with these considerations for the safety of all users pedestrian, bicyclists and motorists.

When there is an exclusive pedestrian phase, meaning pedestrians have specified time to cross in all directions, all vehicles have a red signal. It is recommended for pedestrian and bicycle safety to consider a right turn restriction during this phase. Additionally with the geometry of the intersection, the specific turn you are inquiring requires tractor trailers to swing wide into the intersection which puts them in conflict with north bound vehicles on Pine Street. These were a couple of the primary safety considerations that lead to the no right on red design.

The design and turn restrictions were developed from the Manual on Uniform Traffic Control Devices (MUTCD) standards. The MUTCD is the national standards for guidance on traffic signals, signage, pavement markings and issued by the US Federal Highway Administration which is a requirement for the Champlain Parkway Project to be followed for this federally funded project.

Lack of Directional Signage for Pedestrians/Cyclists

The City has installed wayfinding signage on Shelburne Street and Pine Street identifying the shared-use path connection between Pine Street (near the cul-de-sac) and Shelburne Street (near Buffalo Wild Wings). That connection is intended primarily for local use and is not currently part of Burlington's broader bicycle network.

With respect to signage directing cyclists from the Champlain Parkway shared-use path to this connection, the City does not currently plan to add such signage. While the Parkway shared-use path ends at Home Avenue, there are no designated bicycle accommodations along Home Avenue between the Parkway and Pine Street. As a result, the City does not consider the Pine Street–Shelburne Street connection to be a continuation of the Parkway shared-use path.

The southern terminus of the Parkway shared-use path at Home Avenue does provide a direct connection westward to the section of the Island Line Trail that runs along the west side of the Champlain Parkway between Home Avenue and Queen City Park Road. There is signage along the Parkway just north of Home Avenue along the west side of the roadway which identifies the connection to Island Line Trail for cyclists traveling along the roadway. Based on your feedback, the City will look into adding signage at this location to better identify that connection to the Island Line Trail for users on the shared use path.

We appreciate residents taking the time to report these issues and provide detailed observations.

Best,

The Champlain Parkway Project Team



FRONT PORCH FORUM COMMENTS:

The following is part of the reply I received on Thursday from an engineer at the Burlington Department of Public Works. My thanks to him for his timely and well explained response to my query and to the whole Department for all the good work they do for the people of Burlington, no matter how crummy the weather happens to be. And my sincere apologies for referring to the design of that intersection as stupid.

"When there is an exclusive pedestrian phase, meaning pedestrians have specified time to cross in all directions, all vehicles have a red signal. It is recommended for pedestrian and bicycle safety to consider a right turn restriction during this phase. Additionally with the geometry of the intersection, the specific turn you are inquiring requires tractor trailers to swing wide into the intersection which puts them in conflict with north bound vehicles on Pine Street. These were a couple of the primary safety considerations that lead to the no right on red design."

btw: If one goes around expecting to be ignored by other people, the odds are good that you will be.

This is a copy of a note I just sent to the DPW. I never got an answer to my last forum post. Maybe they'll answer this one.

I would very much like to know the reasoning behind not allowing right on red at the intersection of Pine Street and Lakeside Avenue. It is a simple T intersection with unimpeded sight lines for drivers turning west off of Pine Street on to Lakeside Ave. or drivers turning south off of Lakeside Ave. on to Pine Street. Clogging up that intersection by forbidding right on red turns makes no sense at all.

"I would very much like to know the reasoning behind not allowing right on red at the intersection of Pine Street and Lakeside Avenue." as has been said before here, this is safer. many of us are thankful for it.

btw: expectations can be a real challenge - such as expecting an official DPW response, wherever one might feel like venting

I hope the folks who need to read my posting get to do so, but I also think Local Motion should weigh in on this, too.

In addition to the giant sign at the Home Avenue intersection where the Parkway continues to 1-189 that warns No Pedestrians or Bicycles, I hope there is soon added big signs (including below this one) directing Peds and Bikes to the multi-use path that parallels the Parkway out to Shelburne Road.

Why this wasn't in the design to begin with baffles me.