



FRONT PORCH FORUM: Our New “Traffic Patterns”

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 the idea of adding signage to direct cyclists from the Champlain Parkway shared-use path to this connection, the City does not currently plan to add 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.

Speed Limit

The 25 MPH speed limit on the Champlain Parkway was established through a public planning and design process that emphasized creating a neighborhood-friendly city street rather than a high-speed roadway. In 2015, the Public Works Commission unanimously agreed to reduce the speed limit north of Home Avenue from the previously proposed 35 MPH to 25 MPH and voted to decrease speeds more quickly between Interstate 189 and Home Avenue as the Parkway transitions into the city street network.



This approach reflected decades of public input advocating that the project be scaled down from a fast, four-lane highway concept to a two-lane urban corridor that better balances vehicle travel with the needs of nearby neighborhoods, pedestrians, bicyclists, and other users. While portions of the Parkway have limited driveway access and a separated shared-use path, the roadway is designed to connect with residential areas, local streets, and recreational facilities. The 25 MPH speed limit helps support that transition, encourages more consistent speeds, and improves safety for all users along the corridor.

Monitoring

The DPW and the Champlain Parkway Project Team are actively monitoring traffic flow and operations throughout the project limits through traffic data collection from the traffic signals, field observations, and community feedback. We encourage residents to submit comments and observations directly to the Project Team. All feedback received is reviewed and becomes part of the public record.

In addition to ongoing monitoring, certain project elements will be evaluated through post-construction studies required by the project's Act 250 permit, including noise and traffic-related monitoring.

We appreciate the suggestion of a public survey. At this time, the City is gathering information through a combination of traffic data, field observations, and direct community feedback.

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

Best,

The Champlain Parkway Project Team



FRONT PORCH FORUM COMMENTS:

I'm making a mental list of all the annoying features brought about with the completion of the Champlain Parkway. I've already questioned the No Turn On Red restriction turning right onto Lakeside from the Parkway; and the lack of directional signage for pedestrians and cyclists reaching the newly-opened section of the Parkway.

Here's another (and I have two more, saved for another day).

A long part of the Parkway has a 25 MPH restriction. Shelburne Street, with its numerous driveways, side streets, businesses and residences has a 30 MPH speed limit. The Parkway has none of these sorts of potential safety hazards (and even the unrestricted section has a dedicated pedestrian/bike path and fencing to keep folks out of harms way). And so this begs the question "why 25 and not 30?" Or even 40 in the restricted section?

The Project folks and DPW beg our patience as bugs are worked out (my phraseology), but I wonder how they are collecting data and observing the sort of issues I'm raising in order to make changes. I think a public survey would be useful.