

# Steering Committee Meeting

August 23, 2017



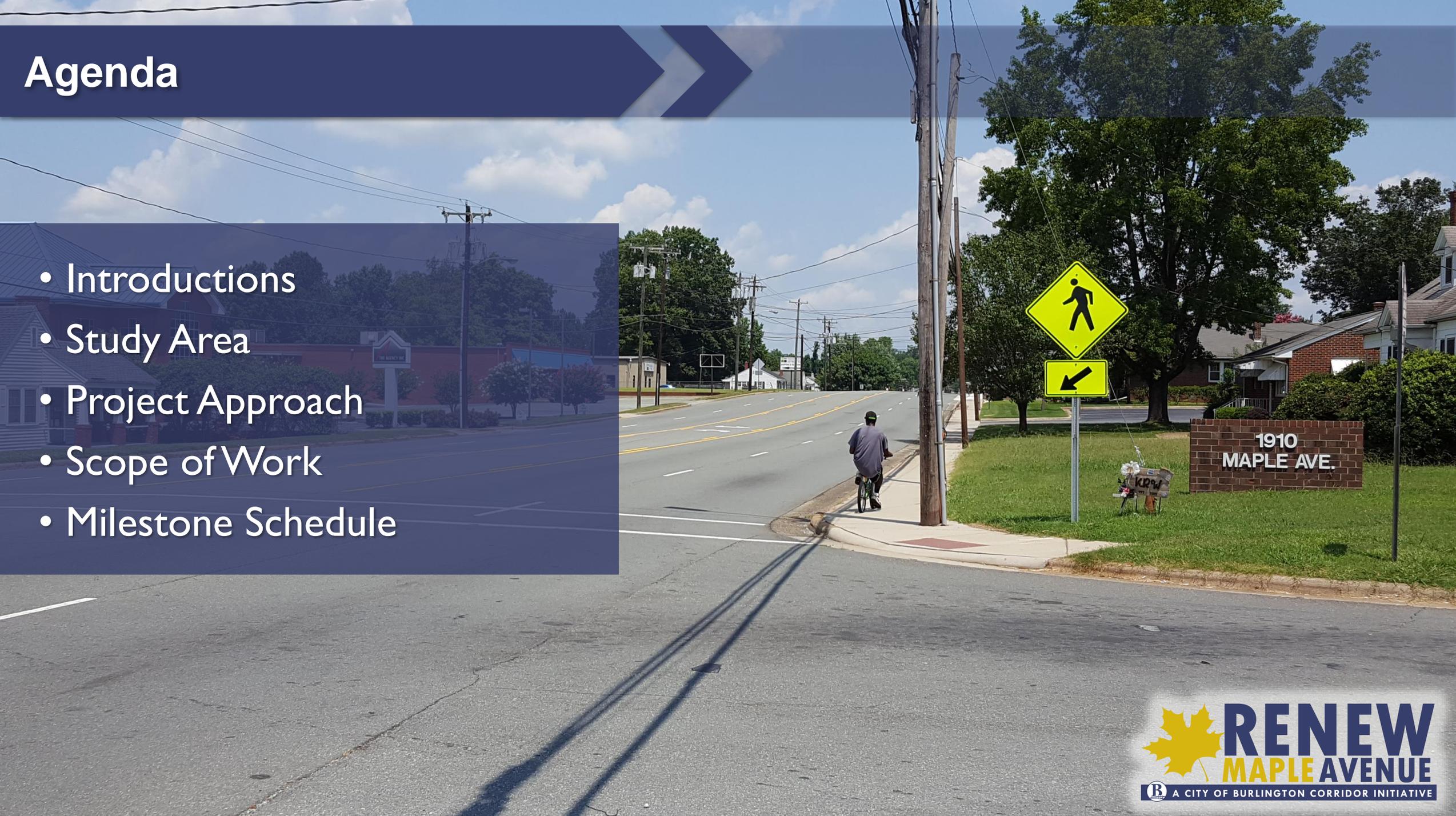
# RENEW MAPLE AVENUE



A CITY OF BURLINGTON CORRIDOR INITIATIVE

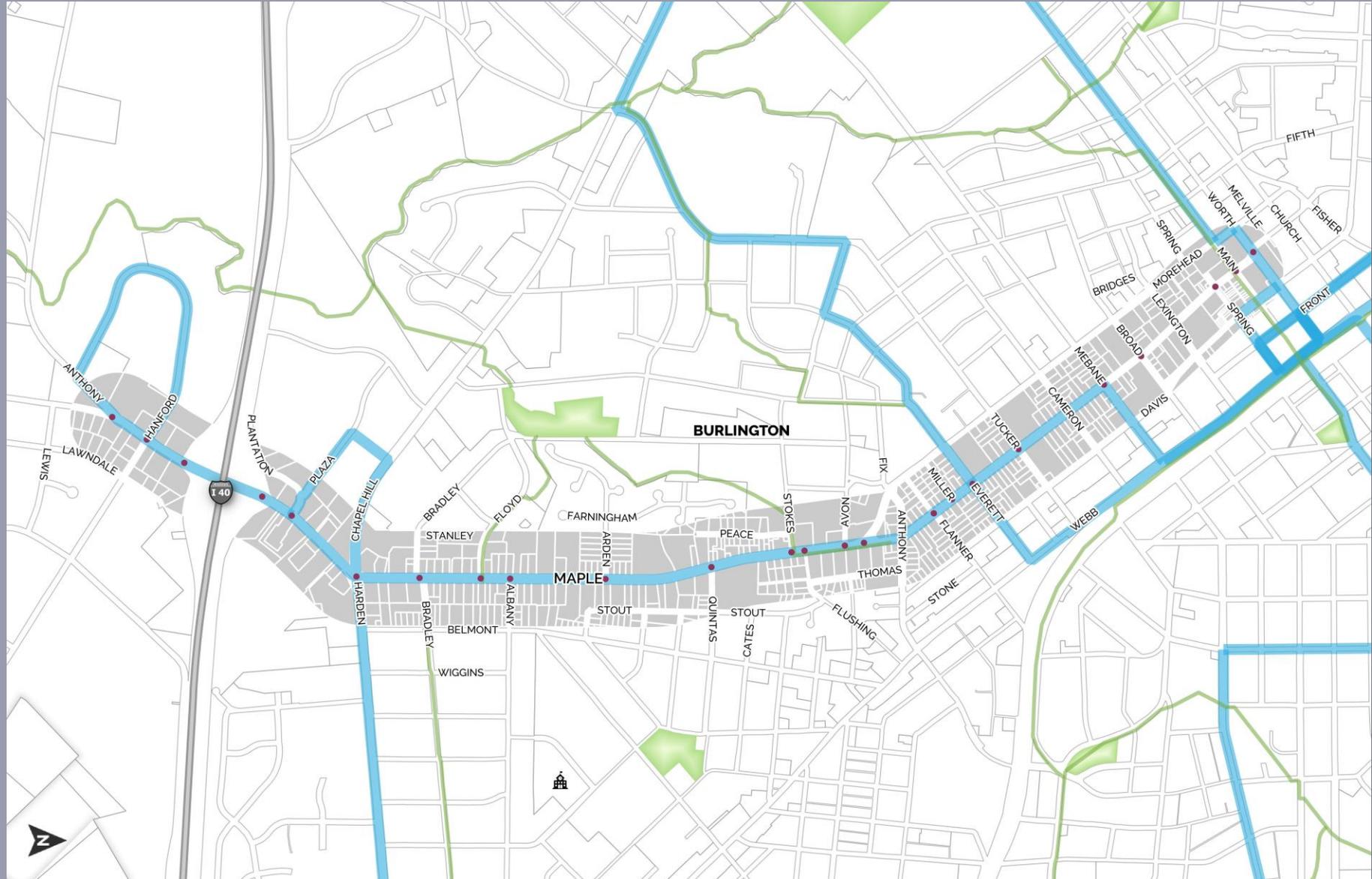
# Agenda

- Introductions
- Study Area
- Project Approach
- Scope of Work
- Milestone Schedule



# Study Area

- Anthony Road to Church Street
- 2.7 miles



# Comprehensive Approach



Using only **One Word**, how would you describe Maple Avenue as it is today?

# Critical Considerations

- Auto-oriented commercial
- Neighborhoods
- Downtown
- Diverse incomes
- Mix of land uses
- Interstate 40
- High traffic speeds
- Significant through traffic
- Stormwater
- Varying cross sections
- Traffic congestion
- Intersection geometry
- Interchange effectiveness for all modes
- Lack of bike/pedestrian facilities
- Limited transit service
- Development pressures
- Access management issues
- Utilities

# One Size Will Not Fit All

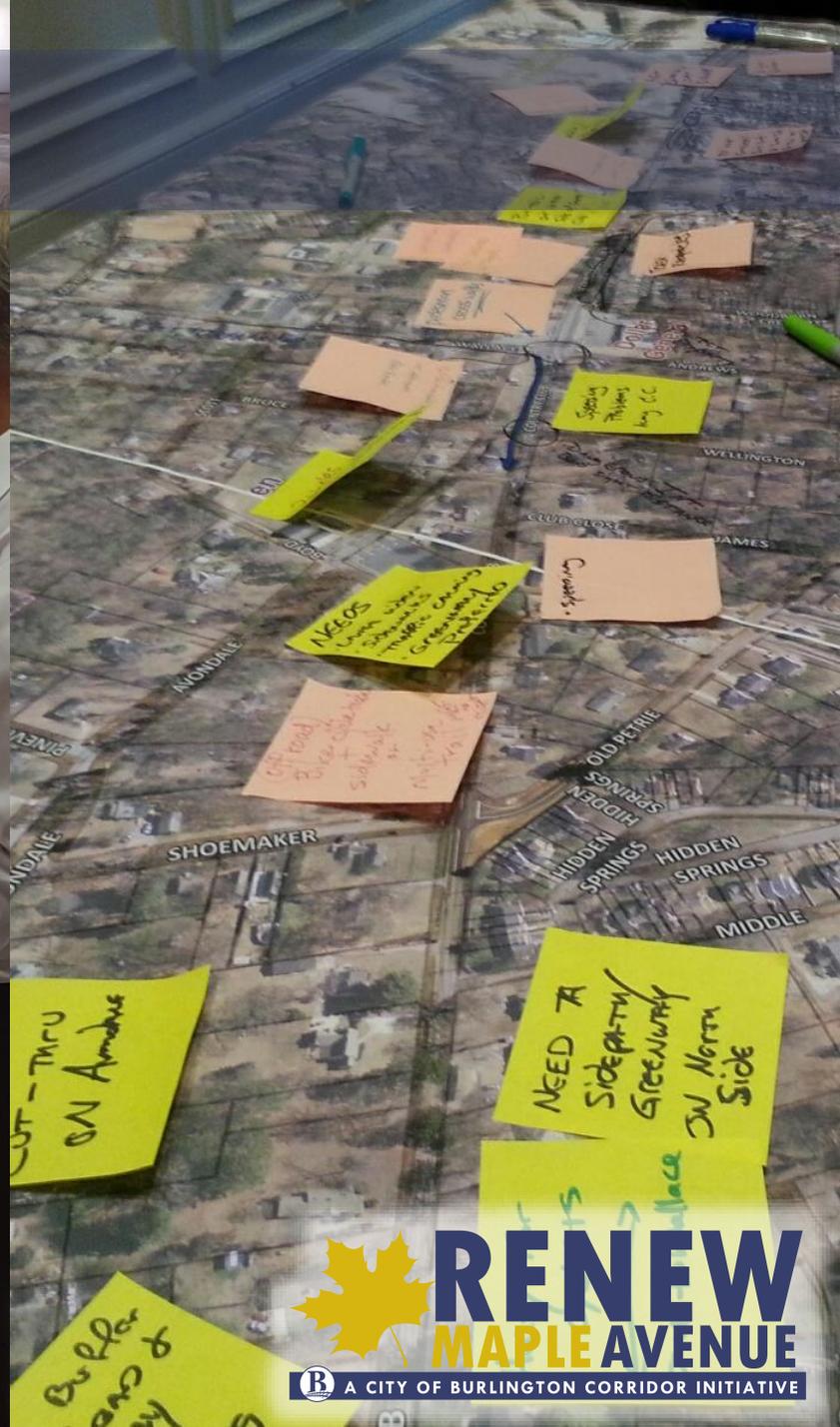
- Varying constraints and characters require responsive solutions
- Corridor subsets
- Phasing
- Balanced solutions
  - Technical analysis
  - Guiding principles
  - NCDOT support

# Great Streets Approach

- People as priority
  - People who drive cars, trucks, walk, bike, ride transit, and live and work along/near the street
- Quality of design
- Quality of service for transportation
- Quality of life for residents and users

*Make the trip as enjoyable  
as the destination*

# Public Engagement



# Baseline Review

- Establish existing conditions
- Educate public on current realities
- Partnership between City staff and consultant team

Maple Av  
700

# Motor Vehicle Analysis

- Targeted performance analysis
- Congestion Management / Safety
  - Geometric issues
  - Sight distance issues
  - Queuing
  - Access management
  - Balance w/other modes
  - Increased efficiency



# Complete Streets Analysis

- Focus on all users
- Demand analysis
- Access to transit
- Complete Streets scenarios
  - Complete the network
  - No silver bullets
  - Streetscape plan
  - Regulatory controls
  - Innovative solutions

# Development Regulations Analysis

- Review existing regulations
- Comprehensive approach to recommendations
  - GIS mapping of vacant/abandoned lots
  - Driveway inventory/access standards based on best practices
  - Connectivity regulations
  - Landscape treatments
  - Vehicle and bike parking
  - Internal parcel circulation
  - Building setbacks and build-to
  - Façade enhancements
  - Identity and wayfinding



When hearing “Maple Avenue,” what do you wish would be people’s **First Thought**?

# Market Analysis

- Research and data collection
- Demographic and economic comparative analysis
- Qualitative market analysis

# Burlington at a Glance

## KEY FACTS

53,997  
Population



2.38  
Average Household Size

39.3

Median Age

\$41,257

Median Household Income

## EDUCATION

18%

No High School Diploma



27%  
High School Graduate



32%  
Some College



24%  
Bachelor's/Grad/Prof Degree

## BUSINESS



2,639

Total Businesses



37,892

Total Employees

## EMPLOYMENT



White Collar

58%



Blue Collar

25%



Services

17%

6.3%

Unemployment Rate

## INCOME



\$41,257

Median Household Income



\$24,791

Per Capita Income



\$35,273

Median Net Worth

## Tapestry Segments



8G

**Hardscrabble Road**

2,975 households

13%

of Households



8F

**Old and Newcomers**

1,835 households

8%

of Households



5B

**In Style**

1,756 households

8%

of Households

# Economic Base Analysis

Basic Employment

Total Employment

Total Population

Total Income

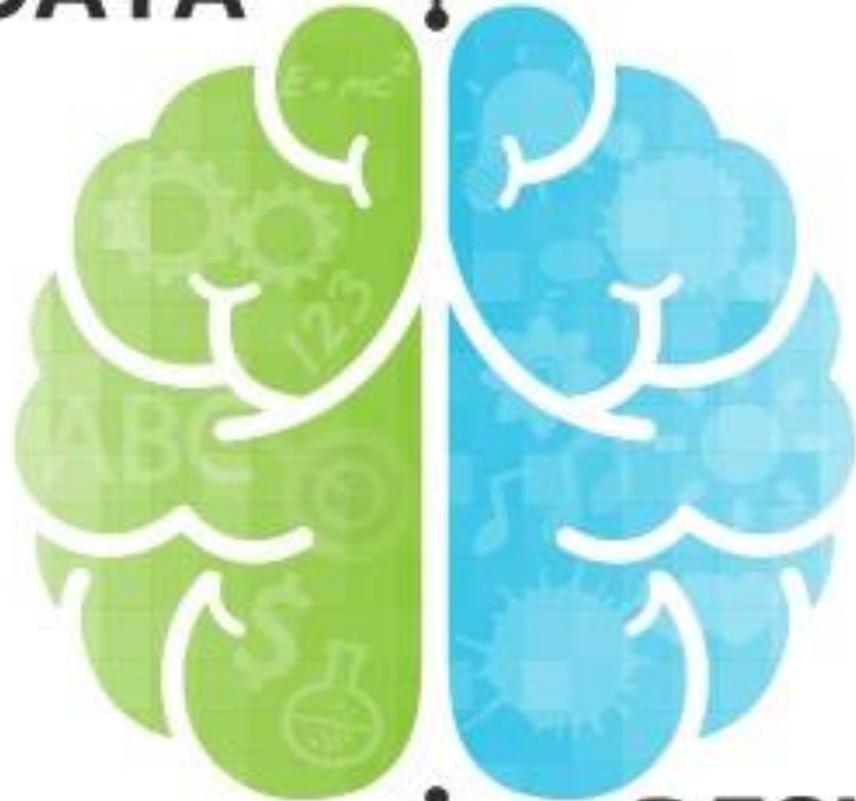
Total Demand

# Site Specific Analysis

- Locational analysis
- Trade area analysis
- Product programming

# Integration

**DATA**



**DESIGN**



# Economic Development Strategy

- Economic strategy and development scenarios
- Illustrative site plans
- Economic and development impact
- Infrastructure impact
- Net fiscal impact
- Economic impact
- Public finance structures



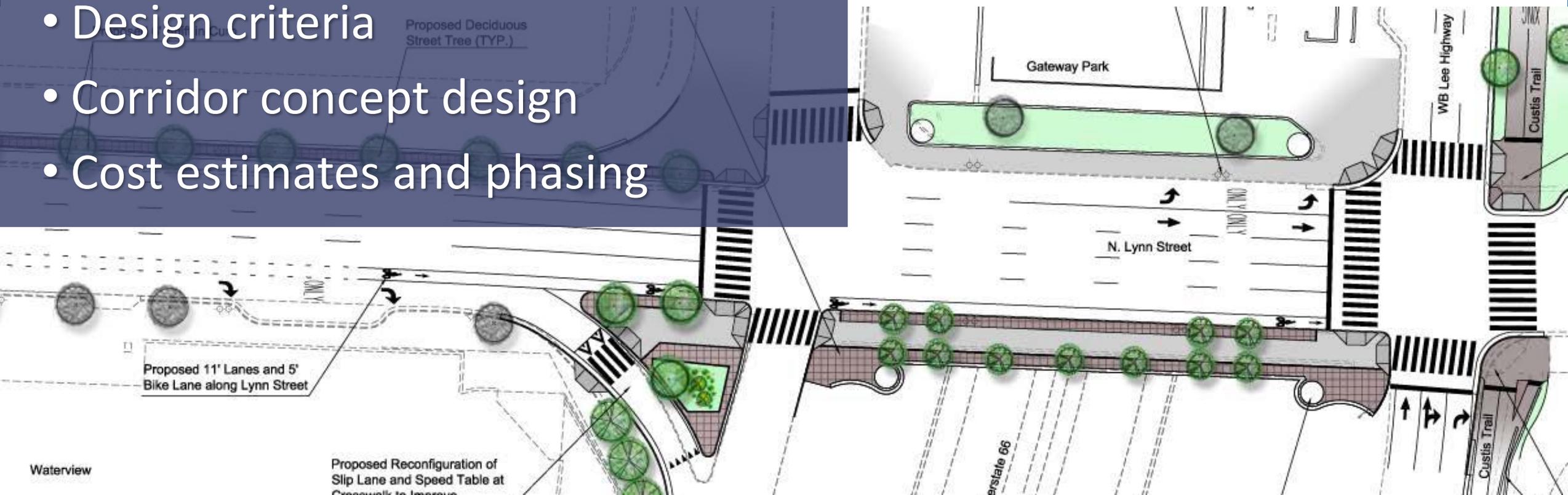
GREETINGS FROM THE

NEW  
BURLINGTON

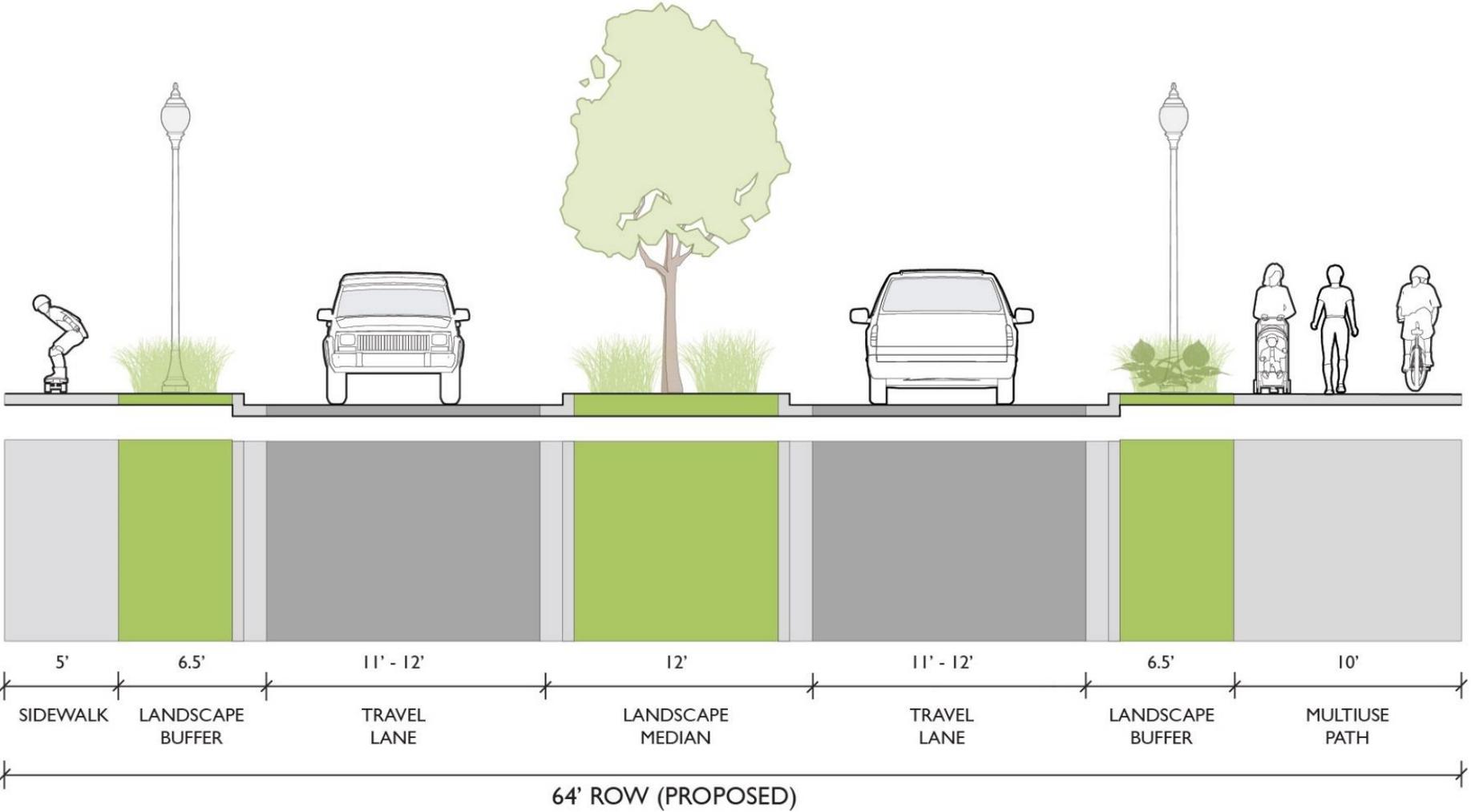


# Conceptual Design Approach

- Multi-disciplinary team
- Schematic plan
- Design criteria
- Corridor concept design
- Cost estimates and phasing



# Cross Sections



# Renderings



# Implementation Plan

- What is recommended?
- What is priority?
- How much will it cost?
- Who is involved?
- When should it happen?
- What are the keys to success?

**Table 5.3-1**  
Capital Cost by Implementation Period and Project Type

Project Type	Implementation Period				Total Capital Costs
	Near-term (0-2 years)	Short-term (0-5 years)	Mid-term (5-10 years)	Long-term (10-20 years)	
<b>Eligible for Federal Aid</b>					
Widening	\$0	\$0	\$2,833,000	\$0	\$2,833,000
Intersection/Safety	\$606,000	\$125,000	\$0	\$588,000	\$1,319,000
New Location*	\$0	\$0	\$0	\$0	\$0
<b>Not Eligible for Federal Aid**</b>					
Local	\$35,000	\$969,000	\$740,000	\$1,347,000	\$3,091,000
<b>TOTAL</b>	<b>\$641,000</b>	<b>\$1,094,000</b>	<b>\$3,573,000</b>	<b>\$1,935,000</b>	<b>\$7,243,000</b>

\* No federal-aid eligible new location projects are included in the Dougherty Road Corridor Study.

\*\* These projects are not eligible for traditional federal-aid funding through the ARTS TIP.

Recommended Action	Estimated Cost <sup>a</sup>	Potential Responsible Agency	Comments
<b>Mid-term (5-10 years)</b>		<b>\$3,573,000</b>	
Promote Corridor as a Destination	\$50,000-\$70,000 <sup>c</sup>	City of Aiken; Aiken County	<ul style="list-style-type: none"> <li>▪ Package of enhancements to clearly identify the corridor as a neighborhood destination – not just a pass through</li> <li>▪ Gateway landscaping, community signage, monuments, banners, etc.</li> <li>▪ If incorporated with pedestrian access improvements, some enhancements may be eligible for MAP-21 Transportation Alternatives Program funding</li> </ul>
Upgrade Water Line	\$140,000-\$170,000 <sup>c</sup>	City of Aiken	<ul style="list-style-type: none"> <li>▪ Upgrade existing 50+ year-old 6-inch water line with new 8-inch water line</li> <li>▪ Coordinate with Dougherty Road Improvements</li> </ul>
Install Sanitary Sewer Line	\$300,000-\$500,000 <sup>c</sup>	City of Aiken	<ul style="list-style-type: none"> <li>▪ Install a sanitary sewer line along Dougherty Road to connect to existing gravity line at Neilson Street</li> <li>▪ Force mains and pump stations may be required for eastern and western connections and are not included in cost estimate; assume \$250,000-\$350,000<sup>a</sup> per force main and pump station</li> <li>▪ Coordinate with Dougherty Road Improvements</li> </ul>
Dougherty Road Improvements	\$2,833,000 <sup>b</sup>	SCDOT	<ul style="list-style-type: none"> <li>▪ Widen Dougherty Road to a 3-lane section from Silver Bluff Road to Whiskey Road</li> <li>▪ Maintains existing 60-foot right-of-way with possible need for slope easements or minor acquisitions in targeted locations</li> <li>▪ Should be coordinated with water, sewer, and stormwater improvements</li> </ul>
Storm Drainage Improvements	Unknown	SCDOT; City of Aiken; Aiken County	<ul style="list-style-type: none"> <li>▪ Based on recommended projects increasing the impermeable surface area of the corridor and surrounding area, need for additional detention is anticipated</li> <li>▪ Exact stormwater implications and associated cost to remedy are not determinable without improvement designs and stormwater modeling</li> </ul>

# Milestone Schedule

Task	Timeframe
Project Initiation	August 2017
Technical Analyses	August – October 2017
Market and Economic Analyses	August – October 2017
Planning Workshop	Early October 2017
Corridor Needs	October – November 2017
Draft Recommendations	December 2017
Public Open House	January 2018
Final Documentation	January – March 2018

If Renew Maple Avenue could accomplish only **One Thing**, what would you want it to be?