



Maple Ave Multimodal Study

Community Prioritization: Near and Mid-Term Survey Results

Town Council Meeting

September 14, 2020



- 57 Responses:
 - **Hard Copies** (collected night of the Community Conversation, March 2nd)
 - **Online**
- **Surveys Included**
 - Communities prioritization of the recommendations
 - Comments

Community Survey Results



Priority Summary

Green Light - Top Priority (##% = winning % amount)

- W&OD Trail Crossings Redesign (46%)
- Leading Pedestrian Intervals (52%)
- Fill Vital Sidewalk Gaps (57%)
- Traffic Impact Analysis Guidelines (47%)
- Streetscape Master Plan and Design Guidelines (40%)
- Long-Range Transportation Master Plan (53%)
- Parking Supply and Demand Study (46%)
- Church St and Lawyers Intersection Redesign (46%)

Yellow Light - Mid Priority (##% = winning % amount)

- Local Circulator (Microtransit) (35%)
- Locust Street: Trail Improvements (41%)
- Bicycle Network (42%)
- Access Management Strategy (39%)
- Pleasant Street and Courthouse Road (49%)

Red Light - Low Priority (##% = winning % amount)

- Church Street and Mill Street (48%)
- Capital BikeShare (64%)
- Maple Ave: Bus Stop Improvements (39%)

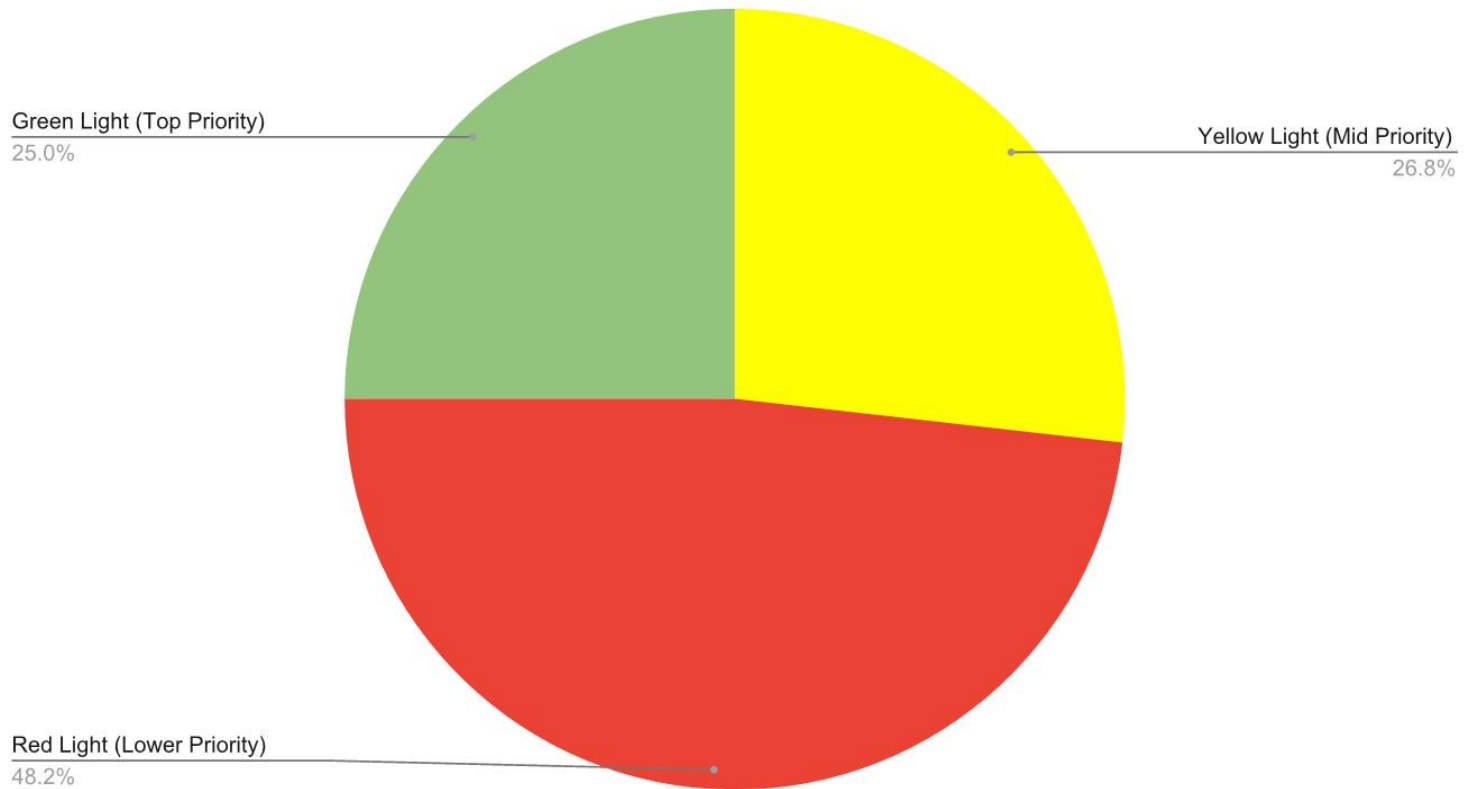
Community Survey Results

Comments Summary

- Consistent support for:
 - W&OD Trail Crossings Redesign
 - Filling Vital Sidewalk gaps
 - Leading pedestrian Intervals(LPI)
- Community is requesting improvements to non-vehicular transportation within Town. (Bike and Pedestrians)
- Parking is a concern in Town.
- Community interested in long term recommendation: Maple/Beulah/Branch reconfiguration (not presented at the Community Conversation)

Community Survey Results

Church Street and Mill Street*



Church Street and Mill Street

W&OD Trail Crossings Redesign*

Red Light (Lower Priority)

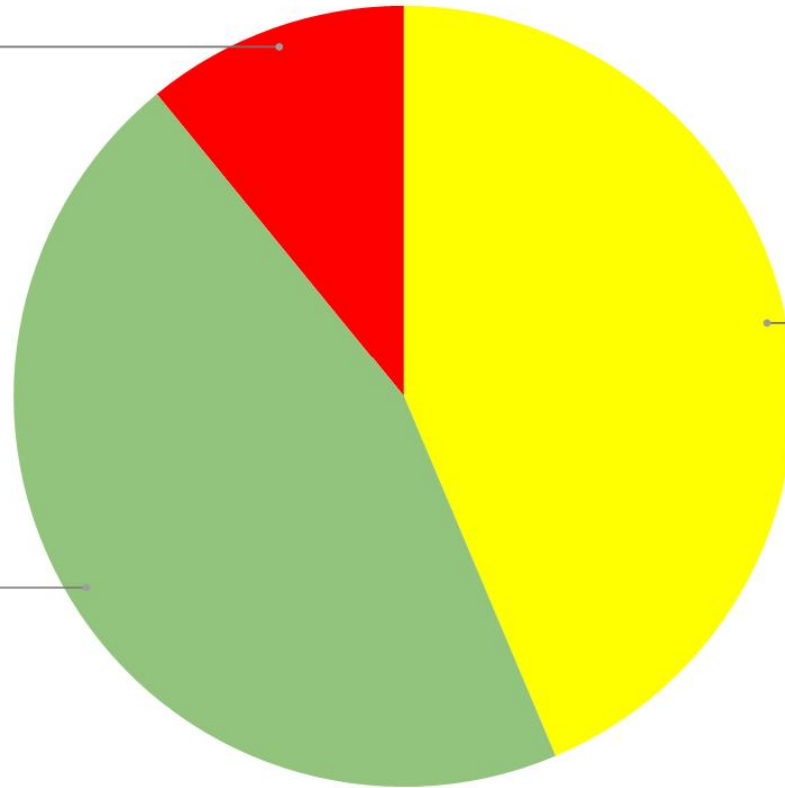
10.9%

Green Light (Top Priority)

45.5%

Yellow Light (Mid Priority)

43.6%



W&OD Trail Crossings Redesign

Leading Pedestrian Intervals*

Red Light (Lower Priority)

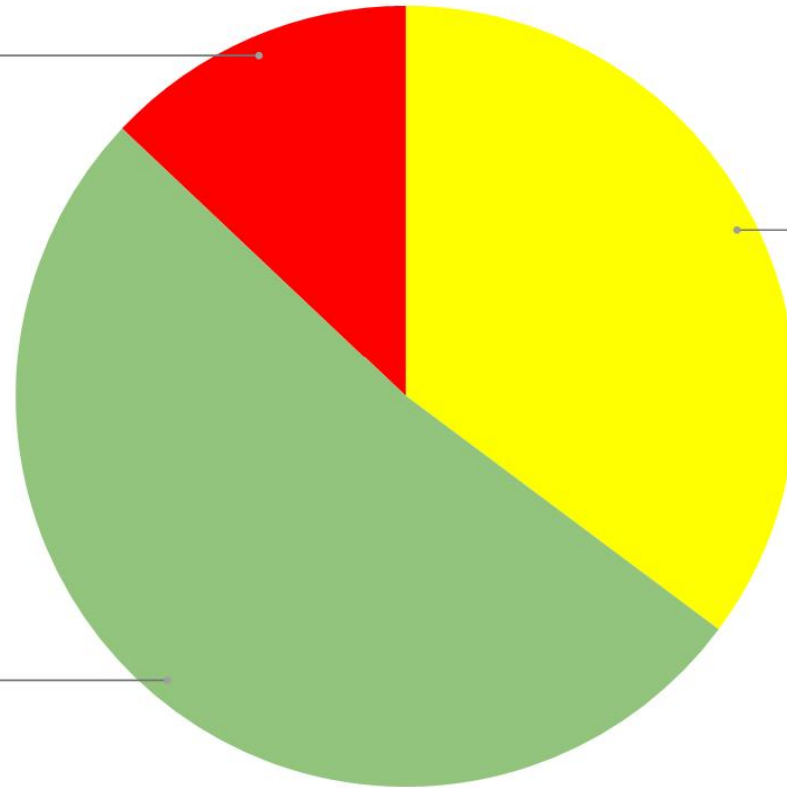
13.0%

Yellow Light (Mid Priority)

35.2%

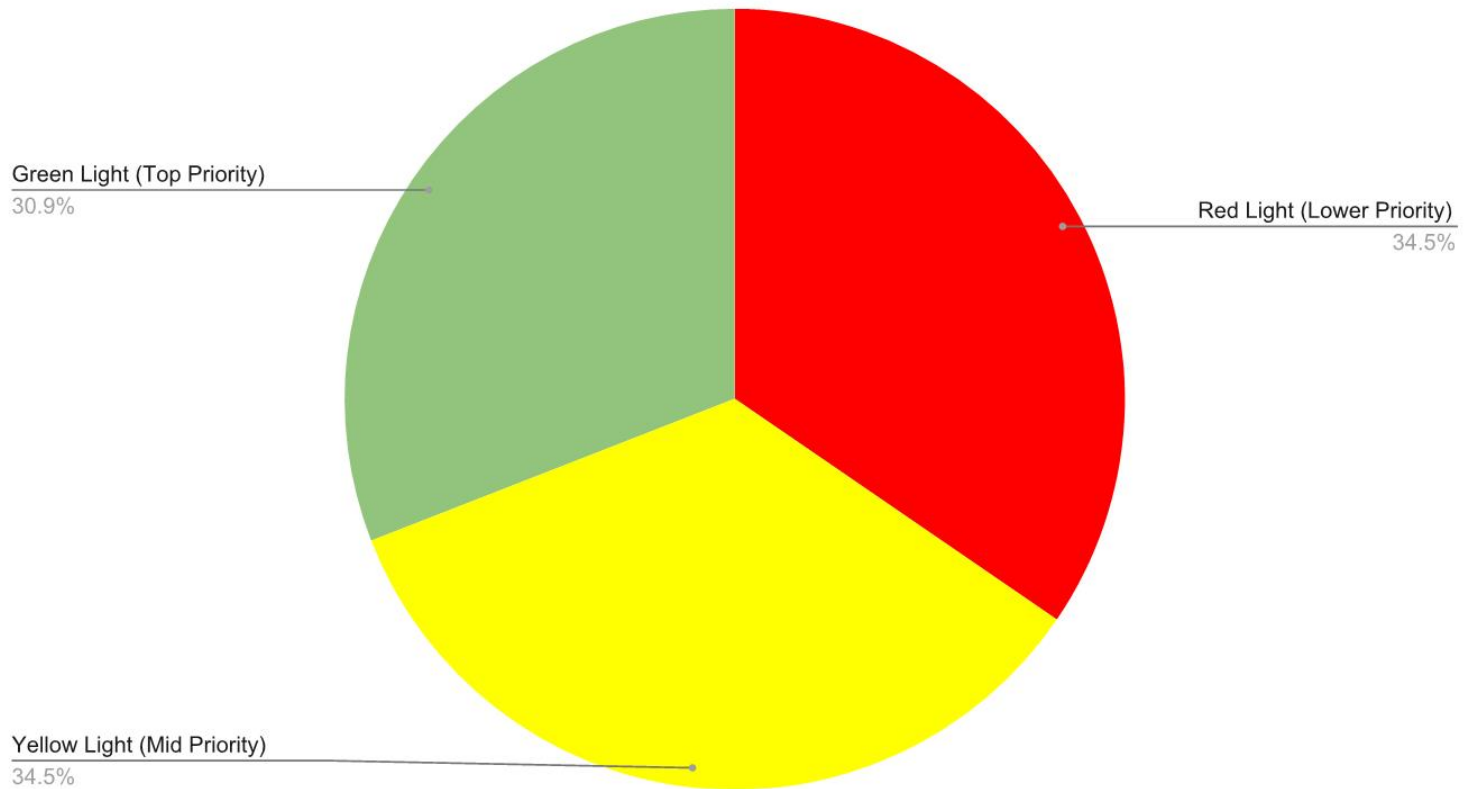
Green Light (Top Priority)

51.9%



Leading Pedestrian Intervals

Local Circulator (Microtransit)*



Local Circulator (Microtransit)

Fill Vital Sidewalk Gaps*

Red Light (Lower Priority)

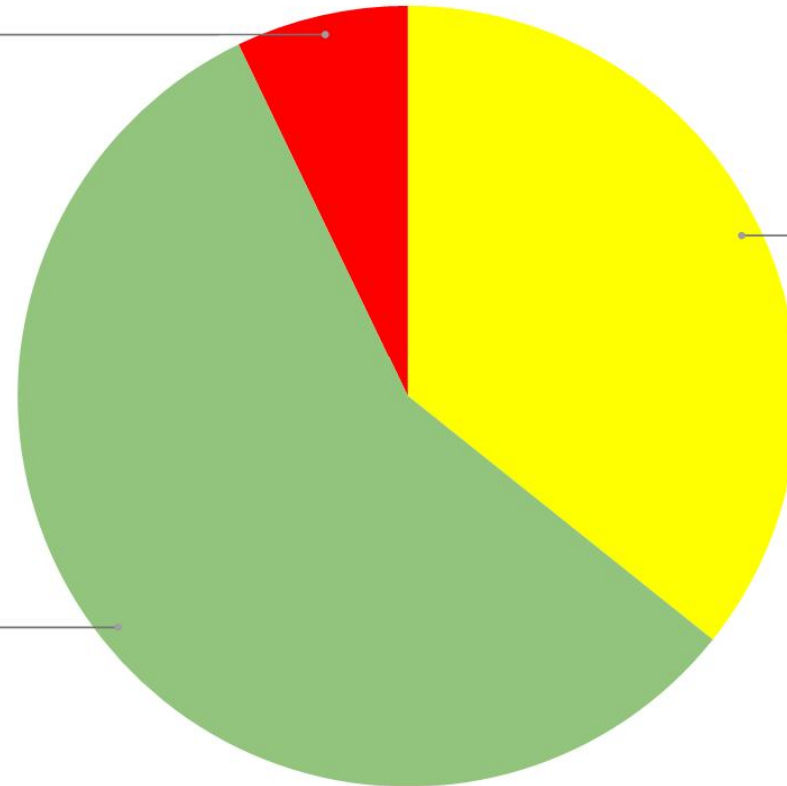
7.1%

Yellow Light (Mid Priority)

35.7%

Green Light (Top Priority)

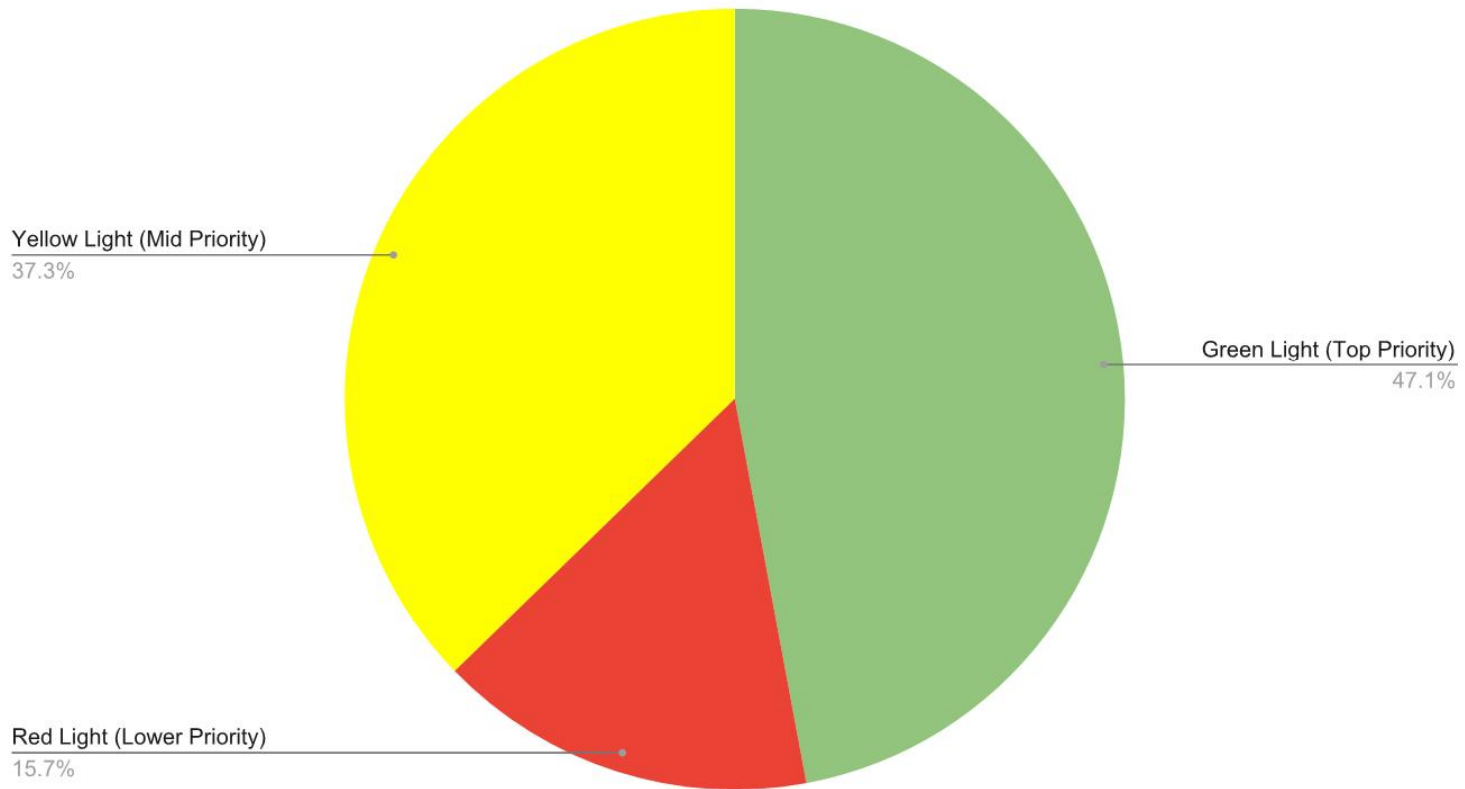
57.1%



Fill Vital Sidewalk Gaps

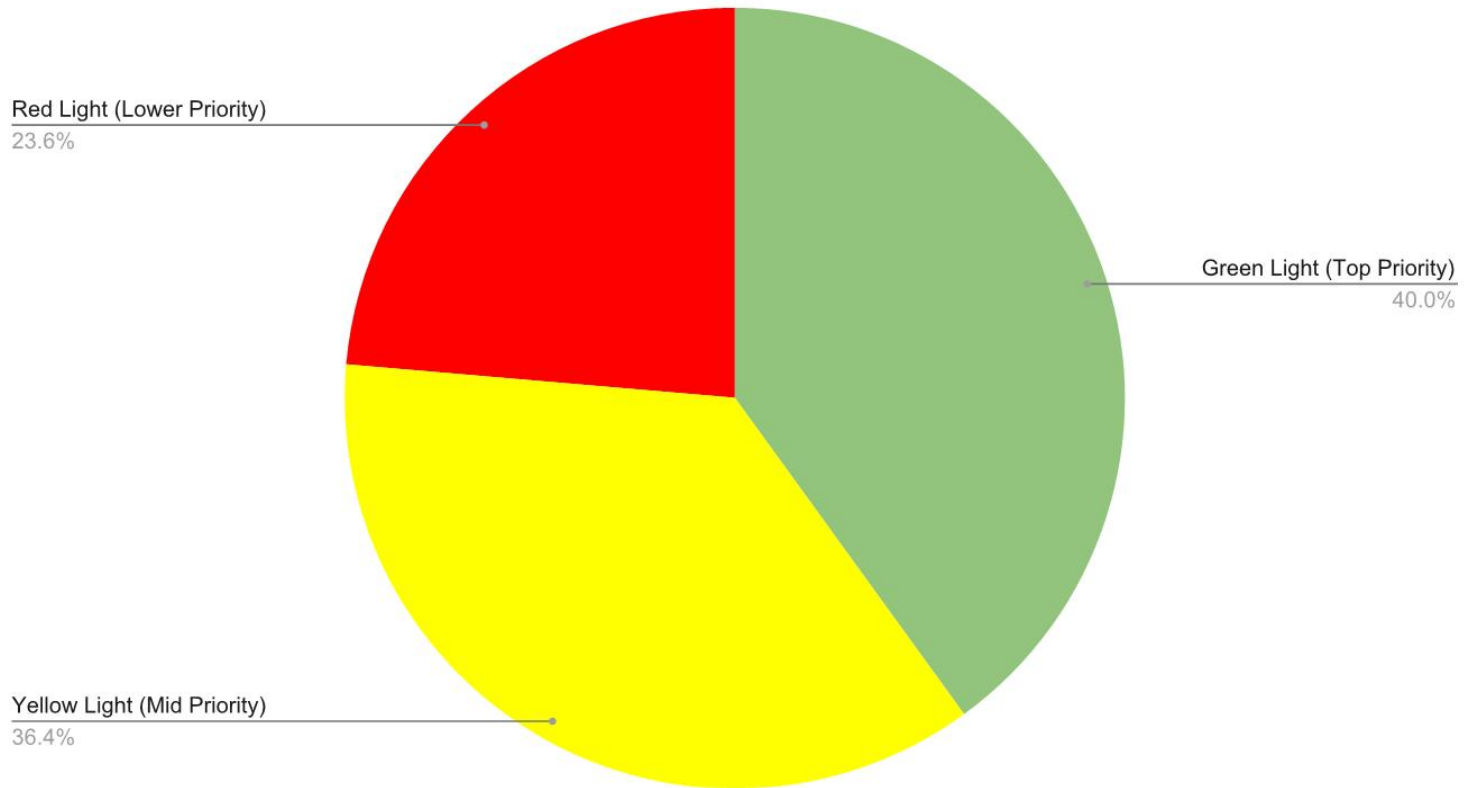
Maple Avenue Multimodal Transportation Study

Traffic Impact Analysis Guidelines*



Traffic Impact Analysis Guidelines

Streetscape Master Plan and Design Guidelines*



Streetscape Master Plan and Design Guidelines

Long-Range Transportation Master Plan*

Red Light (Lower Priority)

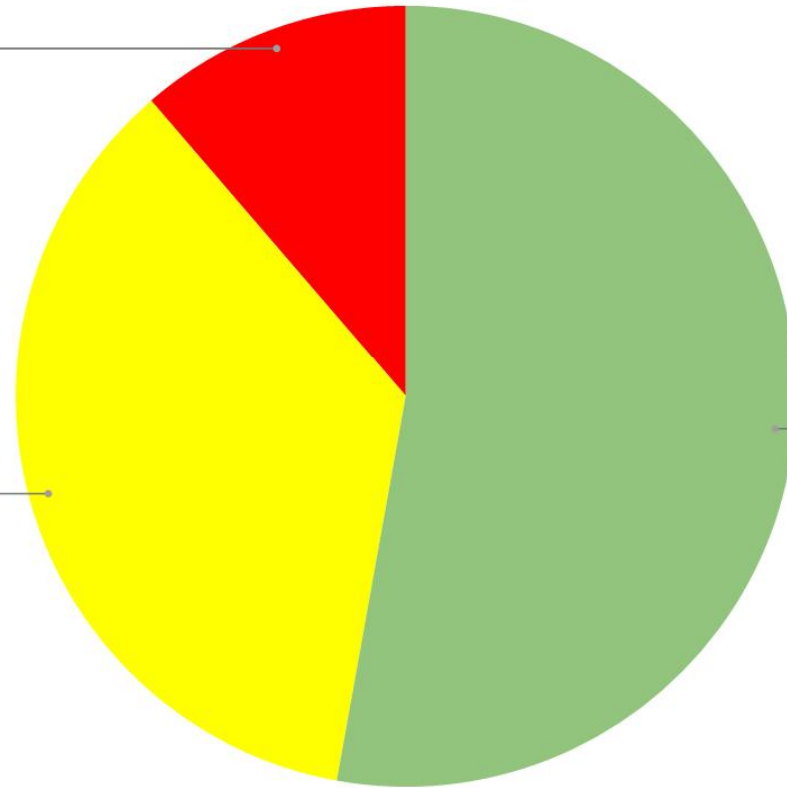
11.3%

Yellow Light (Mid Priority)

35.8%

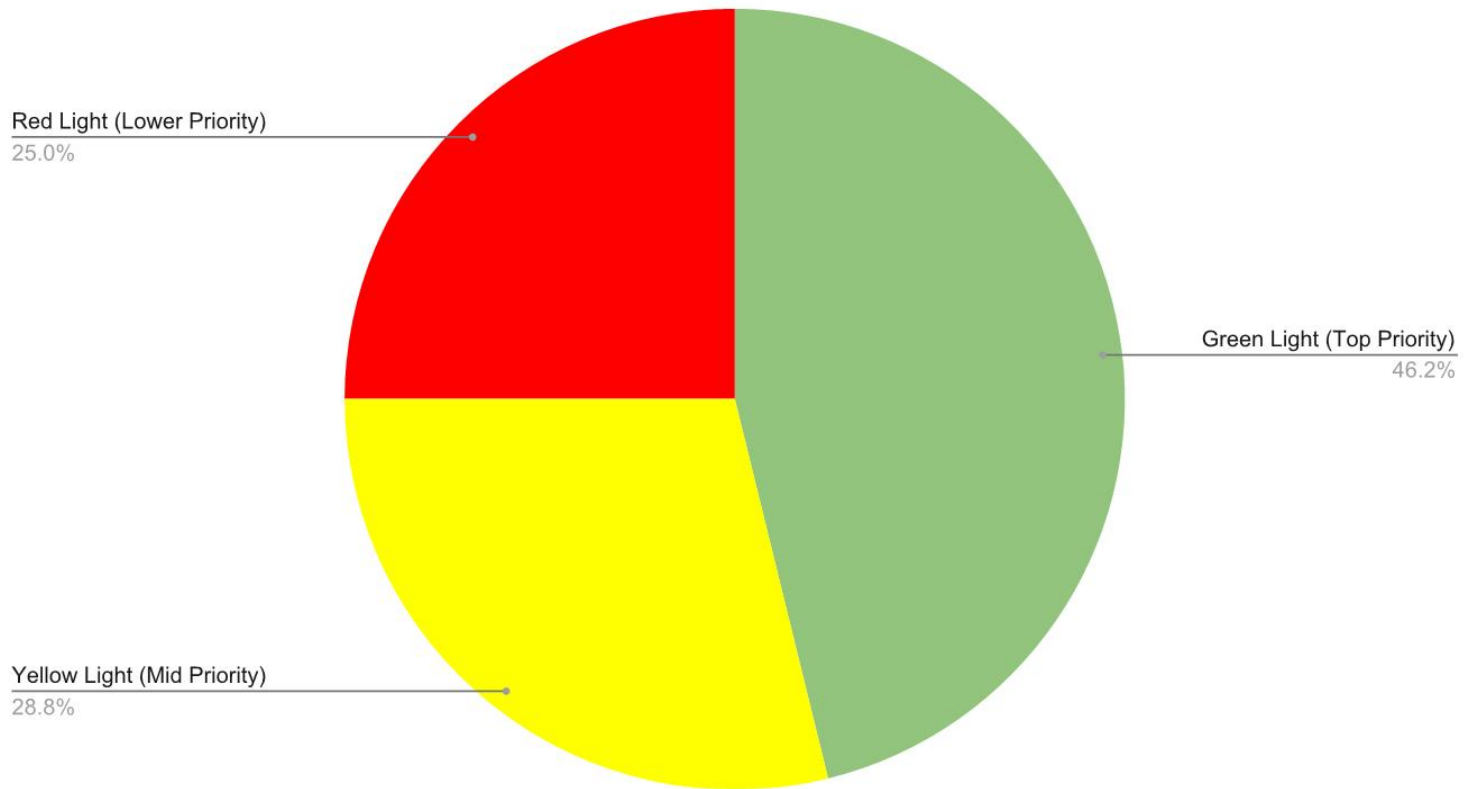
Green Light (Top Priority)

52.8%



Long-Range Transportation Master Plan

Parking Supply and Demand Study*



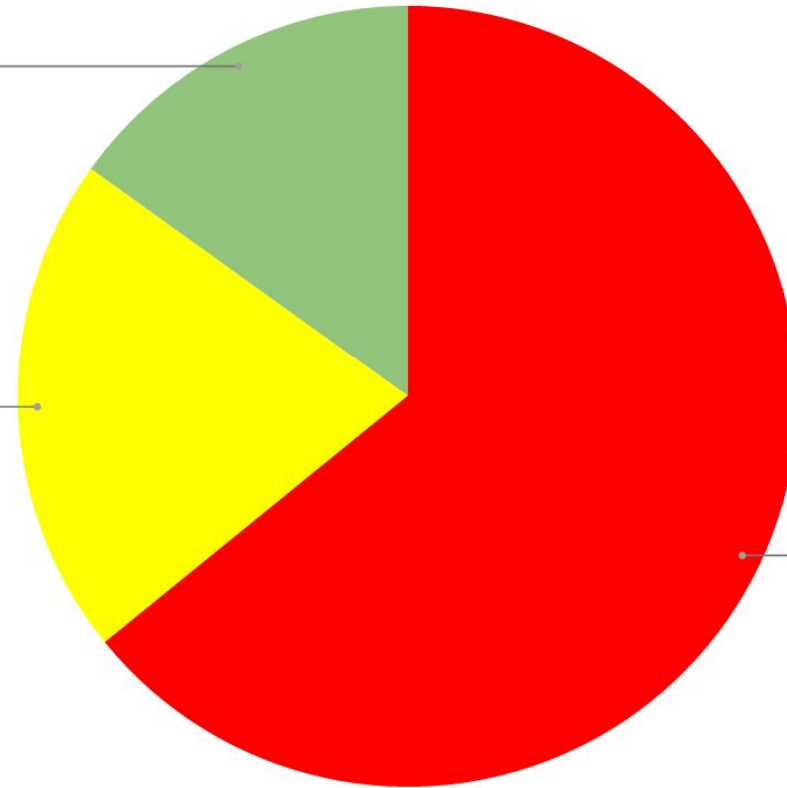
Parking Supply and Demand Study

Capital Bikeshare*

Green Light (Top Priority)
15.1%

Yellow Light (Mid Priority)
20.8%

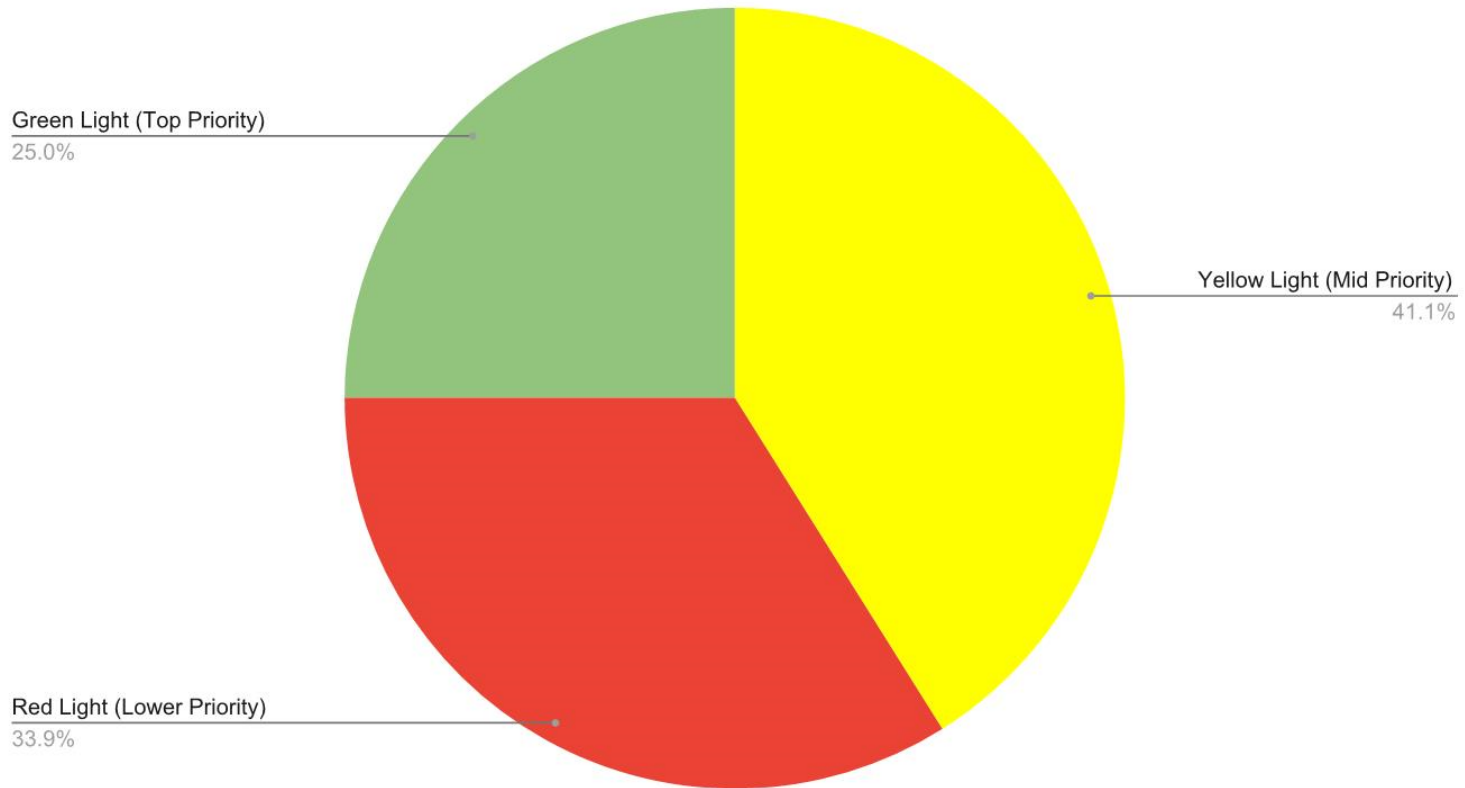
Red Light (Lower Priority)
64.2%



Capital BikeShare

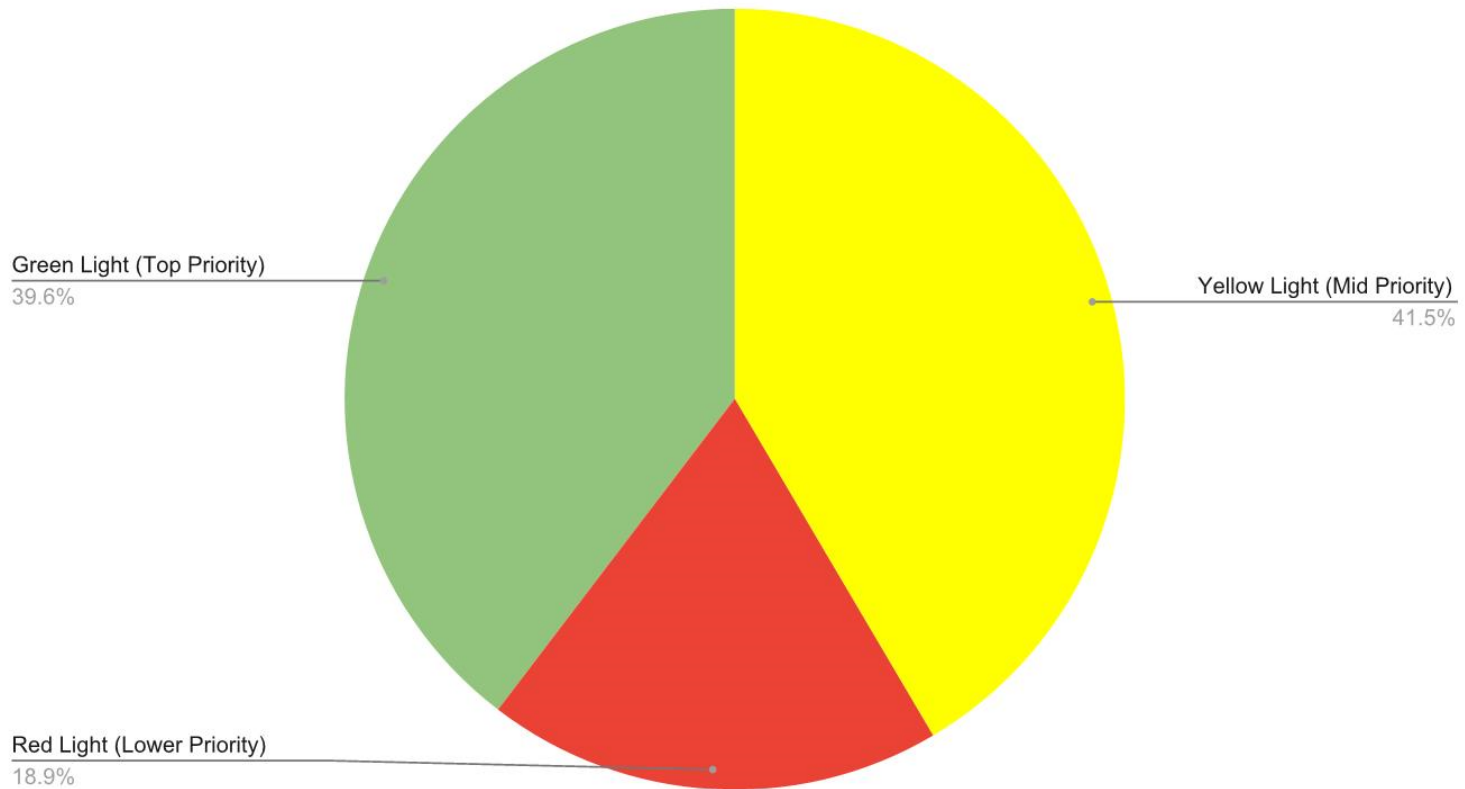
Maple Avenue Multimodal Transportation Study

Locust Street: Trail Improvements



Locust Street: Trail Improvements

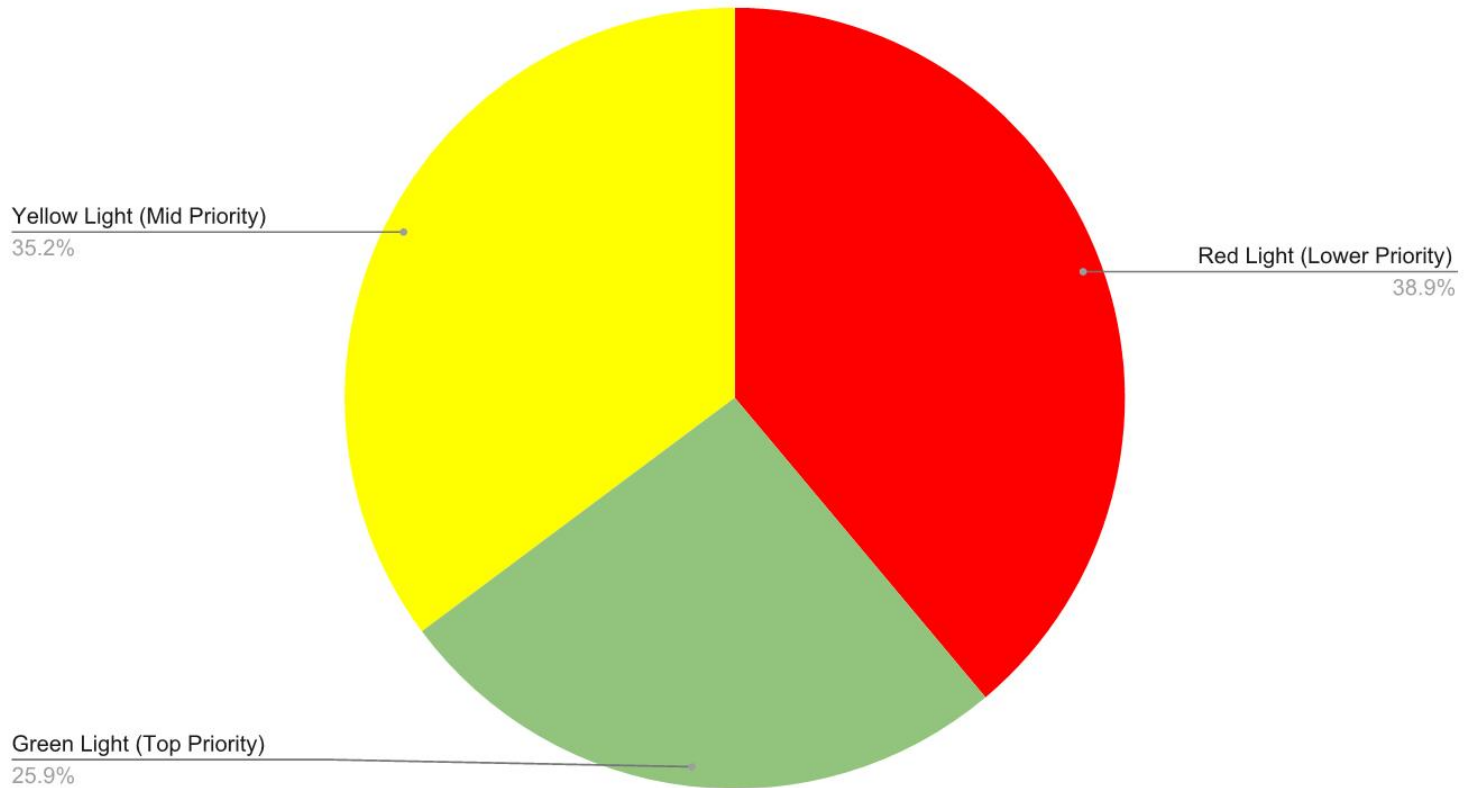
Bicycle Network



Bicycle Network

Maple Avenue Multimodal Transportation Study

Maple Avenue: Bus Stop Improvements



Maple Ave: Bus Stop Improvements

Church Street and Lawyers Road Intersection Reconfiguration

Red Light (Lower Priority)

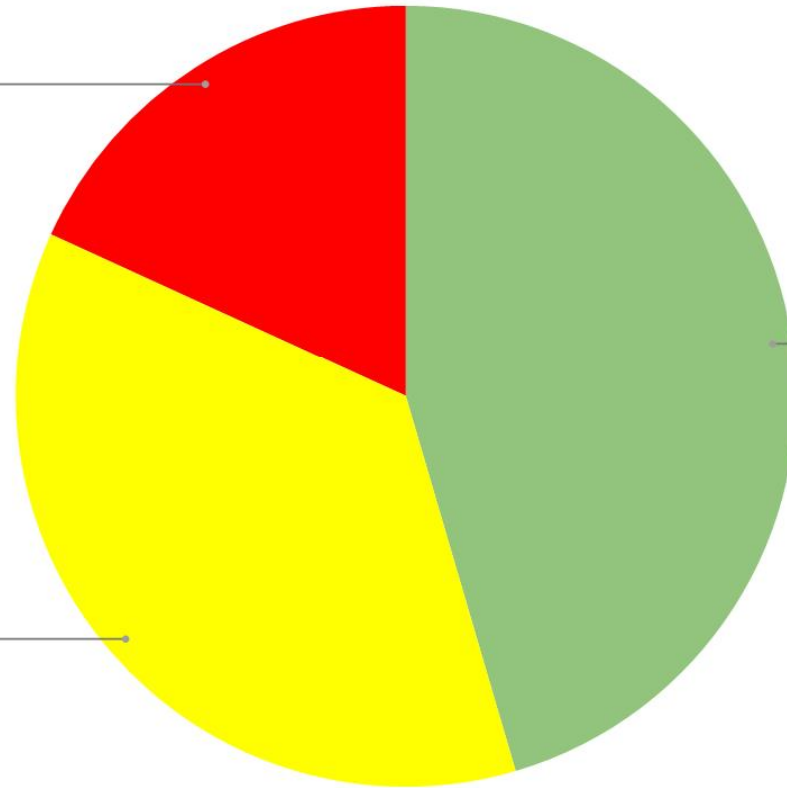
18.2%

Yellow Light (Mid Priority)

36.4%

Green Light (Top Priority)

45.5%



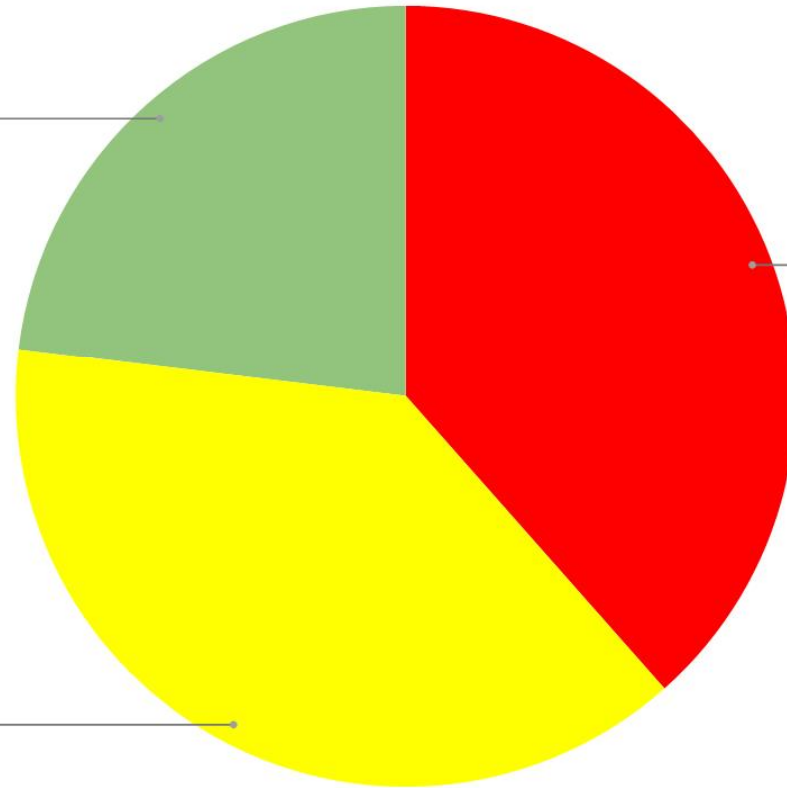
Church St and Lawyers Intersection Redesign

Access Management Strategy

Green Light (Top Priority)
23.1%

Red Light (Lower Priority)
38.5%

Yellow Light (Mid Priority)
38.5%



Access Management Strategy

Pleasant Street and Courthouse Road

Green Light (Top Priority)

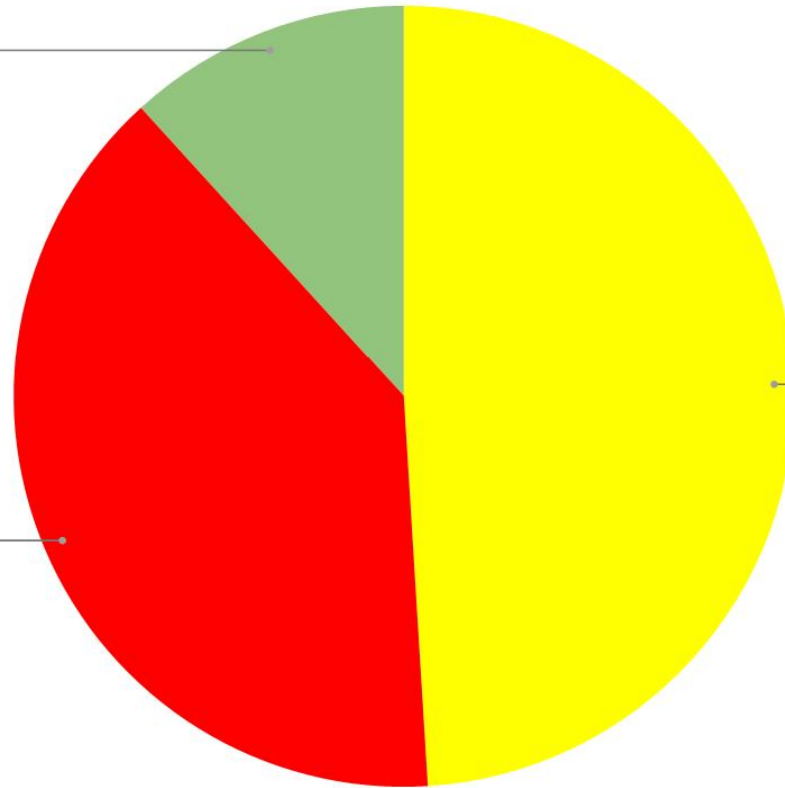
11.8%

Red Light (Lower Priority)

39.2%

Yellow Light (Mid Priority)

49.0%



Pleasant Street and Courthouse Road