



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)

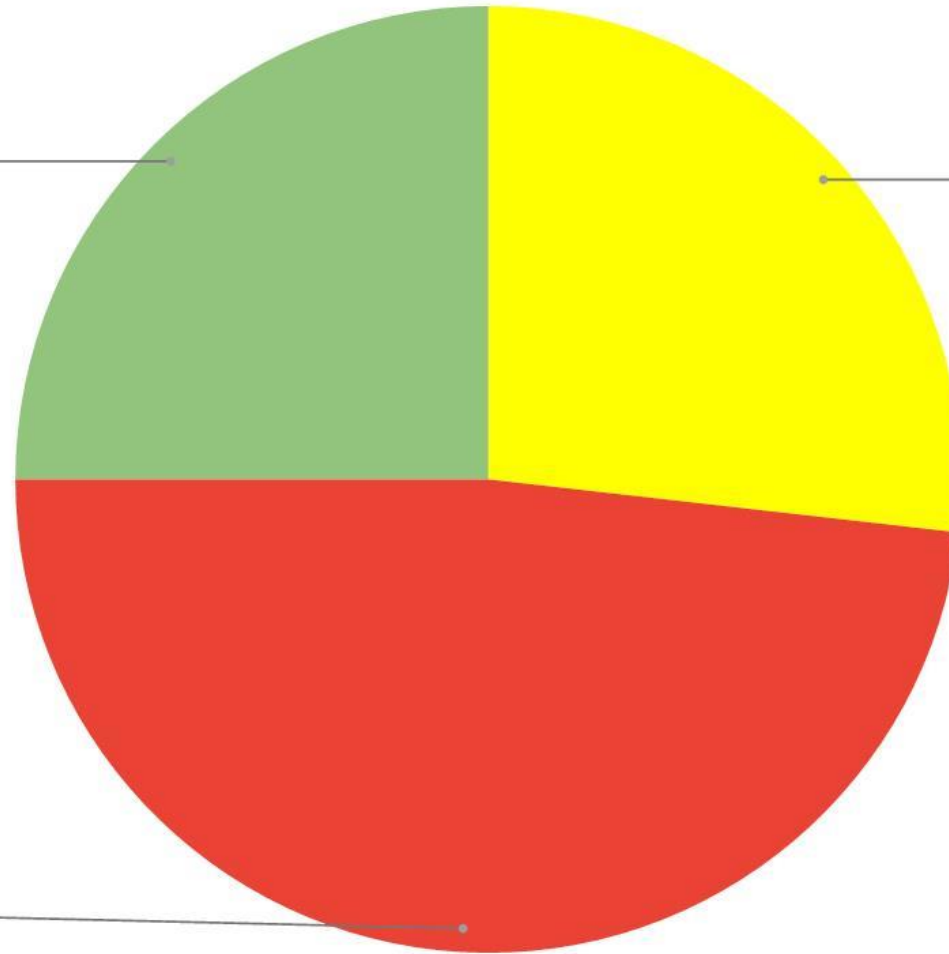
Community Survey Results

Church Street and Mill Street*

Green Light (Top Priority)
25.0%

Yellow Light (Mid Priority)
26.8%

Red Light (Lower Priority)
48.2%



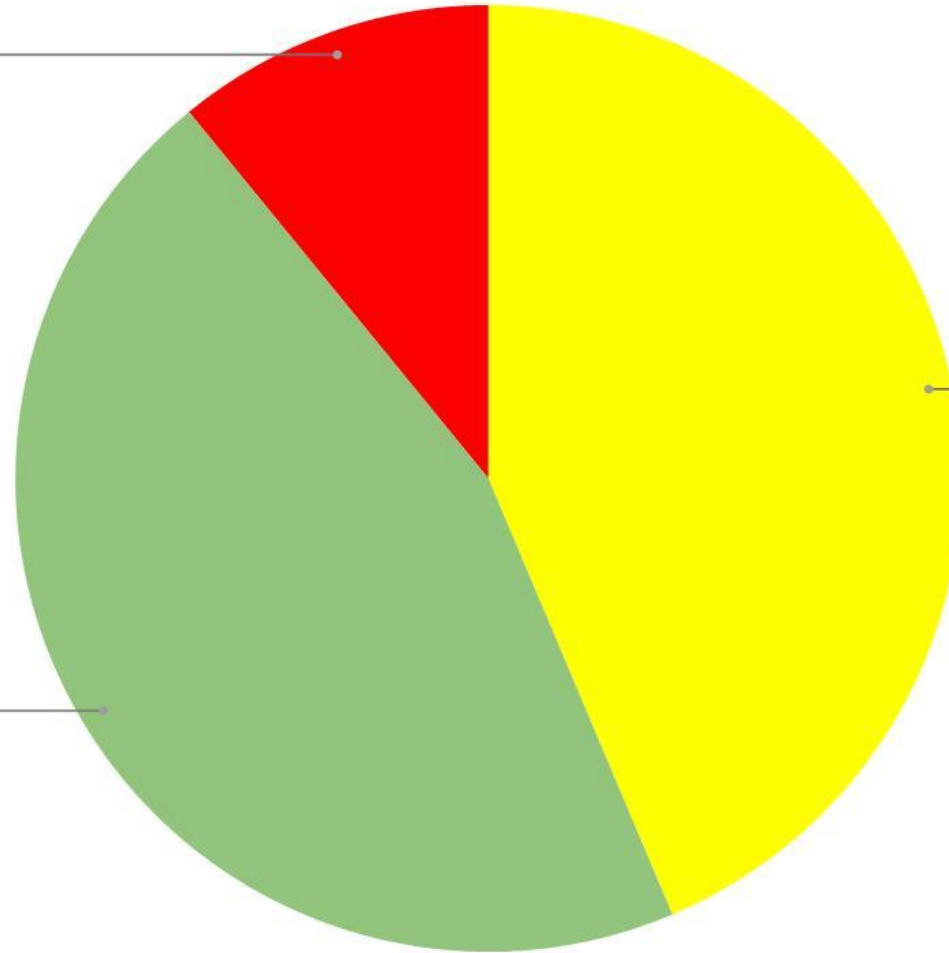
Church Street and Mill Street

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)

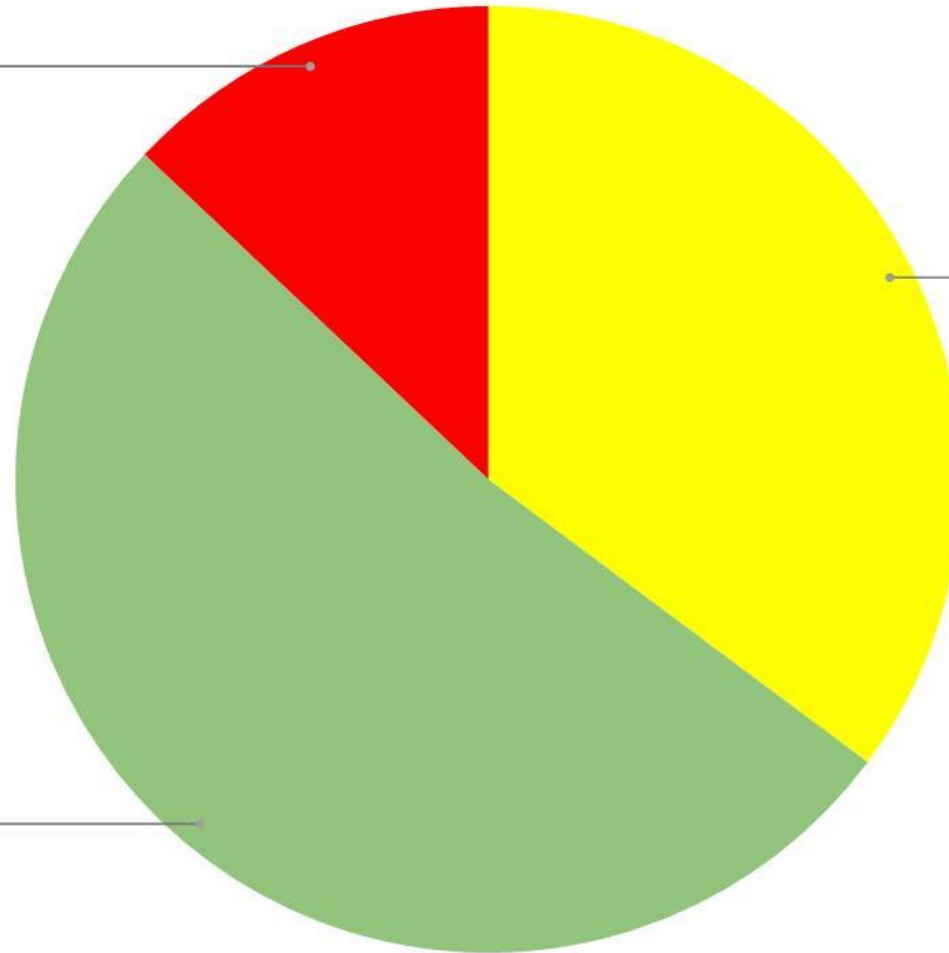
13.0%

Yellow Light (Mid Priority)

35.2%

Green Light (Top Priority)

51.9%



Leading Pedestrian Intervals

Local Circulator (Microtransit)*

Green Light (Top Priority)

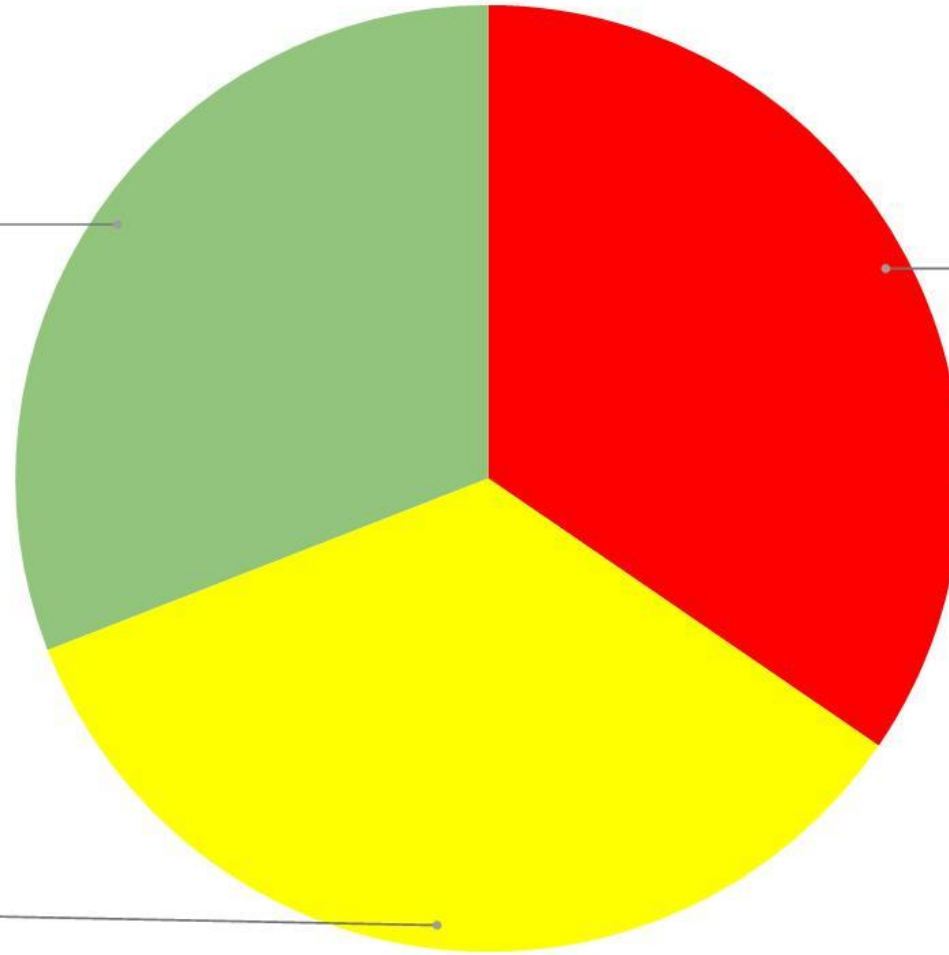
30.9%

Red Light (Lower Priority)

34.5%

Yellow Light (Mid Priority)

34.5%



Local Circulator (Microtransit)

Fill Vital Sidewalk Gaps*

Red Light (Lower Priority)

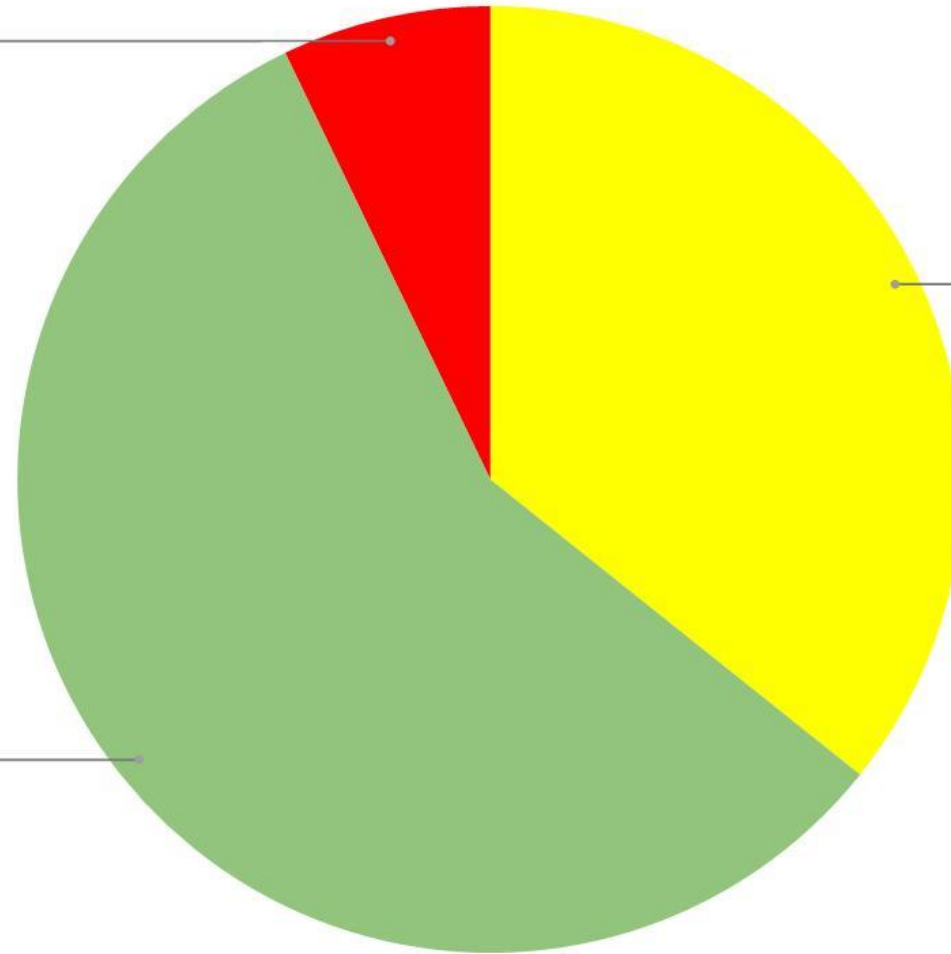
7.1%

Yellow Light (Mid Priority)

35.7%

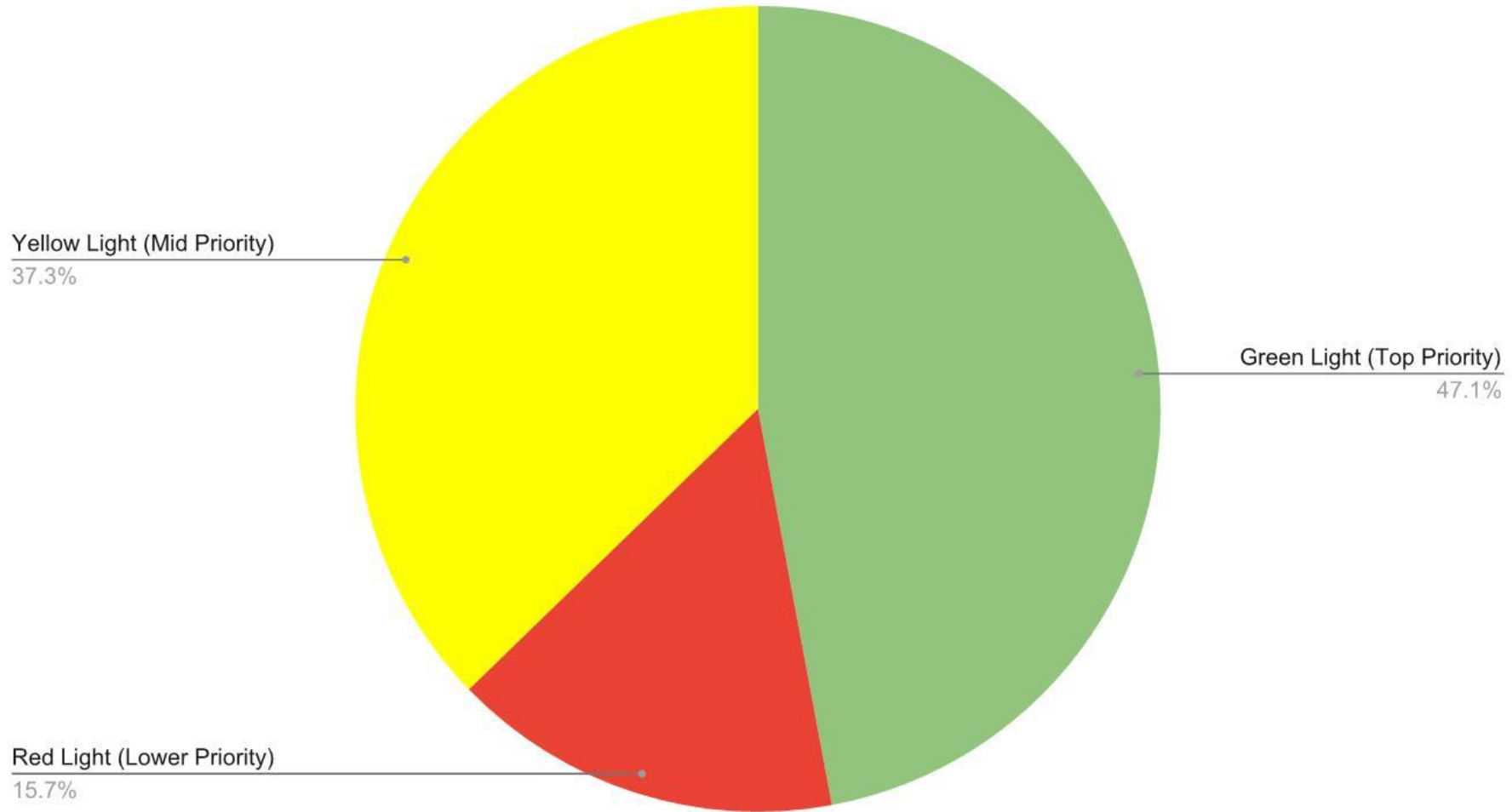
Green Light (Top Priority)

57.1%



Fill Vital Sidewalk Gaps

Traffic Impact Analysis Guidelines*



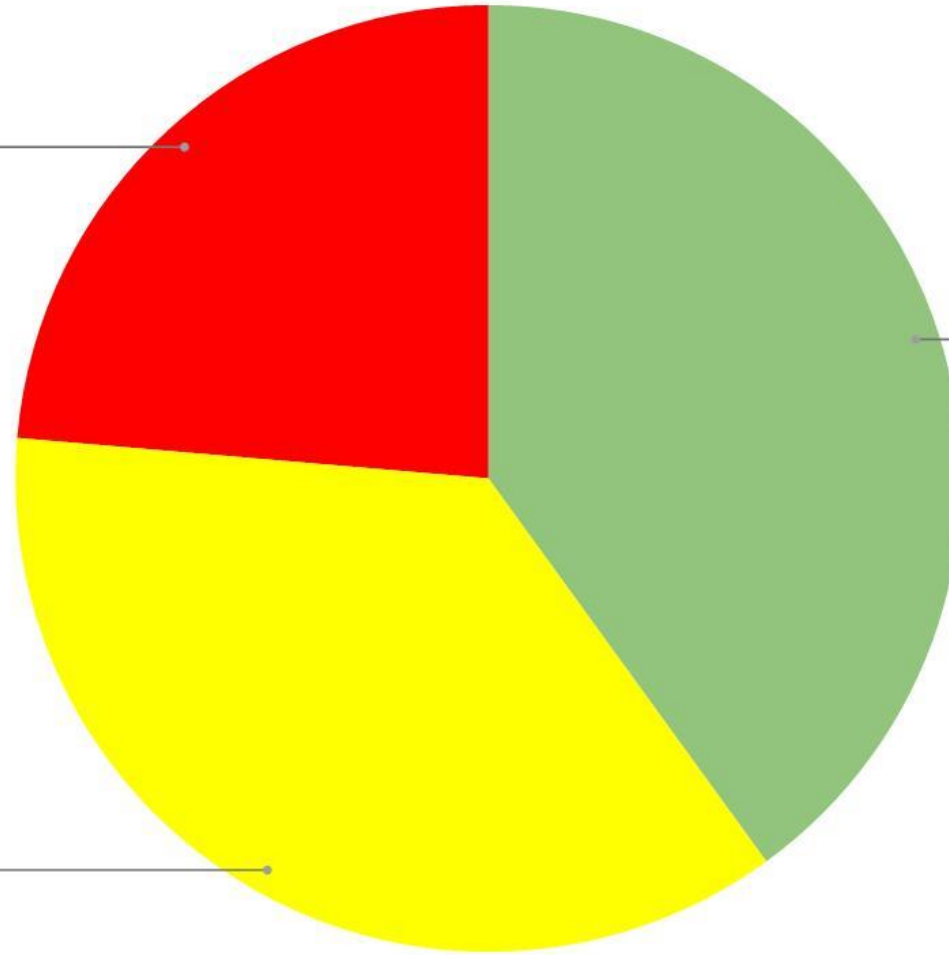
Traffic Impact Analysis Guidelines

Streetscape Master Plan and Design Guidelines*

Red Light (Lower Priority)
23.6%

Green Light (Top Priority)
40.0%

Yellow Light (Mid Priority)
36.4%



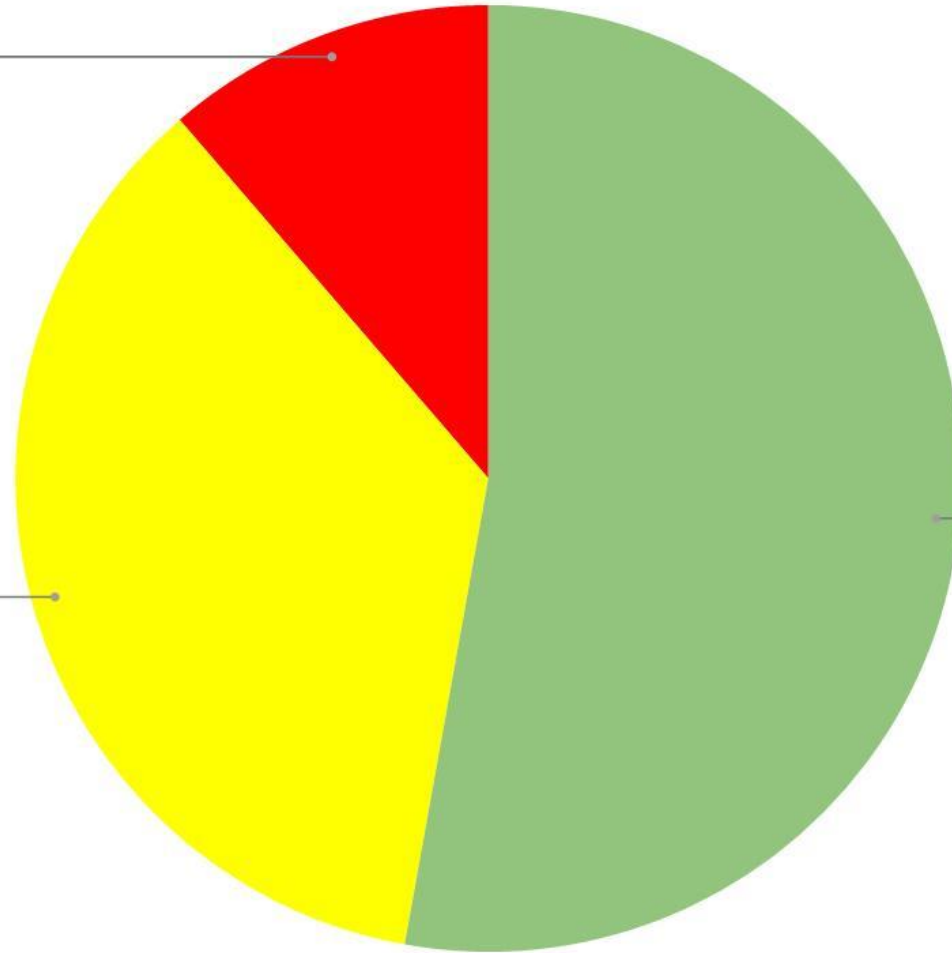
Streetscape Master Plan and Design Guidelines

Long-Range Transportation Master Plan*

Red Light (Lower Priority)
11.3%

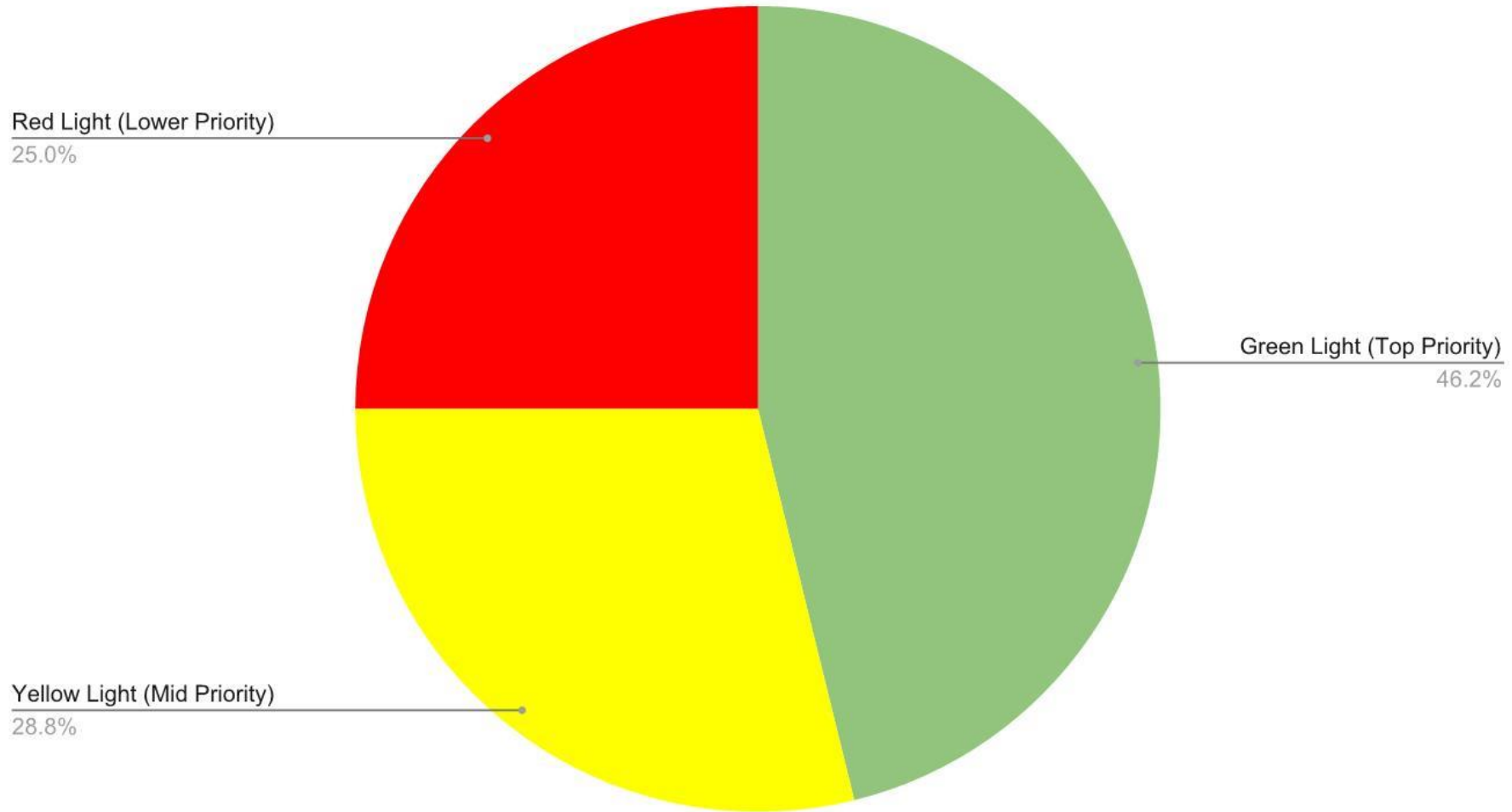
Yellow Light (Mid Priority)
35.8%

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)

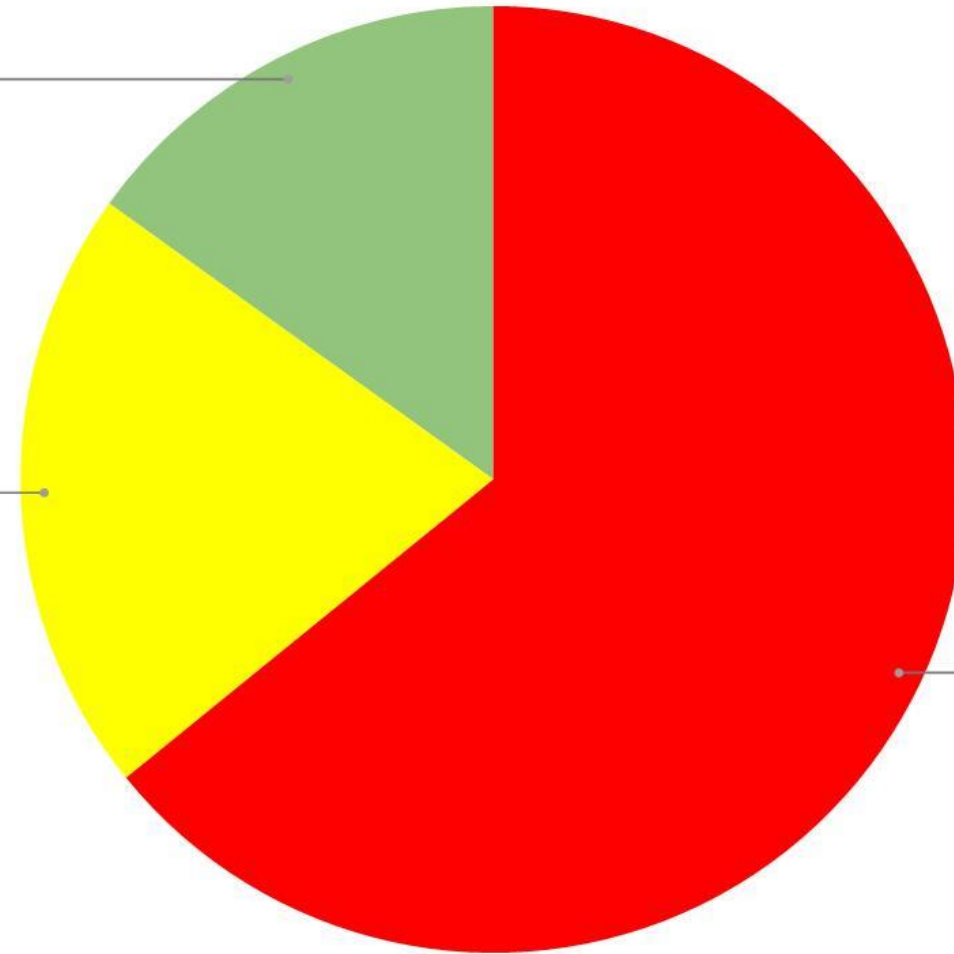
15.1%

Yellow Light (Mid Priority)

20.8%

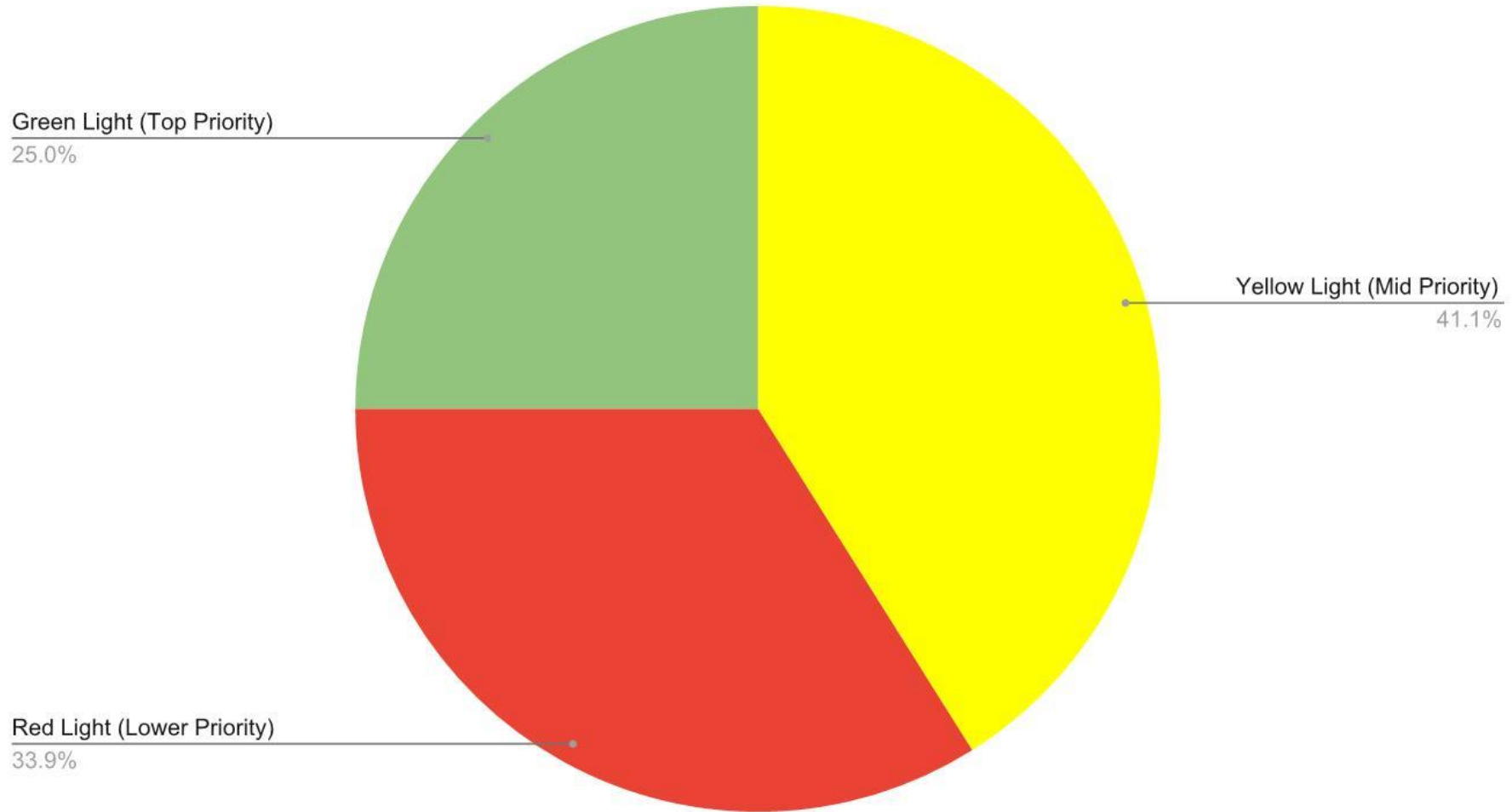
Red Light (Lower Priority)

64.2%



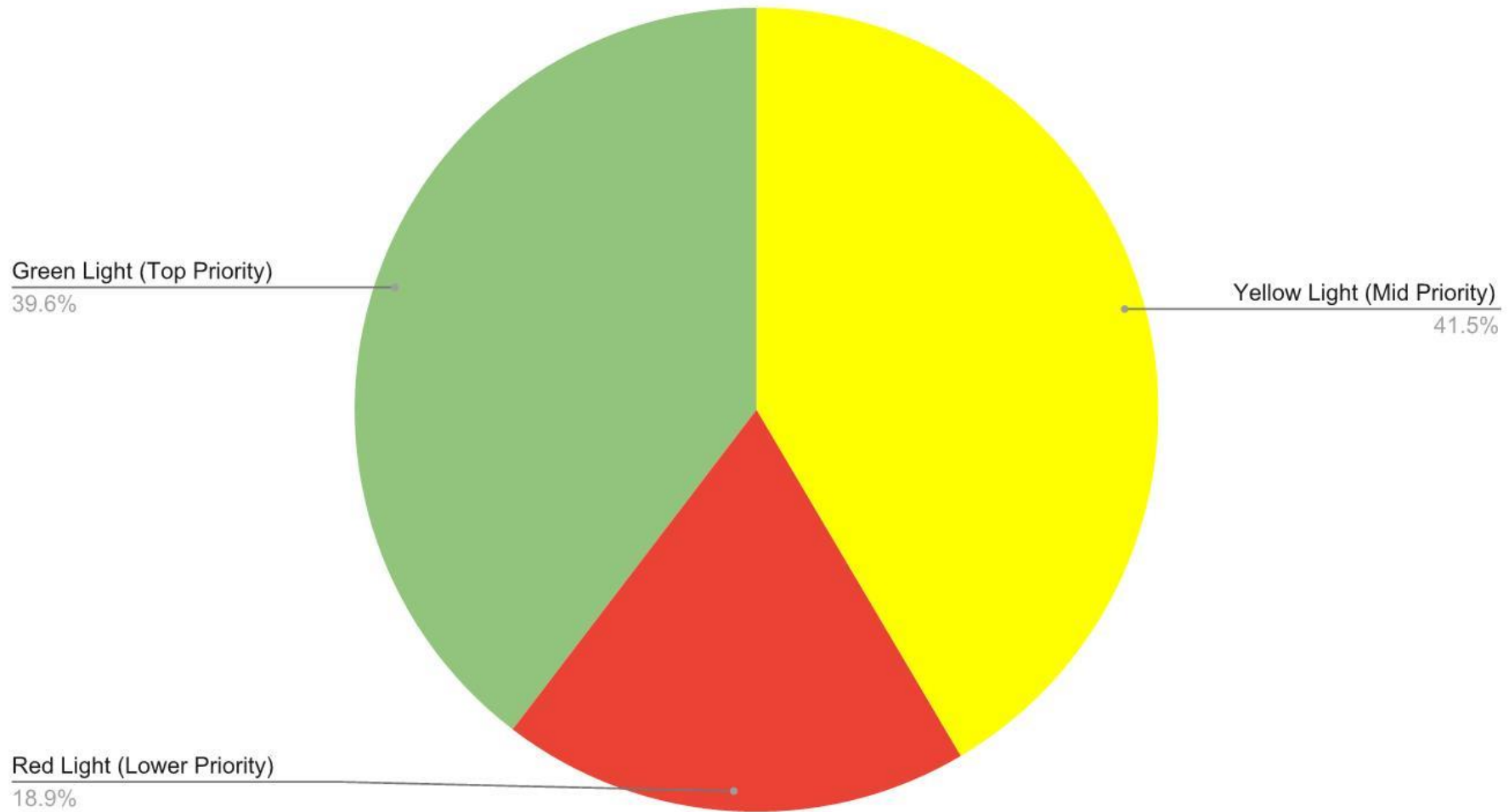
Capital BikeShare

Locust Street: Trail Improvements



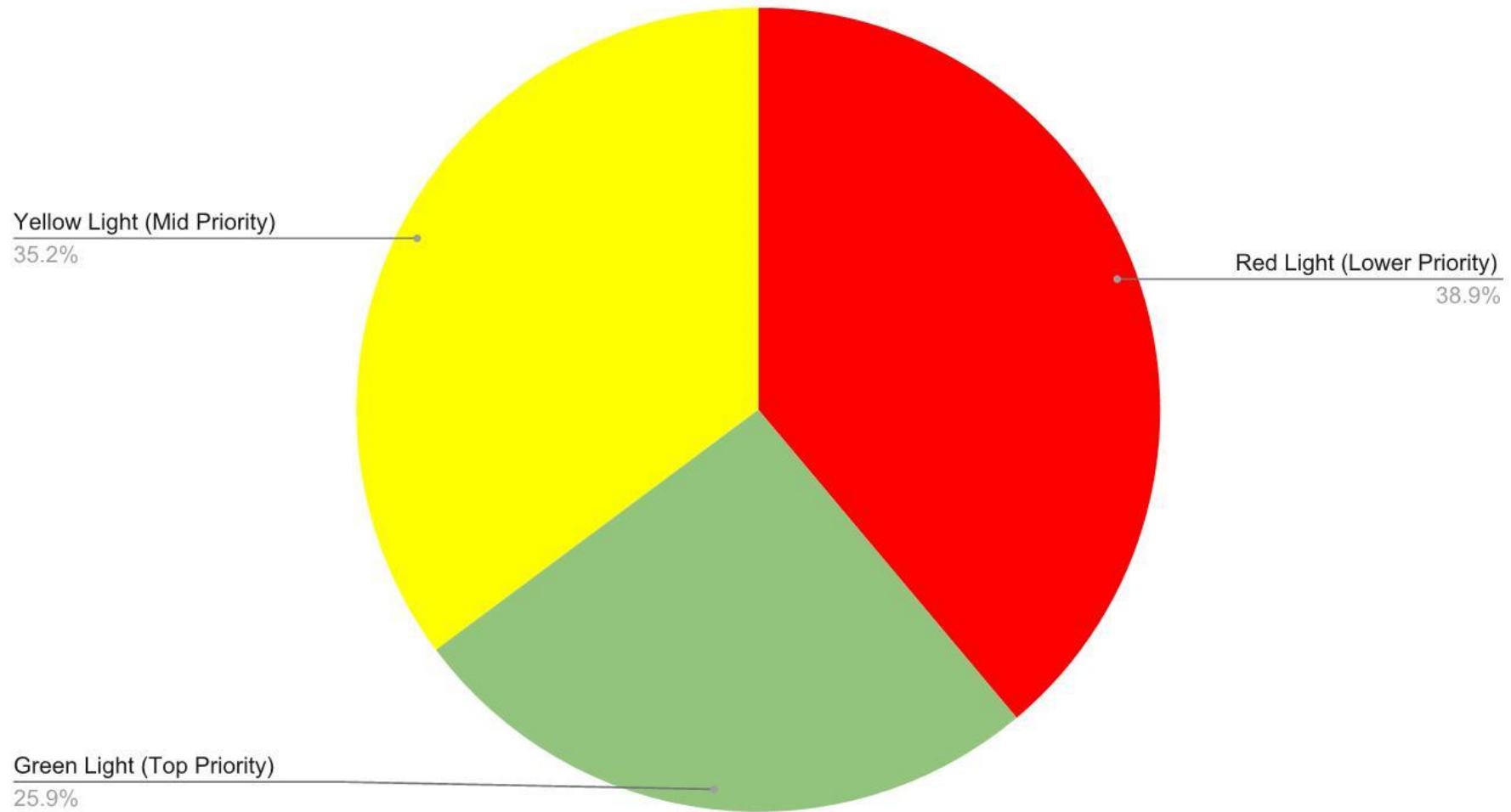
Locust Street: Trail Improvements

Bicycle Network



Bicycle Network

Maple Avenue: Bus Stop Improvements



Maple Ave: Bus Stop Improvements

Church Street and Lawyers Road Intersection Reconfiguration

Red Light (Lower Priority)

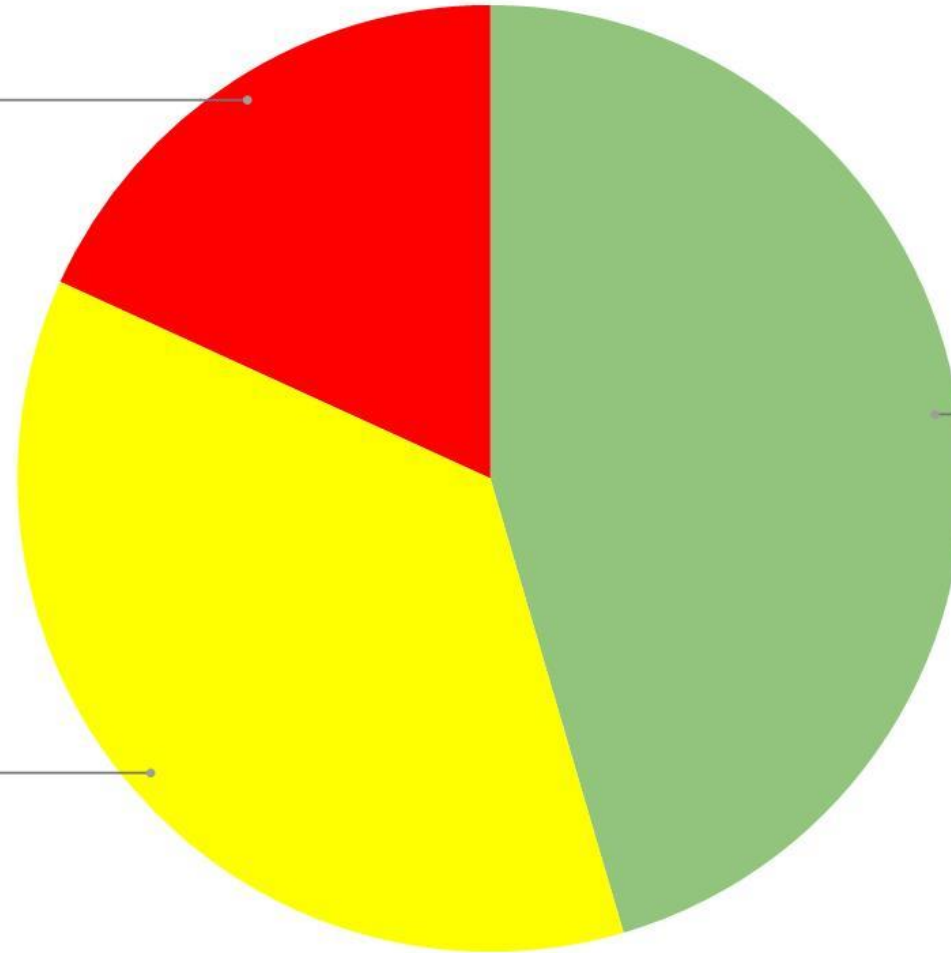
18.2%

Green Light (Top Priority)

45.5%

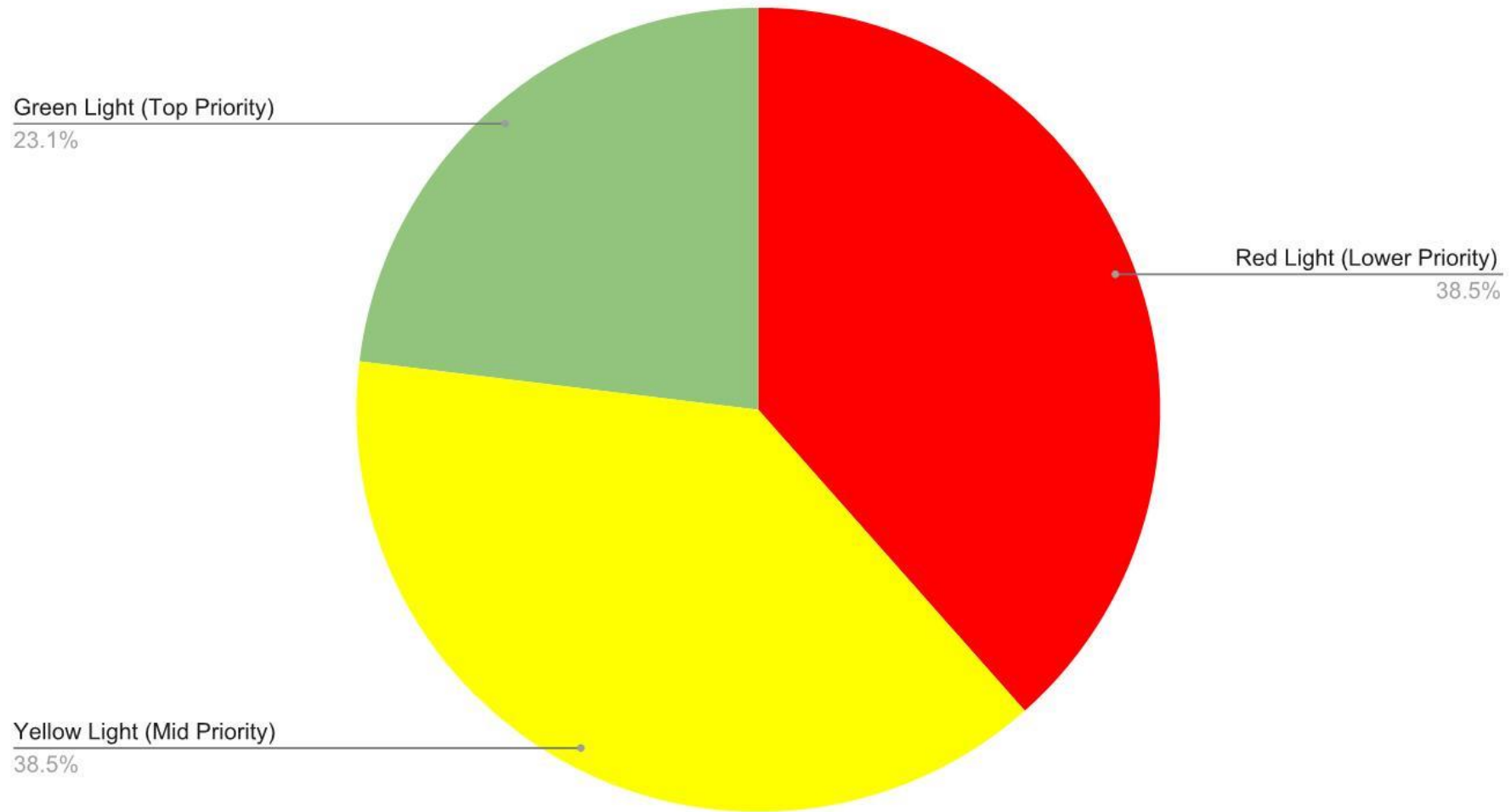
Yellow Light (Mid Priority)

36.4%



Church St and Lawyers Intersection Redesign

Access Management Strategy



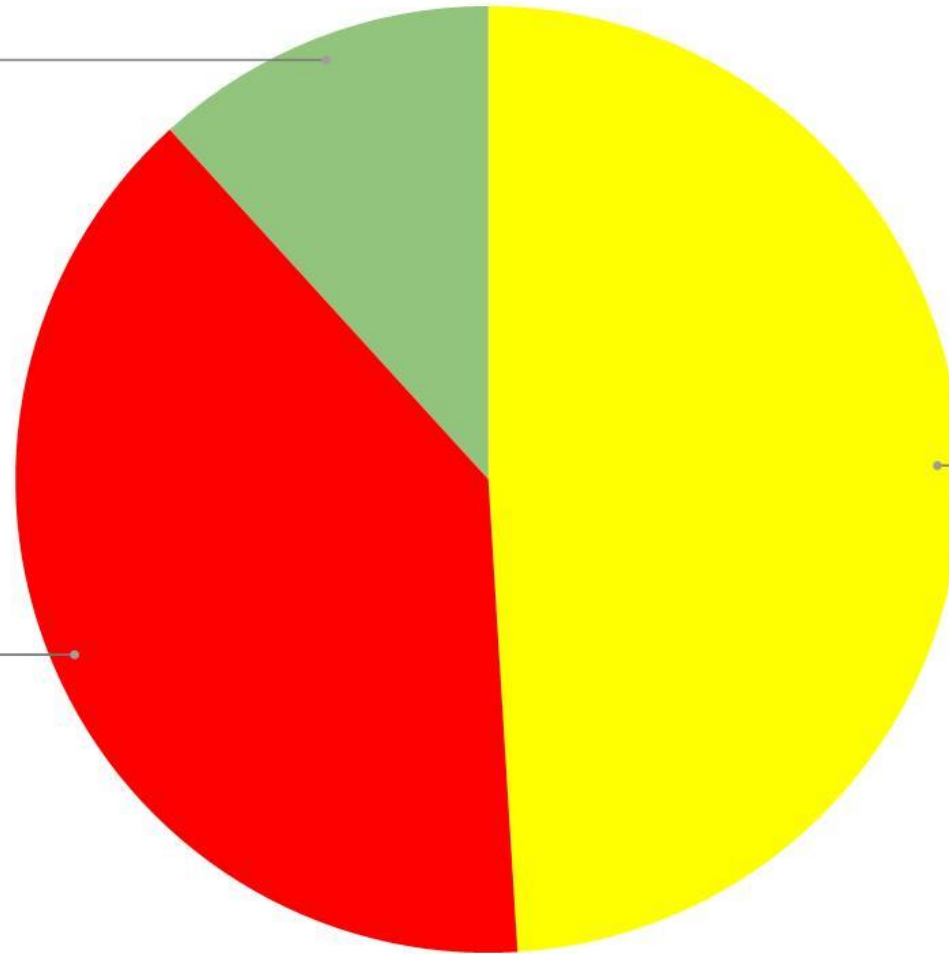
Access Management Strategy

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