

Colchester Avenue Corridor Plan

Suggestions from May 27, 2010 Public Meeting for Short-Term Implementation

Location	Issue	Remarks	Possible Short-Term Project	Possible Time Frame
Roadway Condition				
Corridor	Conditions are very poor and there are a lot of deep/serious pot holes	Final Top Course to be installed Spring 2011	Address as part of the resurfacing project	Final Course Spring 2011
Corridor	Drainage is very poor, and some drains are too low, motorists need to swerve to avoid them		Address as part of the resurfacing project	Final Course Spring 2011
FAHC intersection	Pooling at FAHC driveway		Address as part of the resurfacing project	Final Course Spring 2011
Riverside Ave intersection	The surface at Riverside is very, very poor	Completed	Address as part of the resurfacing project	Completed
Striping and Signs				
Corridor	Cross-walks should have signs.		Install pedestrian crossing.	1 year
Corridor	Lane designations become unclear as striping fades. Specific locations identified by meeting participants include East Avenue and Prospect Street, but this issue occurs throughout the corridor. Also a concern that poorly marked lanes increase last minute lane changes.	Could be installed for current lane configuration or for Complete Street configuration.	Install Advanced Intersection Lane Control Signs http://mutcd.fhwa.dot.gov/htm/2003r1r2/part2/fig2b-04_longdesc.htm	Final Course Spring 2011
Prospect Street intersection	Vehicle paths are unclear at the Pearl and Prospect Street intersection	If the intersection is part of the paving project, could be implemented as part of this project. Need striping plan	Install dotted lines to delineate turning paths through the intersection. http://mutcd.fhwa.dot.gov/PavMkgs/Tutorial/dotted_lines.htm	Final Course Spring 2011
Traffic Signals and Intersections				
University Place intersection	Bad/unsafe lefts to/from University Place	Long-term option: close University Place to through traffic and limit to shuttles and service vehicles	In short-term, limit access to right-in / right-out.	2-3 years
Corridor	Numerous issues were raised regarding traffic signal timings. East Ave the light is too short and people run it, lack of protected left turns, need for coordination, desire for exclusive pedestrian phases, etc.	City DPW has been monitoring and adjusting traffic signal timings in conjunction with the demonstration project.	Develop traffic signal optimization plan for (a) existing equipment and (b) optimized with new equipment (pedestrian equipment, signal heads that allow protected left turns, automated no-right-turn on red message signs, etc)	On-going

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Mary Fletcher Drive intersection	Prohibit Right-turns-on-red on the Mary Fletcher Drive approach to Colchester Ave		Could be implemented with a sign.	1 year
Mary Fletcher Drive intersection	FAHC entrance only has 1 crosswalk on Colchester Ave. The crosswalk across Mary Fletcher Dr isn't signalized		Install pedestrian equipment for Mary Fletcher Drive cross-walk integrated with no-right-turn on red variable message sign.	2-3 years
Riverside Avenue intersection	The traffic signal at Riverside should be considered for actuation or it should be fixed if actuation is present.	Requires new equipment. In long-term, intersection will be reconstructed with all new equipment	Upgrade traffic signal equipment.	2-3 years
Barrett Street Intersection	At Barrett there is no cross-walk or (pedestrian) signals now.		Cross-walks were repainted as part of resurfacing project in fall 2010. Long-term reconstruction of intersection should include colored and textured pedestrian crossings as well as pedestrian signals.	Enhanced – Long Term
East Avenue intersection	"No-Right-Turn on Red" is ignored by vehicles turning right from Colchester Ave to East Ave	Drivers ignore the no right-turn on red signal.	Increase enforcement. Consider exclusive phase in long term	On going
Sidewalks, Bicycle Facilities and Streetscape				
University Road	The cross-walk at University Road to Centennial Field is faded.	It is used heavily during baseball games as a connection between parking at Trinity and Centennial Field	Address as part of the resurfacing project	Final Course Spring 2011
Trinity	Pedestrian crossing between Trinity and main campus		Identify best mid-block location and recommend barricade (similar to the granite bollards and steel rails along Main Street) to guide pedestrians. Install an appropriate pedestrian crossing system (e.g., HAWK) at the mid-block cross-walk.	2 – 3 years
Corridor	No Benches aside from those at the bus stops		Identify locations and install benches	2-3 years

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Corridor	Parts of the sidewalks are missing	DPW prepared a <u>strategic sidewalk plan</u> that will produce a five-year sidewalk replacement schedule	Publish the replacement schedule.	On Going
Corridor	Too few pedestrian crossings, crossings should be illuminated. Only one cross-walk between Trinity and Riverside	A sidewalk will be built along the south side of Colchester Ave to close the missing gap by the cemetery; and will reduce need for pedestrian crossings along this segment.	Review lighting at existing cross-walks and install new fixtures where necessary.	2-3 years
Kampus Kitchen	Put back the green space that used to be in front of Kampus Kitchen and do something to contain the parking		Develop plan and work with business owner to make sure sufficient customer parking and access for vendor trucks is provided.	2 – 3 years
Corridor	Build more shelters for inclement weather	Need to identify other locations. Maybe at Riverside.	Identify locations for new stops and construct.	2 – 3 years
Multi-Use Path	Signs on the multi-use path between East Ave and University Place are confusing	.	Replace signs. Work with UVM transportation office.	1 year
Multi-Use Path	Connect multi-use path to East Ave		Prepare design and construct.	2 - 3 years
Multi-Use Path	Improve the connection of the multi-use path where it ends at University Place with the path on the UVM Green		Prepare design and construct.	2 - 3 years
Operations and Maintenance				
Corridor	Forestry program to routinely complete maintenance on the trees, which would allow for adequate sight lines		Work with Parks & Recreation to identify locations for annual tree pruning .	Annual

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Corridor	Ambulance should use Beaumont	The City of So. Burlington's ambulance uses East Ave to Colchester Ave to reach Emergency. CATMA and FAHC have made the City of South Burlington aware of this issue.	Continue efforts with the City of South Burlington.	On-going
Corridor	Bus stops need to be shoveled throughout the winter, there is a lot of snow in the way (esp. by Kathy's Flowers) If concrete pads were used in the bus stops could they be plowed?	Seems like a great opportunity for college students to provide community service – maybe the "UVM Shovel Brigade".	Work with UVM to establish volunteer group.	1 year
Corridor	Sight lines are blocked by shrubs no specific locations given)		Conduct annual brush trimming.	Annual
Corridor	Cars parked in driveways are spilling out onto the sidewalks	Enforcement issue.	Ticket vehicles as necessary.	On-Going
For Evaluation				
Corridor	High speeds. This was raised as an issue frequently at the meeting		Conduct traffic engineering study to evaluate 30 mph posted speed and recommend 25 mph posted speed as appropriate.	1 year
Corridor	Sight lines are blocked by parked car locations.	Potential locations are between East Ave and Nash Place.	Review intersections, determine if parking blocks sight lines, relocate "no-parking here to corner" signs if necessary	1 year
East Avenue intersection	Not enough stacking space for right turn from East Avenue onto Colchester Avenue	Desire to keep parking space makes extending the turn lane difficult	Extend right turn lane as far as possible. Minimum desired length is 60 feet to accommodate queues in right lane.	2-3 years