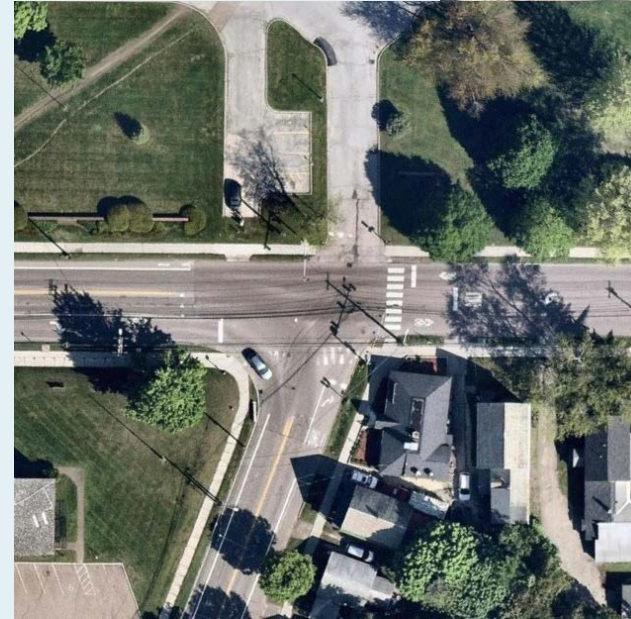


# Colchester Avenue: Bikeways, Parking, and Intersection Safety Study

## Advisory Committee Meeting

January 29, 2020



# Agenda



Introductions



Advisory Committee Roles & Responsibilities



Project Overview

Scope & Schedule

Past Projects



Local Concerns Meeting



Input on Project Progress

Draft Purpose & Need

Opportunities & Constraints



Alternatives Development



Discussion & Feedback



Next Steps

# Project Team Introductions



## Third Sector Associates



- Jason Charest, PE, PTP | Senior Transportation Planner
- Marshall Distel | Transportation Planner
- Nicole Losch, PTP | Senior Planner
- Diane Meyerhoff | Principal
- Jenn Conley, PE, PTOE | Director of Transportation Systems
- Drew Gingras, PE | Project Engineer
- Karen Sentoff | Transportation Consultant

# Advisory Committee Introductions

- **City of Burlington** | Will Clavelle
- **UVM Medical Center** | Ashley Bond
- **UVM** | Jim Barr
- **Green Mountain Transit** | Chris Damiani
- **Burlington Walk Bike Council** | Jason Stuffle
- **VTrans** | Mario Dupigny-Giroux
- **NPA Representative** | David Cawley
- **City Council** | Sharon Bushor

# Advisory Committee Roles & Responsibilities



**Attend &  
participate in at  
least 3 AC  
meetings**

Extra credit: attend  
public meetings as well!



**Review and  
comment on  
materials**



**Provide guidance,  
insight, and  
*respectful*  
feedback  
throughout**



**Update  
representing  
entities on study  
progress**

Bring views/opinions  
back to AC



**Indicate  
preferences for  
improvements**

Strive to achieve  
consensus

# Scope and Schedule

▪ <b>Local Concerns Meeting</b>	Dec 2019
▪ <b>Existing Conditions Assessment</b>	Dec – Jan 2019
▪ <b>Advisory Committee Meeting #1</b>	<b><i>Today</i></b>
▪ <b>Alternatives Assessment</b>	Dec 2019 – Feb 2020
▪ <b>Advisory Committee Meeting #2</b>	Feb 2020
▪ <b>Alternatives Presentation Meeting</b>	Feb 2020
▪ <b>Alternatives Refinement</b>	March 2020
▪ <b>Advisory Committee Meeting #3</b>	March 2020
▪ <b>Draft Scoping Report</b>	April 2020
▪ <b>City Council Presentation</b>	April 2020
▪ <b>Final Scoping Report</b>	May 2020

# Past Projects – Planning Studies

## *Pearl Street/ Prospect Street/Colchester Avenue Intersection Scoping Study*

Final Scoping Study  
December 2014



CHITTENDEN COUNTY RPC  
Countdowns Planning Together



DRAFT FOR PUBLIC REVIEW: JULY 1, 2016

## COLCHESTER AVENUE/RIVERSIDE AVENUE Burlington, Vermont

### Final Scoping Report



Prepared by:

Prepared for:



April 1, 2019



## Colchester Avenue Corridor Plan Burlington, Vermont

### Final Report

December 2011



- 2019 Colchester Riverside Intersection Scoping Study
- 2017 PlanBTV Walk Bike Plan
- 2014 Pearl-Prospect-Colchester Intersection Scoping Study
- 2011 Colchester Avenue Corridor Plan

# Past Projects – Design & Construction



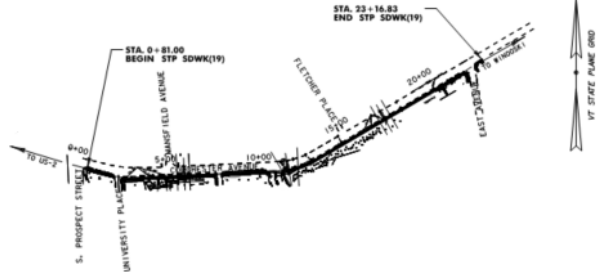
## PROPOSED IMPROVEMENT CITY OF BURLINGTON COUNTY OF CHITTENDEN

### COLCHESTER STP SDWK(19) AVENUE (MINOR ARTERIAL)

PROJECT LOCATION : BEGINNING AT SOUTH PROSPECT STREET AND EXTENDS EASTWARD ALONG COLCHESTER AVENUE TO EAST AVENUE.

PROJECT DESCRIPTION : WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE GRADING, DRAINAGE, PAVEMENT, CURBAGE, LANDSCAPING AND SIGNAGE FOR AN URBAN SHARED-USE SIDEPATH AS WELL AS OTHER RELATED ITEMS.

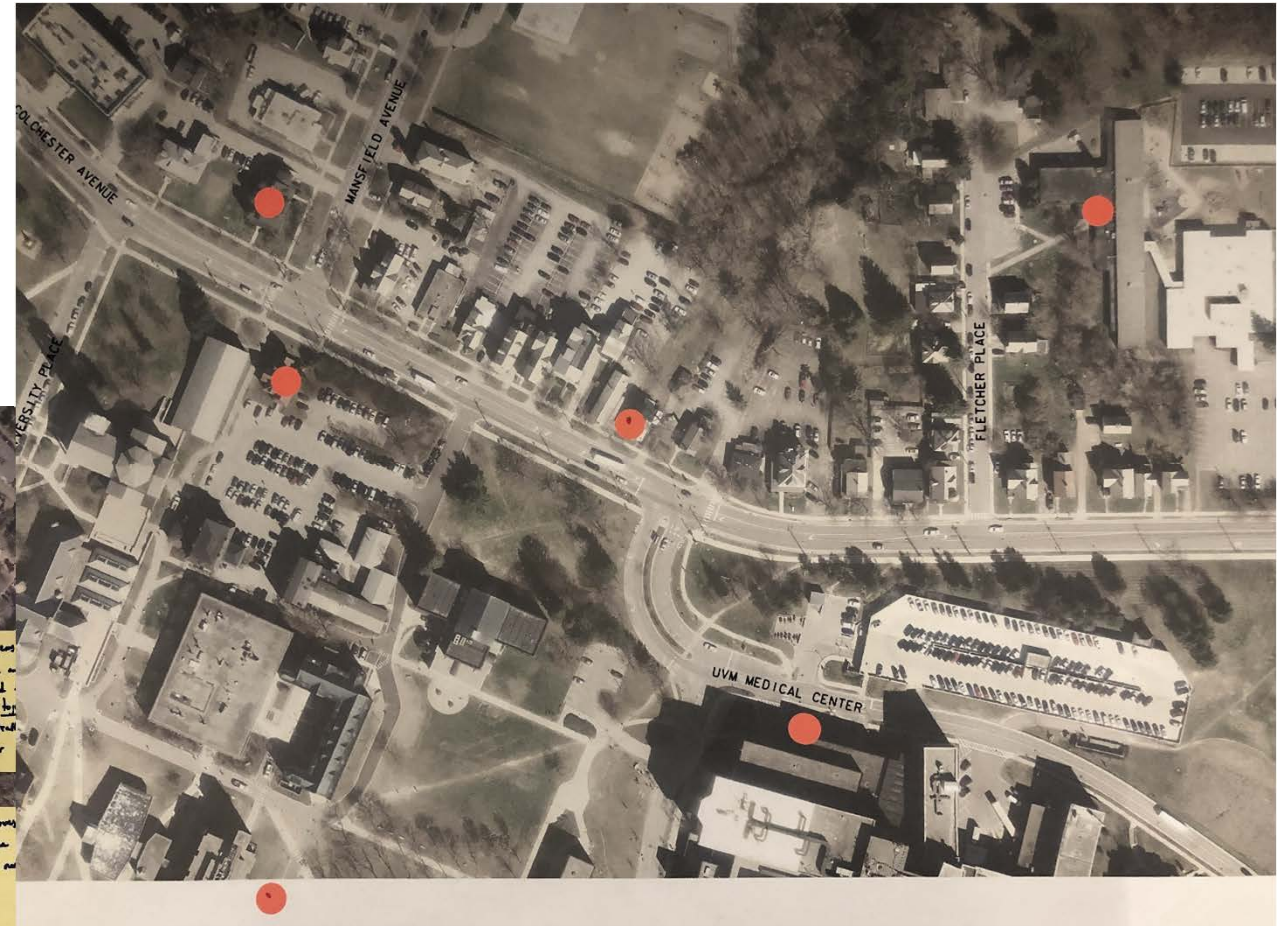
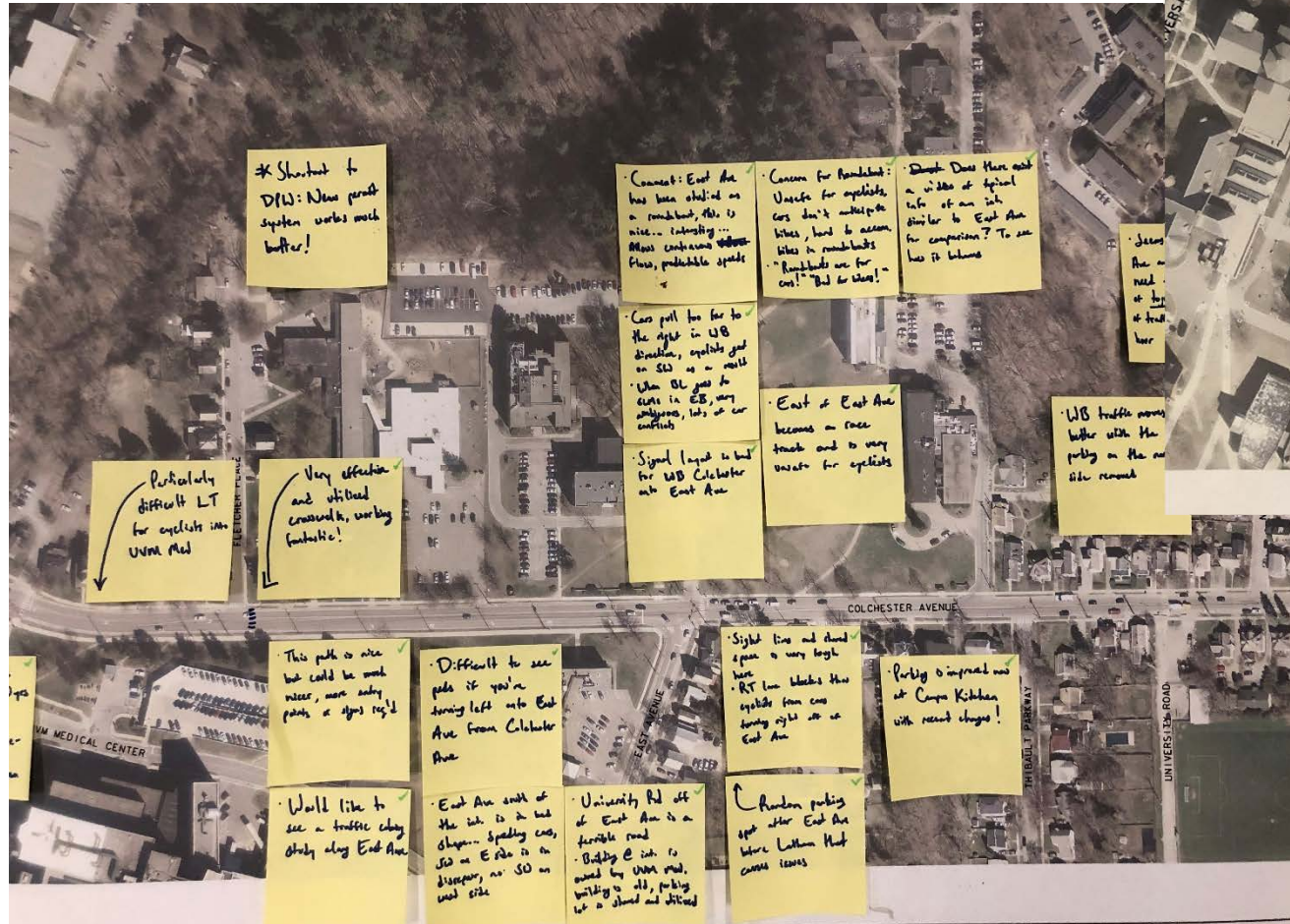
SIDEPATH : 244 FEET (10.41M)  
TOTAL PROJECT LENGTH : 244 FEET (10.41M)



- *2020 Colchester Avenue Sidepath*
  - designed, 2020 construction
- *2019 Colchester Avenue Repaving, Water Relining, & Bike Lanes*
  - pavement markings partially complete
- 2018 Colchester Ave / Riverside Ave
  - Pedestrian signals, widened sidewalk
- 2016-2018 Colchester Avenue Crosswalks
- 2014 Colchester Avenue Sidewalk at Greenmount Cemetery
- 2011 Colchester Avenue Pilot Project
  - Colchester Ave / Prospect St intersection alignment and phasing
  - Colchester Ave four lane to three lane with bike lanes

*Italicized projects are in progress*

# Local Concerns Meeting



# Draft Project Purpose

The purpose of the **Colchester Avenue: Bikeways, Parking, & Intersection Safety Study** is to **identify and prioritize improvements:**


- along Colchester Avenue in its entirety which will **enhance bicycle mobility** and **improve parking management** while supporting local businesses;
- at the intersection of Colchester Avenue and East Avenue which will **improve safety** for all modes of transportation.



# Draft Needs


- **Improve Intersection Safety**
- **Improve Corridor Safety for all Users**
- **Enhance Mobility for Bicyclists**
- **Manage Parking while Supporting Local Businesses, Employers, and Residents**

## Segment 1: South Prospect Street to UVM Medical Center






 **Issue:** Given it's current phasing, some pedestrians do not feel safe crossing Colchester Avenue at the intersection with Mansfield Avenue.

  **Opportunity:** Is there space to consider 10' wide Shared-Use Paths on both sides of the street?

 **Issue:** The corridor needs infrastructure that allows for bicyclists to make left-turns along the corridor.

  **Opportunity:** Improve bicyclist & pedestrian safety and operations at Colchester Avenue & S/N Prospect Street.

  **Issue:** The No-Right-Turn LED Signs at UVM Medical Center has not been effective to date. This movement is putting pedestrians and bicyclists at risk.









 **Issue:** There is some drainage infrastructure in this section that is dangerous to bicyclists.

## Opportunities & Constraints

SCALE 1" = 80'-0"



## Segment 2: UVM Medical Center to East Avenue

-   **Issue:** The lighting along the existing path is insufficient.
-  **Issue:** The existing path is hazardous for bicyclists who choose to ride along it rather than in the roadway.
-  **Issue:** The inconsistency in treatments for bicyclists makes navigating the corridor safely challenging.
-  **Issue:** The sidewalk network lacks continuity when it transitions to East Avenue.
-    **Opportunity:** Could the intersection with East Avenue be evaluated as a roundabout? Or could the intersection be evaluated to better accommodate bicyclist and pedestrian desire lines?
-  **Note:** The Colchester Avenue crosswalk at Fletcher Place has been a major improvement for pedestrian safety.



## Opportunities & Constraints

### Segment 3: East Avenue to Greenmount Cemetery



**Issue:** Westbound motorists will often pull into the bike lane at the intersection with East Avenue, endangering bicyclists.



**Opportunity:** There's an opportunity for improvements to the signal layout at East Avenue which would make conditions safer for all users.



**Issue:** Colchester Avenue to the east of East Avenue becomes extremely dangerous for bicyclists as it's a shared street condition, and motorists jockey for position at high speeds.



**Opportunity:** The perception is that congestion has improved since the removal of parking along the north side of Colchester Avenue.



**Issue:** Wide turning buses from Trinity campus make for unsafe conditions for bicyclists adjacent to "Kathy's Flowers" due to the presence of one parking space.



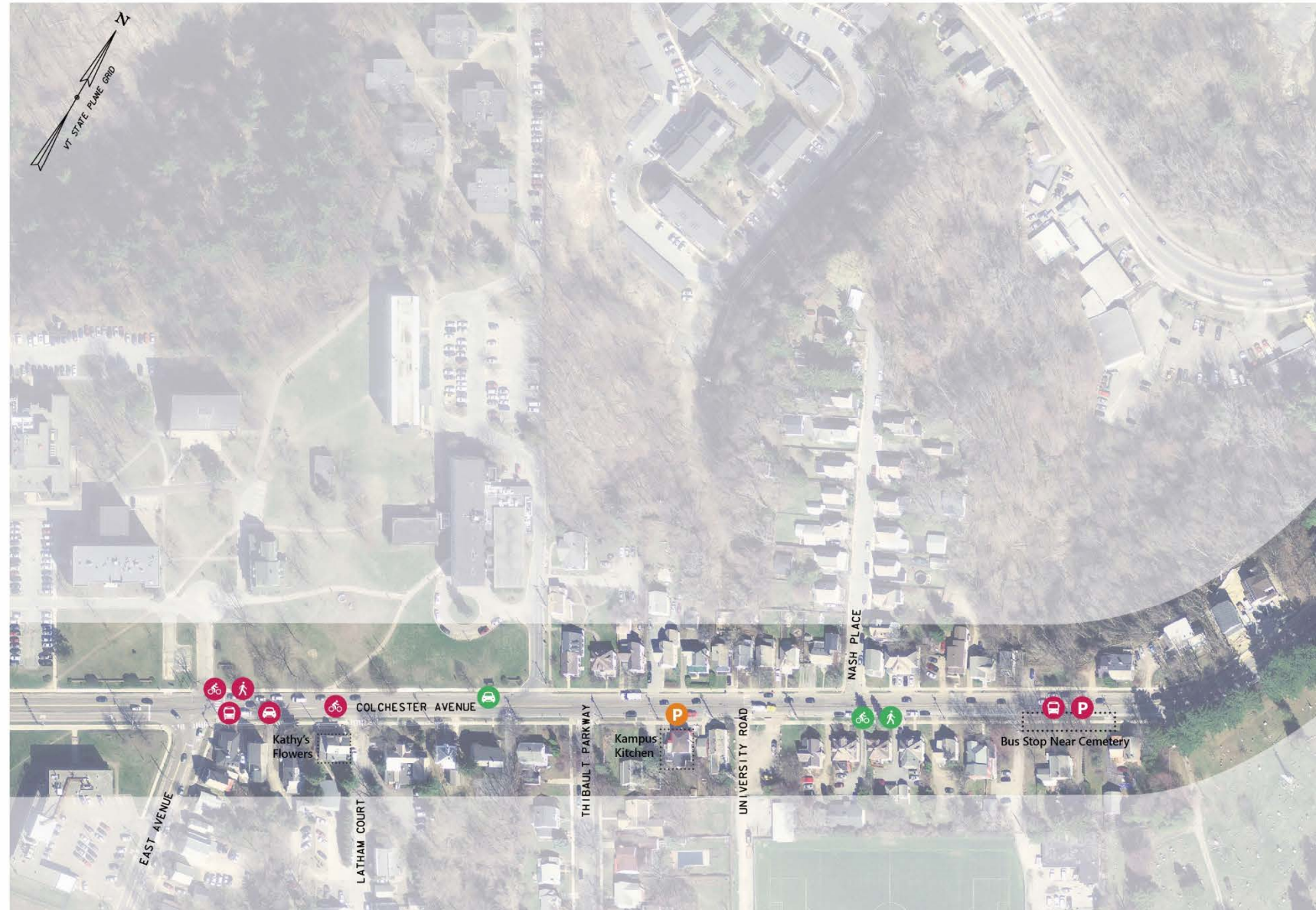
**Opportunity:** Is there space to consider continuing the new shared-use path along the south side of Colchester Avenue?



**Note:** The parking spaces for Kampus Kitchen are working well to date.



**Issue:** The bus stop just west of Greenmount Cemetery is challenging as the on-street parking restricts bus accessibility to the curb, making it difficult for passengers to board.



## Opportunities & Constraints

SCALE 1" = 80'-0"



## Segment 4: Greenmount Cemetery to Barrett Street

- P Opportunity:** The City should undertake a Parking Management Plan for this section and consider zoned parking rather than street-only parking.
- P Note:** The City should investigate the number of permits currently distributed against the number of spots regularly utilized.
- Issue:** Bicyclists are concerned about safety around bus stops, and see a need to have channelized pull-offs for bus stops that maintain separation from bicyclists.
- Opportunity:** Can the curbs be widened to create space for separated bike lanes?
- Issue:** Buses generally speed through this section of the corridor.
- Note:** Chase Street generally gets blocked in the PM peak hour. Enhanced markings and signing should be considered.
- Opportunity:** Can the intersections with East Avenue and Riverside Avenue be evaluated in coordination to understand how one intersection affects the other?



## Opportunities & Constraints

SCALE 1" = 80'-0"  
80 0 80

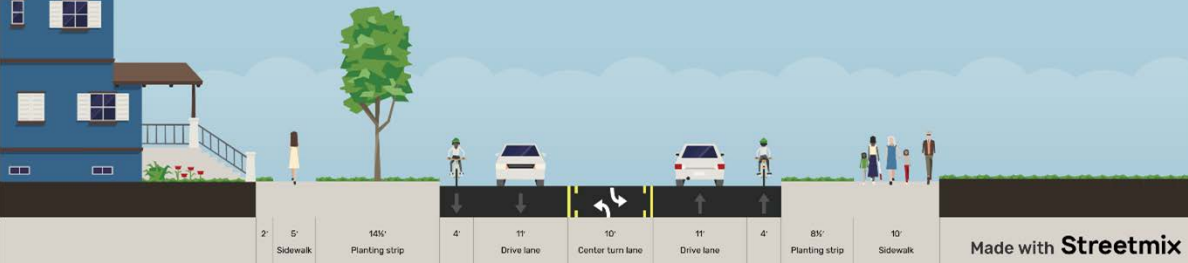




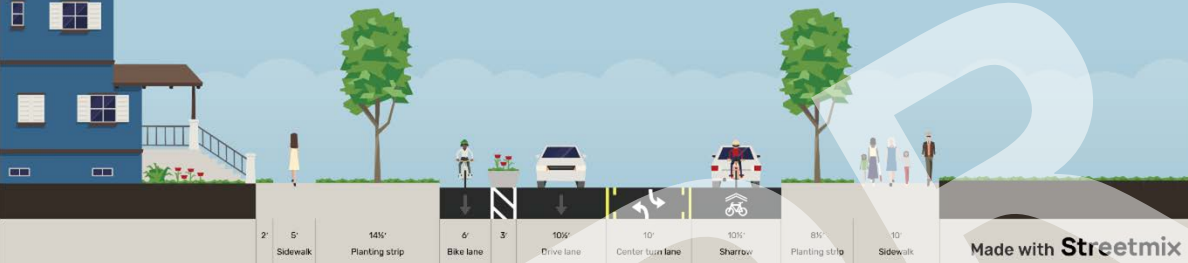
## Alternative Development

South Prospect Street to UVM Medical Center

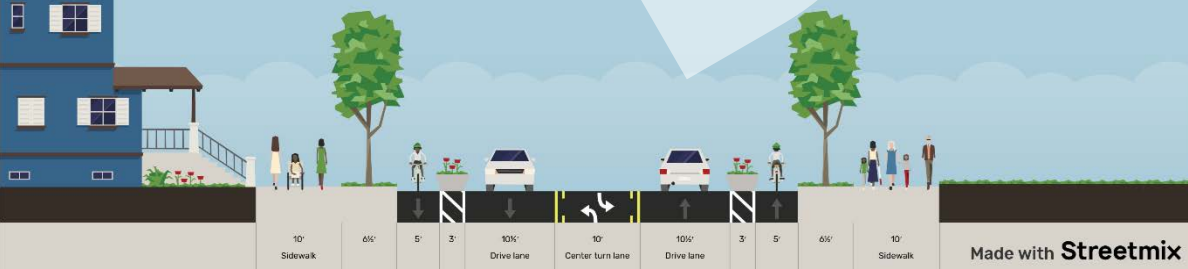
## Prospect to UVM Med Ctr - Existing



## Prospect to UVM Med Ctr - Alt 1



## Prospect to UVM Med Ctr - Alt 2



## Alternative Development

South Prospect Street to UVM Medical Center

- ROW | 5 rods (82.5')
- Existing Curb-to-Curb | 40'
- Alternative 1 Design Considerations
  - Within existing curb-to-curb
- Alternative 2 Design Considerations
  - Utility relocation
  - Increase of impervious surface area
  - Within ROW and back-of-sidewalk to back-of-sidewalk



**UVM Medical  
Center**

**Fletcher Place**

**UVM Trinity  
Campus**

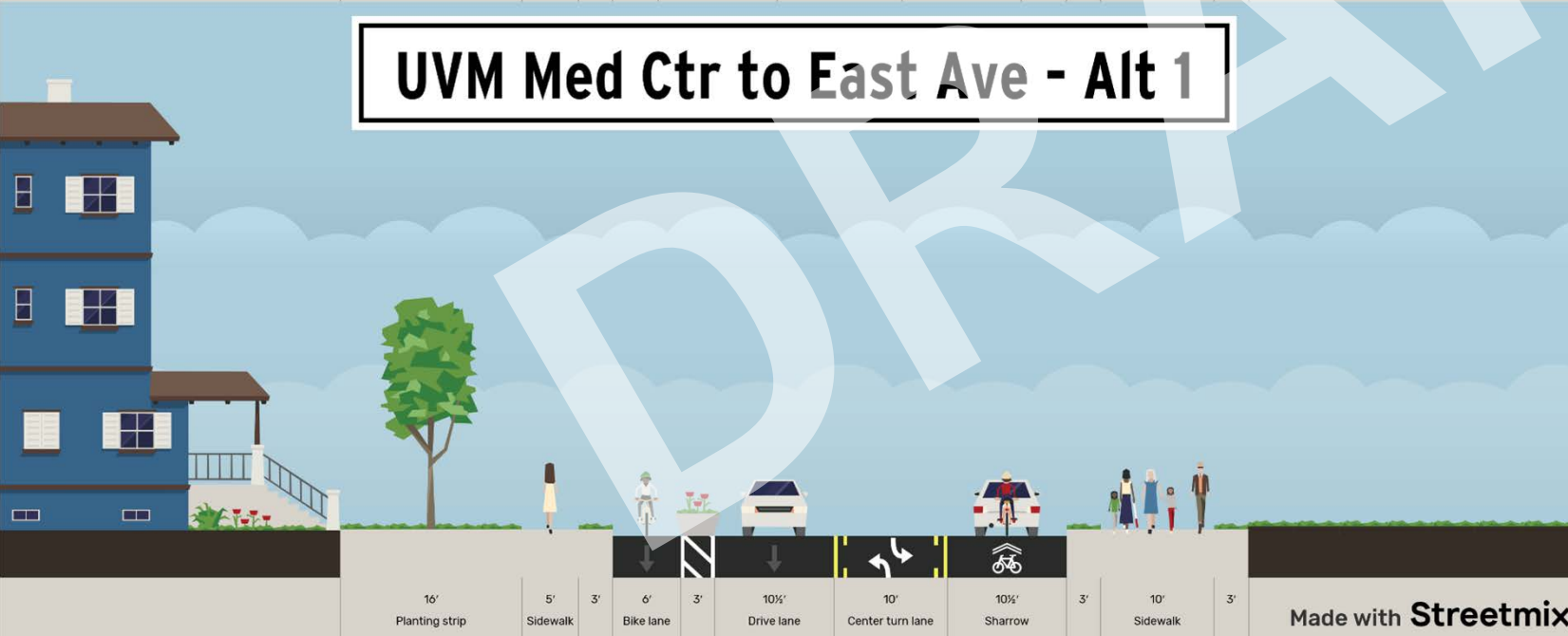
**East Avenue**

**Alternative Development**  
UVM Medical Center to East Avenue

## UVM Med Ctr to East Ave - Existing



## UVM Med Ctr to East Ave - Alt 1



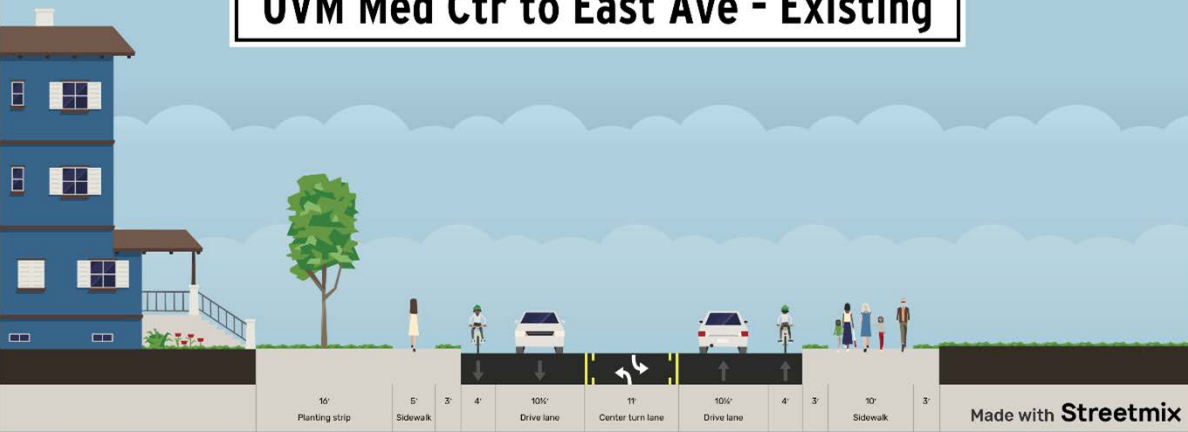
## Alternative Development

UVM Medical Center to East Avenue

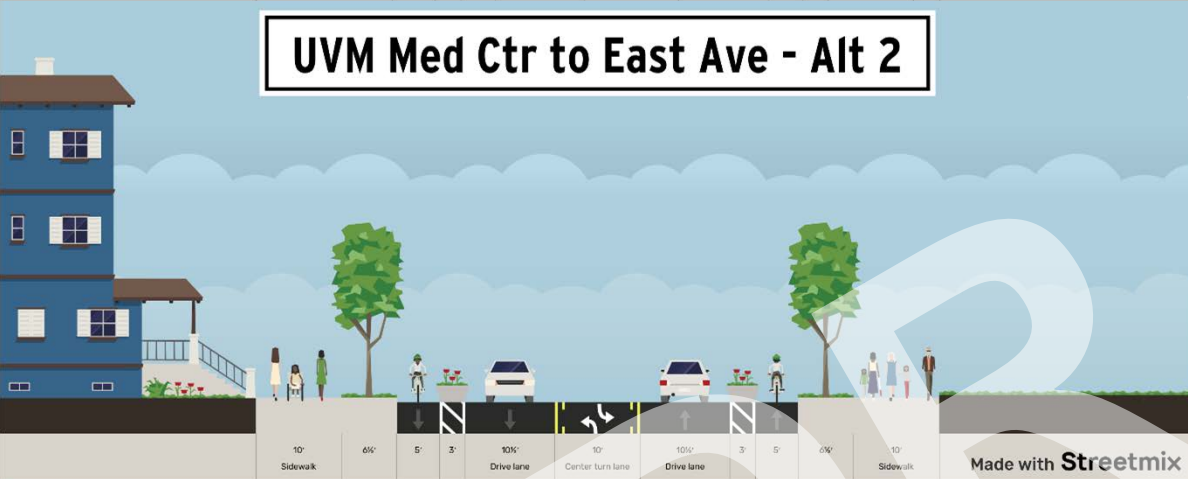
- ROW | 5 rods (82.5')
- Existing Curb-to-Curb | 40'

- Alternative 1 Design Considerations
  - Within existing curb-to-curb

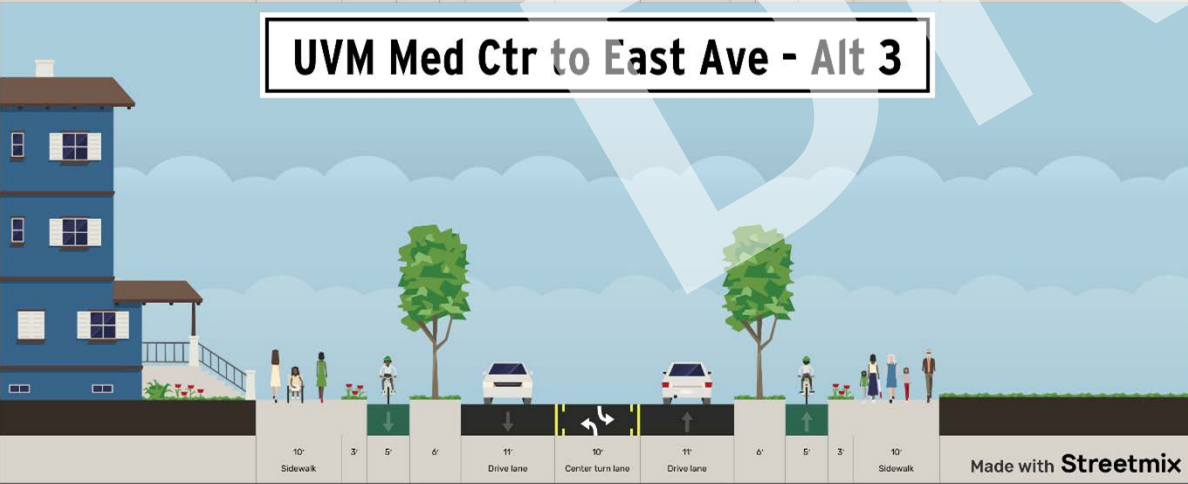
## UVM Med Ctr to East Ave - Existing



## UVM Med Ctr to East Ave - Alt 2



## UVM Med Ctr to East Ave - Alt 3



## Alternative Development

UVM Medical Center to East Avenue

- ROW | 5 rods (82.5')
- Existing Curb-to-Curb | 40'

### Alternative 2 & 3 Design Considerations

- Utility relocation
- Back of sidewalk expands 8-10' beyond existing
- Impedes into front yards/driveways of homeowners along section
- Increase of impervious surface area
- Within ROW



**UVM Trinity  
Campus**

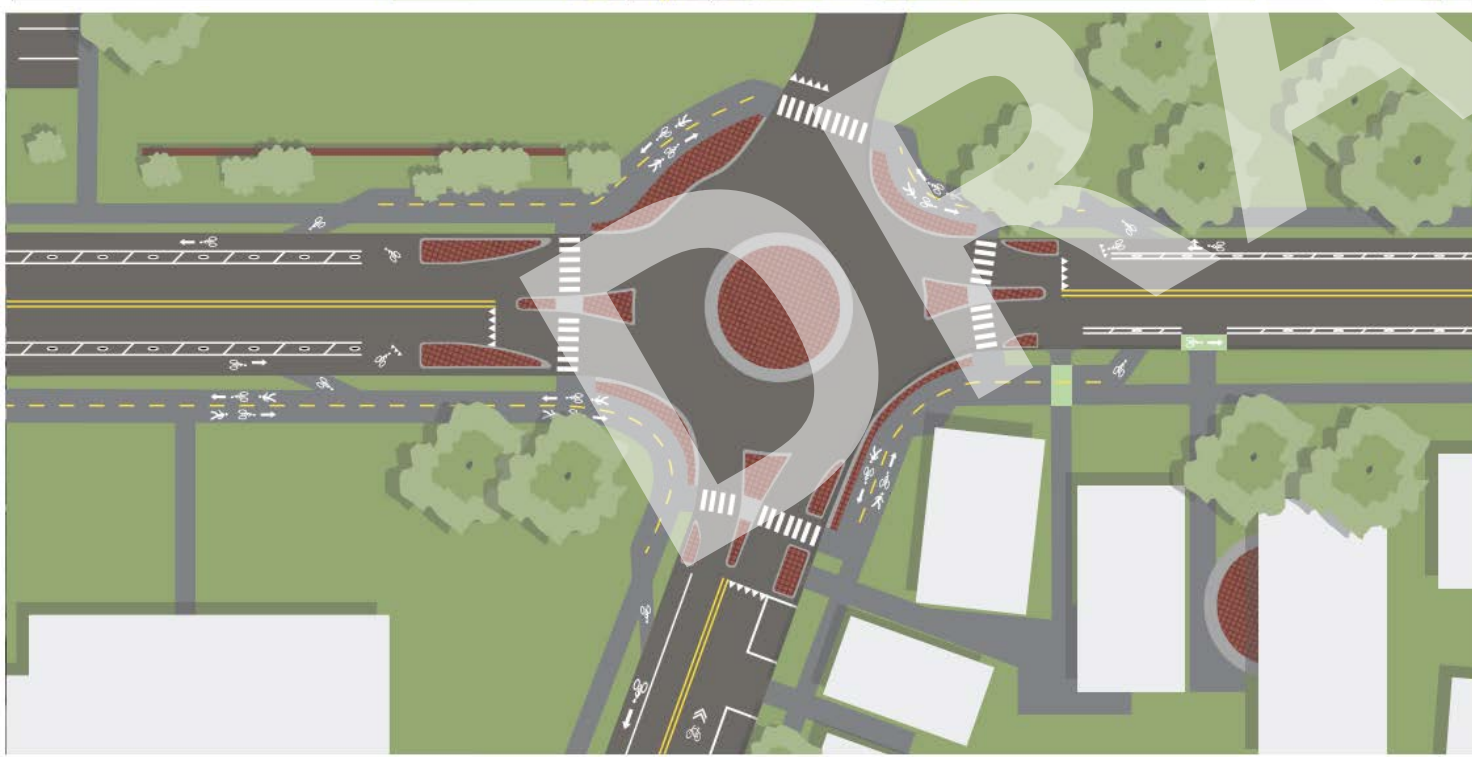
**East Avenue**

**Alternative Development**  
East Avenue Intersection

# Colchester Avenue / East Avenue Intersection



Existing Condition



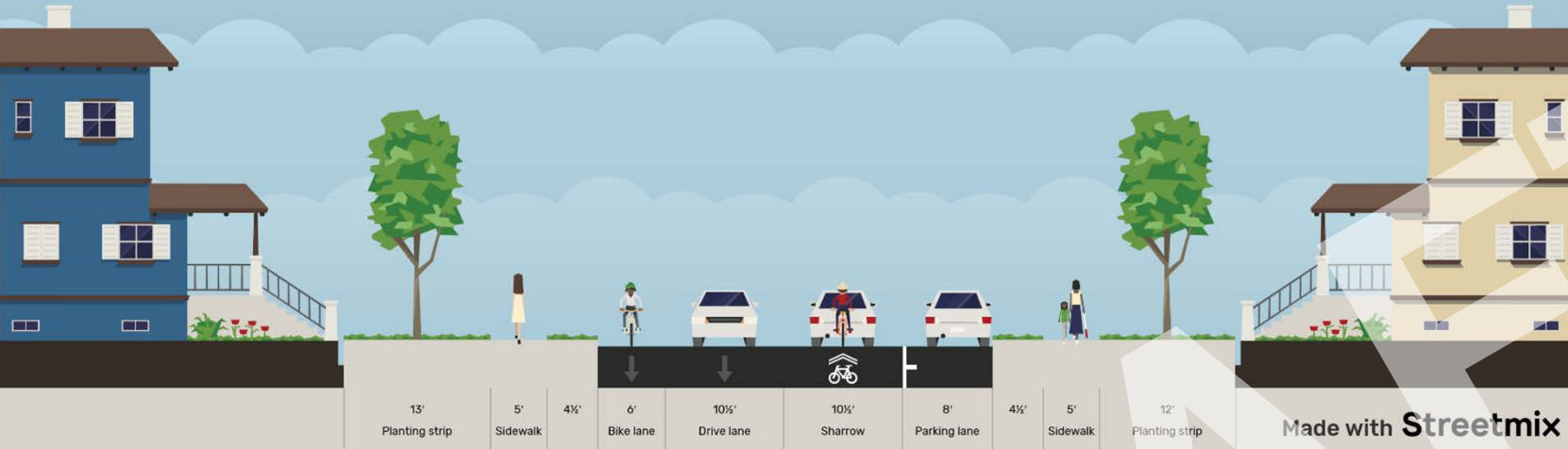
PlanBTV Concept



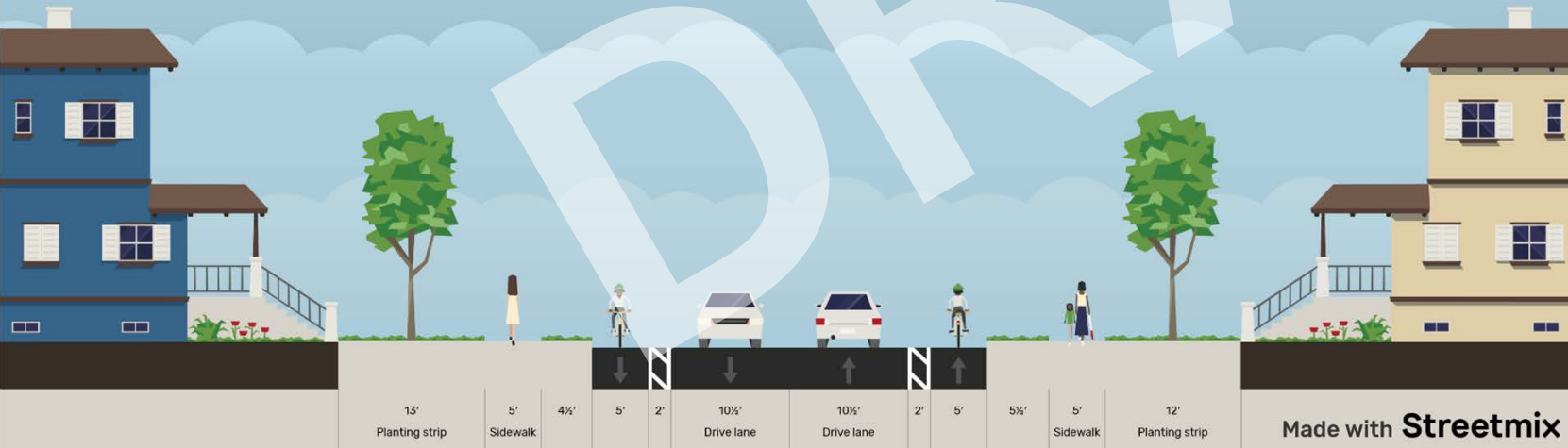
## Opportunities & Constraints

East Avenue to Greenmount Cemetery

## East Ave to Greenmount - Existing



## East Ave to Greenmount - Alt 1



## Alternative Development

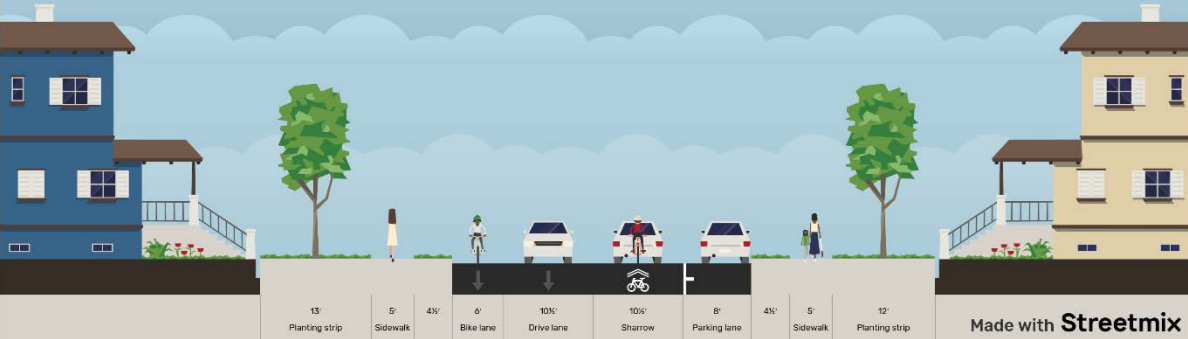
East Avenue to Greenmount Cemetery

- ROW | 5 rods (82.5')
- Existing Curb-to-Curb | ~33'-35'

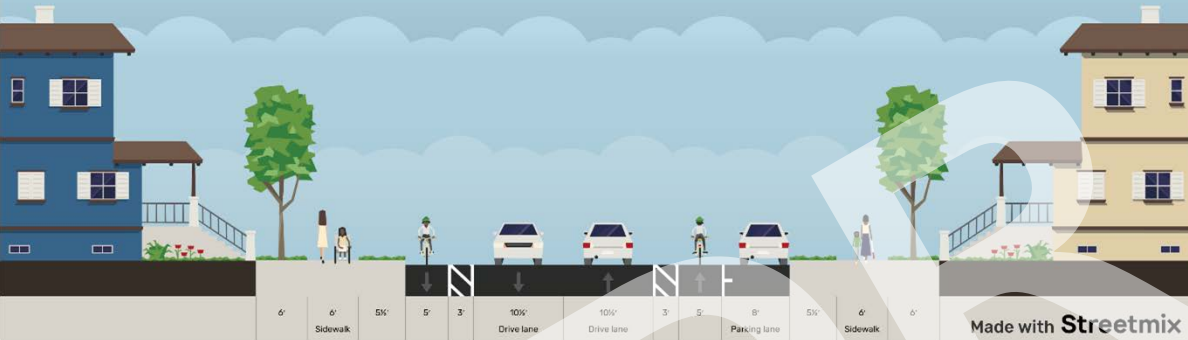
### Alternative 1 Design Considerations

- Within existing curb-to-curb
- Parking management

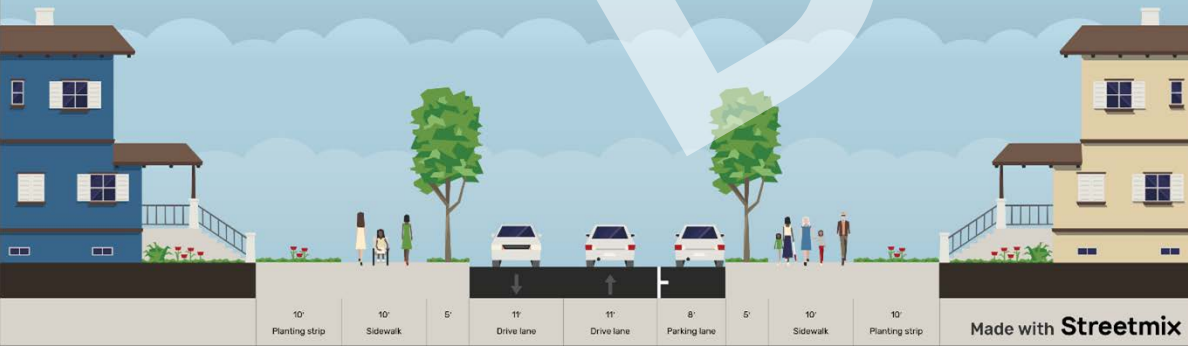
## East Ave to Greenmount - Existing



## East Ave to Greenmount - Alt 2



## East Ave to Greenmount - Alt 3



## Alternative Development

East Avenue to Greenmount Cemetery

- ROW | 5 rods (82.5')
- Existing Curb-to-Curb | 33'-35"
- Alternative 2 & 3 Design Considerations
  - Utility relocation
  - Back of sidewalk expands 8-10' beyond existing
  - Impedes into front yards/driveways of homeowners along section
  - Increase of impervious surface area
  - Parking management
  - Within ROW





## Alternative Development

Greenmount Cemetery to Barrett Street

## Greenmount to Barrett - Existing



## Greenmount to Barrett St - Alt 1



## Greenmount to Barrett St - Alt 2



## Alternative Development

Greenmount Cemetery to Barrett Street

- ROW | 5 rods (82.5')
- Existing Curb-to-Curb | ~33'-35'
- Existing Greenbelt | varies ~3'-12' depending on location

### Alternative 1 Design Considerations

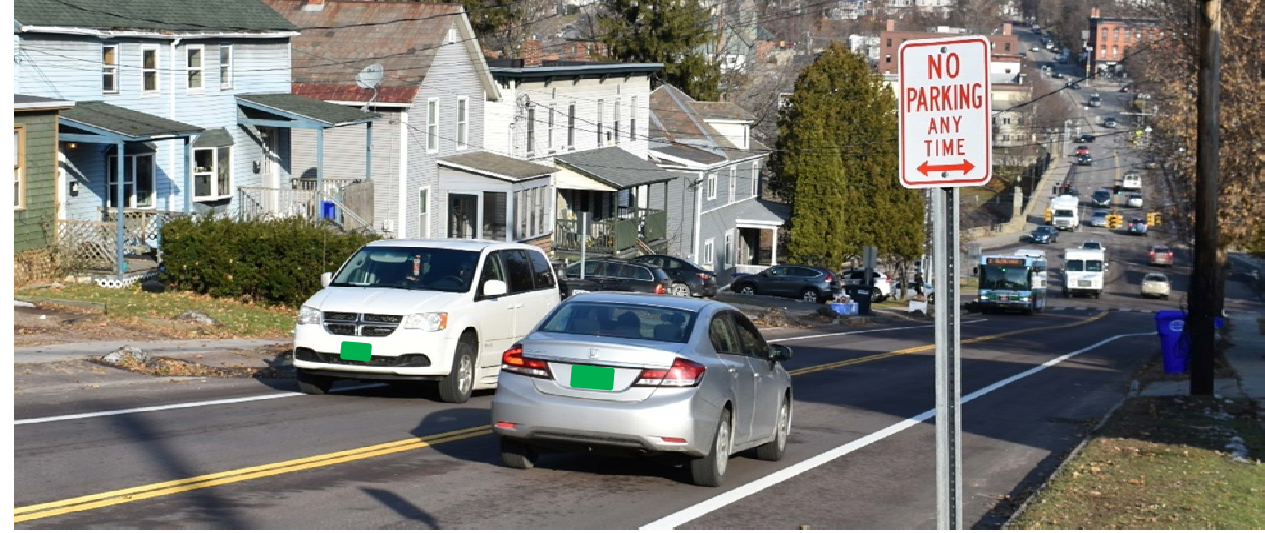
- Within existing curb-to-curb

### Alternative 2 Design Considerations

- Utility relocation
- Within ROW and back-of-sidewalk to back-of-sidewalk

# Next Steps

- Alternatives Assessment
- Advisory Committee Meeting #2
- Alternatives Presentation Public Meeting
- Alternatives Refinement
- Advisory Committee Meeting #3



# Stay Connected with the Colchester Avenue: Bikeways, Parking, and Intersection Safety Study!

Project Website:

<http://bit.ly/colchester-ave>

Contact Info:

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802.861.0127

[jcharest@ccrpcvt.org](mailto:jcharest@ccrpcvt.org)

