

South Burlington Planning & Zoning CityPlan 2024 Community Conversations Transportation & Mobility

Wednesday, March 8, 2023

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18 Attendees

- We have a great bike park network
- Interstate intersecting city
- Parts of the city has good density to promote human-scale transportation
- Impressed by the City to fund bicycle/pedestrian purposes
- Lucky to be a community of people with the knowledge of where issues are and what the solutions or connections could be
- We could walk or take the bus to the airport

Innovations to take

- Designated spaces away from roadways for bike/ped transportation
- Apps to know when the bus is going to be there; traffic lights to prioritize the buses to cut down travel time on buses
- GMT does have the ability to control traffic lights but don't use it
- We do amazing things for bicycles, but we also need better pedestrian focus - bikes riding on sidewalks instead of bike lanes creates issues with pedestrian traffic (even signage to educate cyclists); pedestrians to be able to enjoy walking
- Lives in South Village - development comes in before bike/ped improvements are made, instead of concurrent or ahead of new development; have infrastructure developed simultaneously with new development
- Bus line on Shelburne Road, but no connectivity between Shelburne Road and the Dorset St/City Center; hard to put housing on Shelburne Road when you can't get to the City Center (with medical offices, etc.) without going into downtown Burlington

Room for improvement

- Roads that were rural to get people into South Burlington from rural areas as quickly as possible are now built out with neighborhoods; need to slow the speeds to make these more neighborhood-scale
- GMT functions on the assumption that everyone is commuting from here into downtown Burlington; why don't we have an internal shuttle system Shelburne Road to 189 to Kennedy & Dorset to Williston; big new major employers are at Tilley medical area, tech park, etc.; South Burlington should be doing something ourselves
- Interstate is a barrier for South Burlington connection, including between East Terrace and City Center and the hill down under I-89

- Driving can go anywhere anytime, other modes have good and bad sections that prevent the whole trip; making it convenient for different times of day and in different directions to take buses - takes a lot more thought than using a car
- Crossing major arteries like Shelburne Road is dangerous for pedestrians or cyclists, connection to Orchards to other paths, etc. is difficult
- Winter snow clearing, focusing/prioritizing the clearing of sidewalks and shared use paths, so you don't have to think about winter conditions
- Montreal prioritizes sidewalks first; gap in public transit from Veterans Memorial Park to Kennedy Drive and north/east; consultation with other cities like Montreal/Westmount
- Difficulty to get to internal circulation of buses
- Maintaining our current systems and paths over time; infrastructure that isn't being used; drainage issues in existing roads, etc.; effect of stormwater
- Mixed intention areas of transportation; areas trying to be used by different kinds of vehicles, what's the purpose of the road, who has priority
- Funding equity; bike/ped maintenance funding is much less than vehicular road funding
- South Burlington looking into its own smaller scale linkages; what does it take to develop a small-scale system?
- Transit gaps, solution - Montpelier with on-demand transit system to call a bus, in addition to the fixed-route system (micro-transit)
- Write the priority into the plan
- Not an either/or, it's a win-win to incentivize simpler public transit, multi-modal, etc. which is also a win for the cars because it pulls people out of the cars
- E-bikes are a special consideration, could be too fast for the shared use path, but need special road places for them, consider them when considering wider, separated bike lanes and reduced vehicle travel lanes to make them slow down
- Macro/regional transportation question - very high percentage of people are in cars because they are traveling out of the City to work or vice versa; mindful of the processes to take into account other voices of people who aren't in the meetings; continue to study the option for Exit 12B or Exit 13; development in Hinesburg is going to put more pressure on Hinesburg Road; moving people to/from business community on east end; cars will still be part of the system, even if electric; rideshare
- Rideshare options, nodes of park n rides in other areas to link together, limit parking - make it easier to be on transit than to find a parking place
- Plan needs to be flexible for future technologies, etc.
- Support keeping car volume off of local roads, it may be a better experience for bikers/walkers; support additional exit for I-89 - keep trucks and vehicles off local roads
- Outreach has been good but could be a lot better - temp signs with QR codes spread out to other areas and dense housing areas; engagement with the renter community
- City needs to be aggressive in pursuing federal infrastructure funding; grant-writing resources need to be dedicated in the City government
- Education of new generations to use transit, etc.
- Keeping track of studies, things we've studied, etc.; too many curb cuts in high traffic areas is dangerous for the cars and for bike/ped users; shouldn't throw bike/ped users into the mix with high traffic areas, move people away
- Think of the data that we have; also data won't necessarily capture WFH; not necessarily just about commuters - use for other trips (stores, etc.)

- "Prioritize" - does this mean we are trying to bring the infrastructure up to the level of the vehicle infrastructure? Requires prioritization of the funding/investment, but doesn't result in prioritized mode over another
- Equity - pedal assist e-bikes are out of the price range of a lot of people - study about locations for nodes of bike share next to housing (not an offshoot of Burlington, not just by commercial areas); Cambridge MA must consider bike/ped infrastructure and must improve when roads are improved;
- Instead of having separate transit for schools, the kids use the public transit system to school instead of running two different systems
- Safety issue with driving safety for cyclists, issue with public safety, education of drivers, increase in texting, etc.; thinking of off-road routes - e.g. through Centennial Woods; parts of our infrastructure need to be updated for right-sized infrastructure, improving wildlife crossings, etc.;
- Designing our facilities for 8 year olds and 80 year olds (8/80 concept) - sets inclusive design parameters; issue with enforceability of 3-foot passing laws - lobby the state or make it a city law to make it enforceable

Climate-resilient

- Incorporation of Climate Action Plan covers the bases
- Reducing emissions by making better use of the school bus system, making it difficult or expensive to drive to school
- School is considering having neighborhoods drive to school on a rolling because they can't staff the buses
- Survey was sent to parents re rolling closures of school busing
- Slow down and be curious about why people drive to school
- CAP focuses on energy efficiency; cultural shift to driving less; land use decisions to reduce the distances people have to drive to commercial services, etc.
- Approach from both efficiency and VMT reductions; electrification of the school fleet because it's a vehicle that we want to keep on the road
- Trash pickup - too many companies, too frequent, simple fuel, noise, and cost savings
- You can control the vehicle type if you control the system
- Vehicle charging - GMT is looking into renting vehicle charging stations (good for equity), not possible to install enough at multi-family housing, could be charged to the resident