

## Bike & Pedestrian Crossing Study: Williston Road at I-89 Exit 14

### Best Ideas presented at Public Worksop #1 (16 November 2016)

At the end of the workshop, each participant had the opportunity to share what they thought was the best idea presented during the session.

Major ideas shared include:

- Build a new bicycle/pedestrian bridge or tunnel to cross I-89 near Exit 14
- Build a bicycle through lane down the center of the existing bridge
- Focus on connectivity
- Build new exits to access I-89 and relieve congestion near Exit 14
- Build U-turn at I-189 for access to I-89
- Consider smaller improvements available in the short term: traffic calming, police enforcement, distracted driving, maintenance, lane changes
- Look at the network holistically to improve travel for all users
- Recognize the inter-relationships between different users and components of the system
- Recognize different categories of cyclists (E.g., commute vs recreation; expert vs beginner)
- Focus on comfort and safety
- The City council needs to make biking a higher priority in South Burlington.

Specific comments shared include:

- Build a designated **bicycle/pedestrian mezzanine bridge** over Route 2.
- Build an **elevated bridge** down the center of Route 2, instead of a separate bridge.
- A **bridge south of the current clover leaf** would be great for everyone, at all levels.
- **Bridge just south of current bridge**; consider **connectivity** to existing of bike arteries.
- **Dedicated bike/ped bridge**. I'll ride it already, but let us reach out for the 60 percent of riders who won't.
- A big **new bridge** would be beautiful.
- South of the current clover leaf may be the least costly place to build a **new bridge**.
- A **new bridge** would be wonderful, and a **U-turn** on I-189
- **Separate bridge**. Would go out of my way few minutes for a safer crossing.
- **New bridge** and bike path on Spear. How long is the timeline for the bridge? Will it happen?
- Long term: **separate bridge**. Short term: identify interim improvements.
- **New bridge** for long term. For short term, make bike signals to activate red light for cars on ramps. Shouldn't have stop signs for bike lane; bike lanes should be through lanes.
- **Bridge south of interchange** to accommodate bicycles, pedestrians and public transit.
- **Connect** Quarry Hill to Market Street for bicycles, pedestrians, transit, and emergency vehicles. Modification for I-189.

- Long term: bicycle, pedestrian, emergency vehicle **bridge** from Quarry Hill to UHall and Market Street.
- **Bridge south of I-89 Exit 14 bridge.**
- Recognized back in 1991 that the least safe place for bikes is the cloverleaf. First, implement a **U-turn** on I-189. Second, build **structure for bicycle and pedestrian crossing** to UHall at Quarry Hill.
- A **through lane** in the middle of the bridge could be lower cost.
- Safety for UVM students to come into South Burlington.
- **Connectivity** is key, make sure anything can be accessible for travelers.
- Most immediate need is to fix **connectivity** in the corridor. It feels like I'm taking my life into my hands when traveling through there daily.
- Keep facilities **maintained** for safety; clear pebbles and other debris from bike lane.
- Regionally, there is much work being done in transportation that not everyone is aware of. New services like Uber, Lyft, and Bridge provide alternatives to GMT.
- Getting people to cooperate and work together to improve transportation.
- Building a **new exit (14N)** at Patchen Road.
- **Exit 12B** at Hinesburg Road.
- Interim solutions to improve safety now: **Exits 13 and 12b**; traffic lights to trigger left turn; safety bike lane marking narrows road.
- Creating a **U-turn** between east and west on I-189.
- **U-turn** on I-189. Get traffic away from the Route 2/Dorset Street intersection and Exit 14 interchange.
- Impressed with the enthusiasm and sentiment expressed at the workshop.
- This meeting includes a wide cross-section of the community, and we're ready to do something.
- Impressed by breadth of interest in total transportation infrastructure for all modes.
- Whatever facilities are put in place, keep in mind what is used by commuter cyclists compared to recreation cyclists.
- Not just bicycles and pedestrians in this area.
- As a walker, I'm delighted at the respect for walkers among people at the table. Get bikers off sidewalk, and/or improve their etiquette.
- Nice to have so many people talking about getting "interested but concerned" people on bikes.
- Changing third lane in middle of bridge, slowing vehicles down
- The idea that solving bicycle and pedestrian problems can also help other traffic issues, emergency vehicles, cars, and regional commuting.
- With four feet bike lanes on bridge currently, plus median, there are 10 feet to possibly use for short term, cost-effective improvements.
- **Express lane for cyclists** between East Avenue and Dorset Street.
- Consider future population growth and possibility of using a **tunnel** for pedestrian and bicycle traffic.
- Small simple changes that use less money: traffic calming, police enforcement, distracted driving, maintenance, lane changes.



- Struck with how interrelated everything is. Complexity of changing stream of cars to allow for bicycle and pedestrian safety. Everything is connected. There are spots to work on, but it is a bigger issue than only making the bridge safe for bicycles and pedestrians. Lots of little pieces.
- Short term solution for the interchange is needed. Jersey barriers to semi-protect bikes. City council needs to make biking a priority in South Burlington. We are not yet a community that says this is a bike-ped community.