

I-89 Exit 14 Bike/Pedestrian Crossing Proposed Alternatives Survey

Tuesday, June 06, 2017

173

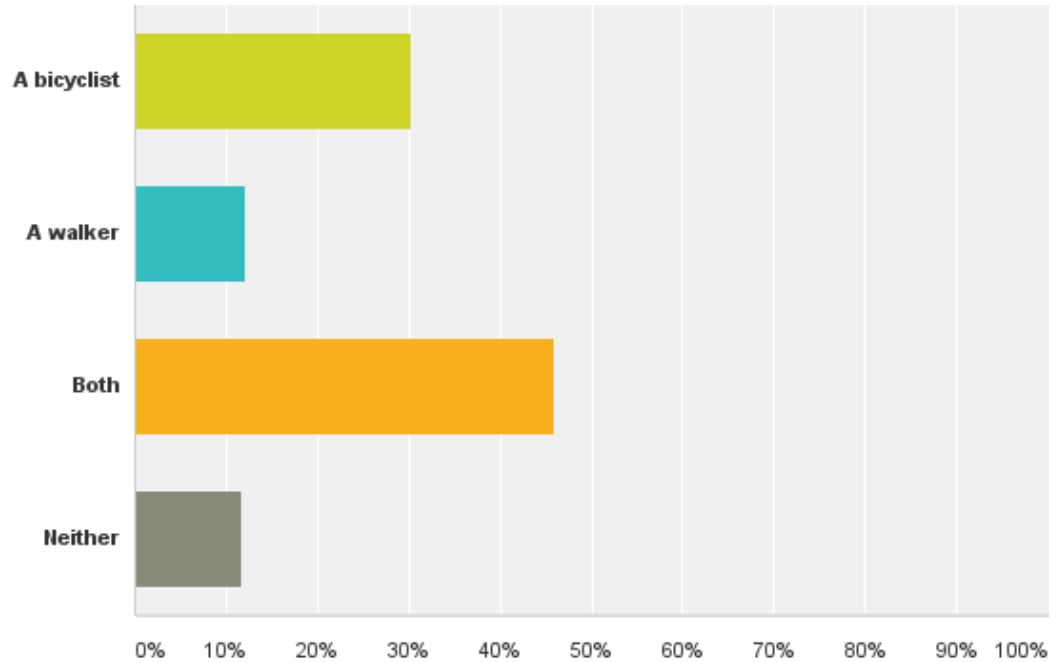
Total Responses

Date Created: Monday, April 17, 2017

Complete Responses: 173

Q1: I do or am interested in crossing I-89 as:

Answered: 172 Skipped: 1



Q1: I do or am interested in crossing I-89 as:

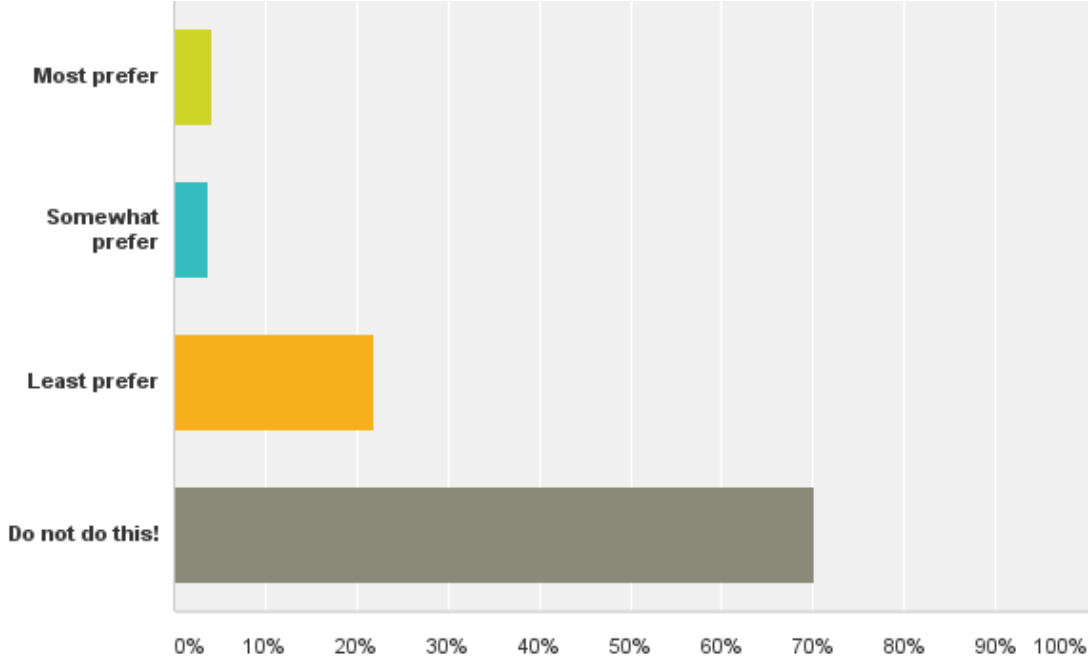
Answered: 172 Skipped: 1

Answer Choices	Responses
A bicyclist	30.23% 52
A walker	12.21% 21
Both	45.93% 79
Neither	11.63% 20
Total	172

Q2: Alternative Option A: Do Nothing.

This alternative leaves the crossings at Exit 14 as-is. There would be no cost for this alternative, and there would be no improvements to the bike/pedestrian facilities that exist now.

Answered: 164 Skipped: 9



Q2: Alternative Option A: Do Nothing.

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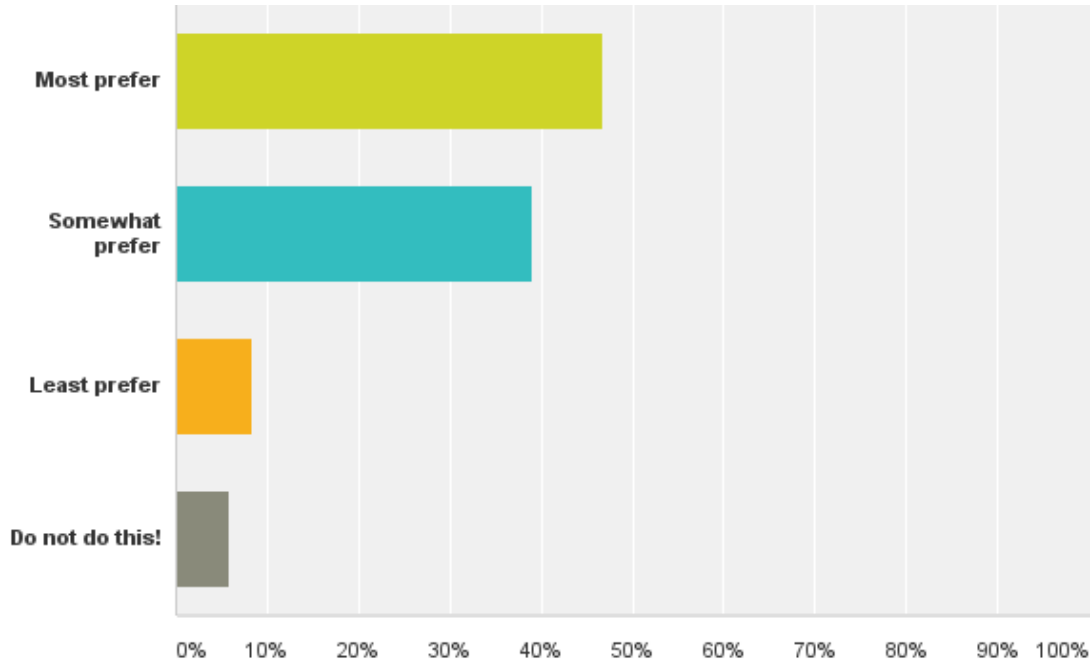
Answered: 164 Skipped: 9

Answer Choices	Responses
Most prefer	4.27% 7
Somewhat prefer	3.66% 6
Least prefer	21.95% 36
Do not do this!	70.12% 115
Total	164

Q3: Alternative Option B: Bridge over Exit 14 cloverleaf ramps south of US Route 2

This alternative proposes a safe and usable crossing for all users across the cloverleaf of I-89 at all times of day, with no potential for a travel delay. It would consist of three separate bridges with maximum spans of 220 feet joined by paths over fill creating a continuous structure that bypasses all of the ramps, on the south side. Using fill between a series of shorter bridges decreases the cost of a single bridge by half.

Answered: 169 Skipped: 4



Q3: Alternative Option B: Bridge over Exit 14 cloverleaf ramps south of US Route 2.

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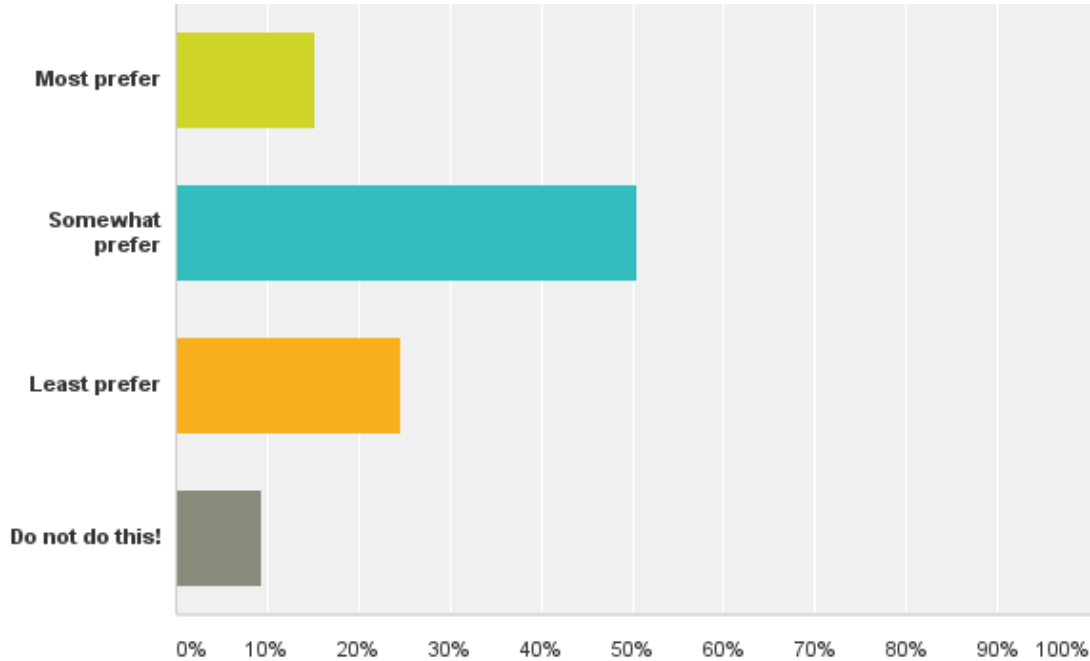
Answered: 169 Skipped: 4

Answer Choices	Responses
Most prefer	46.75% 79
Somewhat prefer	39.05% 66
Least prefer	8.28% 14
Do not do this!	5.92% 10
Total	169

Q4: Alternative Option C: Bridge from Quarry Hill to University Mall property

This alternative proposes a safe and usable crossing for all users across I-89 at all times of day, with no potential for a travel delay. The bridge would be significantly smaller, crossing only I-89 with ramps over fill connecting the two ends of the bridge to Williston Road/US 2, but would increase the distance to travel. This alternative would have a lower cost to construct compared to multiple bridges, but requires more right of way from private property owners.

Answered: 170 Skipped: 3



Q4: Alternative Option C: Bridge from Quarry Hill to University Mall property

This alternative proposes a safe and usable crossing for all users across I-89 at all times of day, with no potential for a travel delay. The bridge would be significantly smaller, crossing only I-89 with ramps over fill connecting the two ends of the bridge to Williston Road/US 2, but would increase the distance to travel. This alternative would have a lower cost to construct compared to multiple bridges, but requires more right of way from private property owners.

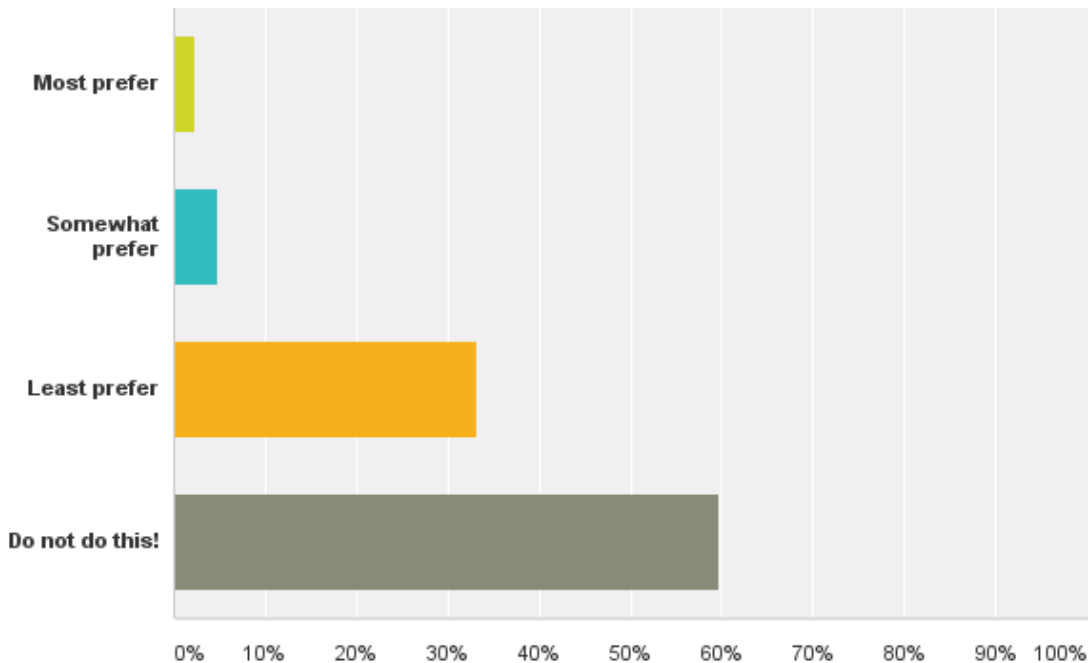
Answered: 170 Skipped: 3

Answer Choices	Responses
Most prefer	15.29% 26
Somewhat prefer	50.59% 86
Least prefer	24.71% 42
Do not do this!	9.41% 16
Total	170

Q5: Alternative Option D: Gondola or tram

This alternative needs additional analysis to determine whether it would provide usable access for all users across Exit 14 at I-89. A potential alignment would be from the “jughandle” to the Holiday Inn. It would cost less to install; but to operate a facility like this, would require staff to operate both ends, would have annual maintenance costs due to the mechanical equipment, and would open to the public for a time period less than 24 hours. Depending upon the size and number of trams or gondolas, there would be a delay in travel time for bicyclists.

Answered: 169 Skipped: 4



Q5: Alternative Option D: Gondola or Tram

This alternative needs additional analysis to determine whether it would provide usable access for all users across Exit 14 at I-89. A potential alignment would be from the “jughandle” to the Holiday Inn. It would cost less to install; but to operate a facility like this, would require staff to operate both ends, would have annual maintenance costs due to the mechanical equipment, and would open to the public for a time period less than 24 hours. Depending upon the size and number of trams or gondolas, there would be a delay in travel time for bicyclists.

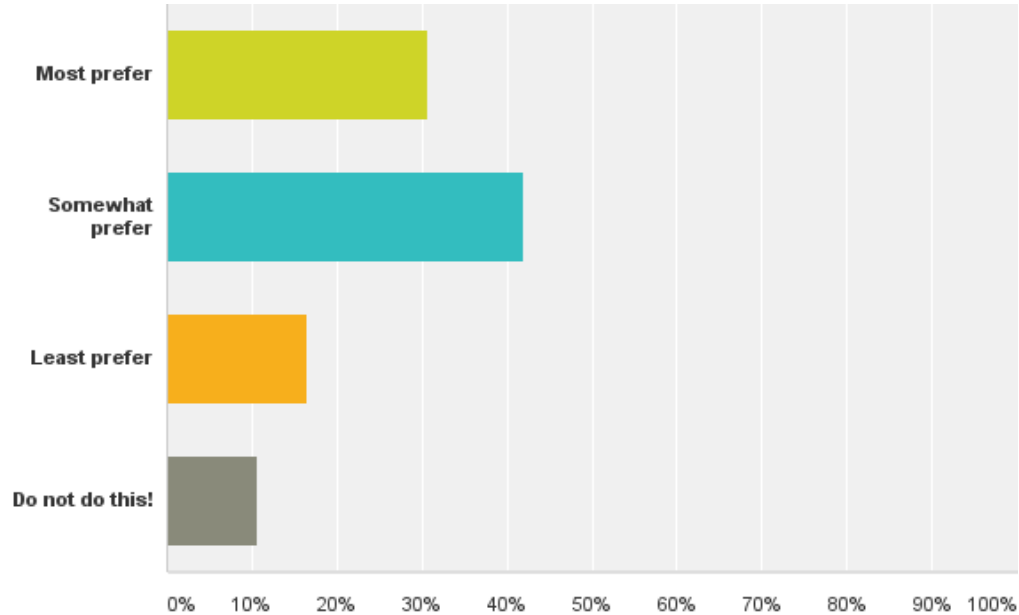
Answered: 169 Skipped: 4

Answer Choices	Responses
Most prefer	2.37% 4
Somewhat prefer	4.73% 8
Least prefer	33.14% 56
Do not do this!	59.76% 101
Total	169

Q6: Alternative Option E: “Cannoli Bridge”

This alternative proposes a safe and usable crossing for all users across both sides of I-89 at all times of day, with no potential for a travel delay. It offers connections on both sides of Route 2. This option presents the shortest travel time and the least delay to access on the north and south side. This alternative would be more expensive as it entails building another bridge, but requires less right of way from private property owners.

Answered: 169 Skipped: 4



Q6: Alternative Option E: “Cannoli Bridge”

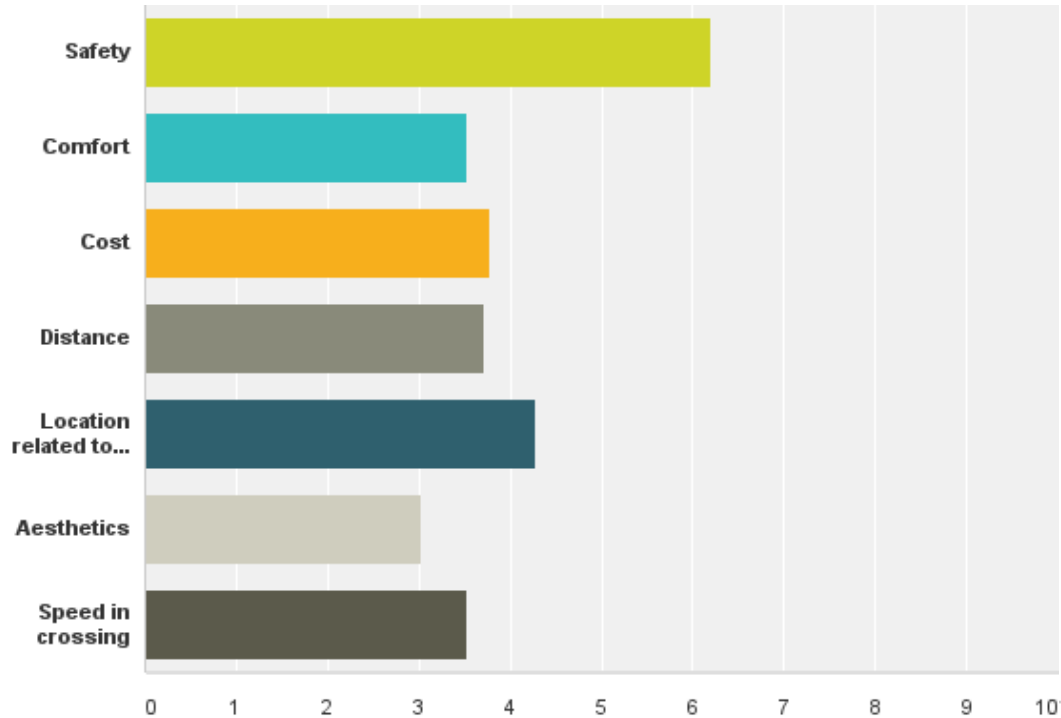
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Answered: 169 Skipped: 4

Answer Choices	Responses
Most prefer	30.77% 52
Somewhat prefer	42.01% 71
Least prefer	16.57% 28
Do not do this!	10.65% 18
Total	169

Q7: Rank the following factors in your choice with 1 being the most important and 7 being the least important:

Answered: 165 Skipped: 8



Q7: Rank the following factors in your choice with 1 being the most important and 7 being the least important:

Answered: 165 Skipped: 8

	1	2	3	4	5	6	7	Total	Score
Safety	71.33% 107	12.00% 18	4.00% 6	3.33% 5	4.00% 6	0.67% 1	3.33% 5	150	6.21
Comfort	2.70% 4	14.86% 22	18.24% 27	12.16% 18	18.92% 28	16.22% 24	15.54% 23	148	3.53
Cost	5.96% 9	19.21% 29	15.89% 24	14.57% 22	11.92% 18	16.56% 25	14.57% 22	151	3.78
Distance	4.73% 7	14.19% 21	12.84% 19	25.00% 37	16.89% 25	14.19% 21	10.81% 16	148	3.72
Location related to where you want to go	11.11% 17	16.34% 25	21.57% 33	16.34% 25	18.30% 28	9.80% 15	5.23% 8	153	4.29
Aesthetics	4.49% 7	8.97% 14	10.26% 16	13.46% 21	14.74% 23	21.15% 33	25.64% 40	156	3.03
Speed in crossing	4.91% 8	14.72% 24	16.56% 27	15.34% 25	11.04% 18	15.95% 26	20.25% 33	163	3.52