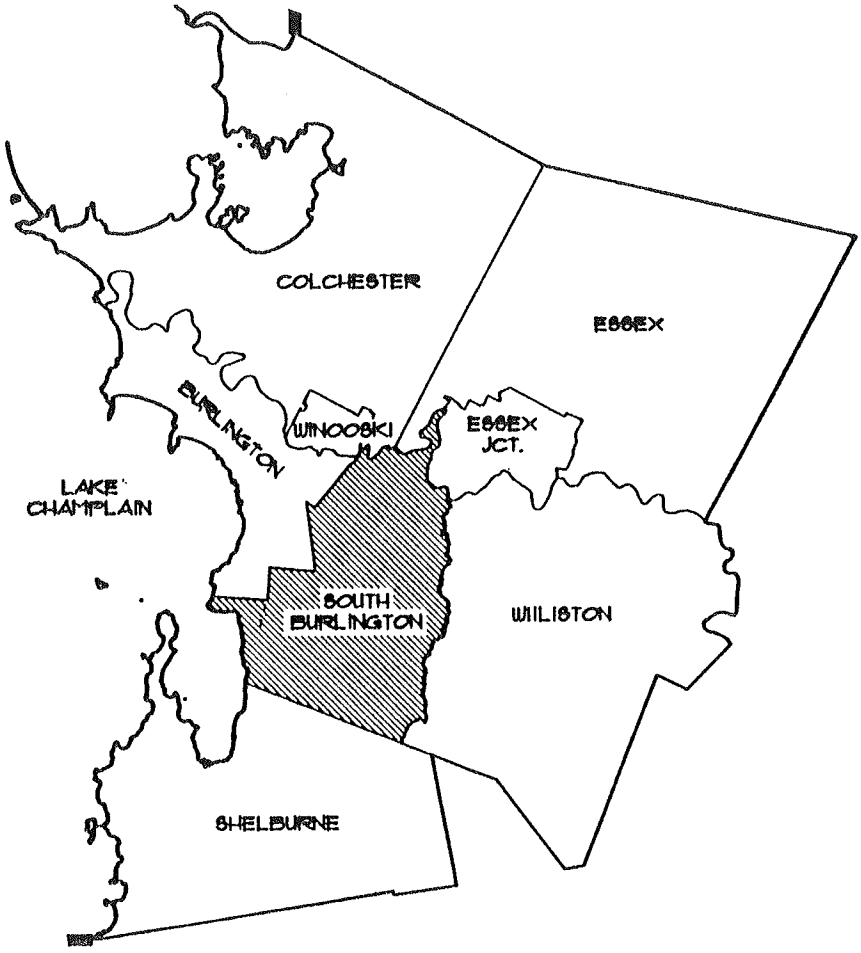


CHITTENDEN COUNTY

METROPOLITAN PLANNING ORGANIZATION

SOUTH BURLINGTON ALTERNATIVE TRANSPORTATION PATH MASTER PLAN

SEPTEMBER 1993

prepared by

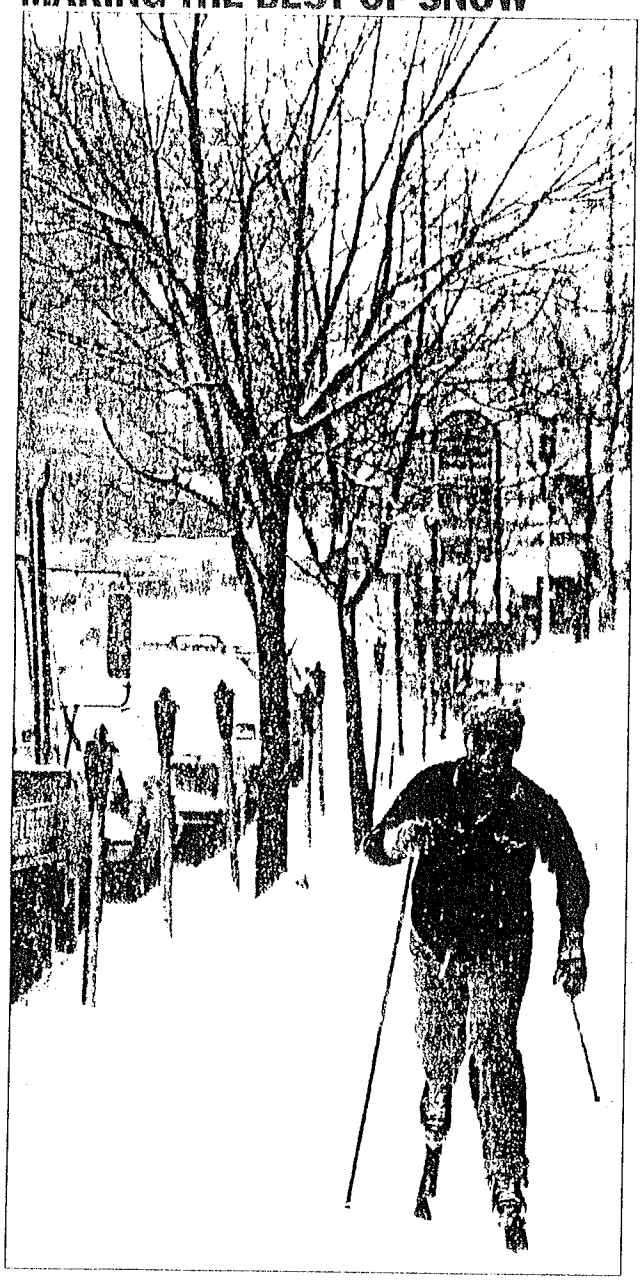
T. J. Boyle and Associates • FitzPatrick-Llewellyn Incorporated • Resource Systems Group

Burlington, Vermont *Williston, Vermont* *Norwich, Vermont*

Table of Contents

Table of Contents	G - i
Acknowledgements	G - ii
Preface	G - iv
Introduction	G - 1
Overview	G - 2
Pedestrian Trails and Recreation Paths	G - 8
The Planning Process	G - 9
The Community Workshop	G -12
The Plan	G -13
Plot of Projected Trips	G -17
Route Evaluation and Implementation	G -18
Application and Policy	G -20
Map of South Burlington Alternative Transportation Path	insert
1993 VAOT Path Plan Submissions	J

MAKING THE BEST OF SNOW



ADAM PIKE RIESNER, *Free Press*

David Lawlor of Burlington skis up College Street to class at the University of Vermont in Burlington on Wednesday. "I have got to enjoy this snow while it lasts," Lawlor said.

This project has been a rare opportunity to work with eight neighboring communities, all with diverse outlooks, on a single planning effort. A project of this size and scope can only be undertaken and completed with a great deal of help from many community members. The consultants appreciate the opportunity to work with town officials and community volunteers, who made these plans possible. We would like to acknowledge the following people who assisted in many ways on this project:

Chittenden County Regional Planning Commission:
Art Hogan, Mike Oman, Peter Keating, Jay Appleton

Burlington:
Betsy Rosenbluth, Bob Whalen, Tom Williams, Scott Johnstone, Mark Eldridge, Jeffrey Gaull

Colchester:
Bryan Osborne, Betsy Orselet, Tom Berry

Essex Junction:
Frank McDaniel, Priscilla Kimberly

Essex Town:
Dennis Lutz, Priscilla Kimberly, Ken Smullen, Chuck Vile, Bob Donahue, Mike Ludwig, Sandy Angolano, David Boucher, Sally Duval, Harry Smith, Steve Jurnak

Shelburne:
Kate Bortz,David Jonah, Susan Nelson, Dorothea Fraver Penar, Gail Henderson-King, Jane Perry, Eugene Shlatz, Becky Wang, Nancy Bush

South Burlington:
Bruce O'Neill, Joe Weith, Sonny Audet, Donald Miner, Lenore Budd, Sue Pritchard, Robert Rodd, Lou Bresee, Bob Bennett, Gary Margolis, Ray Belair

Williston:
Gail Desorda, Steve Page, Jean Kissner, Tony Shaw, Jeff Fehrs

Winooski
Roger Bergeron, Jim Trezpacz, Doug Scott

Winooski Valley Park District
Katherine Vose, Jennifer Ely

Michael Petrie
Burlington Police Department
South Burlington Police Department

These people worked together to create this plan. The project began in the dead of winter, with consultants and committee members hiking through the snow in sub-zero weather to identify potential routes to complete project funding applications. It continued with citizen participation workshops during snowstorms, baseball games, and glorious summer days on the Burlington Bikepath. Throughout this project we felt a sense of optimism and strengthening of community spirit; a sense that is growing as each new path segment is constructed and used.

The Chittenden County Metropolitan Planning Organization has a vision and is on a mission.

Consultants:

T. J. Boyle and Associates *Burlington, Vermont*
Janet Kennedy; Team Leader, Project Manager, Principal Author
Terrence J. Boyle, Principal

FitzPatrick-Llewellyn Inc. *Williston, Vermont*
John Steele, Project Manager
Lance Llewellyn P.E., Principal
Mike Riordan
Skip McClellan

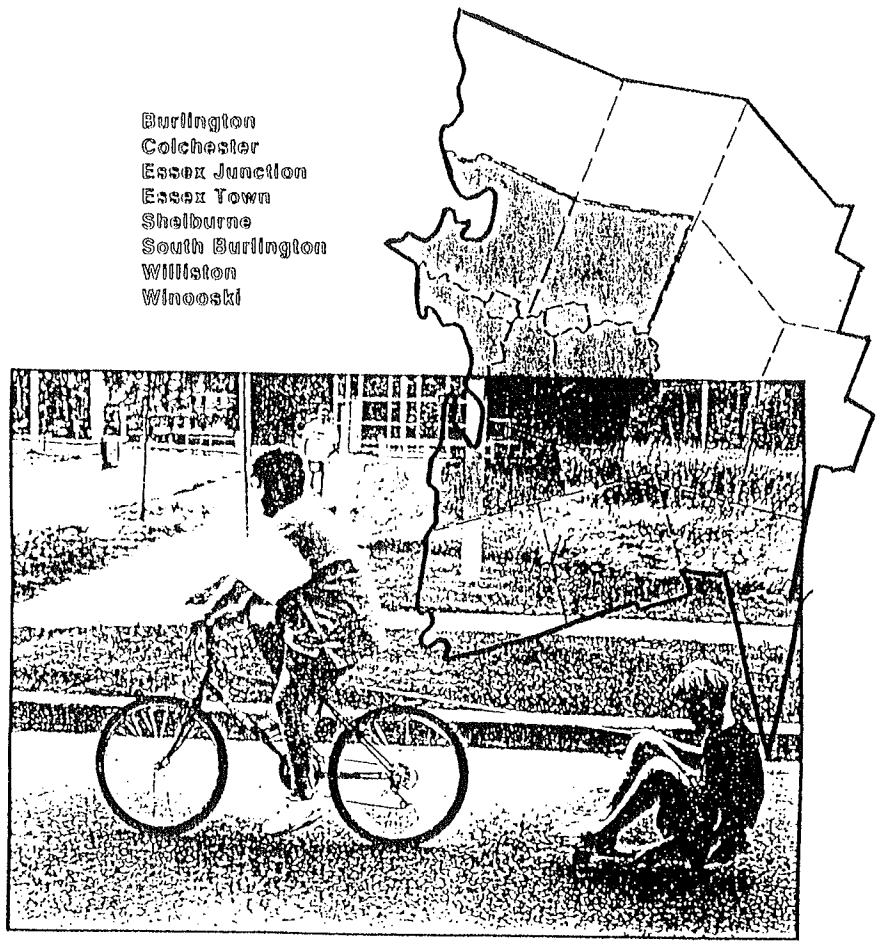
Resource Systems Group Inc. *Norwich, Vermont*
Lucy Gibson,, Project Manager
Leslie Rimmer

PREFACE

This plan was developed to address the specific needs of the City of South Burlington; topics that are of regional interest in the planning of Alternative Transportation Paths are covered in the *Chittenden County Alternative Transportation Path Regional Plan* (section A of the *Chittenden County Alternative Transportation Path Comprehensive Plan*) and should be used in conjunction with this plan.

The network of paths in this plan is an "ideal" and goal for the community to implement. This plan was created with the understanding that ***the reality of implementation will require review, revision, and modifications to the plan.*** The implementation process is intended to be on-going. The regional comprehensive plan provides a description of the process used to develop the community master plans.

As time goes on, and new people in South Burlington become involved in the implementation of paths in the city, these documents can be utilized as a reference. The planning methodology outlined in the regional and the South Burlington plan can be followed during the revision process or utilized in planning for recreation paths and trails in other areas of the city.



CHITTENDEN COUNTY

METROPOLITAN PLANNING ORGANIZATION

ALTERNATIVE TRANSPORTATION PATH COMPREHENSIVE PLAN

SEPTEMBER 1993

prepared by

T. J. Boyle and Associates • FitzPatrick-Llewellyn Incorporated • Resource Systems Group

SOUTH BURLINGTON ALTERNATIVE TRANSPORTATION MASTER PLAN

INTRODUCTION

Spurred by the Intermodal Surface Transportation Efficiency Act (ISTEA), the Vermont Agency of Transportation (VAOT) has provided funds for the Chittenden County Regional Planning Commission (CCRPC) to develop a Comprehensive Alternative Transportation Path Plan for eight communities in the Metropolitan Planning Organization (MPO). These communities include Burlington, Colchester, Essex Junction, Essex Town, Shelburne, South Burlington, Williston, and Winooski. The comprehensive plan for the MPO focuses on the connections between communities to create a regional network of Alternative Transportation Paths. This document, a component of the Comprehensive Plan, is the South Burlington Alternative Transportation Path Plan.

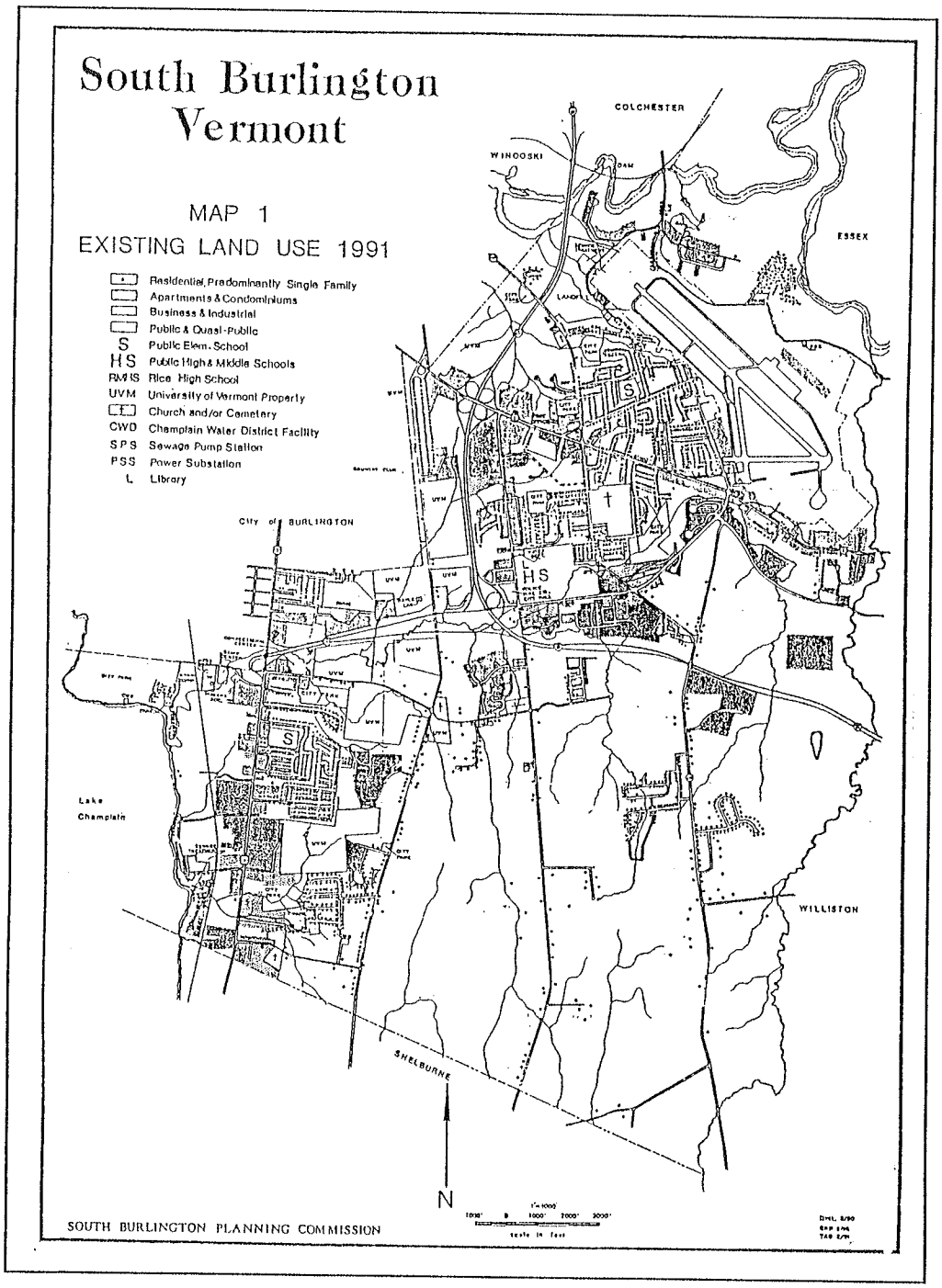
The purpose of this plan is to provide a network of paths, sidewalks and bicycle routes that will provide a safe and efficient alternative to the current automobile dependent transportation system within the city of South Burlington. This system is developed to encourage non-motorized modes and multi-modal links of transportation. The emphasis of this plan is to provide utilitarian connections between the neighborhoods and communities within the city and to city activity centers. However, throughout the planning process consideration has been given to the connections to neighboring communities.

Development of this plan utilized a great deal of public participation with the aid of professional planners. This document is designed to assist the city officials in planning and implementation of an alternative transportation path system in the city of South Burlington.

OVERVIEW

Location

The City of South Burlington is located in the developed center of Chittenden County, to the south/southeast of Burlington, Vermont's largest city. South Burlington's 10,800 acres are bordered to the north by the Winooski River, to the east by Muddy Brook, and to the west by Lake Champlain. It shares its boundaries with six other communities in the MPO: Burlington, Colchester, Essex, Shelburne, Winooski and Williston. The physiological features include three large flat areas with two major ridgelines that offer views to the Green Mountains, Lake Champlain, and Adirondack Mountains. There are numerous watercourses with gullies, ravines and wetlands throughout the community. Its location and physical characteristics have contributed to its development as a focal point in the region.



Land Use and Growth

South Burlington's location in Chittenden County along with its proximity to employment opportunities, University of Vermont, industries, the airport and interstate system, have allowed the city to experience a dramatic change in its population and land use since 1960. From 1960 to 1970 the city began its transition from rural-residential to a commercial-residential community with significant population growth. From 1970-1980 there was a slow down of growth, but it resurged in 1980 , especially with the development of multi-family units and a dramatic increase in the birth rate.

The topography, road infrastructure and development patterns have created four distinct sections in the city:

1. **Southwest/Shelburne Road area:**
Major elements in this section include the railroad line, Route 7 commercial strip, lakeside lands that are primarily held in private ownership, and the heavy residential concentrations along the eastside of Route 7.

2. **Southeast Quadrant:**
The landuse in this area is primarily agricultural and residential with a small section of industrial use. The excellent views and open land have led the community to establish planning efforts to maintain the rural-agricultural area.

3. **Williston Road Area:**
This section is composed of the lands north of Kennedy Drive and east of I-89. There is a heavy mix of commercial and resi dential development in this section with a concentration of multi-family units in the Kennedy Drive area. There are several older residential neighborhoods along Williston Road. Dorset Street is the municipal center with the city offices, fire, police and high school. The I-89 Exit 14 interchange is surrounded by intense commercial development.

4. **Industrial Area:**
This section consists of the Burlington International Airport, airport related uses, and the industrial developments around Kimball Avenue, Shunpike Road, and south of I-89 along Route 116.

Transportation System

South Burlington has an extensive transportation system that consists of roads, air, rail bus and recreation paths. The comprehensive plan identifies that the community needs to maintain a perspective of its role in the regional transportation network and expenditures should reflect trends of projected use. The city wants to make greater use of mass transit and fully utilize a transportation corridor with multiple uses within the ROW.

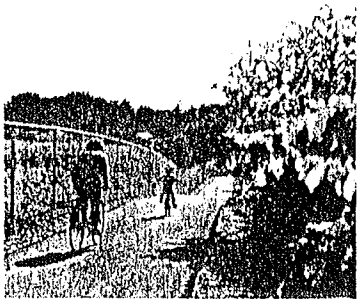
The vehicular roadway system in South Burlington is extensively developed and includes I-89 and I-189; arterial roads including State Routes 2, 7 and 116; Dorset Street, Swift Street, Kennedy Drive and Kimball Avenue; collector roads including Spear Street Dorset Street, Patchen Road and Airport Parkway and numerous local roads. There is currently very heavy traffic on the arterial and collector roads which lack adequate facilities for safe bicycle and pedestrian movements. Barriers are created by I-89, I-189, Shelburne and Williston Roads that are extremely difficult, if not impossible, to cross. The older arterial roads have serious conflicts which have developed over time due to traffic volumes and numerous curb cuts. The newer arterial roads are more successful with fewer curb cuts and service roads. Road improvements are slated to begin in 1995 for Williston and Shelburne Roads.

Vermont Rail and Central Vermont Rail currently operate on the north-south rail corridor that runs through the western edge of town. The potential for passenger rail service is currently being investigated.

Bus service has been provided in South Burlington since 1973 with stable ridership. The city would like to coordinate developments (especially affordable housing) with bus routes. Improvements are also needed to provide pullouts and shelters along arterial roads, creating a direct connection between Shelburne and Williston Roads (avoiding the Burlington transfer) and more frequent service during peak community times.

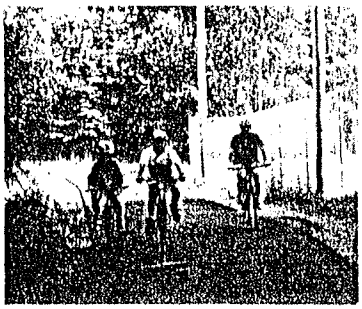
South Burlington is home for the Burlington International Airport which provides complete passenger and freight service for the region.

Pedestrian and bicycle facilities are currently being developed and upgraded to promote use in South Burlington's automobile oriented environment. The comprehensive plan calls for arterial streets to provide sidewalks on both sides; collector road sidewalks on one or both sides; local roads to provide sidewalks on one side. In addition, separate (Class I) bicycle and jogging facilities should be provided along arterial streets, especially Williston and Shelburne Roads; collector streets should provide pavement widening and striping (Class II).



"It is my dream that S. Burlington will become one of the proudest cities in Northern New England as we establish and maintain a Recreation Path which joins with other communities. It is vital that we learn to share our spaces, so that families have safe places to be together in healthy ways. Only in that way can we survive as civilized, reliable people on this fragile planet.

Doro Sims
S. Burlington Resident



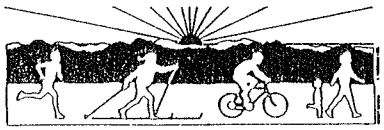
Typesetting and printing donated by
Sir Speedy Printing
4 Berard Drive • So. Burlington, VT 05403
(802) 863-5579

SOUTH BURLINGTON
RECREATION PATH
RULES & REGULATIONS

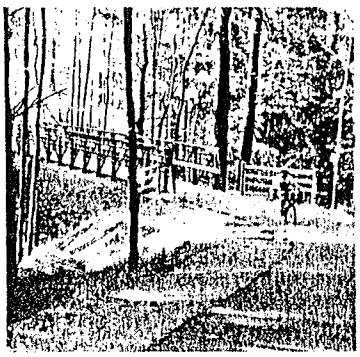
1. The path is for many users. Please be courteous and respectful.
2. Motorized vehicles, skateboards and horses are not allowed on the path. In-line skaters may not use hand- held poles. Bike racing is prohibited.
3. Obey all traffic rules and signs. Ride on the right side, single file. Slow at all intersections. Stop and dismount at all stop signs. Use proper hand signals. Walk bicycles in *"Walking Only"* sections of the path.
4. Right of way shall be granted to pedestrians. Warn others of your intentions by calling out, "Passing on your left", or other appropriate warnings.
5. Walking your bike across intersections and bridges is recommended.
6. All dogs must be leashed (maximum 6 foot leash). "Poop-and-Scoop" in effect.
7. Do not litter. Use trash containers along the path.
8. No alcholic beverages or glass containers are permitted on the path.
9. All users should use appropriate safety equipment including helmets for bicycles and in-line skaters.

"It is rewarding to see the smiling faces of people out meeting their neighbors on the So. Burlington Recreation Path. Thank you to the many community members who worked so hard to make this path a reality."
Chris Cavin and Jill Coffrin
Co-Chairs, S.B. Recreation Path Committee

We who enjoy this path are indebted to Chris Cavin and Jill Coffrin for their keen foresight and unfailing commitment, to see their ideas through to fruition.



South Burlington Recreation Path



POLITENESS IS THE RULE.

ACT RESPONSIBLY.

THINK OF OTHERS.

HAVE FUN.

City Plans

The city comprehensive plan recognizes South Burlington's role and responsibilities in a regional context. The plan is directed to protecting the aesthetic and natural resources, conforming to the state growth center concept, and establishing a community focal point in the Dorset Street area. Specific goals related to this project in the comprehensive plan include:

- Coordination of housing and transportation systems.
- Protection of residential neighborhoods
- Expansion and improvement of all modes of transportation for all abilities and incomes.

Future land use is planned in five areas:

1. City Center - a pedestrian friendly, densely developed mixed use growth center.
2. Commercial Growth Centers - Shelburne and Williston Roads predominantly commercial and some mixed-use providing local and regional shopping and employment needs that provide for pedestrian and public transportation.
3. Industrial Growth - concentrated near the airport and south including the I-89 and Route 116 area, providing local and regional employment opportunities.
4. Residential Growth Center - the residential density lowers as it radiates out from the central core of the city.
5. Outside the General Growth Area - rural residential, agricultural and conservation uses, predominantly in the southeast Quadrant.

Protection of the residential neighborhoods and the provision for various housing opportunities is provided for in the South Burlington Comprehensive Plan goals, policies and recommendations. It has been identified that public transit and alternative transportation systems are important, especially in areas with affordable housing.

The recreation section has extensive language in the plan directed to developers obligations to provide their share of recreation needs and the provision of trails and paths is encouraged through subdivision review.

The school component of the comprehensive plan identifies the need to coordinate planning for school facilities with the complete transportation system, including public transportation and sidewalks.

Energy conservation goals are addressed in the plan with the creation of a pedestrian oriented City Center and the development of pedestrian/bikeways that would reduce dependence on the automobile.

Development in the Southeast Quadrant is to incorporate alternative transportation modes to serve the industrial and residential growth.

Recommendations in the South Burlington Comprehensive Plan include:

- Continue to plan and construct the pedestrian and recreation path network.
- Implement a plan to link neighborhoods and community activity centers.
- Include bike paths where appropriate with road improvements.
- Extend Spear Street bike lane.
- Establish a bikeway between Prouty Parkway and Mayfair Park.

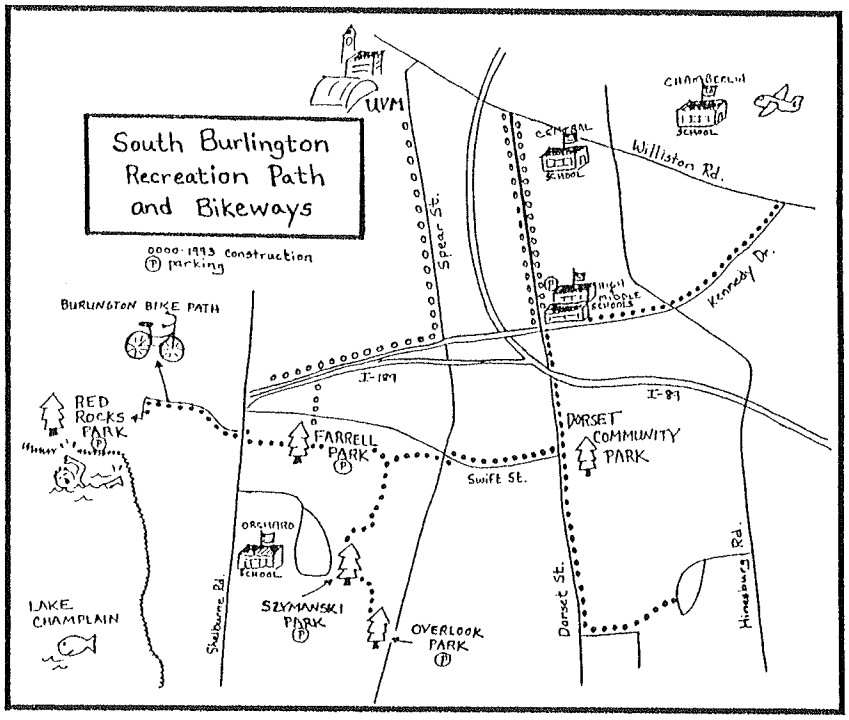
Pedestrian Trails and Recreation Paths

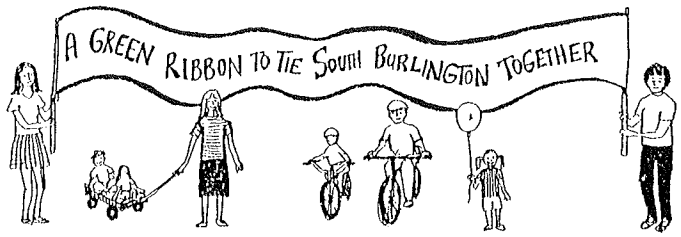
The extensive development the city has experienced has fostered the creation of a pedestrian trail and recreation path system that links neighborhoods, parks, commercial areas, schools, natural areas and other towns. Plans for a pedestrian trail system were begun in 1969 and were incorporated as part of the 1974 Comprehensive Plan, with some trails that have been implemented. In 1989 a grass-roots citizen group formulated plans for the first recreation path. The City Council endorsed the plan and created the Recreation Path Committee. Among the duties of the committee is to create and update a town wide plan of recreation paths; prepare plans and acquire funding sources for new path construction, and review subdivision applications for coordination with the town-wide trail and path system. These efforts have provided an extensive base of experience and planning work that is the foundation of the South Burlington Alternative Transportation Plan.

HISTORY

The South Burlington Recreation Path began as an idea that developed into a large grass roots citizen's organization. A few friends gathered in the winter of 1989 to discuss how there could be a safe offroad community path that might connect So. Burlington's schools, parks, and neighborhoods. Burlington's Bike Path and Stowe's Recreation Path were used as models. A survey indicated strong support for this idea and a volunteer committee was formed. This committee first convinced the City Council and Planning Commission that a path was possible and then proceeded to coordinate all aspects of its development. Landowner negotiations, fundraising, and public education were ongoing for 3 years. Voters approved a bond in May 1990 for $400,000 to construct Phase I (4.3 miles). A Land Water Conservation Fund grant of $69,000 was awarded in November 1990 to build Phase II (1.5 miles), and an Agency of Transportation grant of $613,000 was awarded in March 1992 to build Phase III (2.2 miles). More than 500 other individuals, groups and businesses donated additional funds to help build this Path. Over 100 volunteers have served on the committee since its beginning. Landowners generously donated rights-of-way so the path could cross their property.

The South Burlington Recreation Path was truly a community team effort and everyone should be proud of the results. There is still a lot more that can be built within So. Burlington and many connections to be made to neighboring communities. Anyone is welcome to help, and donations for future phases, upkeep and amenities are always appreciated. Just contact the So. Burlington Recreation Department—575 Dorsel Street, So. Burlington 05403 - Phone 658-7956.





THE PLANNING PROCESS

The development of an Alternative Transportation Plan in South Burlington has been provided for in the South Burlington Comprehensive Plan. A framework for implementation has been established through the plan's goals, objectives and strategies for a coordinated effort by city officials, developers, and the highway and recreation departments.

The process for developing the South Burlington Alternative Transportation Path Plan consisted of:

1. Defining objectives, users and types of routes to be used within the town.
2. Identifying corridors through the community workshop
3. Evaluating corridors and identify routes for implementation.

OBJECTIVE

The objective is to establish a network of paths and roadways that can safely and efficiently move people throughout the community and to neighboring communities with alternative modes of transportation. Although primarily designed for utilitarian purposes, the recreational potential is always available, especially when located near residential areas. The users are identified to be:

USERS:

Child cyclists

1. Child bicyclists: Identified to be major users of the network, they can posses excellent bicycling skill, but lack judgment, experience and training for dealing with the hazards of the roadway. The development of a safe transportation system for children could substantially reduce the amount of vehicular traffic that currently exists in the community.

Novice adult cyclists

2. Novice adult bicyclists: These users have a limited interest in using the paths for utilitarian purposes, but would be inclined to take advantage of the recreational possibilities. This group would prefer routes that avoid traffic and congestion.

Expert adult cyclists

3. Expert adult bicyclists: This group utilizes alternative transportations seriously and would want a utilitarian approach. Their skills permit negotiation of traffic and congestion so they desire the most direct route in the travelways.

Pedestrians

4. Pedestrian: This group is generally limited to a 1/2 mile radius of origins and destinations.

Others

5. Other: This group is made up of skiers, skaters, etc. that duplicate the skill and user levels of the bicyclists, but the number is to a lesser degree.

TYPES OF PATHS

In order to serve the needs of the various users the development of this Alternative Transportation Path plan included the utilization of existing roadway networks with the identification of new path corridors. The classification of routes is consistent with the AASHTO standards for bike paths.

Class I - Separated Path

These paths are built on a separate right-of-way and are for the exclusive use of non-motorized traffic (bicycles, walking, strollers, roller blades, skiers, etc.) They should be a minimum 8′ width with a 2′ graded shoulder on each side of the pavement. The surface is generally asphalt, but may be concrete or stabilized aggregate with a 2% cross slope for drainage.

Class II - Bike Lanes

Bike lanes are within the paved roadway, for one-way use of bicyclists. They are striped to provide an orderly flow of traffic and a level of confidence for the user's safety. These lanes are most desirable along roadways where parking is prohibited. AASHTO standards recommend striped lanes generally 4′ wide (5′ wide when adjacent to curbs to permit negotiation of drain inlets) adjacent to a 12′ wide vehicular travel lane. When in conjunction with street parking, they should be 5′ wide, located between 8′ wide parking and 11′ wide vehicular travel lane.

Class III - Bike Routes

These routes are located on roadways that are shared with motor vehicles and are acceptable in areas with low volumes of traffic. These routes are signed and are selected to offer direct travel routes and with a degree of safety.

APPLICATION OF ROUTE DESIGNATIONS

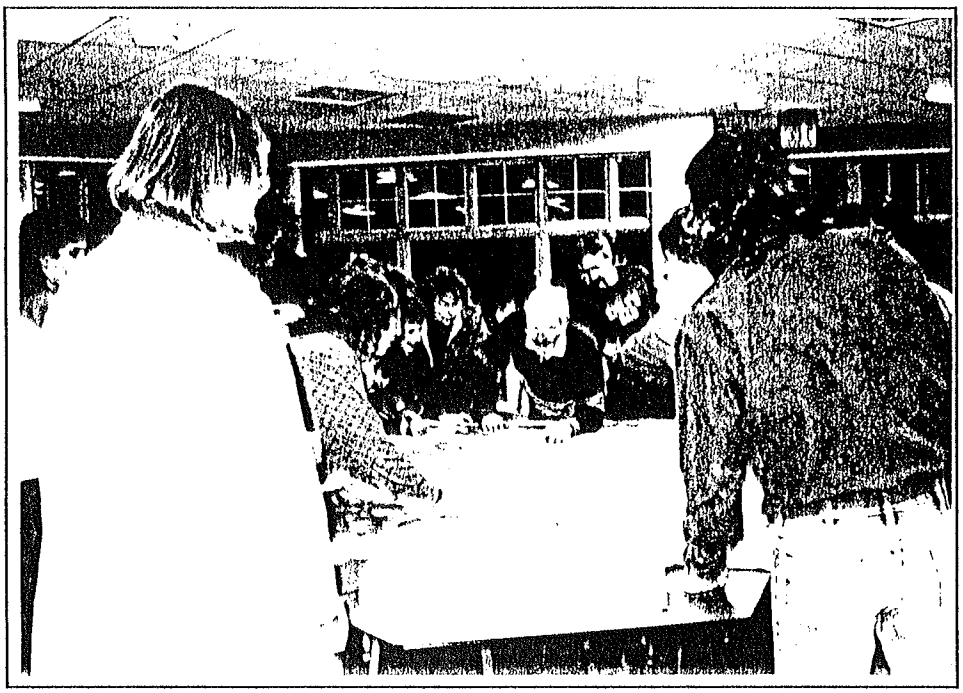
Class I routes or corridors are utilized where safety, traffic conditions, and physical or geographical constraints dictate a need for the separation of traffic and/or a more direct route that would encourage the use of alternative modes of transportation. These routes and corridors link activity centers, origins, destinations and circumvent congested intersections and roadways with high volumes of traffic. The Vermont Agency of Transportation (VAOT) utilizes these routes along roads with traffic volumes over 2000 vehicles per day.

Class II routes have been utilized in areas where the most direct route of travel remains to be within the existing roadway system. Most travelers will want to take the direct route and follow the traditional path along the existing roads. Many roads are acceptable for bicyclist use if developed and maintained to accommodate a striped bicycle lane. In some cases a sidewalk should be provided along the roadside to allow for a safe lane of traffic for pedestrians, especially in residential areas. The VAOT standard is to utilize these routes along roads with traffic between 1000 and 2000 vehicles per day.

Class III routes are utilized where connections are needed through dense residential neighborhoods with light traffic and along unimproved city roads. These signed routes are established to assist the traveler in making the connection between the more structured routes. The VAOT Standard utilizes these routes along roads with under 1000 vehicles a day with low traffic speeds.

THE COMMUNITY WORKSHOP

In order to obtain information regarding South Burlington's needs and desires for alternative transportation paths, the city hosted a community workshop. With the aid of a composite orthophoto of the entire town, participants identified their homes, activity centers, destinations and areas of congestion and heavy traffic. Neighborhoods and barriers were identified. From the workshop the following issues were identified:



- Hinesburg Road is a barrier to Mayfair Park
- Bike paths are needed to and around City Center, planning for bike traffic in that area needs to be addressed
- The pedestrian activated signal at the Ramada Inn is a key crossing of Williston Road.
- The Prouty Parkway to Mayfair Park dirt path is heavily used and should be upgraded.
- The plan should utilize local streets with low traffic volumes as part of the transportation path network.
- Make the Colchester/Essex connection via the Lime Kiln Bridge.
- Make a connection to the very northern neighborhoods such as Country Club Estates.
- Make a connection from Marshall Avenue through Treetops to Corporate Way.
- The I-89 barrier between Burlington and South Burlington needs to be addressed - perhaps a bridge or a tunnel.
- Need a path from Spear Street to Route 7 - behind the Green Mountain Power complex?
- Need an outlet to Brewer Parkway, there is a cut through the woods, but no formal ROW.
- The need for easements and ROW must come from the

neighborhood and community.

- The signs are not working to keep the bikepath crossing of Spear Street clear of cars.
- Explore the Flynn Avenue and Home Avenue connections to the Burlington Bikepath.
- Improve the signage for the bikepath crossing of Rt 7 between Lindenwood and Queen City Park Road.
- Bus needs:
  1. Shelters are needed
  2. Bicycle Park and Ride facilities.
- The plan needs to address the following goals:

  1. Linking of neighborhoods,
  2. Improve circulation between schools, parks, and neighborhoods
  3. Overcome the Interstate barrier between Burlington and South Burlington

THE PLAN

The following routes and corridors have been identified to address the issues and needs for alternative transportation paths in South Burlington. These recommendations are consistent with the South Burlington Comprehensive Plan - to encourage compact settlement that allows pedestrian/bicycle transportation and reinforces a sense of community. These modes of transportation not only reduce traffic congestion and improve air quality, but also allow for a more human-scale environment at the slower speed and increases the opportunity for meeting neighbors.

Class I Routes

Description of Class I Routes (existing or planned paths that have an established alignment) and **Corridors** (general corridor in which a route would be located)

The "Backbone of the Plan"

1. **Kennedy Drive Route**
   This path is currently in use and runs parallel to Kennedy Drive connecting Williston Road to the High School at Dorset Street. This is a 10′ path that is paved and maintained in winter.

2. **Dorset Street Route**
   This path is currently under construction, a 10' paved path running parallel to Dorset Street from Kennedy Drive to Williston Road.

3. **Swift Street Route (Phase I)**
   This path is currently in use connecting Kennedy Drive to Burlington along a corridor parallel to Dorset Street, Swift Street and Queen City Park Road. This route provides links to the residential neighborhoods in the southern part of town, to Red Rocks Park, the Burlington bike path, and Burlington along Farrell Street.

4. **Overlook Park Route**
   An existing path connecting Swift Street to Southern Neighborhoods, providing a north-south corridor between Spear Street and Route 7.

The "loops and legs"

5 **Southern Neighborhood Corridor**
   East-West link that connects the residential neighborhoods in the southern parts of town.

6. **Railroad Corridor**
   A path between Route 7 and the lake that runs parallel in the railroad corridor providing a north-south link in the western part of town.

7. **Burlington Link (Phase III)**
   This path would run from the South Burlington Outlet Mall to UVM utilizing a path that follows a portion of Farrell Street, runs parallel to I-189 over to Spear Street and up to UVM. This path has received funding for construction from VAOT.

8. **Dorset Street Park Corridor**
   This path runs east-west through Dorset Street Park and connects the residential neighborhoods on Route 116 (Butler's Farms). The path will cross Route 116 and connect to Williston's Quarry route path. In the future a leg can run south from the path through the park to the future residential neighborhoods and school on Holmes Road Extension.

9. **Northern Leg Corridor (Phase IV)**
   This route runs from Corporate Way/Williston Road, along Patchen Road to DeGraff Property, over to and along Airport Parkway to the Lime Kiln Bridge. Applications have been submitted for funding this route through VAOT. This route provides the northern connection to Colchester/Essex and the northern neighborhood loop.

10. **Centennial Woods Corridor**
    From Patchen Park the path would run through Centennial Woods providing the northern link to Burlington, UVM and the Medical Center.

11. **Northern Neighborhood Corridor**
    This path would connect several parks and schools by using existing street networks and easements, closing the loop of the northern neighborhoods to Kennedy Drive.

12. **City Center Corridor**
    This path connects the City Center/Dorset Street area to Kennedy Drive/Kimball Avenue utilizing pedestrian easements and city parks to provide access to the residential areas and city "core". This corridor would make the connection from South Burlington to Burlington across I-89, just south of the exit 14 interchange.

13. **Griswold Park Corridor**
    This route connects to Williston providing a bypass to the Industrial Avenue/Williston Road intersection.

14. **Rice Connection Corridor**
    This corridor would make the connection from Phase I at Farrell Park to Rice Memorial High School and South Prospect Street route in Burlington.

Class II Routes

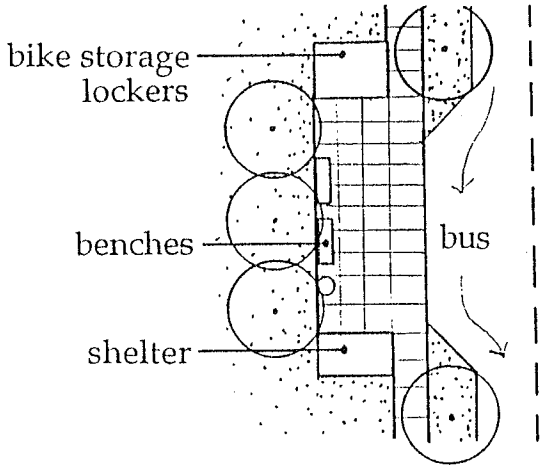
Widened road surface with a striped lane

- Williston Road
- Shelburne Roads
- Kimball Avenue
- Gregory Drive
- Green Mountain Drive
- Green Mountain Drive/Bartlett Bay Road
- Shamrock Road/National Guard Avenue/Poor Farm Road/River Cove Road
- Patchen Road from Jaycee Park to Patchen Road Park
- Route 116

Park and Ride Locations

These are potential locations for the intermodal connection between public transportation and the alternative transportation paths. A site would be developed to provide shelter and security for users and their equipment along with amenities such as benches, paving, etc.

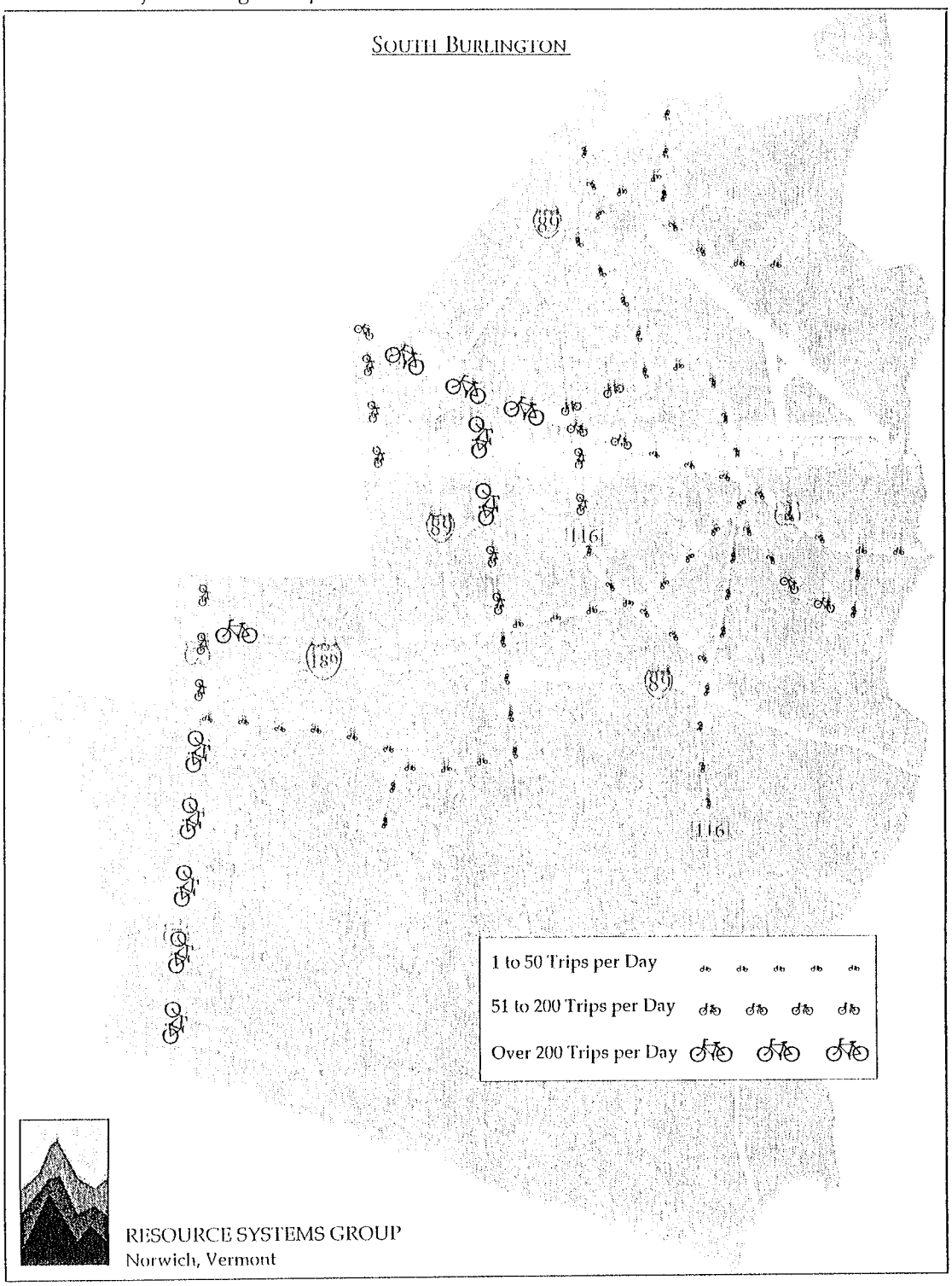
- Shelburne Road near Green Mountain Drive
- Shelburne Road near Laurel Hill Drive
- Williston Road near Dorset Street
- Williston Road near Mills Avenue



Bicycle Park and Ride Facility

amenities to include:
bike lockers
shelter
benches/trash cans/kiosk
landscaping
bus pull out

The information obtained in the Regional Alternative Transportation Path Survey analysis was used to determine where the most likely transportation path trips would occur. This was done using the Chittenden County Regional Demand Model, which is a computer-based model of the entire road network and land uses of the County. The model provides us with the total number of vehicle trips, and their origins and destinations. Plots of where these projected trips will occur can serve as a guide to the most important path locations for serving transportation needs.



ROUTE EVALUATION AND IMPLEMENTATION SCHEDULE

The Class I routes and corridors were evaluated by the following criteria to determine relative importance to the community and importance for implementation.

Demand	Based on traffic demand model and threshold calculations; high score, high demand.
Desirability	Based on attitudes of local participants in city surveys and community workshops; high score, highly desirable from the public's point of view.
Environmental Impact	Potential negative impact on streams, wetlands, and natural habitats; low score, extensive negative impact on natural areas.
Cost	Relative cost per linear foot for construction; low score, higher than average construction costs.
Aesthetics	Route passes through inherently beautiful landscape; high score, exposure to high quality landscape.
Management Cost	Management or maintenance costs may be higher than usual due to unique circumstances; high score, low management costs.
Land Availability	Is the land readily available at little or no cost, such as existing municipally owned lands easements or rights-of-way; high score, available at little or no cost.
Safety	Will the proposed path provide users with a "safe" alternative in order to avoid large volumes of vehicular traffic, congested intersections, narrow roads and bridges, and the lack of sidewalks; high score, safe alternative to hazardous existing conditions.
Connectability	Connectability to future paths; a backbone to the system or an end; high score, important connector or primary route.
Local Significance	Of importance for local, intracommunity trips; high score, highly significant within the local community.
Regional Significance	Of importance for regional, intercommunity trips; high score, highly significant for regional transportation.
Multimodal	Multimodal transportation connections between public transportation and alternative transportation paths; high score, direct links with potential locations for intermodal connections.

Route Evaluation Matrix - Shown below is the matrix for route evaluation and the results shown in an implementation schedule.

Route Number	5	6	7	8	10	11	12	13	14	15
• demand	4	5	5	3	5	4	5	2	4	5
• desirability	3	5	4	1	3	3	3	1	4	5
• environmental impact	3	3	5	3	2	5	2	2	4	5
• cost	3	5	5	3	2	3	1	3	3	2
• aesthetics	4	2	2	5	4	3	3	2	2	2
• management costs	3	4	4	3	3	3	2	3	3	4
• land availability	4	4	5	1	2	4	3	2	4	4
• safety	4	5	5	1	5	4	4	2	4	5
• connectibility	4	5	5	3	5	4	4	2	4	5
• links	4	5	5	2	5	2	4	1	4	5
• local significance	2	5	3	1	4	5	5	1	4	4
• regional significance	2	5	4	4	5	1	1	3	4	5
• multimodal	4	2	2	1	1	4	4	1	2	2
Total Score	**44**	**55**	**54**	**31**	**46**	**45**	**41**	**25**	**46**	**53**

Implementation Schedule

Critical

6 Railroad Corridor
7 Burlington Link
15 I-89 Crossing

High Priority

5 Southern Neighborhood
10 Patchen Road
11 Northern Neighborhood
14 Rice Connection

Important

8 Dorset Street Park
12 City Center
13 Griswold Park

APPLICATION AND POLICY

The South Burlington Comprehensive Plan and public sentiment clearly identify a need to plan and provide a network of alternative paths in the city of South Burlington. This study identifies the corridors that are necessary to provide the links within the community. The next step is to implement this plan with the following suggestions:

1. The city should adopt the South Burlington Alternative Transportation Path Plan and incorporate it into the city Comprehensive Plan. For a broad based approach to planning in this community, this plan needs to be integrated with the street, sidewalk, and recreation path systems.

2. The South Burlington Recreation Path Committee should continue to review new developments and construction plans when proposed for potential right of ways and path development. One of their duties is to develop and maintain the town master plan for alternative transportation paths.

3. Continue to implement the bikeway plan through the capital budget. All roads that are designated to be Class II routes will be developed and maintained as part of the city road program.

4. The city should continue the planning and implementation of Class I paths through a committee that consists of citizens with assistance from public officials. It is paramount that the planning and acquisition of ROWs be through a grass-roots process that is driven by public need and support.

5. Pursuant to South Burlington's Subdivision Regulations and Vermont Act 200 Title 24, Ch. 117, Sec. 4417, the city may require as a condition of permit a dedication of land(or payment of fee in lieu thereof) for public facilities. This permits the city the ability to acquire land or monies to construct this network of alternative transportation paths.

6. These plans have been developed with the current funding availability in mind (VAOT Transportation Path funds) which means that they would be required to meet certain AASHTO and VAOT design and construction standards. However, for some of these route corridors it may be more desirable

or necessary to construct some paths to a lower design standard (slower speed, different surface treatment). It is important for the city to consider the design standard when planning the alignment of routes and funding sources.

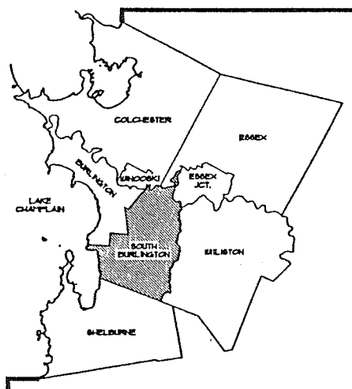
7. Connections to the system will ensure success. Commercial areas, neighborhoods, and developments should make it a priority to establish links with feeder trails to the nearby transportation paths.

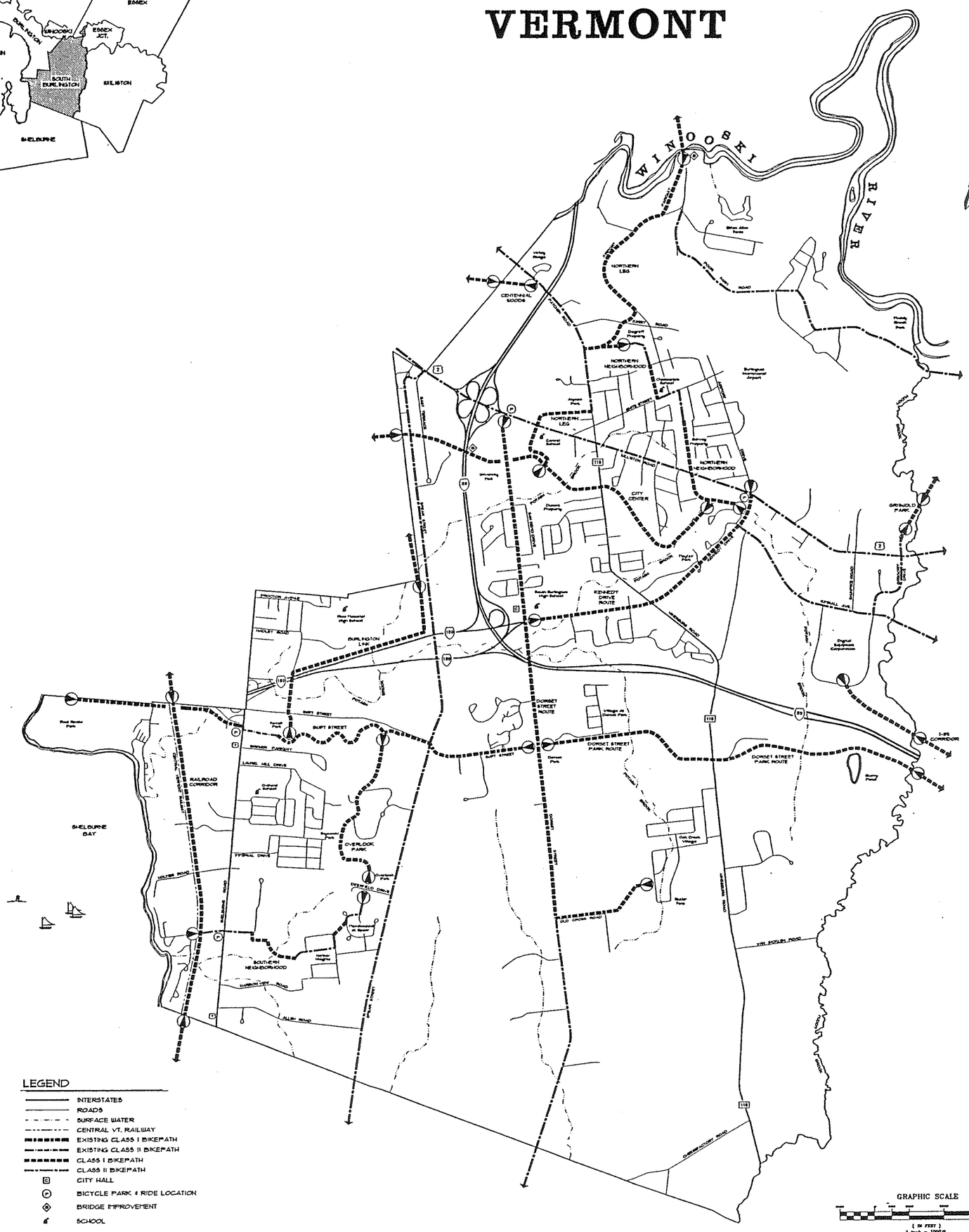
8. Provisions for intermodal connections with bicycles, bus and rail should be implemented to increase ridership and reduce dependence on the automobile.

9. School transportation plans and alternative transportation plans should be coordinated to the greatest extent possible in order to reduce the need for bus transportation of students.

CITY OF

SOUTH BURLINGTON VERMONT





LEGEND

- INTERSTATES
- ROADS
- SURFACE WATER
- CENTRAL VT. RAILWAY
- EXISTING CLASS I BIKEPATH
- EXISTING CLASS II BIKEPATH
- CLASS I BIKEPATH
- CLASS II BIKEPATH
- CITY HALL
- BICYCLE PARK & RIDE LOCATION
- BRIDGE IMPROVEMENT
- SCHOOL

GRAPHIC SCALE

(IN FEET)
1 inch = 1000 ft.

RESOURCE SYSTEMS GROUP
Hinesburg, Vermont

FITZPATRICK-LLEWELLYN
Williston, Vermont

T.J. Boyle and Associates
landscape architects • planning consultants
301 college street • burlington • vermont • 05401 • 802 • 658 • 3555

CCRPC ALTERNATIVE TRANSPORTATION PATH PLAN
SOUTH BURLINGTON

drawn by	FLR / FLI
project no.	93013
date	D - 4685
scale	1" = 1000'