

# choices for every palate

## MOBILITY

The thriving South End has seen an influx of jobs, people and activity. This means more people coming to the South End by car, but a growing portion (or share) are walking and biking. Pedestrians at key intersections have increased by almost 3 times since 2005—and the frequency of crashes between cars and bikes or pedestrians has increased as well. Throughout the planBTV effort, community members emphasized their desire for enhanced walkability and bikeability along South End streets and intersections, as well as for enhanced transit service. After all, creating a more inviting environment to walk, ride a bike or ride the bus is essential to the continued vitality and livability of the South End.

The planBTV South End strategy for improved mobility begins with a commitment to:

- Encourage low-speed, multi-modal streets that provide for safe and comfortable use by pedestrians and cyclists, and that are equipped to manage stormwater
- Improve connectivity through new street connections and through new and improved bike-ped links
- Improve transit service to better serve riders and to link South End destinations



**As part of the planBTV South End artist-led community engagement project, local artist Tyler Vendituoli designed and fabricated a bike rack sculpture with a vintage coin operated parking meter on each coil. Vendituoli created this sculpture as a commentary on how we get into and out of the South End, how space is at an increasing premium, and the challenge of parking with growth of the area.**

## Strategies

### Design for Lower Speeds and Many Modes

Keep speeds low for everyone's safety. People walking or bicycling are particularly vulnerable to higher speed traffic, and their injury and fatality rates shoot up in collisions with higher speed vehicles. Even with posted speed limits of 25 mph, design of streets and intersections can make faster speeds feel comfortable and appropriate for drivers, creating an uncomfortable environment for walking or biking. Providing streets that are safe and

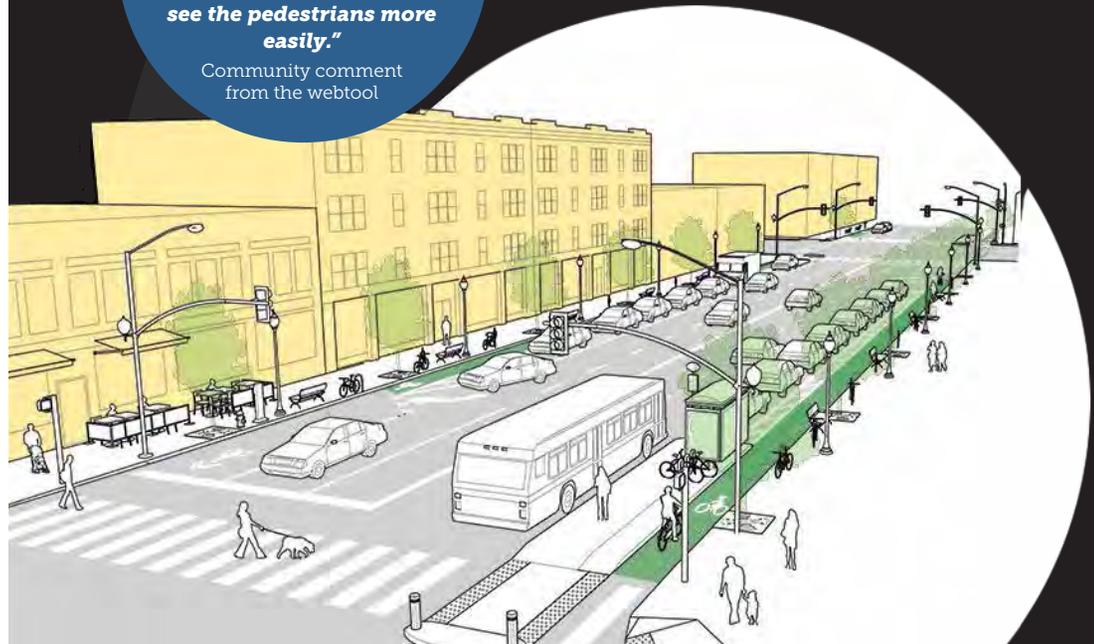
welcoming across all modes is a priority throughout the South End—particularly on arterials such as Pine Street, Flynn Avenue, and Shelburne Street.

**Reinforce the target speed of 25 mph for all streets in the South End, and incorporate traffic calming principles into every project, public and private. Provide for safe, welcoming, multi-modal streets that effectively manage**

**stormwater.** Update the City's Transportation Plan to expand the concept of a target speed, and reinforce through project design. Consider expanded use of traffic calming tools such as roundabouts, mini-roundabouts, raised/textured intersections, bumpouts, medians, alignment shifts, and tighter turning radii. Emphasize traffic calming

**"The flashing beacons on Pine Street are a good start to help pedestrians cross the street safely but it's not enough. There should be bumpouts added so that cars see the pedestrians more easily."**

Community comment from the webtool



along major streets such as Shelburne and Pine, near schools and parks, and in other locations as needed. Fill weak and missing links in the sidewalk network; seek to provide ample sidewalks and landscaped buffers that incorporate stormwater management features. Where needed/feasible, seek to equip streets with protected bike lanes, reducing conflicts between modes and enabling higher speeds for cyclists.



Leverage each project and the Burlington Bicycle and Pedestrian Master Plan process to advance these concepts.



Department of Public Works, Department of Planning & Zoning, City Economic Development Office



Secure funding for study.



Department of Public Works, Community & Economic Development Office, Department of Planning & Zoning, City of South Burlington



Draft policy statement.



Department of Public Works

**Consider expanded use of roundabouts and mini-roundabouts to reinforce lower, safer speeds at intersections.**

Explore potential for a redesigned intersection at Howard / St. Paul / Winooski, where improvements could help foster an emerging neighborhood activity center. Advance plans for a roundabout and other multi-modal improvements at Shelburne / Ledge Road / Willard / St. Paul / Locust intersection.



Construct roundabout and other multi-modal improvements at Shelburne / Ledge Road / Willard / St. Paul / Locust intersection.



Department of Public Works



mini-roundabout



roundabout



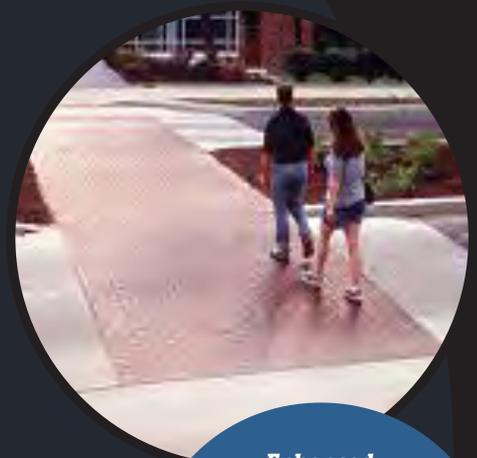
roundabout

**Roundabouts, mini-roundabouts and tighter corner radii all help make intersections safer. Examples from Manchester, VT.**

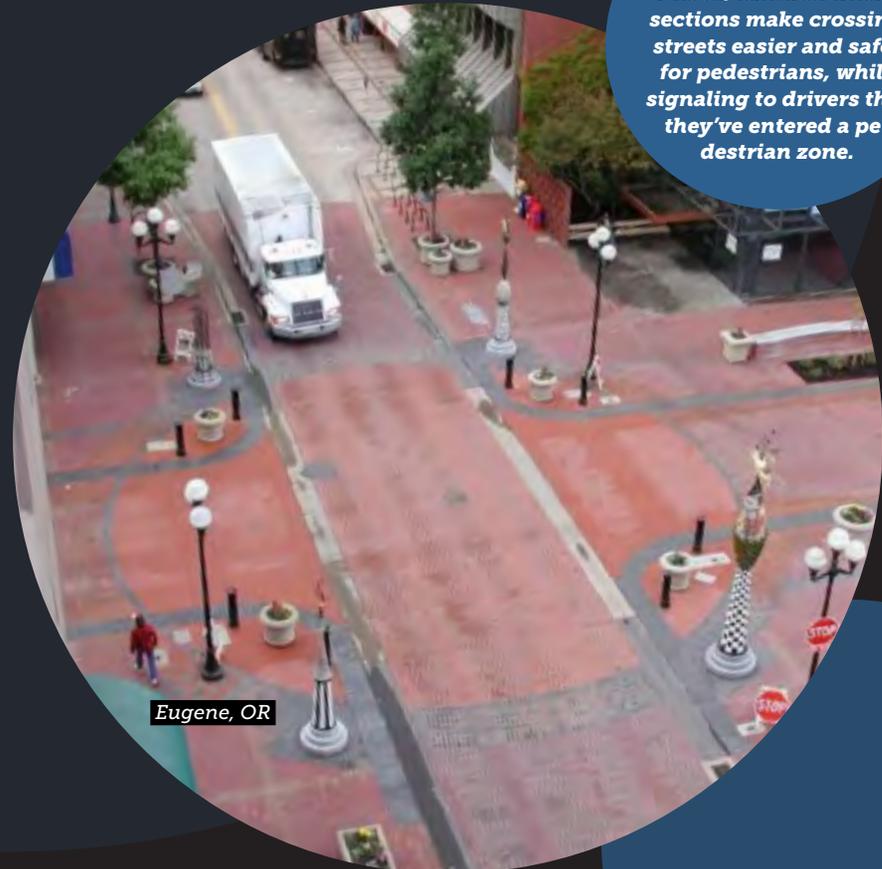
Photo credit: Lee Krohn

**Develop a City policy on locating and designing mid-block crosswalks.**

Major streets like Pine with lots of pedestrian activity and lots of vehicular traffic would benefit from additional mid-block crossings, which would need to provide for pedestrian safety and be carefully coordinated with vehicular flows. Use of raised and/or textured paving and pedestrian activated signals should be considered.



**Enhanced crosswalks and raised/textured intersections make crossing streets easier and safer for pedestrians, while signaling to drivers that they've entered a pedestrian zone.**



Eugene, OR

**What would make getting around the South End easier or more enjoyable?**

*“Pedestrian only walkways that are not right on Pine Street, but set further back from the road, and that lead to some of the small shops that are tucked into the nooks and crannies”*

Community comment from the webtool

## More Connectivity

Street connectivity and smaller block sizes have numerous benefits for all modes of transportation, plus additional economic benefits. A redundant street network is a step towards greater resiliency.

**Adopt land use policies that limit block size or perimeter, allowing future developers flexibility in how they provide connectivity.** These policies could help shape evolution of the Lakeside/Locust/Sears Lane area, where new streets could help support a more connected South End, as well as in the area south of Maple and west of Pine, where new street connections are currently being explored through the Railyard Enterprise Project.



*Revise development standards to ensure smaller block sizes where feasible if/when vacant lots are redeveloped.*



Department of Planning & Zoning

**Add new streets.** Add new streets in the Lakeside/Locust/Sears Lane area, as well in the area south of Maple and west of Pine, where new street connections are currently being explored through the Railyard Enterprise Project. Explore the possibility of providing a connector, which could serve pedestrians, bicyclists and vehicles, or any of the above, between the Lakeside Avenue and the Railyard Enterprise Zone.



*Develop official map showing future connections, which could be for bicycles and pedestrians if vehicular routes are not feasible.*



Department of Planning & Zoning, Department of Public Works, City Economic Development Office, City Council

## Serve the full range of cyclists.

Provide more choices and types of routes for cyclists, who range widely in their ability and desired facilities. The Champlain Parkway path provides a good addition to the network, but there are many more things that can be done.

**Continue to expand and enhance bike infrastructure within the South End.** Consider ingredients such as protected bike lanes along busy streets like Shelburne, expanded use of “sharrows,” additional bike parking at South End destinations and at bus stops, expanding the South End’s network of bike-ped links, and adding new links to the well-loved Island Line Trail.

**“More more more: sidewalks, protected bicycle facilities, buses”**

Community comment from the webtool



*Further explore near-term and longer-term improvements through the Burlington Bicycle and Pedestrian Master Plan Process.*



Department of Public Works; Parks, Recreation & Waterfront department

**Establish a South End Neighborhood Path—a neighborhood bicycle route linking residential areas to Calahan Park, the Champlain School Edmunds Middle School, and other destinations.** Provide an additional low speed route for the young and less confident cyclists—and for those who prefer a lower-traffic biking environment than Pine Street provides. The route will be a combination of a path through the school and park, and a bicycle boulevard on local, traffic calmed streets for “low stress” bicycling.



*Explore the possibility as part of the Burlington Bicycle and Pedestrian Master Plan process.*



Department of Public Works; Parks, Recreation, & Waterfront department

## Champlain School at the heart.

Make it easier to walk or bike to the Champlain School and Calahan Park. Pine Street between Lakeside and Flynn should be transformed into a complete streetscape that will encourage all members of the family to walk or bike more regularly to the school or Calahan Park.

**Improve walking and biking conditions at and to Champlain School, and better manage school drop-offs.** Options could include a median for safer crossing, a streetscape with wider sidewalks, landscaped buffers, tighter corners at all intersections, narrower driveways, and narrower vehicle travel lanes on Pine Street.



*Advance plans to construct speed tables and bulbouts along Locust Street and at the Birchcliff Parkway—Cherry Lane intersection (anticipated 2016); reactivate the Champlain Safe Routes to School (SRTS) Committee and update/expand the existing SRTS plan.*



Champlain School Safe Routes to School Committee and Department of Public Works

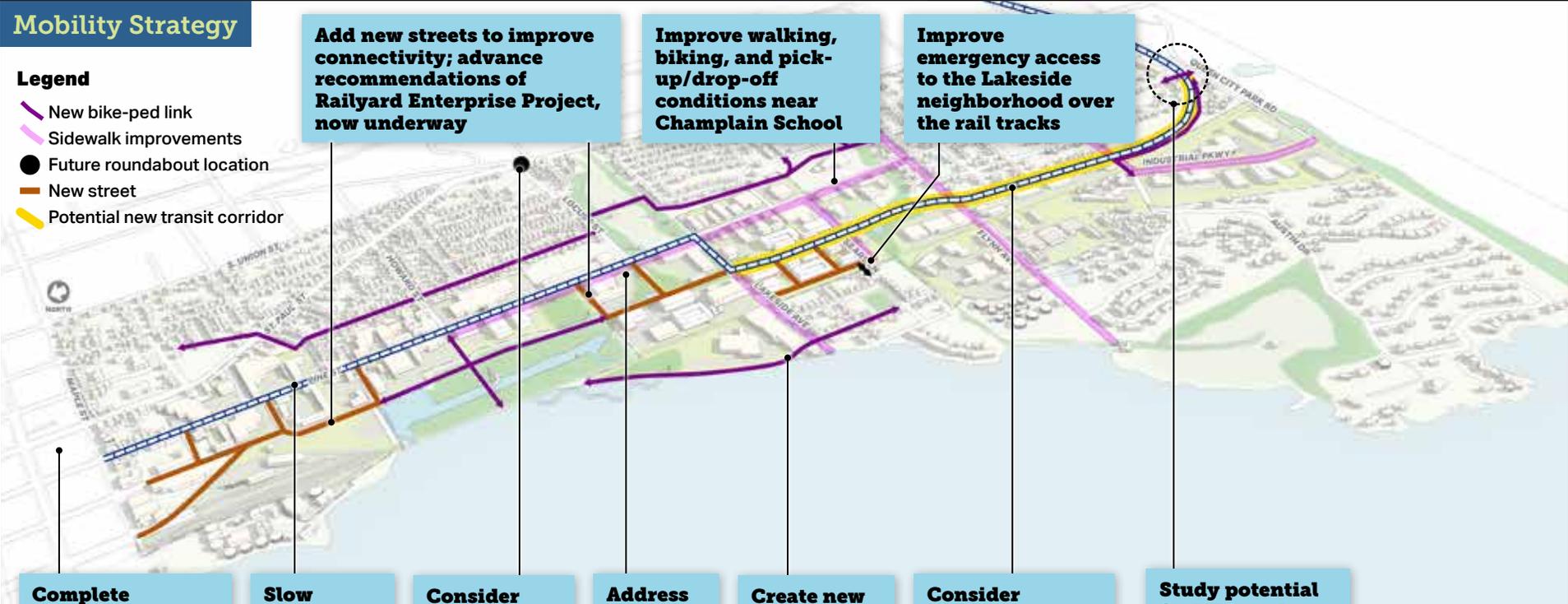
## Improve Transit Service

Pine Street could be enhanced as a transit corridor, with attractive and fun bus stops, bike racks for easy modal transitions, lighting and comfortable shelters, and later service to attract more riders. More frequent, predictable bus service, plus extending transit into the evening and weekends to serve the numerous diversions in the South End would all help to build this into a transit corridor and start the “virtuous cycle” for transit. Rerouting transit along the future Champlain Parkway from the southern end of Pine could also be considered, to better serve the emerging hub near Lakeside Avenue and reduce traffic on Pine.

**Mobility Strategy**

**Legend**

-  New bike-ped link
-  Sidewalk improvements
-  Future roundabout location
-  New street
-  Potential new transit corridor



**Add new streets to improve connectivity; advance recommendations of Railyard Enterprise Project, now underway**

**Improve walking, biking, and pick-up/drop-off conditions near Champlain School**

**Improve emergency access to the Lakeside neighborhood over the rail tracks**

**Complete King Street neighborhood traffic calming study; implement recommendations**

**Slow traffic and improve bikeability and walkability on South End streets**

**Consider use of roundabouts and mini-roundabouts to calm traffic**

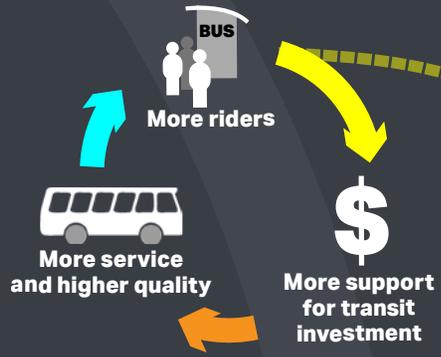
**Address weak and missing links in the South End sidewalk network**

**Create new bike-ped routes linking South End destinations**

**Consider rerouting transit from southern end of Pine to serve new activity along Champlain Parkway**

**Study potential for bike-ped connection across the Champlain Parkway at the end of Pine Street**

**THE CYCLE**



**THE SPIN-OFF**

- Benefits to the community**
- more affordable transportation choices
  - less need for parking
  - fewer cars, less congestion
  - cleaner air for all

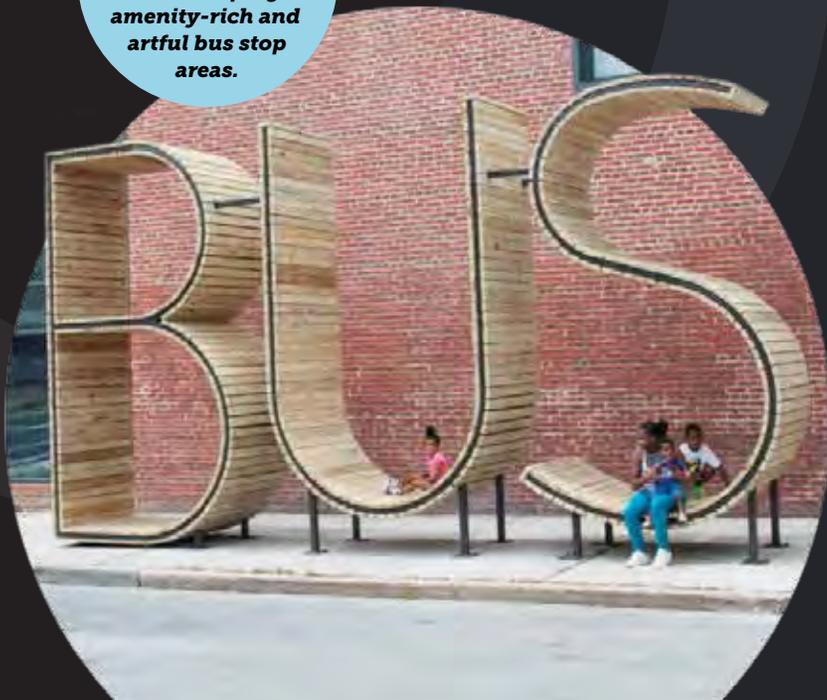
For more information on these initiatives, see *Reinforce the Art Hub: Maple Street to Locust Street*; *A New Maker'hood Center: Locust Street to Sears Lane*; *the Eclectic Ecosystem: Sears Lane to Home Avenue*; and *R&D + Industry: Home Avenue to Queen City Park Road*.

Montreal's musical light-up swings are a great example of how interactive art and sculpture could enliven South End streets, including areas around bus stops.



PHOTO CREDIT: [WWW.THISISCOLLOSSAL.COM/2012/09/MUSICAL-SWINGS-ON-THE-STREETS-OF-MONTREAL](http://WWW.THISISCOLLOSSAL.COM/2012/09/MUSICAL-SWINGS-ON-THE-STREETS-OF-MONTREAL)

A design competition could engage local artists in developing amenity-rich and artful bus stop areas.



**Explore potential to increase frequency and hours of service.**

Seek to provide real-time bus arrival information so South End commuters know exactly when the bus is coming. Reducing waiting times for the bus, and extending hours of service into the evening will make transit an appealing choice for many more people.



Begin conversations with Chittenden County Transportation Authority to explore funding options for service enhancements.



City Economic Development Office; Chittenden County Transportation Authority

**Continue to explore potential for transit-oriented park-and-rides.**

Consider development of a small transit-oriented park and ride where Burlington residents could drive to a LINK bus stop, and where inbound drivers could park at a satellite lot and catch a high frequency bus into the South End and Downtown. Such a facility could replace informal area park-and-rides which have recently gone away, or which are slated for other uses.



Identify potential locations for a future park-and-ride



Department of Public Works, Chittenden County Transportation Authority

**Provide amenity-rich/artful bus stop areas.**

There are many opportunities in and around transit stops for the local arts community to express itself – for instance, by integrating outdoor art and sculpture in/around bus shelters and bike parking, as well as through landscaping and creating real “places” at each bus stop. This will increase the fun and beauty of the South End, but also send an important message that transit is important and worthy of investment.



Seek design concepts from the community that can be integrated into transit stops, and identify possible funding sources, including Transportation Alternatives or National Endowment for the Humanities



City Economic Development Office; Department of Public Works; Chittenden County Transportation Authority, Burlington City Arts

**Plan for Parking**

The South End is a bustling place, and parking is a growing challenge. Shared parking solutions, appropriately located and well-designed parking structures, and a strong network of multi-modal options will be important ingredients moving forward.

**Conduct a South End parking study.**

Define policies and strategies for managing parking within the South End, including shared parking, structured parking, and transportation demand management.

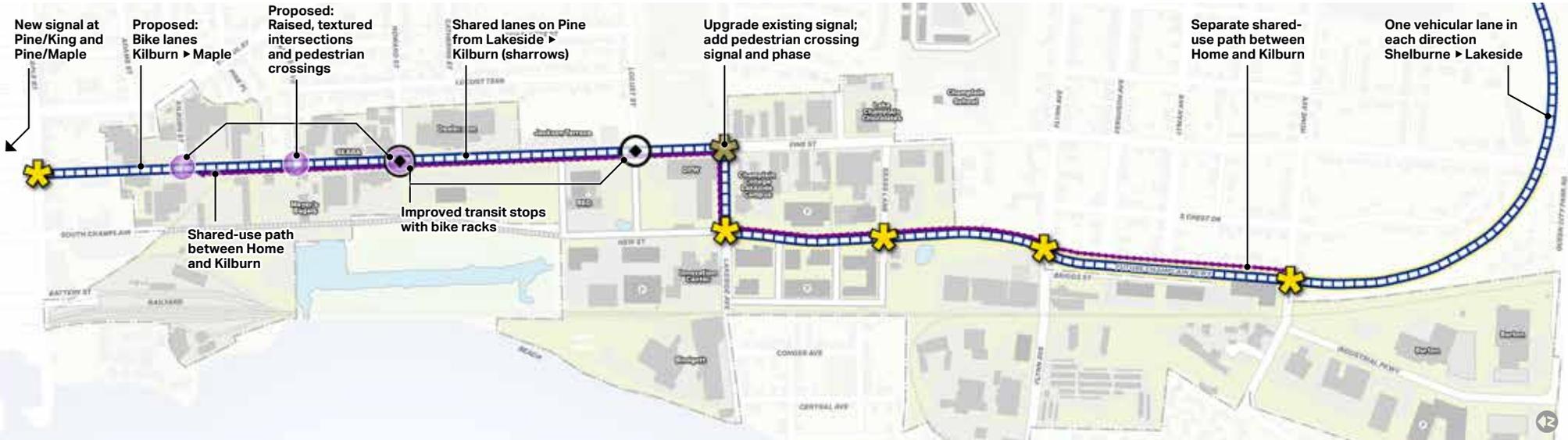


Secure funding for study.



Department of Public Works, Community & Economic Development Office, Department of Planning & Zoning.

# The Champlain Parkway Project: Not Your Mother's Southern Connector



**Legend**

-  Champlain Parkway
-  Shared-use path
-  New traffic signals with pedestrian signals and phases
-  Upgrade existing signal (Lakeside/Pine only)
-  Raised, textured intersection (no signal)
-  Improved/enhanced transit stop with bike racks

Originally conceived as the Southern Connector (a four lane divided highway), the project's design has changed greatly over the years. Here is what the Champlain Parkway means today:

- It provides a new connection to the interstate highway for the South End's industrial core, and **will take heavy truck traffic out of South End residential neighborhoods.**
- It is **designed to serve current and planned land uses in the South End** and to improve access to downtown.
- **It is a multimodal project.** Most of its length will include either a shared use path or bicycle lanes. Pedestrian safety and transit stop enhancements are also part of the current plan.

- The project design seeks to support all modes along the Pine Street corridor by **reinforcing a low design speed.**
- The capacity of Pine Street will increase somewhat between Main and King Streets with new **traffic signals replacing the existing 4-way stop intersections.** These intersections are both over capacity during afternoon peak hours, with long backups and delays.
- **The Champlain Parkway will increase the connectivity and resiliency of the South End's street network.** It will provide another way in and out, which will be especially useful for trucks, and also be very beneficial during incidents to keep people moving (i.e. accidents or other emergencies) on Shelburne Road. It will also provide more and better options for people walking or biking.