

To: Williston Mobility Committee
From: Taylor Newton, Senior Planner
Date: February 10, 2021
Re: Survey Results

The following is a summary results and key findings from two surveys released by the Town of Williston in November 2020: the Intermodal Facility and the Official Map Survey. The full survey results, including graphs, can be found in the accompanying Excel files.

Background

The Town of Williston Mobility Committee and Chittenden County Regional Planning Commission (CCRPC) developed two surveys in the fall of 2020. The Intermodal Facility survey focused on gathering information about respondents' transportation use, anticipated future transportation needs and their interest in future intermodal transportation facilities. One hundred twenty-one (121) respondents completed this survey. The Official Map survey focused on obtaining feedback related to a draft Official Map for the purpose of better understanding preferences for future transportation infrastructure improvements (including active transportation connections and a future intermodal transportation facilities). Thirty-four (34) respondents completed this survey.

Both surveys were developed and housed on [surveymonkey.com](https://www.surveymonkey.com). Williston Planning Staff distributed a link to the survey via an email, Front Porch Forum, and the Planners' Corner. A link was also accessible on the Town of Williston website. Respondents were able to answer both surveys between November 12, 2020 and January 15, 2021.

Intermodal Facilities Survey

The following is a summary of key takeaways from the Intermodal Facility Survey:

Demographic Information

The majority of respondents are between age 25 and 65 (78%) and are employed full-time (63%). Approximately 90% of respondents to the survey are currently Williston residents.

No survey responses were received from people under the age of 25. Only one respondent indicated that they are a student. This is surprising given Williston's demographics and the fact that over 40% of respondents indicated that they provide transportation to children from their household. Future survey efforts should have a more concerted effort to provide outreach to younger individuals in the community to ensure that their views and transportation needs are represented. This is especially true since this age group likely does not have the same access to cars as other age groups surveyed.

Transportation Use

Generally, survey results indicate that transportation use has changed little during the COVID-19 pandemic and respondents indicate that their transportation use will change little post-pandemic.

However, there are a few notable exceptions: driving alone on a daily basis, carpool use, and use of intermodal facilities.

The percentage of respondents that drive alone daily declined during COVID (59% pre-COVID to 33% during COVID). Only 44% of respondents think that they will drive alone on a daily basis post-COVID. The number of respondents that anticipate driving alone “a few days a week” post-COVID is 47%. This is a 10% increase over pre-COVID levels.

Approximately 77% of respondents stated that they “never” carpool during COVID. A high percentage was expected due to concerns about virus transmission and this assumption is supported by answers to the open-ended responses in Question #18. The percentage of respondents indicating that they’ll “never” carpool post-COVID (47%) is very similar to pre-COVID (53%).

The percentage of respondents that are daily walkers and bikers did not substantially change during COVID, and will likely remain stable post-COVID, according to survey responses. The percentage of daily walkers remained steady around 30% of respondents and the percentage of daily bikers remained steady around 7% of respondents across all three timeframes. The daily use of multi-use paths by respondents remained steady for all three timeframes (about 20%).

Use of public transit on daily, multiple times a week, or once a week basis among respondents remained low across all three time frames (<4%)

While the number of respondents using “official” and “unofficial” intermodal facilities dipped during COVID, the survey indicates that some respondents indicate increasing using these facilities post-COVID:

- Use an “Official” Intermodal Facility:
 - o Pre-COVID 15% used at least once/month
 - o During COVID 3.5% used at least once/month
 - o Post-COVID 21% expect to use at least once/month

- Use an “Unofficial” Intermodal Facility:
 - o Pre-COVID 17% used at least once/month,
 - o During COVID 14% used at least once/month
 - o Post-COVID 36% expect to use at least once/month

Intermodal Facilities

A majority of respondents (53%) stated that they would use an intermodal facility located in the Taft Corners area. A number of open-ended comments to Question #14 also reference Williston Village as another potential location for an intermodal facility.

Approximately 90% of respondents said that sidewalks and/or bike lanes for access is the most important feature of an intermodal facility. More amenities and more frequent public transit service was also cited by a third of respondents (37%).

More respondents stated that a bikeshare (24 respondents) would be more important feature of an intermodal facility than a carshare (12 respondents).

Walking/Biking/Public Transit Locations

The walking connection identified by respondents as the most needed is between the Village and Taft Corners, but this is impeded by the lack of sidewalks. Walking connections to Adams Farm and Mud Pond trails were also cited as desired destinations by respondents.

Burlington and Taft Corners were the most desired biking destinations identified by respondents. The lack of biking infrastructure and concerns about biking safety were cited as the main impediments to connecting to these areas.

Williston Village to Burlington is the most desired transit route according to respondents (with several respondents citing UVM and UVMC as specific destinations). Other responses to this question noted interest in connecting Williston to other local villages (Essex Junction, Richmond, Waterbury, Montpelier) and the ski resorts.

Additional Comments and Questions

Question #19 of the survey provides an opportunity for open ended comments and questions. Most respondents provide some comment. Many comments are related to specific active transportation or requests for public transit service at specific locations.

Official Map Survey

The following is a summary of key takeaways from the Official Map Survey:

Mountain View Road

The project identified by the highest number of respondents as “very important” across all Official Map survey responses is a contiguous pathway on south side of Mountain View Road from North Williston Road to Old Stage Road and VT Route 2A (79% of respondents). Another 18% responded that the project is “somewhat important” and one respondent selected “don’t know.” No respondents indicated that the project is “not important.”

Sidewalks and Multi-Use Paths

All proposed sidewalks were found to be “very important” or “somewhat important” by over 65% of respondents. The vast majority of proposed multi-use paths were found to be “very important” or “somewhat important” by at least 50% of respondents.

These results do not particularly help with project prioritization, but they do indicate broad support for the particular sidewalk and multi-use pathways projects selected by the Mobility Committee.

Maple Tree Place

Over two-thirds of respondents indicated that a “transit station” or “intermodal facility” on the municipally-owned parcel in Maple Tree Place is “very important” or “somewhat important.”

Access to Mud Pond Conservation Area

Several of the highest-ranking answers to questions involved Mud Pond. Increased parking at Mud Pond was the rated the most important project transportation facility improvement in Question #1 (out of 27 projects). A designated bike lane along Oak Hill Road, in the vicinity of Mud Pond, was the most important bike lane project identified in Question #2 (out of 3 projects). Trail connection between Mud

Pond and the Village was the highest rated trail, and the trail connection between Mud Pond and the Lake Iroquois Trail the second highest rated trail, in Question #6 (out of 16 projects).

Responding “Don’t Know”

Survey respondents heavily used the “don’t know” option for several questions. This is particularly the case for Question #1 that asked respondents about 27 different types of intermodal facilities. All but three of the projects had at least 15% of respondents answer “don’t know.” This high of a number responses seems to indicate that respondents focused only on responding to questions related to geographic areas of Williston with which they are familiar.