

REPORT

**NORTH AVENUE PILOT PROJECT
PUBLIC OPINION SURVEY**



the science of insight 10.12.2016



PREPARED FOR:
CHITTENDEN COUNTY RPC

SUBMITTED BY:
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1.0 INTRODUCTION

The Burlington Department of Public Works (DPW) implemented the North Avenue Pilot Project in July of 2016, which made significant changes to the North Avenue corridor between Washington Street and Plattsburg Avenue. Changes include reducing the number of vehicle lanes from four to three, adding buffered or protected bicycle lanes as corridor geometry allows, the addition of a crosswalk at the EA Shopping Center, and changing intersection geometries and signalization at various intersections along the corridor.

Resource Systems Group (RSG) was retained by the Chittenden County Regional Planning Commission (CCRPC) to conduct a comprehensive survey of users and residents along the North Avenue corridor that would be used to inform future decision-making around the North Avenue reconfiguration. The public opinion survey was designed and administered to obtain a representative sample of residents to better understand public opinion of the North Avenue Pilot Project, and in particular how that opinion may differ between residents of the New North End (NNE) adjacent to the Pilot Project corridor (Wards 4 and 7) and all other residents of Burlington and non-resident visitors.

To assess the public's opinion of the North Avenue Pilot Project, RSG worked closely with the project team to design an online survey instrument to collect data on respondents' current travel behaviors along the corridor, their opinions on different components of the North Avenue Pilot Project and their level of satisfaction with using different modes to travel on North Avenue. The survey was programmed and administered entirely online using RSG's proprietary and customizable web-based platform, which presents questions based on respondents' previous answers and allows for an accurate and efficient means of data collection.

A total of 2,763 completed surveys were collected from September 13th to October 3rd, 2016. The final survey data was weighted by age and gender to represent the population of the New North End and the City of Burlington. After weighting, descriptive tabulations of the data were prepared for responses to each question and selected cross-tabulations were prepared to evaluate relationships among key variables.

This report documents the development and administration of the survey questionnaire and presents the survey results. Complete records of survey screen captures, response tabulations, and respondents' comments about the project, uncategorized and unedited by RSG, are included as appendices.

2.0 SURVEY QUESTIONNAIRE

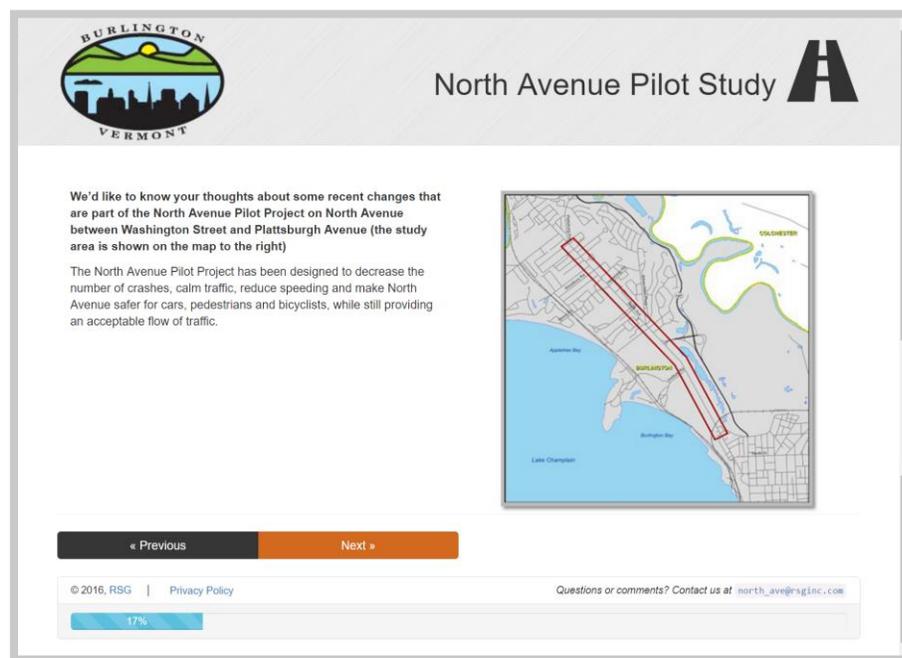
RSG and the Chittenden County Regional Planning Commission (CCRPC) worked closely with other project team members who included Department of Public Works (DPW) staff, Mayor’s office staff, and Burlington City Councilors, to develop the public opinion survey questionnaire. Basic demographic background information was collected to understand how public opinion varies across different segments of the population, such as area of residence, age, gender, and mode of travel in the corridor.

RSG developed an intuitive and easy-to-follow online survey using our custom survey software platform. The online instrument validated all answers to ensure that a response was given and that the response made logical sense (e.g., a text response was not given in a numeric field, the range of a numeric response was reasonable). This validation ensured that all surveys submitted using the online instrument were 100% complete. The complete set of survey questions as they appeared to respondents on-screen is included in Appendix A.

At the beginning of the questionnaire, respondents were presented with an introduction to the purpose of the survey, the estimated time required to complete the questionnaire, and instructions for how to navigate the computer-based instrument. A “Contact Us” link to a project email address was included on this and all subsequent screens to provide respondents with a way to contact the research team with any technical questions about the survey.

The subsequent screen introduced respondents to the North Avenue Pilot Project and provided information, along with a map, about the study corridor (Figure 2-1).

FIGURE 2-1: SURVEY SCREEN CAPTURE: PROJECT INFORMATION AND MAP



Next, all respondents were asked about their level of satisfaction with the different North Avenue Pilot Project components (Figure 2-2). To complement the individual descriptions, clickable pop-up icons with definitions and photographs were added to clearly communicate project features that were not likely to be universally understood by the general public (Figure 2-3).

FIGURE 2-2: SURVEY SCREEN CAPTURE: OPINION OF PROJECT COMPONENTS

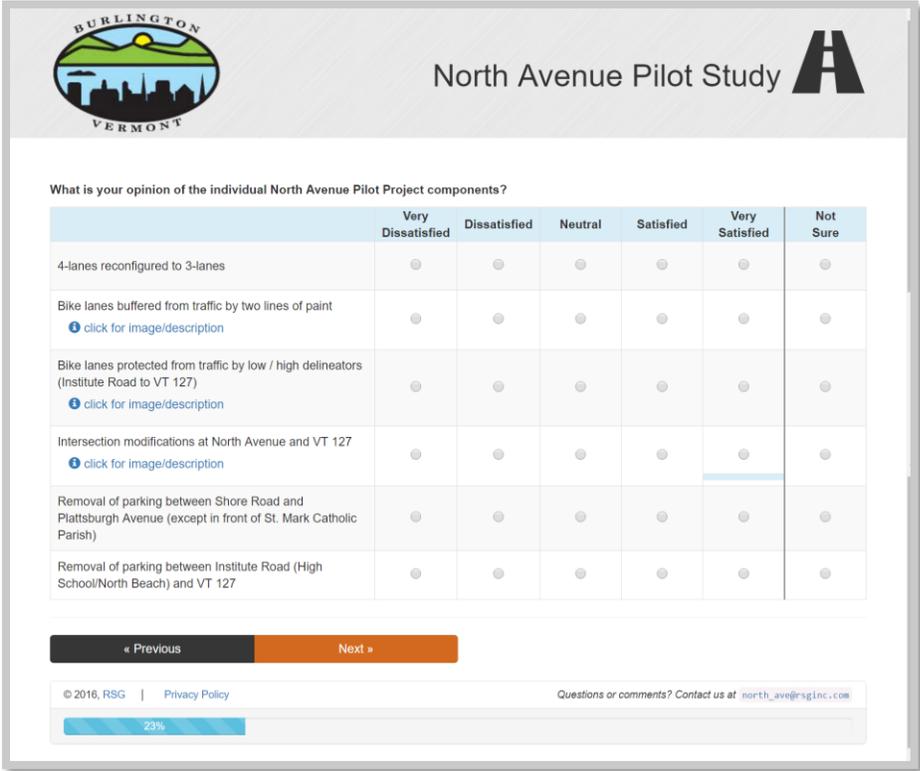


FIGURE 2-3: SURVEY SCREEN CAPTURE: POP-UP INFORMATION FOR PROTECTED BIKE LANES



All respondents were next asked to indicate the different travel modes they had used along the North Avenue Corridor over the past month. Respondents were then asked to indicate whether their perception of safety on North Avenue had changed since the Pilot Project began for each of the modes they had indicated as recently used.

Next, for each of the modes they had previously selected, respondents were asked to indicate their level of satisfaction with experiential aspects of traveling on or along North Avenue. Separate sets of satisfaction questions were shown for each of the modes. A follow-up set of questions next asked respondents how frequently per month they make trips on North Avenue for each of the modes they had selected, and the primary purposes of their trips made on North Avenue.

Because the survey was distributed using open links and was not password-protected, it was necessary to deter repeat respondents who may have attempted to dishonestly influence the study's findings. All respondents were asked to include their first and last name, their street of residence and their city ward to help verify records and to minimize illegitimate duplicate responses (Figure 2-4). Respondents who did not live in any of Burlington's wards were asked to provide their home ZIP code.

FIGURE 2-4: SURVEY SCREEN CAPTURE: RESPONDENT IDENTIFICATION

BURLINGTON VERMONT

North Avenue Pilot Study **A**

Name

First

Last

Your name will not be shared or used beyond this study. It will be used to verify the survey is being completed only once per person.

Which City Council Ward do you live in*?

- Ward 1
- Ward 2
- Ward 3
- Ward 4
- Ward 5
- Ward 6
- Ward 7
- Ward 8
- I live outside of Burlington

8 Wards - 4 Districts Effective March 3, 2015

Note *This information is only used to understand if we have received a representative sample of the region's population. Your answers will only be analyzed with all other survey responses combined.

« Previous Next »

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75%

To confirm the sample contained a diverse representation of residents from both the New North End (NNE) and Burlington as a whole, and to verify demographic dimensions for survey

weighting procedures, respondents were asked to indicate their age and gender. Finally, respondents were asked about their willingness to participate in future studies about the Pilot Project and to leave an email address where they could be contacted. Before exiting the survey, respondents were given the opportunity to leave comments about the survey or the project. These open-ended comments are provided in Appendix C.

3.0 SURVEY METHODOLOGY AND ADMINISTRATION

3.1 | SURVEY SAMPLING METHODOLOGY AND APPROACH

There are two primary population segments of interest in the survey effort:

1. Residents of the New North End (Wards 4 and 7)
2. Residents of other parts of Burlington or non-resident visitors

NNE residents are of particular importance to this study as the November 2014 City Council resolution called for public input from the NNE to be measured.

Based on the populations of the NNE and the City of Burlington obtained from the American Community Survey five-year estimates at the ZIP code tabulation area (ZCTA) geography, the survey sampling was designed for a minimum sample size of 370 complete surveys, in order to achieve results at a 95% confidence level with a confidence interval of +/- 5%. Other Burlington residents and non-resident visitors had a targeted sample size of 200 complete surveys, for a confidence interval of +/-7% at the 95% confidence level.

3.2 | SURVEY ADMINISTRATION

The survey administration began on September 13th, 2016 when links were shared using Burlington and NNE Front Porch Forum (FPF), and closed on October 3rd. During that time, 2,763 completed questionnaires were collected, 1,853 of these from residents of Wards 4 and 7 in the NNE.

The web-based survey was administered using a convenience-based sampling approach, with the aim to gather as many responses as possible from residents and other regular travelers on North Avenue in the required survey timeframe. To facilitate the data collection effort, RSG distributed several customized open links, where responses from each link were separately tracked to assess the impact of each distribution source. Specific, traceable survey links were distributed to the following two platforms:

- Front Porch Forum (FPF): A widely distributed email newsletter available in all Burlington neighborhoods that helps people connect with their neighbors and learn about what is happening in their community. The City of Burlington posted advertisements on FPF that included a link to the survey website. The advertisement was posted starting on Tuesday, September 13th.
- Local Motion Listserv: A non-profit organization that promotes active transportation in Vermont distributed a link via email to its Burlington member listservs.

A single general link was shared across multiple platforms and outreach efforts, including:

- Burlington Department of Public Works (DPW) Website.
- City Councilors from Wards 4 and 7 distributed survey links to their constituents via email.
- Local and State media organizations, including NBC affiliate WTPZ and VT Digger, ran stories about the North Avenue Pilot project and shared the link for readers to take the survey.
- The CCRPC conducted in-field outreach at senior centers and public meetings, using laptops to obtain web-based survey input from populations that may otherwise have had limited computer access or understanding of the survey effort.

During the initial week of administration, it was observed that some respondents incorrectly shared the survey link by directly copying and distributing the URL from their browsers. To reduce these instances, RSG added a functioning survey link and instructions how to share the URL on both the first and final screens of the survey.

Because the links could be freely distributed and the survey was accessible without a password, only an approximation of completes by distribution source is possible, shown in Table 3-1 .

TABLE 3-1: APPROXIMATE NUMBER OF COMPLETES BY DISTRIBUTION SOURCE

Source	Count	Percent
City website/Social Media/Public Meetings	1,809	65%
Front Porch Forum	876	32%
Local Motion	76	3%
GMT/Other	2	0%
Total	2,763	100%

4.0 DATA PROCESSING AND RESULTS

4.1 | DATA CLEANING ANALYSIS

After data collection efforts concluded on October 3rd, 2016, the initial raw dataset included 2,763 records. The survey data was analyzed to flag records that were clearly completed by the same person more than once, or cases where respondents did not leave the required information to verify their survey represented a distinct person. Although the survey contained text to remind individuals not to complete the survey more than once, after reviewing and analyzing all completed questionnaires, the following records were removed:

- **16 records with identical names and email addresses:** A total of 16 respondents were identified as completing the questionnaire twice by entering an identical name and email address in two distinct records. In each of the 16 cases, the survey with the earlier date stamp was retained while the second record was removed from further analysis.
- **Seven records with a matching digital fingerprint & nearly identical survey responses:** Metadata was collected from each electronic device used to complete the survey, including IP address, browser version/type and screen resolution, to form a digital ‘fingerprint’. Survey records were analyzed for duplicate digital fingerprints. Although more than 70 digital fingerprint pairs or series were identified, only one fingerprint, with eight instances of nearly identical responses to survey questions, was flagged for removal. The survey with the earliest date stamp was retained, while the remaining seven records with non-distinct digital fingerprints were removed from the final analysis.
- **17 records where the respondent left an invalid first and last name:** First name, last name and street of residence were collected from all respondents as a way to deter repeat survey takers. Cases where respondents left phrases or sentences in place of a first and last name, and therefore an incomplete questionnaire, were removed from the final analysis.

After conducting the data cleaning analysis, 40 distinct records were removed from the final dataset, representing just over 1% of all completed surveys. The dataset used for final analysis contained 2,723 completed survey records.

4.2 | WEIGHTING

In order to more closely reflect the true populations of residents in the New North End and Burlington as a whole, the collected survey data was weighted to match the age and gender distributions for the NNE ZIP code tabulation area (ZCTA 05408) and for the combined ZCTAs of Burlington proper (05401 and 05408). Each population was analyzed separately, necessitating unique weighting schemes for the NNE and for Burlington. The ZCTA demographic control data was acquired using the 2014 5-year American Community Survey (ACS) estimates, the most recent available ACS dataset. Weighting helps to correct for segments of the population that may have been underrepresented or overrepresented in the survey sample. Prior to weighting, RSG removed records for respondents who did not indicate a gender and for respondents under the age of 18 (after weighting, these respondents were entered back into the final dataset with a

weight of 1), and used a joint-distribution approach to weight the sample for the combined gender and age of both Burlington ZIP codes and of the NNE’s ZIP code. Table 4-1 summarizes the weighting for NNE residents, and Table 4-2 summarizes the weighting applied to all respondents.

TABLE 4-1: SUMMARY OF WEIGHTS BY AGE AND GENDER FOR NEW NORTH END RESIDENTS

		Survey Sample	Control Percent	Weight
Men	18-24	2.2%	3.3%	1.49
	25-34	6.8%	6.3%	0.92
	35-44	9.0%	8.1%	0.90
	45-54	8.5%	9.6%	1.12
	55-64	8.8%	10.7%	1.21
	65-74	5.8%	4.2%	0.73
	75+	2.1%	4.9%	2.31
Women	18-24	3.3%	3.2%	0.96
	25-34	9.7%	7.3%	0.75
	35-44	10.4%	8.1%	0.78
	45-54	13.2%	9.7%	0.74
	55-64	9.9%	10.7%	1.09
	65-74	7.5%	5.8%	0.77
	75+	2.7%	8.2%	3.05

TABLE 4-2: SUMMARY OF WEIGHTS BY AGE AND GENDER FOR ALL RESPONDENTS

	Age	Survey Sample	Control Percent	Weight
Men	18-24	4.1%	14.6%	3.53
	25-34	8.5%	10.9%	1.29
	35-44	9.9%	6.7%	0.68
	45-54	8.6%	6.1%	0.70
	55-64	7.9%	5.9%	0.74
	65-74	4.8%	2.7%	0.56
	75+	1.5%	2.6%	1.69
Women	18-24	3.6%	14.6%	4.08
	25-34	11.3%	10.4%	0.92
	35-44	10.5%	5.6%	0.54
	45-54	11.8%	6.2%	0.53
	55-64	9.4%	6.1%	0.65
	65-74	6.1%	3.2%	0.52
	75+	2.0%	4.5%	2.22

4.3 | RESULTS

CONFIDENCE LEVEL AND CONFIDENCE INTERVALS

Actual survey response rates exceeded the original sampling goals, which allowed for a narrower confidence interval for the entire sample and for residents of the NNE.

Based on population estimates from the American Community Survey five-year estimates, the population of the NNE ZIP code tabulation area (ZCTA 05408) is 9,921, with an 18-and-older population of 7,745. The population of Burlington (ZCTAs 05401 and 05408 combined) is 38,178, with an 18-and-older population of 32,741. Based on these figures, Table 4-3 shows the confidence interval at the 95% confidence level for data representing NNE adult residents and all adult respondents in response to a hypothetical question where answers are dichotomously split 50/50, a worst-case scenario where the margin of error would be highest.

TABLE 4-3: STATISTICAL CONFIDENCE

Area	18+ Population	Sample Size	95% Confidence Interval
New North End Residents	7,745	1,822	+/- %2.01
All Respondents (Burlington)	32,741	2,723	+/- %1.8

PARTICIPANT PROFILE

As described above, the demographic characteristics of the sample were weighted to the control totals to ensure the sample more closely reflects the population of Burlington and the New North End. Only very basic demographic information (age, gender and ward of residence) was used to confirm the survey collected a representative sample of residents from the NNE and Burlington proper. Figure 4-1 summarizes the unweighted age distribution for all respondents.

FIGURE 4-1: UNWEIGHTED AGE DISTRIBUTION FOR ALL RESPONDENTS

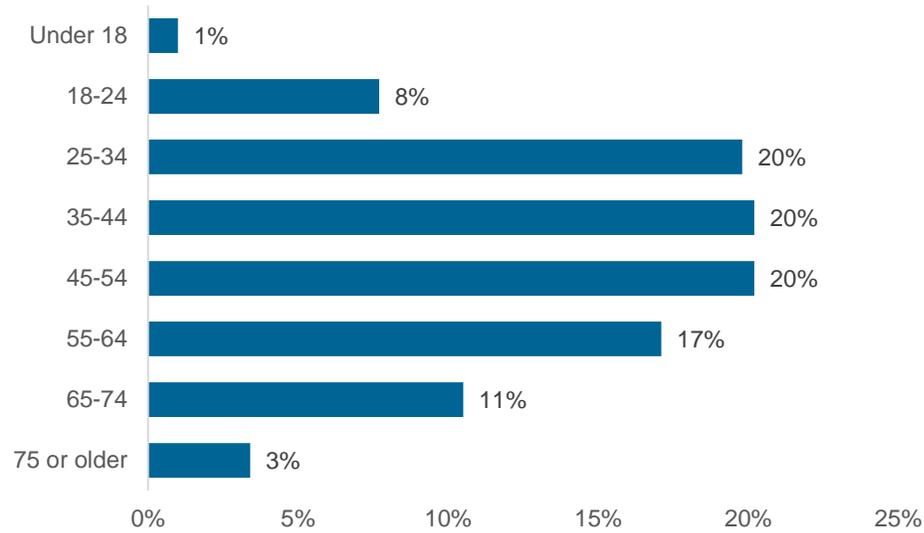


Table 4-4 shows the number of completed surveys by city ward. The NNE wards 4 and 7 contributed approximately 67% of all survey responses.

TABLE 4-4: WARD OF RESIDENCE

Ward #	Count	Percent
Ward 1	97	4%
Ward 2	90	3%
Ward 3	207	8%
Ward 4	1,055	39%
Ward 5	131	5%
Ward 6	100	4%
Ward 7	767	28%
Ward 8	44	2%
Outside Burlington	232	9%
Total	2,723	100%

SEGMENTS FOR REPORTING

Responses to the survey questions are presented for residents of the NNE, weighted by the age and gender characteristics of ZCTA 05408, and for All Respondents, weighted by the age and gender characteristics of Burlington’s two combined ZCTAs (05408 and 05401). The NNE and All Respondent segments are not mutually exclusive; respondents who reside in Burlington wards 4 and 7 are included in both segments.

OPINION OF PILOT PROJECT

Respondents were asked to give their opinions about six of the main features of the North Avenue Pilot Project on a five-point scale from ‘Very Dissatisfied’ to ‘Very Satisfied,’ with a final

category for 'Not Sure'. For the following figures, the response categories have been combined to create a three-point scale, consisting of 'Dissatisfied' (which includes responses of 'Very Dissatisfied' and 'Dissatisfied'), 'Satisfied' (which includes responses of 'Very Satisfied' and 'Satisfied') and 'Neutral/Not Sure' (which includes responses of 'Neutral' and 'Not Sure').

Figure 4-2

FIGURE 4-2: PROJECT OPINION: 4-LANES RECONFIGURED TO 3-LANES

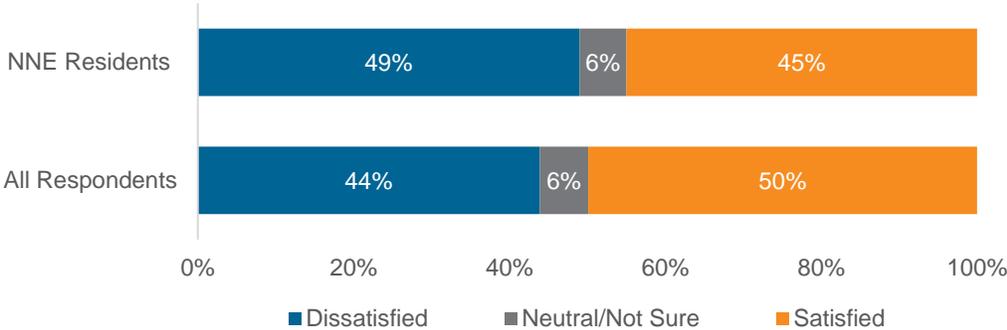


Figure 4-3 summarizes NNE Residents' and All Respondents' levels of satisfaction regarding bike lanes buffered from traffic by two lines of paint on North Avenue.

FIGURE 4-3: PROJECT OPINION: BIKE LANES BUFFERED FROM TRAFFIC BY TWO LINES OF PAINT

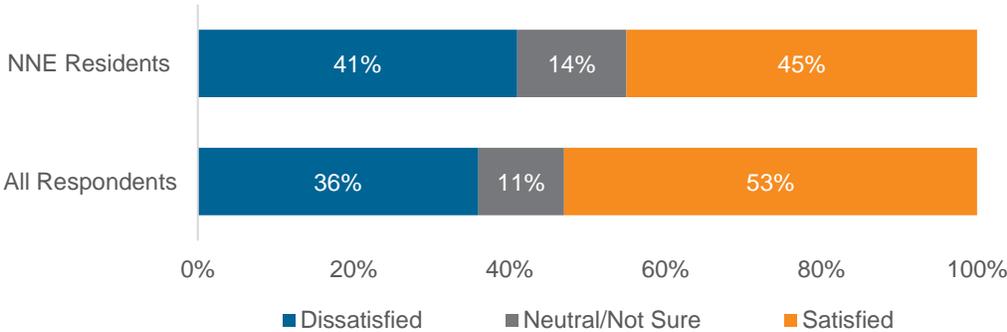


Figure 4-4 summarizes NNE Residents' and All Respondents' level of satisfaction regarding the bike lanes protected from traffic by low/high delineators on North Avenue.

FIGURE 4-4: PROJECT OPINION: BIKE LANES PROTECTED FROM TRAFFIC BY LOW/HIGH DELINEATORS

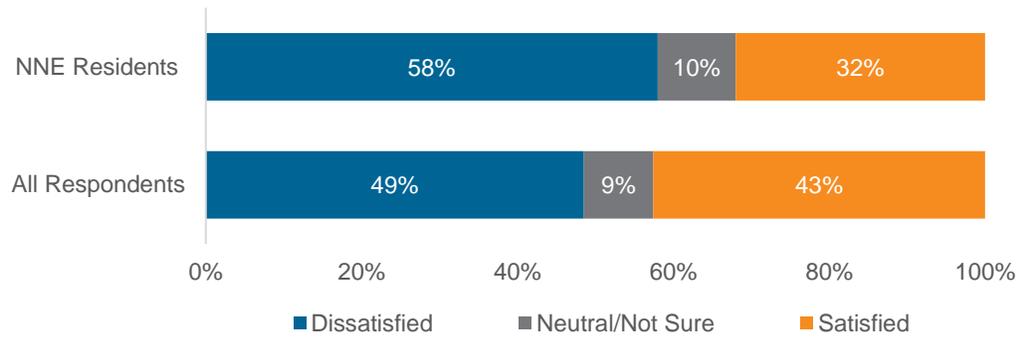


Figure 4-5 summarizes NNE Residents' and All Respondents' levels of satisfaction regarding the intersection and signal modifications on North Avenue and VT 127.

FIGURE 4-5: PROJECT OPINION: INTERSECTION MODIFICATIONS AT NORTH AVENUE AND VT 127

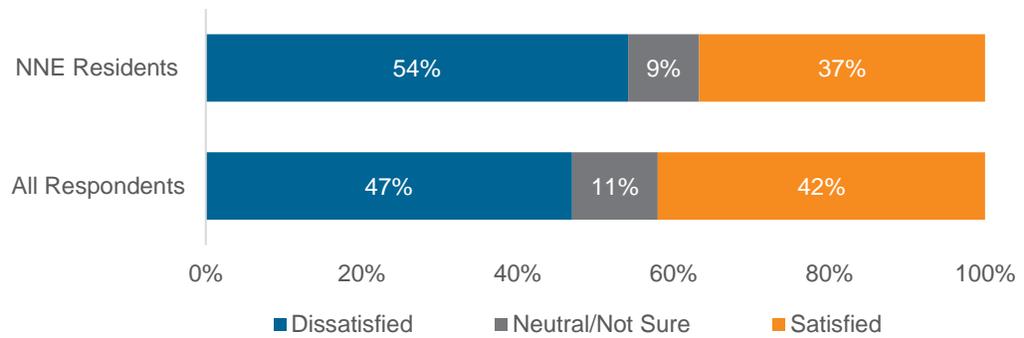


Figure 4-6 summarizes NNE Residents' and All Respondents' levels of satisfaction regarding the removal of on-street parking spaces between Shore Road and Plattsburg Avenue.

FIGURE 4-6: PROJECT OPINION: REMOVAL OF ON-STREET PARKING BETWEEN SHORE ROAD AND PLATTSBURG AVENUE

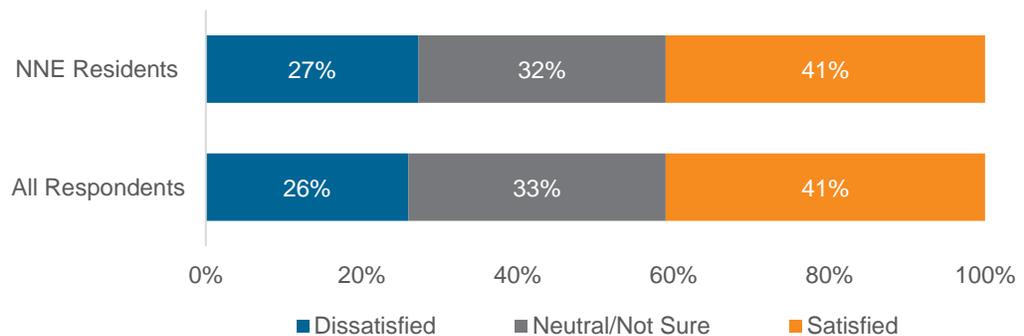
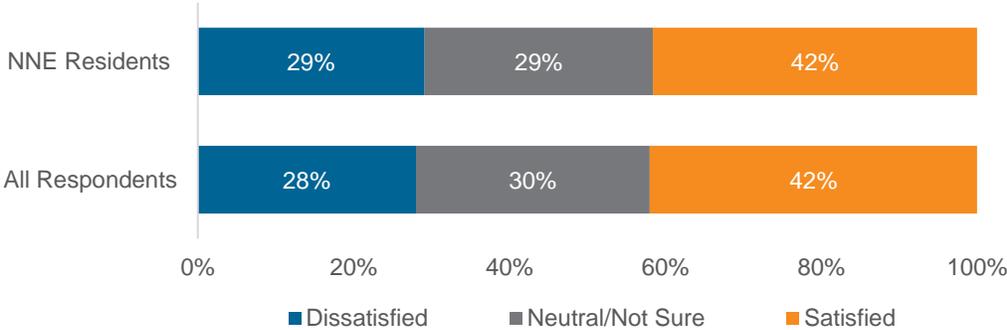


Figure 4-7 summarizes NNE Residents' and All Respondents' levels of satisfaction regarding the removal of on-street parking between Institute Road and VT 127.

FIGURE 4-7: PROJECT OPINION: REMOVAL OF ON-STREET PARKING BETWEEN INSTITUTE ROAD AND VT 127



MODE USE ON NORTH AVENUE

Table 4-5 shows the distribution of different modes respondents reported to have used in the past thirty days to travel on North Avenue, for both NNE Residents and All Respondents. The number of times each mode was selected adds up to more than the total number of respondents in either segment because each respondent could select more than one mode.

TABLE 4-5: MODE USE ON NORTH AVENUE (SELECT ALL THAT APPLY)

Mode	NNE Residents		All Respondents	
	Count	Percent of Respondents	Count	Percent of Respondents
Car	1,813	100%	2,614	96%
Bike	734	40%	1,233	45%
Walk/Run	787	43%	1,011	37%
Bus	176	10%	250	9%
No recent trips	1	0%	11	0%

SAFETY PERCEPTION

Respondents indicated how their perception of using each mode has changed since the North Avenue Pilot Project started in June 2016.

Figure 4-8 shows how safety perceptions for the 1,813 NNE Residents and the 2,614 total respondents who have recently driven on North Avenue have changed since the Pilot Project started.

FIGURE 4-8: SAFETY CHANGES: DRIVING

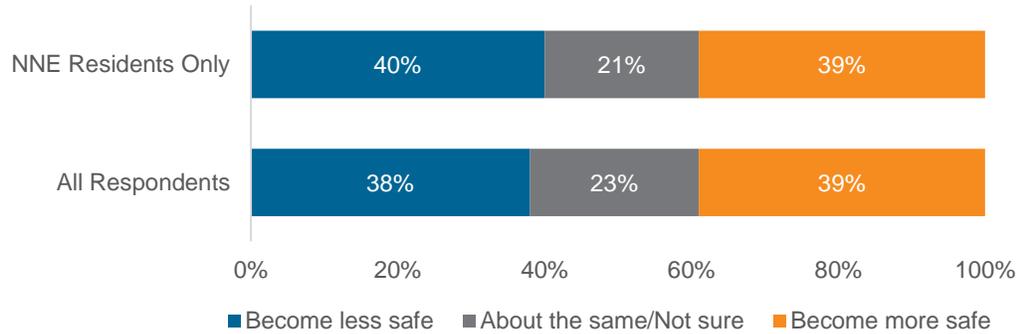


Figure 4-9 shows how safety perceptions for the 734 NNE Residents and the 1,233 total respondents who have recently used a bike on North Avenue have changed since the Pilot Project started.

FIGURE 4-9: SAFETY CHANGES: BIKING

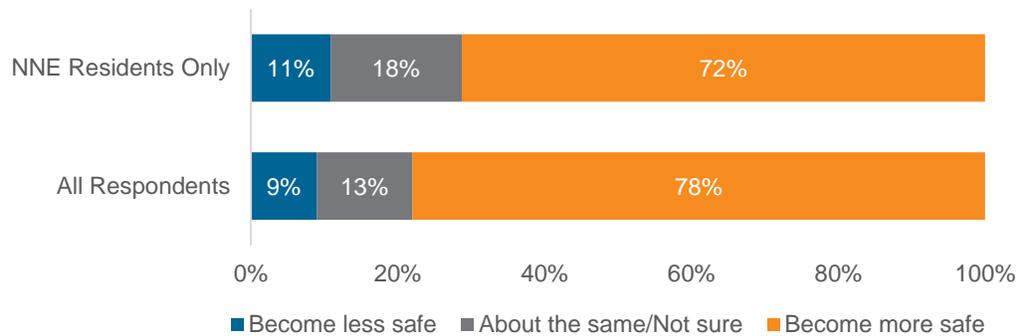


Figure 4-10 shows how safety perceptions for the 787 NNE Residents and the 1,011 total respondents who have recently walked or run along North Avenue have changed since the Pilot Project started.

FIGURE 4-10: SAFETY CHANGES: WALKING/RUNNING

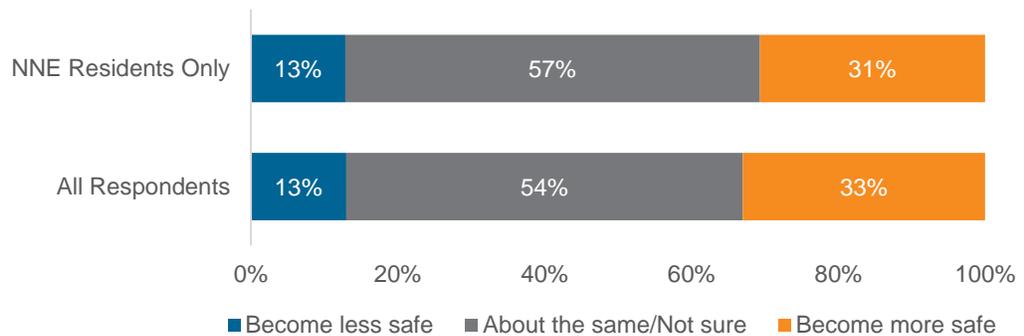
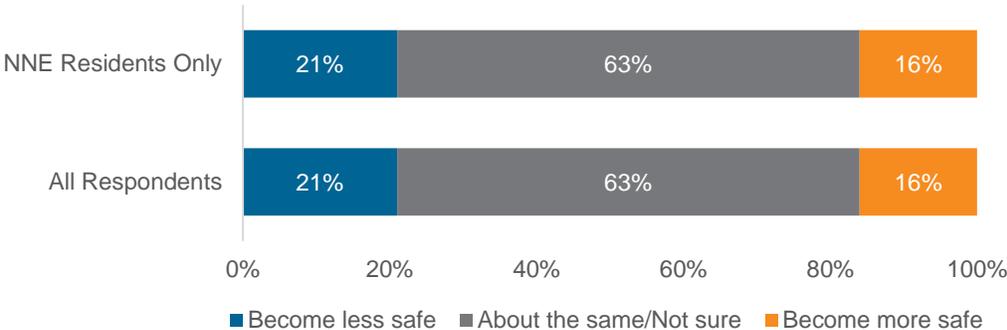


Figure 4-11 shows how safety perceptions for the 176 NNE Residents and the 250 total respondents who have recently used transit on North Avenue have changed since the Pilot Project started.

FIGURE 4-11: SAFETY CHANGES: BUS



MODE USE AND SATISFACTION

For each mode they selected, respondents were asked a series of follow-up questions to determine their levels of satisfaction across different user experiences when traveling on North Avenue since the Pilot Project began.

Figure 4-12 shows how satisfied the 1,813 NNE Residents who have recently driven on North Avenue are with various driving experiences since the Pilot Project started.

FIGURE 4-12: DRIVER SATISFACTION: NNE RESIDENTS

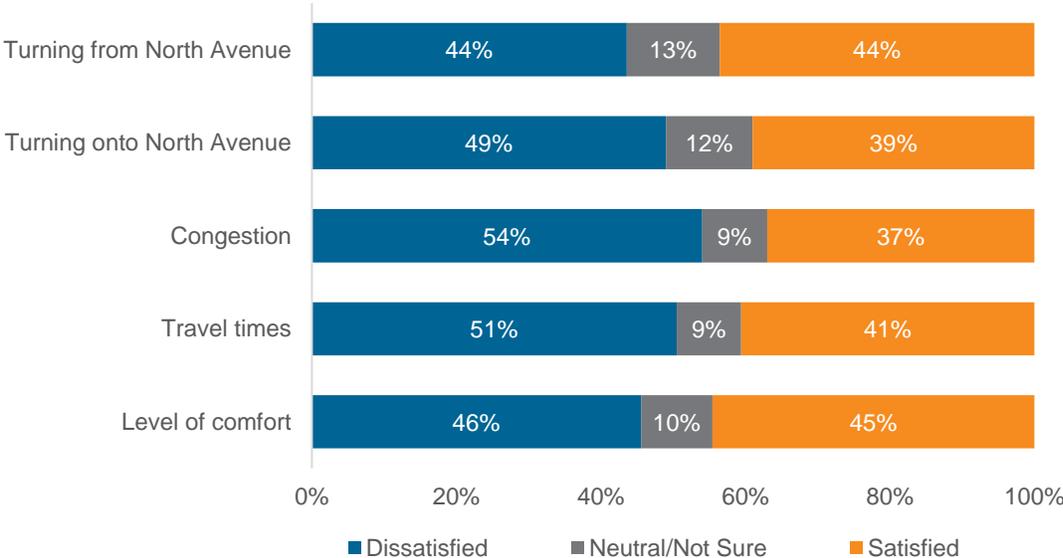


Figure 4-13 shows how satisfied the 2,614 respondents from the entire sample who have recently driven on North Avenue are with various driving experiences since the Pilot Project started.

FIGURE 4-13: DRIVER SATISFACTION: ALL RESPONDENTS

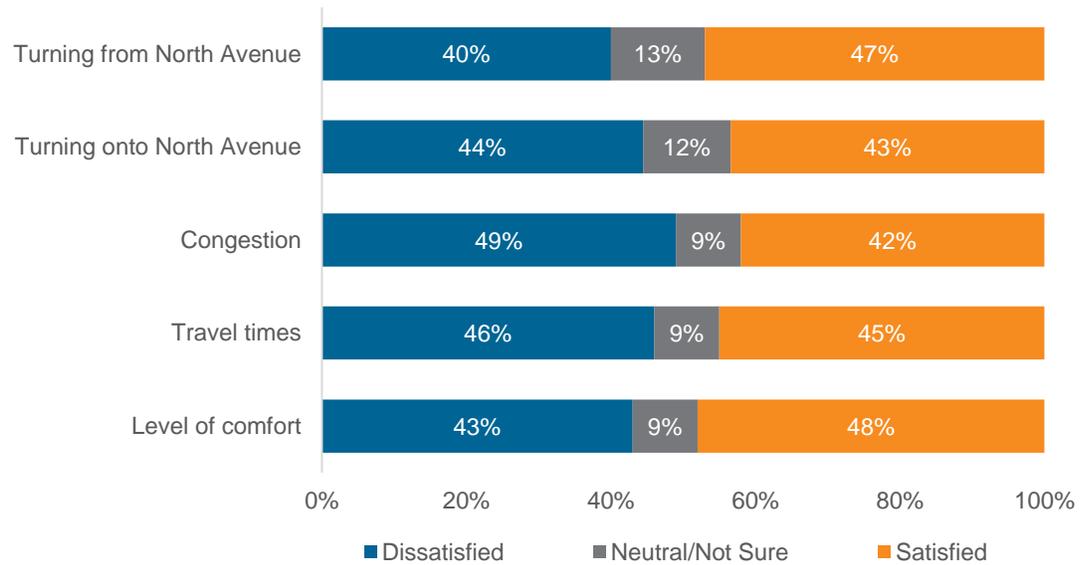


Figure 4-14 shows how satisfied the 734 NNE Residents who have recently bicycled on North Avenue are with various bicycling experiences since the Pilot Project started.

FIGURE 4-14: BICYCLE SATISFACTION: NNE RESIDENTS

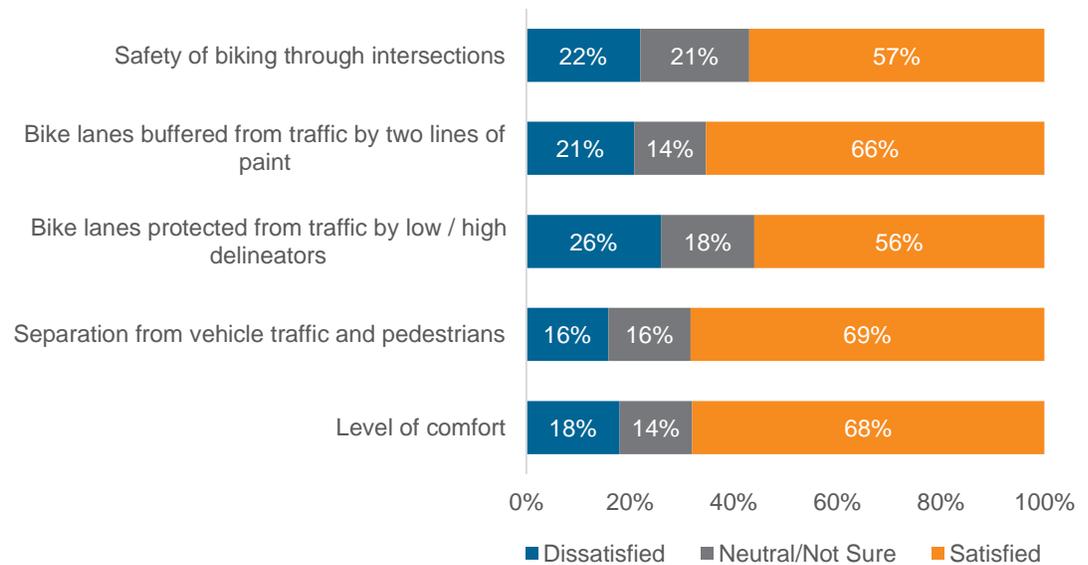


Figure 4-15 shows how satisfied the 1,233 respondents from the entire sample who have recently bicycled on North Avenue are with various bicycling experiences since the Pilot Project started.

FIGURE 4-15: BICYCLE SATISFACTION: ALL RESPONDENTS

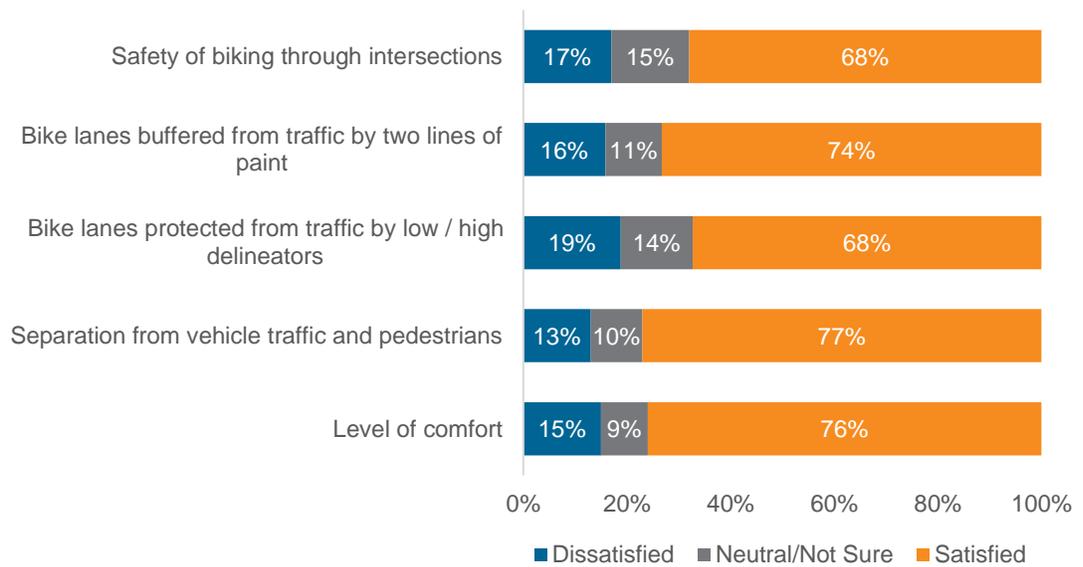


Figure 4-16 shows how satisfied the 787 NNE Residents who have recently walked or run along North Avenue are with various pedestrian experiences since the Pilot Project started.

FIGURE 4-16: PEDESTRIAN SATISFACTION: NNE RESIDENTS

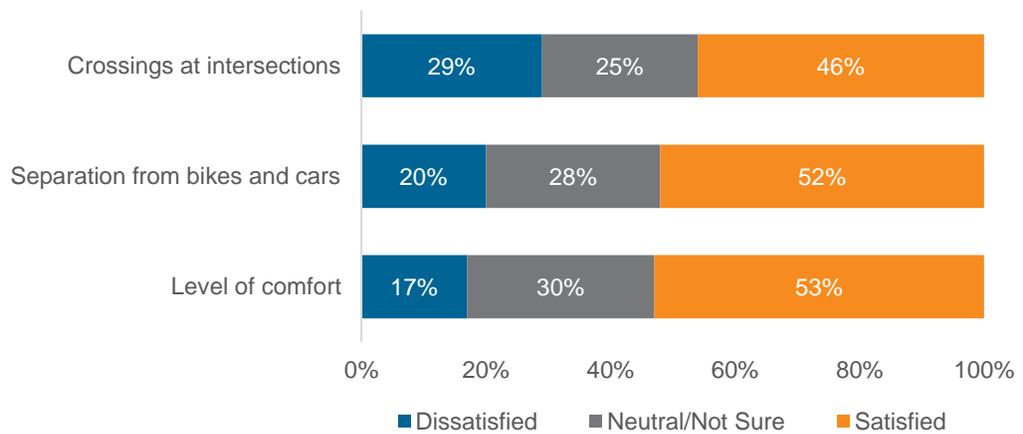


Figure 4-17 shows how satisfied the 1,011 respondents from the entire sample who have recently walked or run along North Avenue are with various pedestrian experiences since the Pilot Project started.

FIGURE 4-17: PEDESTRIAN SATISFACTION: ALL RESPONDENTS

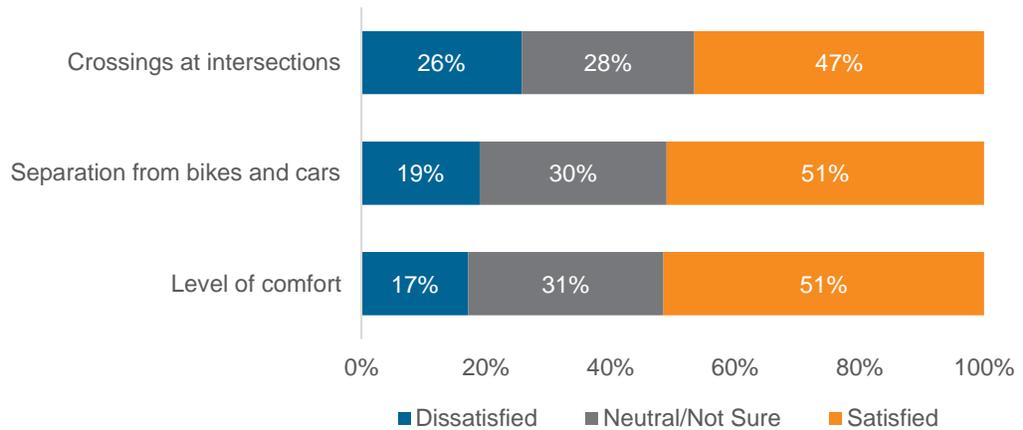


Figure 4-18 shows how satisfied the 176 NNE Residents who have recently used a bus on North Avenue are with various transit experiences since the Pilot Project started.

FIGURE 4-18: BUS SATISFACTION: NNE RESIDENTS

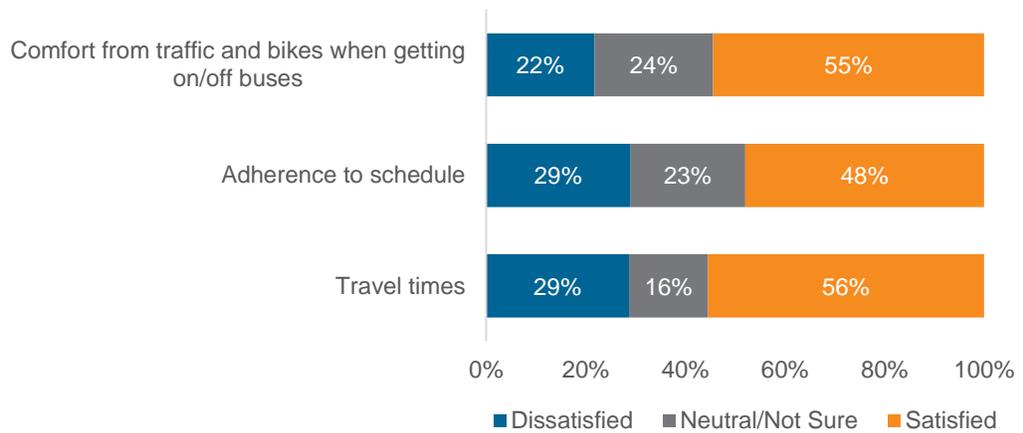
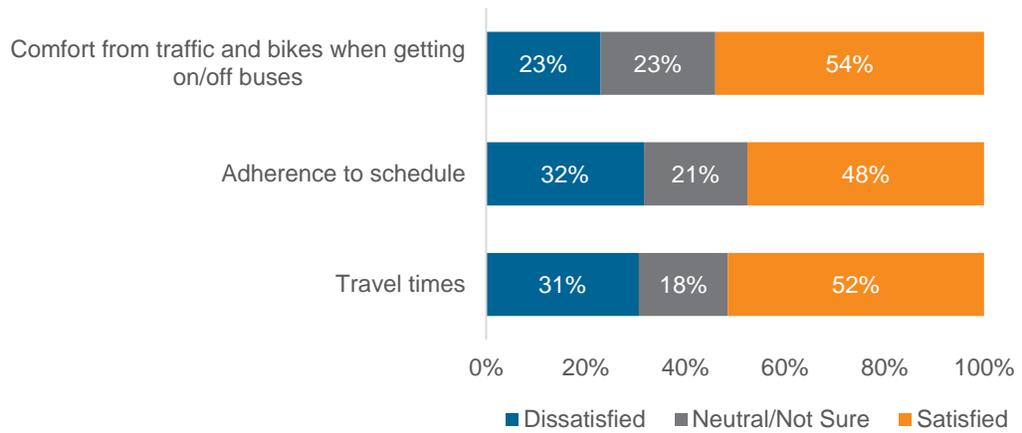


Figure 4-19 shows how satisfied the 250 respondents from the entire sample who have recently used a bus on North Avenue are with various transit experiences since the Pilot Project started.

FIGURE 4-19: BUS SATISFACTION: ALL RESPONDENTS



For all modes that respondents selected, they were asked to indicate the number of times they had used each in the past month to travel the North Avenue corridor. Figure 4-20 and Figure 4-21 show the number of times per month NNE Residents and All Respondents use different modes of travel on North Avenue, respectively.

FIGURE 4-20: FREQUENCY OF MODE USE FOR NNE RESIDENTS

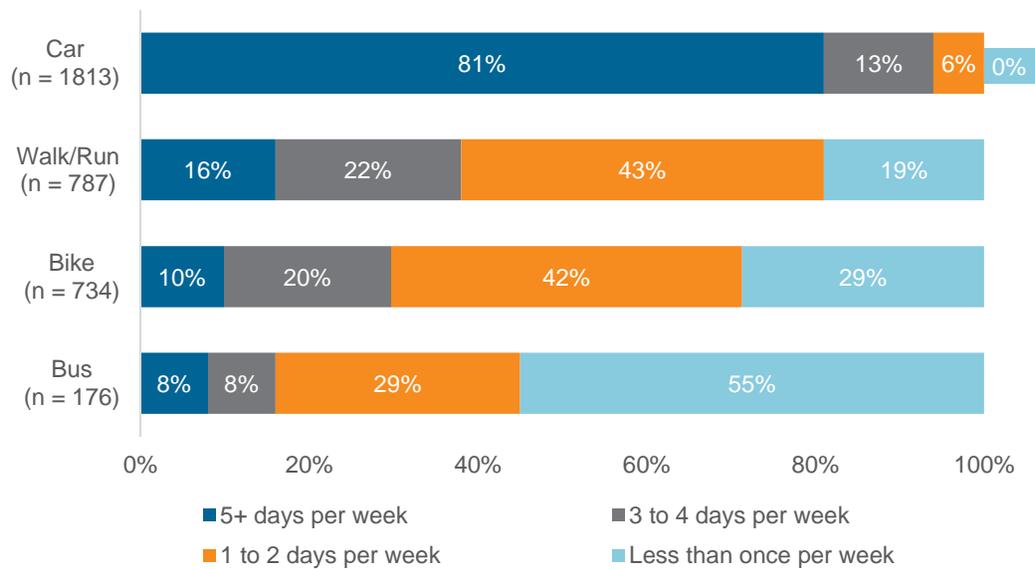
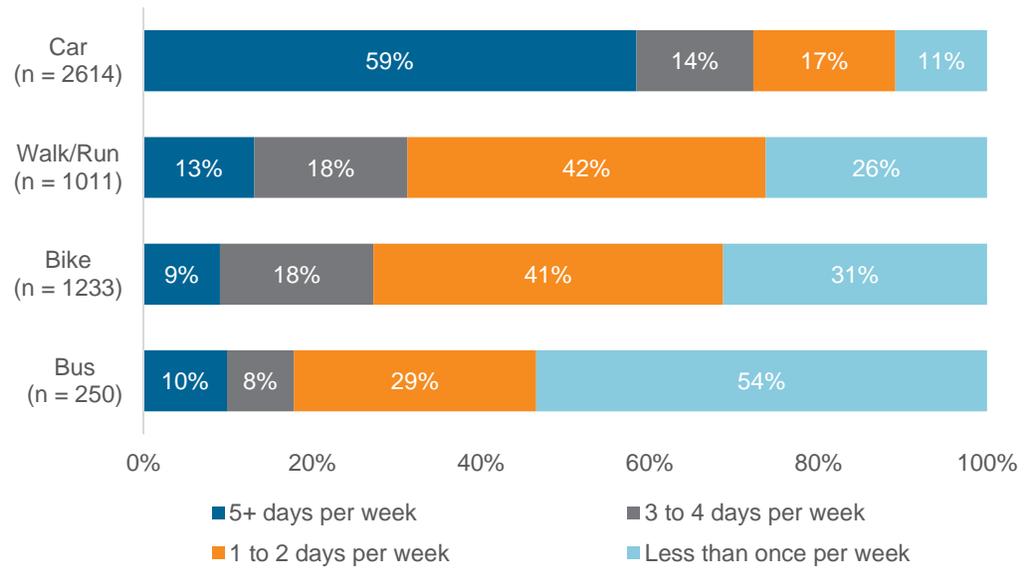


FIGURE 4-21: FREQUENCY OF MODE USE FOR ALL RESPONDENTS



5.0 SUMMARY

Resource Systems Group (RSG) was retained by the Chittenden County Regional Planning Commission (CCRPC) to conduct a comprehensive survey of users and residents along the North Avenue corridor that would be used to inform future decision-making around the North Avenue reconfiguration. The Burlington Department of Public Works (DPW) implemented the North Avenue Pilot Project in July of 2016, making significant changes to the North Avenue corridor between Washington Street and Plattsburg Avenue. Changes included reducing the number of vehicle lanes from 4 to 3, adding buffered or protected bicycle lanes as corridor geometry allows, and changes to intersection geometries and signalization at various intersections along the corridor.

The North Avenue pilot project opinion survey was distributed in the fall of 2016, with 2,763 total responses and 1,853 responses from the NNE collected between September 13th and October 3rd. This sample size allowed for a margin of error of +/- 2% at the 95% confidence interval. The survey data were weighted to reflect the joint distribution of gender and age of residents in the New North End of Burlington, as well as residents in the City as a whole. The survey data and results are one input that the city will consider when evaluating the Pilot Project and future planning in the North Avenue corridor



the science of insight | 10.12.2016

APPENDICES

NORTH AVENUE PILOT PROJECT PUBLIC OPINION SURVEY



PREPARED FOR:
CHITTENDEN COUNTY RPC

SUBMITTED BY:
RSG

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NORTH AVENUE PILOT PROJECT PUBLIC OPINION SURVEY

PREPARED FOR:
CHITTENDEN COUNTY RPC

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1.0 APPENDIX A: SURVEY SCREEN CAPTURES

FIGURE 1-1: SURVEY INTRODUCTION

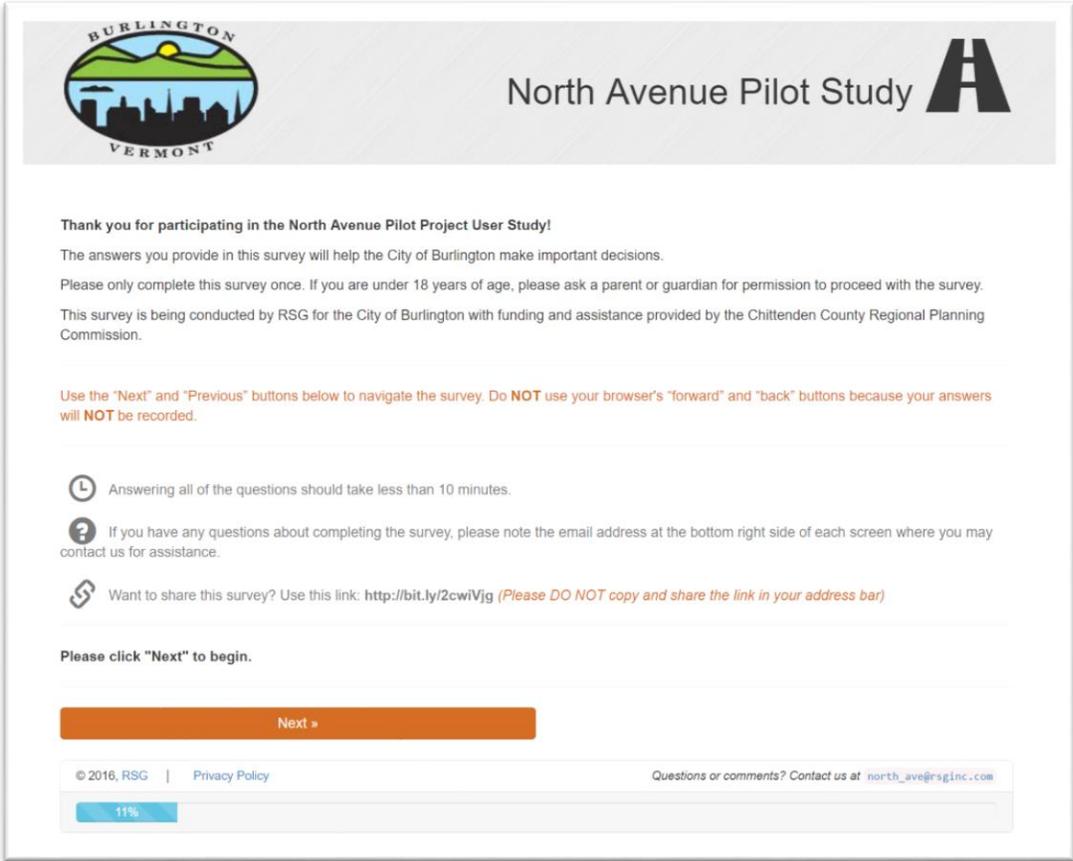


FIGURE 1-2: PROJECT INFORMATION AND MAP

BURLINGTON VERMONT

North Avenue Pilot Study **A**

We'd like to know your thoughts about some recent changes that are part of the North Avenue Pilot Project on North Avenue between Washington Street and Plattsburgh Avenue (the study area is shown on the map to the right)

The North Avenue Pilot Project has been designed to decrease the number of crashes, calm traffic, reduce speeding and make North Avenue safer for cars, pedestrians and bicyclists, while still providing an acceptable flow of traffic.

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17%

FIGURE 1-3: PROJECT COMPONENT OPINIONS

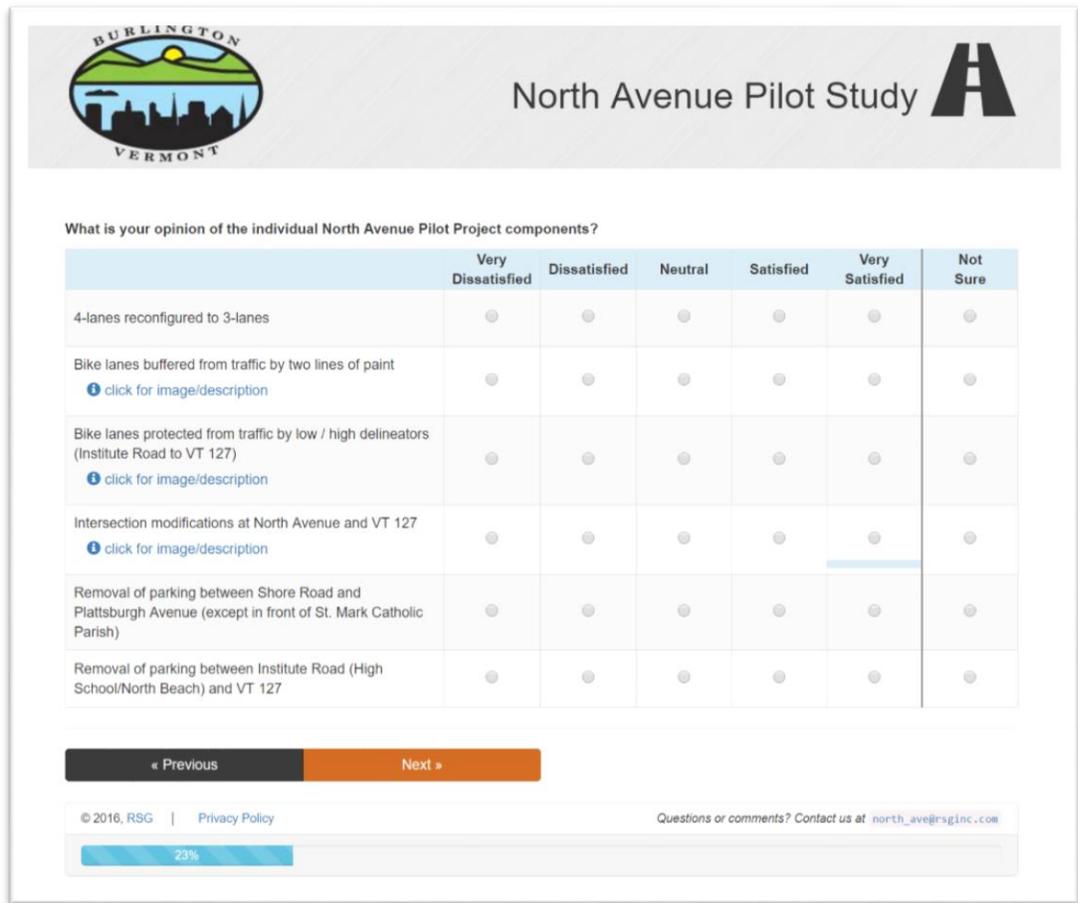


FIGURE 1-4: POP-UP INFORMATION FOR BUFFERED BIKE LANES

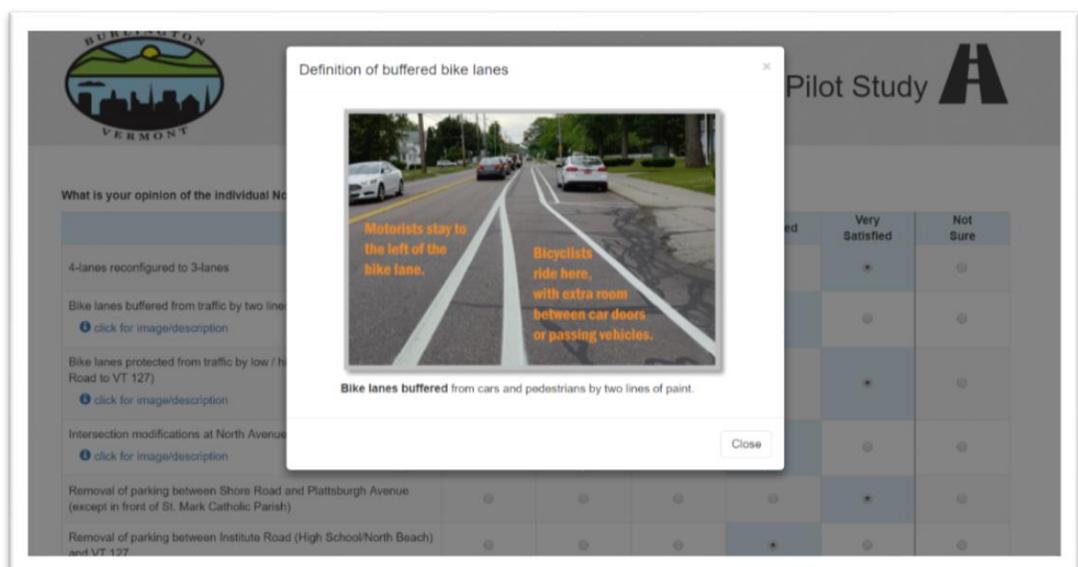


FIGURE 1-5: POP-UP INFORMATION FOR PROTECTED BIKE LANES



FIGURE 1-6: POP-UP INFORMATION FOR VT 127 INTERSECTION

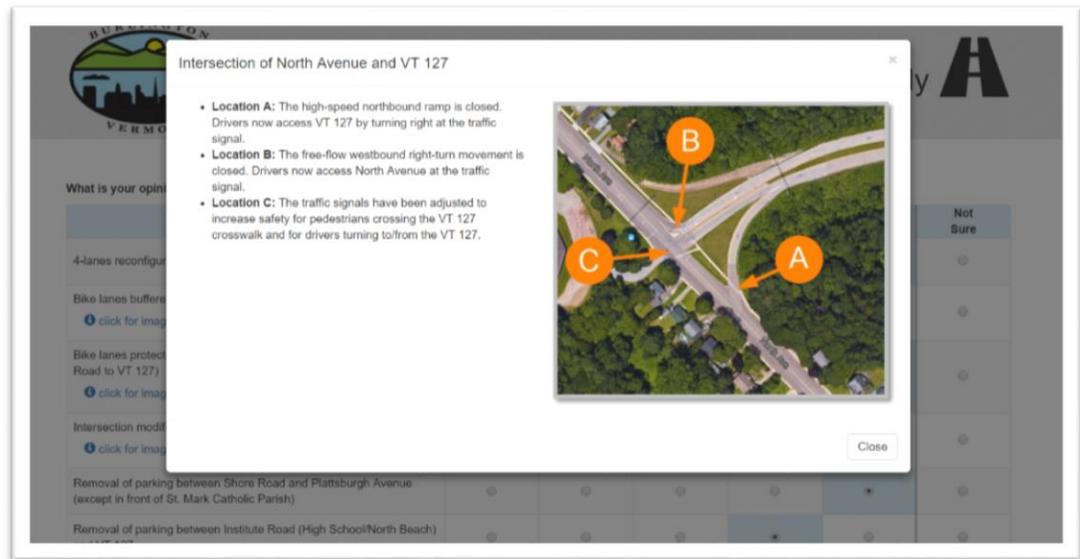


FIGURE 1-7: MODES USED ON NORTH AVENUE



North Avenue Pilot Study **A**

Have you made any trips within or through the study area on North Avenue in the past month (30 days) using any of the following modes?

Select all modes that you have used on or along the North Avenue study corridor (see map) in the past month.

- Car
- Bike
- Walk/Run
- Bus
- I have not made a recent trip on North Avenue



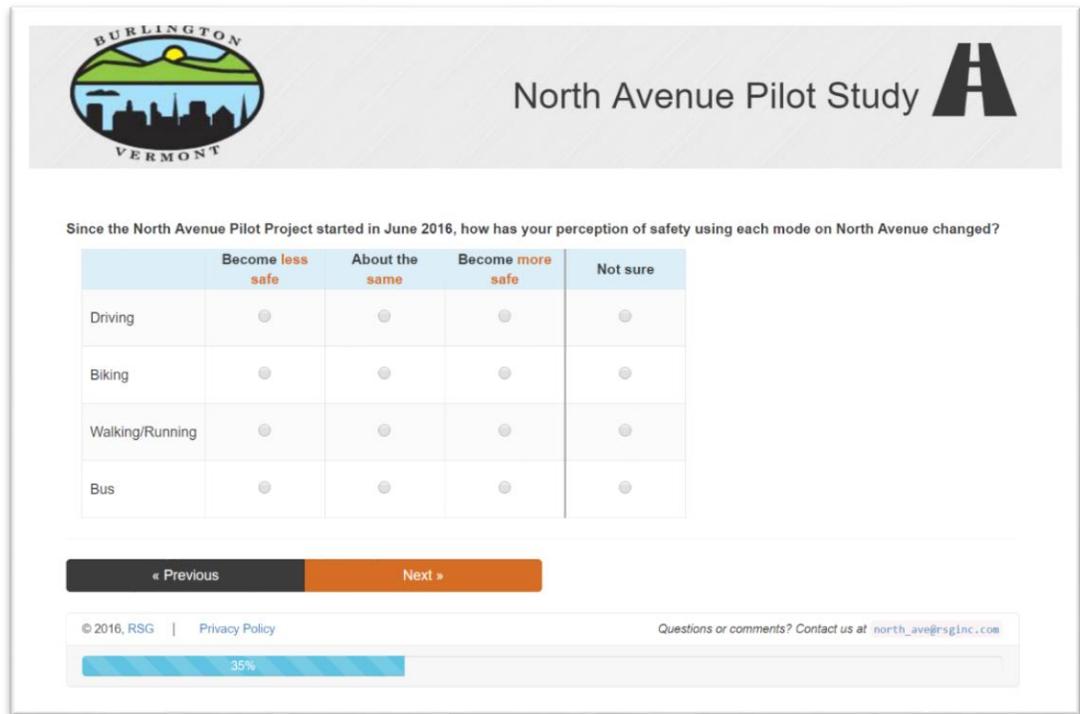
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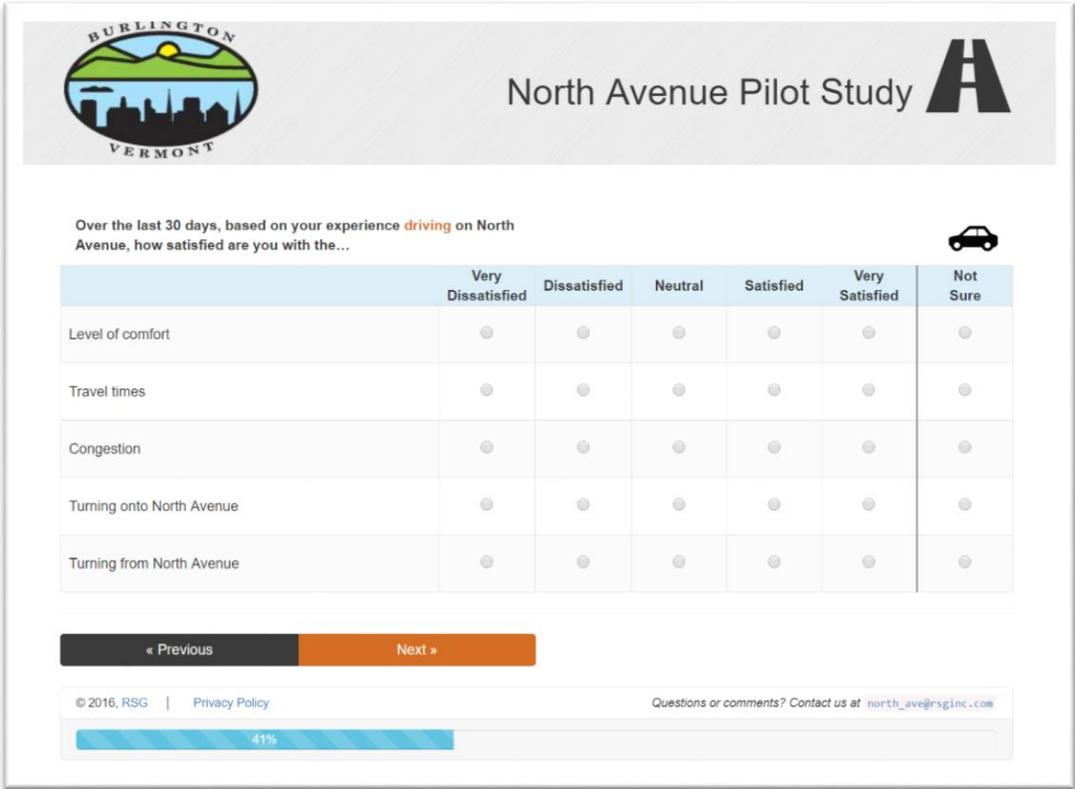
29%

FIGURE 1-8: SAFETY CHANGES



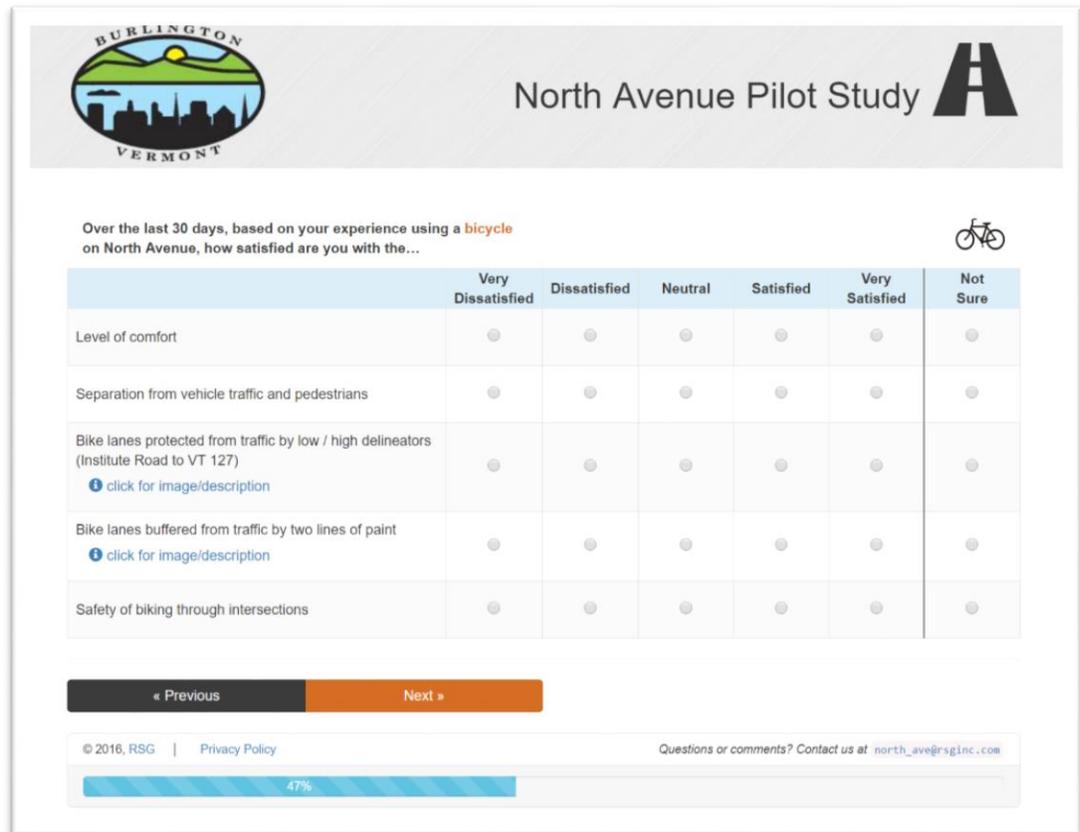
Only those modes a respondent indicated to have used in the past 30 days are shown

FIGURE 1-9: DRIVING SATISFACTION



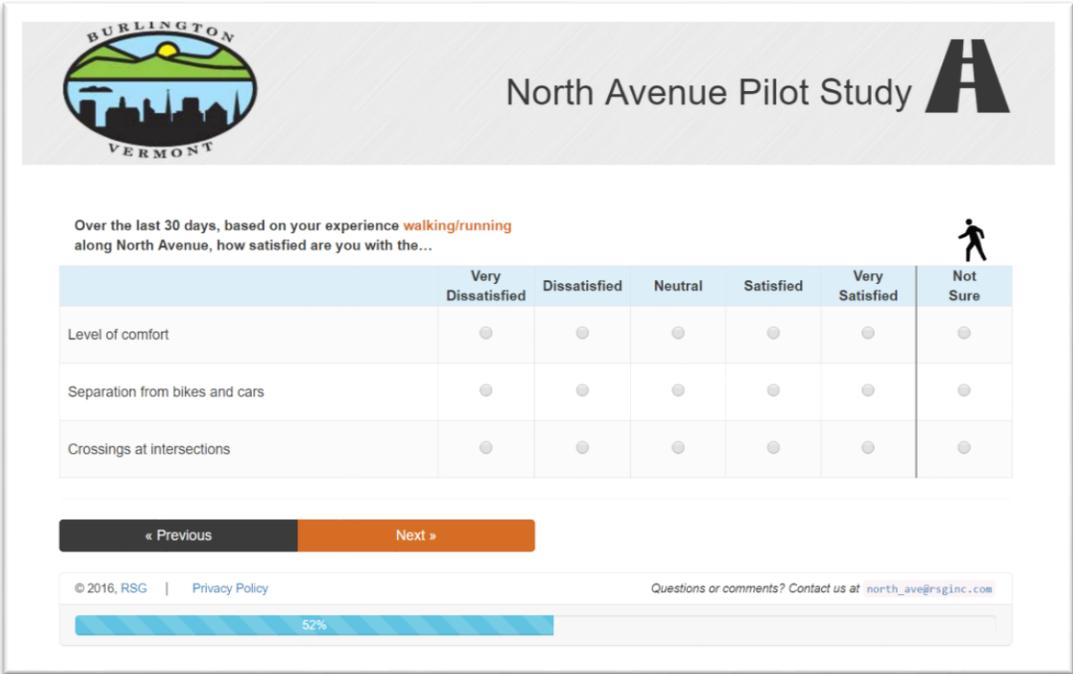
If respondent used a car on North Avenue in the past 30 days

FIGURE 1-10: BICYCLE SATISFACTION



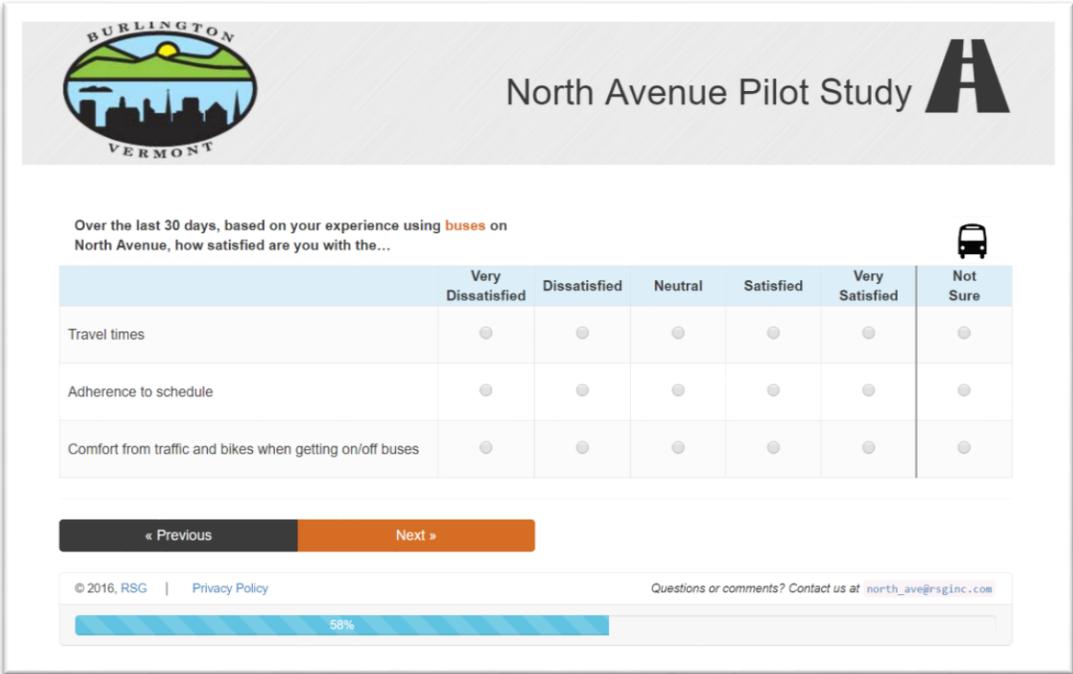
If respondent used a bicycle on North Avenue in the past 30 days

FIGURE 1-11: WALKING SATISFACTION



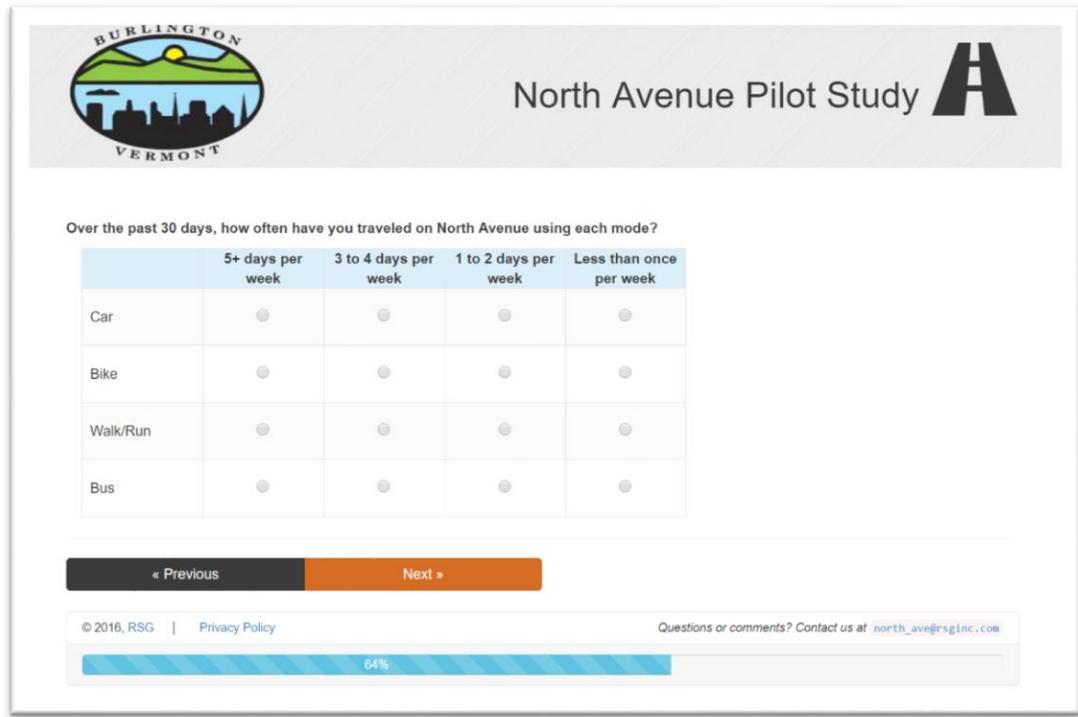
If respondent walked or ran along North Avenue in the past 30 days

FIGURE 1-12: BUS SATISFACTION



If respondent used transit on North Avenue in the past 30 days

FIGURE 1-13: MODE FREQUENCY



Only those modes a respondent indicated to have used in the past 30 days are shown

FIGURE 1-14: TRIP PURPOSE

The image shows a survey interface for the 'North Avenue Pilot Study'. At the top left is the logo for Burlington, Vermont, featuring a stylized landscape with a sun, mountains, and a city skyline. To the right of the logo, the text 'North Avenue Pilot Study' is displayed next to a large, bold letter 'A'. Below the header, the survey question reads: 'What kinds of trips do you use North Avenue for on a regular basis? Please select all that apply.' There are five radio button options: 'Go to/from work', 'Attend school/college/university or drop off/pick up a student', 'Shopping', 'Social or recreational (such as going to a restaurant, visiting a friend, or going to a sporting event)', and 'Other trips'. Below the options are two buttons: a dark grey button with a left arrow and the text 'Previous', and an orange button with the text 'Next' and a right arrow. At the bottom of the survey area, there is a footer with copyright information '© 2016, RSG | Privacy Policy' on the left and contact information 'Questions or comments? Contact us at north_ave@rsginc.com' on the right. A progress bar at the bottom shows that 70% of the survey has been completed.

FIGURE 1-15: RESPONDENT IDENTIFICATION



North Avenue Pilot Study **A**

Name

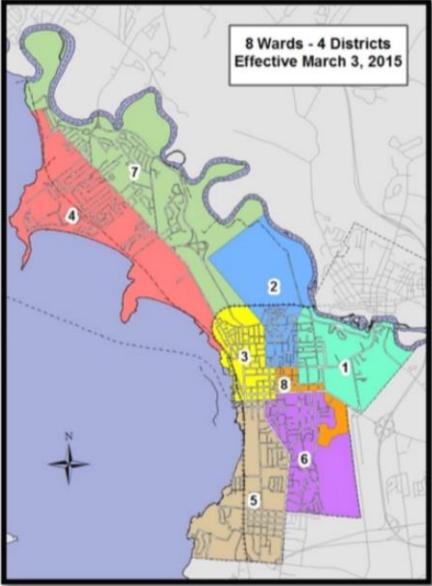
First

Last

Your name will not be shared or used beyond this study. It will be used to verify the survey is being completed only once per person.

Which City Council Ward do you live in*?

- Ward 1
- Ward 2
- Ward 3
- Ward 4
- Ward 5
- Ward 6
- Ward 7
- Ward 8
- I live outside of Burlington



Note *This information is only used to understand if we have received a representative sample of the region's population. Your answers will only be analyzed with all other survey responses combined.

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76%

FIGURE 1-16: AGE AND GENDER



North Avenue Pilot Study **A**

Which category best indicates your age*?

- Under 18
- 18–24
- 25–34
- 35–44
- 45–54
- 55–64
- 65–74
- 75 or older

What is your gender*?

- Female
- Male
- Other
- Prefer not to answer

Note *This information is only used to understand if we have received a representative sample of the region's population. Your answers will only be analyzed with all other survey responses combined.

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82%

FIGURE 1-17: INTEREST IN FUTURE SURVEY PARTICIPATION

The screenshot shows a survey interface for the 'North Avenue Pilot Study'. At the top left is the Burlington Vermont logo. The title 'North Avenue Pilot Study' is followed by a large 'A' logo. The question is: 'Would you be willing to participate in future surveys regarding changes on North Avenue?' Below the question is a privacy notice: 'Your information will only be used to contact you for future surveys on North Avenue and will not be used for any other purposes.' There are two radio button options: 'Yes' and 'No'. Below the options are two buttons: 'Previous' and 'Next'. At the bottom, there is a footer with '© 2016, RSG | Privacy Policy' and 'Questions or comments? Contact us at north_ave@rsginc.com'. A progress bar at the bottom indicates 88% completion.

FIGURE 1-18: EMAIL ADDRESS FOR FUTURE SURVEY PARTICIPATION

The screenshot shows a survey interface for the 'North Avenue Pilot Study'. At the top left is the Burlington Vermont logo. The title 'North Avenue Pilot Study' is followed by a large 'A' logo. The question is: 'Would you be willing to participate in future surveys regarding changes on North Avenue?' Below the question is a privacy notice: 'Your information will only be used to contact you for future surveys on North Avenue and will not be used for any other purposes.' There are two radio button options: 'Yes' and 'No'. Below the options is a text input field with the label 'Please enter your email address:'. Below the input field are two buttons: 'Previous' and 'Next'. At the bottom, there is a footer with '© 2016, RSG | Privacy Policy' and 'Questions or comments? Contact us at north_ave@rsginc.com'. A progress bar at the bottom indicates 88% completion.

If respondent indicated willingness to participate in future surveys regarding North Avenue

FIGURE 1-19: SURVEY COMMENTS

The screenshot shows a survey completion screen. At the top left is the Burlington Vermont logo. To the right, the title "North Avenue Pilot Study" is displayed with a large letter "A". Below the title, a message reads: "Thank you for participating! If you have additional comments or suggestions either about the survey or the North Avenue Pilot Project, please enter them in the box below and click the 'Next' button. Otherwise, please click 'Next' to complete the survey." A large empty text box is provided for comments. Below the text box are two buttons: "Previous" (disabled) and "Next" (active). At the bottom, there is a footer with copyright information, a privacy policy link, a contact email, and a progress bar showing 94% completion.

FIGURE 1-20: SURVEY END

The screenshot shows the final screen of the survey. It features a message: "Thank you for taking the time to complete this survey. All of your responses have been saved, so you may now exit your browser." Below this, it states: "This survey is being conducted by RSG for the City of Burlington with funding and assistance provided by the Chittenden County Regional Planning Commission." A social media icon is followed by the text: "Please share this survey! Use this link: <http://bit.ly/2cwiVjg> (Please DO NOT copy and share the link in your address bar)". At the bottom, there are three logos: RSG (the science of insight), Chittenden County RPC, and the City of Burlington, VT seal.

2.0 APPENDIX B: TABULATIONS

2.1 | NEW NORTH END RESIDENTS: WEIGHTED

TABLE 2-1: PROJECT COMPONENT OPINIONS 1: 4-LANES RECONFIGURED TO 3-LANES

4-lanes reconfigured to 3-lanes		
	Count	Percent
Very Dissatisfied	661	36.3%
Dissatisfied	239	13.1%
Neutral	102	5.6%
Satisfied	203	11.1%
Very Satisfied	607	33.3%
Not Sure	10	0.5%
Total	1822	100.0%

TABLE 2-2: PROJECT COMPONENT OPINIONS 2: BIKE LANES BUFFERED FROM TRAFFIC BY TWO LINES OF PAINT

Bike lanes buffered from traffic by two lines of paint		
	Count	Percent
Very Dissatisfied	512	28.1%
Dissatisfied	236	13.0%
Neutral	233	12.8%
Satisfied	339	18.6%
Very Satisfied	486	26.7%
Not Sure	15	0.8%
Total	1822	100.0%

TABLE 2-3: PROJECT COMPONENT OPINIONS 3: BIKE LANES PROTECTED FROM TRAFFIC BY LOW/HIGH DELINEATORS

Bike lanes protected from traffic by low / high delineators		
	Count	Percent
Very Dissatisfied	793	43.5%
Dissatisfied	264	14.5%
Neutral	171	9.4%
Satisfied	242	13.3%
Very Satisfied	335	18.4%
Not Sure	16	0.9%
Total	1822	100.0%

TABLE 2-4: PROJECT COMPONENT OPINIONS 4: INTERSECTION MODIFICATIONS AT NORTH AVENUE AND VT 127

Intersection modifications at North Avenue and VT 127		
	Count	Percent
Very Dissatisfied	733	40.2%
Dissatisfied	254	14.0%
Neutral	142	7.8%
Satisfied	326	17.9%
Very Satisfied	343	18.8%
Not Sure	24	1.3%
Total	1822	100.0%

TABLE 2-5: PROJECT COMPONENT OPINIONS 5: REMOVAL OF PARKING BETWEEN SHORE ROAD AND PLATTSBURG AVENUE

Removal of parking between Shore Road and Plattsburg Avenue		
	Count	Percent
Very Dissatisfied	385	21.1%
Dissatisfied	112	6.1%
Neutral	479	26.3%
Satisfied	308	16.9%
Very Satisfied	440	24.1%
Not Sure	98	5.4%
Total	1822	100.0%

TABLE 2-6: PROJECT COMPONENT OPINIONS 6: REMOVAL OF PARKING BETWEEN INSTITUTE ROAD AND VT 127

Removal of parking between Institute Road and VT 127		
	Count	Percent
Very Dissatisfied	400	22.0%
Dissatisfied	130	7.1%
Neutral	460	25.2%
Satisfied	281	15.4%
Very Satisfied	476	26.1%
Not Sure	75	4.1%
Total	1822	100.0%

TABLE 2-7: MODES

Have you made any trips within or through the study area on North Avenue in the past month using any of the following modes?

	Count	Percent
Car	1813	99.5%
Bike	734	40.3%
Walk/Run	787	43.2%
Bus	176	9.6%
I have not made a recent trip on North Avenue.	1	0.0%
Total	---	100.0%

TABLE 2-8: SAFETY CHANGES 1: DRIVING

Driving

	Count	Percent
Become less safe	733	40.4%
About the same	356	19.6%
Become more safe	702	38.7%
Not sure	22	1.2%
Total	1813	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-9: SAFETY CHANGES 2: BIKING

Biking

	Count	Percent
Become less safe	78	10.6%
About the same	124	16.9%
Become more safe	525	71.5%
Not sure	7	1.0%
Total	734	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-10: SAFETY CHANGES 3: WALKING/RUNNING

Walking/Running		
	Count	Percent
Become less safe	99	12.6%
About the same	439	55.8%
Become more safe	241	30.7%
Not sure	7	0.9%
Total	787	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-11: SAFETY CHANGES 4: BUS

Bus		
	Count	Percent
Become less safe	37	21.2%
About the same	97	55.1%
Become more safe	28	16.1%
Not sure	13	7.6%
Total	176	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-12: DRIVING SATISFACTION 1: LEVEL OF COMFORT

Level of comfort		
	Count	Percent
Very dissatisfied	506	27.9%
Dissatisfied	324	17.9%
Neutral	167	9.2%
Satisfied	287	15.8%
Very satisfied	520	28.7%
Not sure	9	0.5%
Total	1813	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-13: DRIVING SATISFACTION 2: TRAVEL TIMES

Travel times		
	Count	Percent
Very dissatisfied	655	36.1%
Dissatisfied	263	14.5%
Neutral	144	7.9%
Satisfied	359	19.8%
Very satisfied	381	21.0%
Not sure	11	0.6%
Total	1813	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-14: DRIVING SATISFACTION 3: CONGESTION

Congestion		
	Count	Percent
Very dissatisfied	691	38.1%
Dissatisfied	292	16.1%
Neutral	153	8.5%
Satisfied	329	18.2%
Very satisfied	336	18.5%
Not sure	11	0.6%
Total	1813	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-15: DRIVING SATISFACTION 4: TURNING ONTO NORTH AVENUE

Turning onto North Avenue		
	Count	Percent
Very dissatisfied	661	36.5%
Dissatisfied	233	12.9%
Neutral	197	10.9%
Satisfied	329	18.1%
Very satisfied	376	20.7%
Not sure	17	0.9%
Total	1813	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-16: DRIVING SATISFACTION 5: TURNING FROM NORTH AVENUE

Turning from North Avenue		
	Count	Percent
Very dissatisfied	541	29.8%
Dissatisfied	248	13.7%
Neutral	216	11.9%
Satisfied	335	18.5%
Very satisfied	463	25.6%
Not sure	10	0.6%
Total	1813	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-17: BICYCLE SATISFACTION 1: LEVEL OF COMFORT

Level of comfort		
	Count	Percent
Very dissatisfied	68	9.2%
Dissatisfied	63	8.6%
Neutral	99	13.4%
Satisfied	193	26.3%
Very satisfied	305	41.5%
Not sure	7	1.0%
Total	734	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-18: BICYCLE SATISFACTION 2: SEPARATION FROM VEHICLE TRAFFIC AND PEDESTRIANS

Separation from vehicle traffic and pedestrians		
	Count	Percent
Very dissatisfied	55	7.5%
Dissatisfied	61	8.4%
Neutral	104	14.2%
Satisfied	191	26.0%
Very satisfied	312	42.5%
Not sure	11	1.5%
Total	734	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-19: BICYCLE SATISFACTION 3: BIKE LANES PROTECTED FROM TRAFFIC BY LOW/HIGH DELINEATORS

Bike lanes protected from traffic by low / high delineators		
	Count	Percent
Very dissatisfied	109	14.8%
Dissatisfied	83	11.3%
Neutral	104	14.1%
Satisfied	142	19.3%
Very satisfied	271	37.0%
Not sure	25	3.5%
Total	734	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-20: BICYCLE SATISFACTION 4: BIKE LANES BUFFERED FROM TRAFFIC BY TWO LINES OF PAINT

Bike lanes buffered from traffic by two lines of paint		
	Count	Percent
Very dissatisfied	81	11.0%
Dissatisfied	70	9.5%
Neutral	93	12.7%
Satisfied	192	26.2%
Very satisfied	289	39.4%
Not sure	9	1.2%
Total	734	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-21: BICYCLE SATISFACTION 5: SAFETY OF BIKING THROUGH INTERSECTIONS

Safety of biking through intersections		
	Count	Percent
Very dissatisfied	99	13.5%
Dissatisfied	62	8.4%
Neutral	141	19.2%
Satisfied	219	29.9%
Very satisfied	198	27.0%
Not sure	14	2.0%
Total	734	100.0%

If respondent indicated to have bicycled on Avenue in the past 30 days

TABLE 2-22: WALKING SATISFACTION 1: LEVEL OF COMFORT

Level of comfort		
	Count	Percent
Very dissatisfied	85	10.8%
Dissatisfied	49	6.3%
Neutral	225	28.6%
Satisfied	209	26.6%
Very satisfied	210	26.7%
Not sure	8	1.1%
Total	787	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-23: WALKING SATISFACTION 2: SEPARATION FROM BIKES AND CARS

Separation from bikes and cars		
	Count	Percent
Very dissatisfied	93	11.8%
Dissatisfied	60	7.7%
Neutral	212	26.9%
Satisfied	186	23.6%
Very satisfied	227	28.8%
Not sure	10	1.3%
Total	787	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-24: WALKING SATISFACTION 3: CROSSINGS AT INTERSECTIONS

Crossings at intersections		
	Count	Percent
Very dissatisfied	118	15.0%
Dissatisfied	112	14.2%
Neutral	186	23.6%
Satisfied	203	25.8%
Very satisfied	155	19.6%
Not sure	14	1.7%
Total	787	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-25: BUS SATISFACTION 1: TRAVEL TIMES

Travel times		
	Count	Percent
Very dissatisfied	26	14.8%
Dissatisfied	24	13.9%
Neutral	26	15.1%
Satisfied	60	34.3%
Very satisfied	37	21.3%
Not sure	1	0.5%
Total	176	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-26: BUS SATISFACTION 2: ADHERENCE TO SCHEDULE

Adherence to schedule		
	Count	Percent
Very dissatisfied	26	14.9%
Dissatisfied	25	14.0%
Neutral	38	21.9%
Satisfied	50	28.6%
Very satisfied	33	19.1%
Not sure	3	1.5%
Total	176	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-27: BUS SATISFACTION 3: COMFORT FROM TRAFFIC AND BIKES WHEN GETTING ON/OFF BUSES

Comfort from traffic and bikes when getting on/off buses		
	Count	Percent
Very dissatisfied	26	14.6%
Dissatisfied	13	7.1%
Neutral	31	17.7%
Satisfied	51	28.8%
Very satisfied	45	25.7%
Not sure	11	6.1%
Total	176	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-28: MODE FREQUENCY: CAR

Car		
	Count	Percent
5+ days per week	1467	80.9%
3 to 4 days per week	227	12.5%
1 to 2 days per week	112	6.2%
Less than once per week	7	0.4%
Total	1813	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-29: MODE FREQUENCY: BIKE

Bike		
	Count	Percent
5+ days per week	70	9.5%
3 to 4 days per week	148	20.1%
1 to 2 days per week	307	41.8%
Less than once per week	210	28.6%
Total	734	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-30: MODE FREQUENCY: WALK/RUN

Walk/Run		
	Count	Percent
5+ days per week	125	15.9%
3 to 4 days per week	175	22.2%
1 to 2 days per week	335	42.5%
Less than once per week	152	19.4%
Total	787	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-31: MODE FREQUENCY: BUS

Bus		
	Count	Percent
5+ days per week	14	8.3%
3 to 4 days per week	13	7.7%
1 to 2 days per week	51	28.8%
Less than once per week	97	55.3%
Total	176	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-32: TRIP PURPOSE

What kinds of trips do you use North Avenue for on a regular basis?		
	Count	Percent
Go to/from work	1382	75.9%
Attend school/college/university or drop off/pick up a student	514	28.2%
Shopping	1672	91.8%
Social or recreational	1607	88.2%
Other trips	1194	65.5%
Total	---	100.0%

TABLE 2-33: CITY COUNCIL WARD

Which City Council Ward do you live in?		
	Count	Percent
Ward 4	1081	59.3%
Ward 7	741	40.7%
Total	1822	100.0%

TABLE 2-34: GENDER

What is your gender?		
	Count	Percent
Female	939	51.5%
Male	838	46.0%
Other	4	0.2%
Prefer not to answer	41	2.3%
Total	1822	100.0%

TABLE 2-35: AGE

Which category best indicates your age?		
	Count	Percent
Under 18	22	1.2%
18-24	120	6.6%
25-34	249	13.7%
35-44	293	16.1%
45-54	348	19.1%
55-64	385	21.2%
65-74	177	9.7%
75 or older	229	12.5%
Total	1822	100.0%

2.2 | NEW NORTH END RESIDENTS: UNWEIGHTED

TABLE 2-36: PROJECT COMPONENT OPINIONS 1: 4-LANES RECONFIGURED TO 3-LANES

4-lanes reconfigured to 3-lanes		
	Count	Percent
Very Dissatisfied	655	35.9%
Dissatisfied	238	13.1%
Neutral	96	5.3%
Satisfied	195	10.7%
Very Satisfied	627	34.4%
Not Sure	11	0.6%
Total	1822	100.0%

TABLE 2-37: PROJECT COMPONENT OPINIONS 2: BIKE LANES BUFFERED FROM TRAFFIC BY TWO LINES OF PAINT

Bike lanes buffered from traffic by two lines of paint		
	Count	Percent
Very Dissatisfied	502	27.6%
Dissatisfied	241	13.2%
Neutral	224	12.3%
Satisfied	341	18.7%
Very Satisfied	505	27.7%
Not Sure	9	0.5%
Total	1822	100.0%

TABLE 2-38: PROJECT COMPONENT OPINIONS 3: BIKE LANES PROTECTED FROM TRAFFIC BY LOW/HIGH DELINEATORS

Bike lanes protected from traffic by low / high delineators		
	Count	Percent
Very Dissatisfied	773	42.4%
Dissatisfied	258	14.2%
Neutral	179	9.8%
Satisfied	246	13.5%
Very Satisfied	348	19.1%
Not Sure	18	1.0%
Total	1822	100.0%

TABLE 2-39: PROJECT COMPONENT OPINIONS 4: INTERSECTION MODIFICATIONS AT NORTH AVENUE AND VT 127

Intersection modifications at North Avenue and VT 127		
	Count	Percent
Very Dissatisfied	731	40.1%
Dissatisfied	250	13.7%
Neutral	145	8.0%
Satisfied	331	18.2%
Very Satisfied	347	19.0%
Not Sure	18	1.0%
Total	1822	100.0%

TABLE 2-40: PROJECT COMPONENT OPINIONS 5: REMOVAL OF PARKING BETWEEN SHORE ROAD AND PLATTSBURG AVENUE

Removal of parking between Shore Road and Plattsburg Avenue		
	Count	Percent
Very Dissatisfied	387	21.2%
Dissatisfied	116	6.4%
Neutral	470	25.8%
Satisfied	309	17.0%
Very Satisfied	446	24.5%
Not Sure	94	5.2%
Total	1822	100.0%

TABLE 2-41: PROJECT COMPONENT OPINIONS 6: REMOVAL OF PARKING BETWEEN INSTITUTE ROAD AND VT 127

Removal of parking between Institute Road and VT 127		
	Count	Percent
Very Dissatisfied	403	22.1%
Dissatisfied	134	7.4%
Neutral	453	24.9%
Satisfied	276	15.1%
Very Satisfied	486	26.7%
Not Sure	70	3.8%
Total	1822	100.0%

TABLE 2-42: MODES

Have you made any trips within or through the study area on North Avenue in the past month using any of the following modes?

	Count	Percent
Car	1815	99.6%
Bike	771	42.3%
Walk/Run	834	45.8%
Bus	178	9.8%
I have not made a recent trip on North Avenue.	1	0.1%
Total	---	100.0%

TABLE 2-43: SAFETY CHANGES 1: DRIVING

Driving		
	Count	Percent
Become less safe	727	40.1%
About the same	352	19.4%
Become more safe	713	39.3%
Not sure	23	1.3%
Total	1815	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-44: SAFETY CHANGES 2: BIKING

Biking		
	Count	Percent
Become less safe	78	10.1%
About the same	126	16.3%
Become more safe	559	72.5%
Not sure	8	1.0%
Total	771	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-45: SAFETY CHANGES 3: WALKING/RUNNING

Walking/Running		
	Count	Percent
Become less safe	103	12.4%
About the same	459	55.0%
Become more safe	264	31.7%
Not sure	8	1.0%
Total	834	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-46: SAFETY CHANGES 4: BUS

Bus		
	Count	Percent
Become less safe	38	21.3%
About the same	98	55.1%
Become more safe	31	17.4%
Not sure	11	6.2%
Total	178	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-47: DRIVING SATISFACTION 1: LEVEL OF COMFORT

Level of comfort		
	Count	Percent
Very dissatisfied	505	27.8%
Dissatisfied	319	17.6%
Neutral	168	9.3%
Satisfied	284	15.6%
Very satisfied	532	29.3%
Not sure	7	0.4%
Total	1815	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-48: DRIVING SATISFACTION 2: TRAVEL TIMES

Travel times		
	Count	Percent
Very dissatisfied	664	36.6%
Dissatisfied	262	14.4%
Neutral	137	7.5%
Satisfied	355	19.6%
Very satisfied	389	21.4%
Not sure	8	0.4%
Total	1815	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-49: DRIVING SATISFACTION 3: CONGESTION

Congestion		
	Count	Percent
Very dissatisfied	694	38.2%
Dissatisfied	291	16.0%
Neutral	149	8.2%
Satisfied	336	18.5%
Very satisfied	337	18.6%
Not sure	8	0.4%
Total	1815	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-50: DRIVING SATISFACTION 4: TURNING ONTO NORTH AVENUE

Turning onto North Avenue		
	Count	Percent
Very dissatisfied	664	36.6%
Dissatisfied	231	12.7%
Neutral	191	10.5%
Satisfied	329	18.1%
Very satisfied	388	21.4%
Not sure	12	0.7%
Total	1815	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-51: DRIVING SATISFACTION 5: TURNING FROM NORTH AVENUE

Turning from North Avenue		
	Count	Percent
Very dissatisfied	546	30.1%
Dissatisfied	243	13.4%
Neutral	209	11.5%
Satisfied	330	18.2%
Very satisfied	478	26.3%
Not sure	9	0.5%
Total	1815	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-52: BICYCLE SATISFACTION 1: LEVEL OF COMFORT

Level of comfort		
	Count	Percent
Very dissatisfied	68	8.8%
Dissatisfied	61	7.9%
Neutral	103	13.4%
Satisfied	200	25.9%
Very satisfied	331	42.9%
Not sure	8	1.0%
Total	771	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-53: BICYCLE SATISFACTION 2: SEPARATION FROM VEHICLE TRAFFIC AND PEDESTRIANS

Separation from vehicle traffic and pedestrians		
	Count	Percent
Very dissatisfied	56	7.3%
Dissatisfied	59	7.7%
Neutral	107	13.9%
Satisfied	201	26.1%
Very satisfied	337	43.7%
Not sure	11	1.4%
Total	771	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-54: BICYCLE SATISFACTION 3: BIKE LANES PROTECTED FROM TRAFFIC BY LOW / HIGH DELINEATORS

Bike lanes protected from traffic by low / high delineators		
	Count	Percent
Very dissatisfied	108	14.0%
Dissatisfied	83	10.8%
Neutral	110	14.3%
Satisfied	150	19.5%
Very satisfied	293	38.0%
Not sure	27	3.5%
Total	771	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-55: BICYCLE SATISFACTION 4: BIKE LANES BUFFERED FROM TRAFFIC BY TWO LINES OF PAINT

Bike lanes buffered from traffic by two lines of paint		
	Count	Percent
Very dissatisfied	81	10.5%
Dissatisfied	66	8.6%
Neutral	97	12.6%
Satisfied	206	26.7%
Very satisfied	311	40.3%
Not sure	10	1.3%
Total	771	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-56: BICYCLE SATISFACTION 5: SAFETY OF BIKING THROUGH INTERSECTIONS

Safety of biking through intersections		
	Count	Percent
Very dissatisfied	99	12.8%
Dissatisfied	65	8.4%
Neutral	146	18.9%
Satisfied	232	30.1%
Very satisfied	213	27.6%
Not sure	16	2.1%
Total	771	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-57: WALKING SATISFACTION 1: LEVEL OF COMFORT

Level of comfort		
	Count	Percent
Very dissatisfied	88	10.6%
Dissatisfied	56	6.7%
Neutral	236	28.3%
Satisfied	217	26.0%
Very satisfied	231	27.7%
Not sure	6	0.7%
Total	834	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-58: WALKING SATISFACTION 2: SEPARATION FROM BIKES AND CARS

Separation from bikes and cars		
	Count	Percent
Very dissatisfied	97	11.6%
Dissatisfied	65	7.8%
Neutral	217	26.0%
Satisfied	202	24.2%
Very satisfied	245	29.4%
Not sure	8	1.0%
Total	834	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-59: WALKING SATISFACTION 3: CROSSINGS AT INTERSECTIONS

Crossings at intersections		
	Count	Percent
Very dissatisfied	125	15.0%
Dissatisfied	115	13.8%
Neutral	196	23.5%
Satisfied	219	26.3%
Very satisfied	167	20.0%
Not sure	12	1.4%
Total	834	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-60: BUS SATISFACTION 1: TRAVEL TIMES

Travel times		
	Count	Percent
Very dissatisfied	27	15.2%
Dissatisfied	22	12.4%
Neutral	28	15.7%
Satisfied	60	33.7%
Very satisfied	40	22.5%
Not sure	1	0.6%
Total	178	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days



TABLE 2-61: BUS SATISFACTION 2: ADHERENCE TO SCHEDULE

Adherence to schedule		
	Count	Percent
Very dissatisfied	27	15.2%
Dissatisfied	24	13.5%
Neutral	40	22.5%
Satisfied	48	27.0%
Very satisfied	36	20.2%
Not sure	3	1.7%
Total	178	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-62: BUS SATISFACTION 3: COMFORT FROM TRAFFIC AND BIKES WHEN GETTING ON/OFF BUSES

Comfort from traffic and bikes when getting on/off buses		
	Count	Percent
Very dissatisfied	26	14.6%
Dissatisfied	14	7.9%
Neutral	30	16.9%
Satisfied	51	28.7%
Very satisfied	50	28.1%
Not sure	7	3.9%
Total	178	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-63: MODE FREQUENCY: CAR

Car		
	Count	Percent
5+ days per week	1483	81.7%
3 to 4 days per week	214	11.8%
1 to 2 days per week	110	6.1%
Less than once per week	8	0.4%
Total	1815	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-64: MODE FREQUENCY: BIKE

Bike		
	Count	Percent
5+ days per week	73	9.5%
3 to 4 days per week	155	20.1%
1 to 2 days per week	321	41.6%
Less than once per week	222	28.8%
Total	771	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-65: MODE FREQUENCY: WALK/RUN

Walk/Run		
	Count	Percent
5+ days per week	133	15.9%
3 to 4 days per week	186	22.3%
1 to 2 days per week	362	43.4%
Less than once per week	153	18.3%
Total	834	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-66: MODE FREQUENCY: BUS

Bus		
	Count	Percent
5+ days per week	15	8.4%
3 to 4 days per week	12	6.7%
1 to 2 days per week	49	27.5%
Less than once per week	102	57.3%
Total	178	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-67: TRIP PURPOSE

What kinds of trips do you use North Avenue for on a regular basis?		
	Count	Percent
Go to/from work	1459	80.1%
Attend school/college/university or drop off/pick up a student	556	30.5%
Shopping	1674	91.9%
Social or recreational	1608	88.3%
Other trips	1166	64.0%
Total	---	100.0%

TABLE 2-68: CITY COUNCIL WARD

Which City Council Ward do you live in?		
	Count	Percent
Ward 4	1055	57.9%
Ward 7	767	42.1%
Total	1822	100.0%

TABLE 2-69: GENDER

What is your gender?		
	Count	Percent
Female	1004	55.1%
Male	773	42.4%
Other	4	0.2%
Prefer not to answer	41	2.3%
Total	1822	100.0%

TABLE 2-70: AGE

Which category best indicates your age?		
	Count	Percent
Under 18	22	1.2%
18-24	103	5.7%
25-34	302	16.6%
35-44	349	19.2%
45-54	390	21.4%
55-64	337	18.5%
65-74	235	12.9%
75 or older	84	4.6%
Total	1822	100.0%

2.3 | ALL RESPONDENTS: WEIGHTED

TABLE 2-71: PROJECT COMPONENT OPINIONS 1: 4-LANES RECONFIGURED TO 3-LANES

4-lanes reconfigured to 3-lanes		
	Count	Percent
Very Dissatisfied	930	34.2%
Dissatisfied	266	9.8%
Neutral	155	5.7%
Satisfied	339	12.4%
Very Satisfied	1019	37.4%
Not Sure	14	0.5%
Total	2723	100.0%

TABLE 2-72: PROJECT COMPONENT OPINIONS 2: BIKE LANES BUFFERED FROM TRAFFIC BY TWO LINES OF PAINT

Bike lanes buffered from traffic by two lines of paint		
	Count	Percent
Very Dissatisfied	700	25.7%
Dissatisfied	274	10.1%
Neutral	297	10.9%
Satisfied	535	19.6%
Very Satisfied	902	33.1%
Not Sure	14	0.5%
Total	2723	100.0%

TABLE 2-73: PROJECT COMPONENT OPINIONS 3: BIKE LANES PROTECTED FROM TRAFFIC BY LOW/HIGH DELINEATORS

Bike lanes protected from traffic by low / high delineators		
	Count	Percent
Very Dissatisfied	1027	37.7%
Dissatisfied	296	10.9%
Neutral	216	7.9%
Satisfied	353	12.9%
Very Satisfied	807	29.6%
Not Sure	25	0.9%
Total	2723	100.0%

TABLE 2-74: PROJECT COMPONENT OPINIONS 4: INTERSECTION MODIFICATIONS AT NORTH AVENUE AND VT 127

Intersection modifications at North Avenue and VT 127		
	Count	Percent
Very Dissatisfied	992	36.4%
Dissatisfied	288	10.6%
Neutral	246	9.0%
Satisfied	472	17.3%
Very Satisfied	669	24.6%
Not Sure	57	2.1%
Total	2723	100.0%

TABLE 2-75: PROJECT COMPONENT OPINIONS 5: REMOVAL OF PARKING BETWEEN SHORE ROAD AND PLATTSBURG AVENUE

Removal of parking between Shore Road and Plattsburg Avenue		
	Count	Percent
Very Dissatisfied	573	21.0%
Dissatisfied	134	4.9%
Neutral	691	25.4%
Satisfied	405	14.9%
Very Satisfied	704	25.8%
Not Sure	216	7.9%
Total	2723	100.0%

TABLE 2-76: PROJECT COMPONENT OPINIONS 6: REMOVAL OF PARKING BETWEEN INSTITUTE ROAD AND VT 127

Removal of parking between Institute Road and VT 127		
	Count	Percent
Very Dissatisfied	594	21.8%
Dissatisfied	163	6.0%
Neutral	645	23.7%
Satisfied	386	14.2%
Very Satisfied	757	27.8%
Not Sure	178	6.5%
Total	2723	100.0%

TABLE 2-77: MODES

Have you made any trips within or through the study area on North Avenue in the past month using any of the following modes?

	Count	Percent
Car	2614	96.0%
Bike	1233	45.3%
Walk/Run	1011	37.1%
Bus	250	9.2%
I have not made a recent trip on North Avenue.	11	0.4%
Total	---	100.0%

TABLE 2-78: SAFETY CHANGES 1: DRIVING

Driving		
	Count	Percent
Become less safe	982	37.6%
About the same	560	21.4%
Become more safe	1022	39.1%
Not sure	50	1.9%
Total	2614	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days



TABLE 2-79: SAFETY CHANGES 2: BIKING

Biking		
	Count	Percent
Become less safe	111	9.0%
About the same	150	12.2%
Become more safe	960	77.9%
Not sure	12	0.9%
Total	1233	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-80: SAFETY CHANGES 3: WALKING/RUNNING

Walking/Running		
	Count	Percent
Become less safe	129	12.7%
About the same	522	51.6%
Become more safe	337	33.3%
Not sure	24	2.4%
Total	1011	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-81: SAFETY CHANGES 4: BUS

Bus		
	Count	Percent
Become less safe	52	20.7%
About the same	143	57.0%
Become more safe	40	15.9%
Not sure	16	6.4%
Total	250	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-82: DRIVING SATISFACTION 1: LEVEL OF COMFORT

Level of comfort		
	Count	Percent
Very dissatisfied	722	27.6%
Dissatisfied	398	15.2%
Neutral	214	8.2%
Satisfied	482	18.4%
Very satisfied	783	30.0%
Not sure	15	0.6%
Total	2614	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-83: DRIVING SATISFACTION 2: TRAVEL TIMES

Travel times		
	Count	Percent
Very dissatisfied	926	35.4%
Dissatisfied	286	10.9%
Neutral	207	7.9%
Satisfied	534	20.4%
Very satisfied	645	24.7%
Not sure	17	0.6%
Total	2614	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-84: DRIVING SATISFACTION 3: CONGESTION

Congestion		
	Count	Percent
Very dissatisfied	947	36.2%
Dissatisfied	339	13.0%
Neutral	211	8.1%
Satisfied	523	20.0%
Very satisfied	570	21.8%
Not sure	24	0.9%
Total	2614	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-85: DRIVING SATISFACTION 4: TURNING ONTO NORTH AVENUE

Turning onto North Avenue		
	Count	Percent
Very dissatisfied	876	33.5%
Dissatisfied	282	10.8%
Neutral	297	11.3%
Satisfied	525	20.1%
Very satisfied	608	23.3%
Not sure	27	1.0%
Total	2614	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-86: DRIVING SATISFACTION 5: TURNING FROM NORTH AVENUE

Turning from North Avenue		
	Count	Percent
Very dissatisfied	751	28.7%
Dissatisfied	292	11.2%
Neutral	309	11.8%
Satisfied	505	19.3%
Very satisfied	730	27.9%
Not sure	27	1.0%
Total	2614	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-87: BICYCLE SATISFACTION 1: LEVEL OF COMFORT

Level of comfort		
	Count	Percent
Very dissatisfied	108	8.8%
Dissatisfied	81	6.5%
Neutral	102	8.3%
Satisfied	316	25.6%
Very satisfied	620	50.3%
Not sure	6	0.5%
Total	1233	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-88: BICYCLE SATISFACTION 2: SEPARATION FROM VEHICLE TRAFFIC AND PEDESTRIANS

Separation from vehicle traffic and pedestrians		
	Count	Percent
Very dissatisfied	91	7.4%
Dissatisfied	69	5.6%
Neutral	118	9.6%
Satisfied	323	26.2%
Very satisfied	622	50.5%
Not sure	10	0.8%
Total	1233	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-89: BICYCLE SATISFACTION 3: BIKE LANES PROTECTED FROM TRAFFIC BY LOW/HIGH DELINEATORS

Bike lanes protected from traffic by low / high delineators		
	Count	Percent
Very dissatisfied	139	11.3%
Dissatisfied	90	7.3%
Neutral	138	11.2%
Satisfied	209	16.9%
Very satisfied	629	51.0%
Not sure	28	2.3%
Total	1233	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-90: BICYCLE SATISFACTION 4: BIKE LANES BUFFERED FROM TRAFFIC BY TWO LINES OF PAINT

Bike lanes buffered from traffic by two lines of paint		
	Count	Percent
Very dissatisfied	107	8.7%
Dissatisfied	86	7.0%
Neutral	122	9.9%
Satisfied	308	25.0%
Very satisfied	602	48.8%
Not sure	7	0.6%
Total	1233	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-91: BICYCLE SATISFACTION 5: SAFETY OF BIKING THROUGH INTERSECTIONS

Safety of biking through intersections		
	Count	Percent
Very dissatisfied	137	11.1%
Dissatisfied	76	6.2%
Neutral	170	13.8%
Satisfied	400	32.5%
Very satisfied	437	35.5%
Not sure	13	1.0%
Total	1233	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-92: WALKING SATISFACTION 1: LEVEL OF COMFORT

Level of comfort		
	Count	Percent
Very dissatisfied	118	11.7%
Dissatisfied	57	5.7%
Neutral	294	29.1%
Satisfied	235	23.2%
Very satisfied	285	28.2%
Not sure	21	2.1%
Total	1011	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-93: WALKING SATISFACTION 2: SEPARATION FROM BIKES AND CARS

Separation from bikes and cars		
	Count	Percent
Very dissatisfied	123	12.1%
Dissatisfied	64	6.3%
Neutral	280	27.6%
Satisfied	216	21.3%
Very satisfied	303	29.9%
Not sure	27	2.7%
Total	1011	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-94: WALKING SATISFACTION 3: CROSSINGS AT INTERSECTIONS

Crossings at intersections		
	Count	Percent
Very dissatisfied	149	14.7%
Dissatisfied	112	11.1%
Neutral	252	24.9%
Satisfied	246	24.3%
Very satisfied	226	22.4%
Not sure	27	2.6%
Total	1011	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-95: BUS SATISFACTION 1: TRAVEL TIMES

Travel times		
	Count	Percent
Very dissatisfied	51	20.3%
Dissatisfied	26	10.2%
Neutral	39	15.7%
Satisfied	72	28.8%
Very satisfied	58	23.1%
Not sure	5	1.9%
Total	250	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-96: BUS SATISFACTION 2: ADHERENCE TO SCHEDULE

Adherence to schedule		
	Count	Percent
Very dissatisfied	50	20.1%
Dissatisfied	29	11.6%
Neutral	45	17.8%
Satisfied	70	28.0%
Very satisfied	49	19.7%
Not sure	7	2.8%
Total	250	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-97: BUS SATISFACTION 3: COMFORT FROM TRAFFIC AND BIKES WHEN GETTING ON/OFF BUSES

Comfort from traffic and bikes when getting on/off buses		
	Count	Percent
Very dissatisfied	48	19.1%
Dissatisfied	10	4.2%
Neutral	43	17.1%
Satisfied	67	26.7%
Very satisfied	69	27.4%
Not sure	14	5.6%
Total	250	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-98: MODE FREQUENCY: CAR

Car		
	Count	Percent
5+ days per week	1533	58.6%
3 to 4 days per week	365	14.0%
1 to 2 days per week	435	16.6%
Less than once per week	281	10.8%
Total	2614	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-99: MODE FREQUENCY: BIKE

Bike		
	Count	Percent
5+ days per week	112	9.1%
3 to 4 days per week	225	18.2%
1 to 2 days per week	510	41.4%
Less than once per week	386	31.3%
Total	1233	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-100: MODE FREQUENCY: WALK/RUN

Walk/Run		
	Count	Percent
5+ days per week	135	13.4%
3 to 4 days per week	185	18.3%
1 to 2 days per week	428	42.3%
Less than once per week	263	26.0%
Total	1011	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-101: MODE FREQUENCY: BUS

Bus		
	Count	Percent
5+ days per week	24	9.6%
3 to 4 days per week	20	7.9%
1 to 2 days per week	73	29.0%
Less than once per week	134	53.5%
Total	250	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-102: TRIP PURPOSE

What kinds of trips do you use North Avenue for on a regular basis?		
	Count	Percent
Go to/from work	1693	62.4%
Attend school/college/university or drop off/pick up a student	755	27.8%
Shopping	2040	75.2%
Social or recreational	2267	83.6%
Other trips	1501	55.4%
Total	---	100.0%

TABLE 2-103: CITY COUNCIL WARD

Which City Council Ward do you live in?		
	Count	Percent
Ward 1	138	5.1%
Ward 2	116	4.3%
Ward 3	205	7.5%
Ward 4	1018	37.4%
Ward 5	130	4.8%
Ward 6	99	3.6%
Ward 7	687	25.2%
Ward 8	107	3.9%
I live outside of Burlington	222	8.2%
Total	2723	100.0%

TABLE 2-104: GENDER

What is your gender?		
	Count	Percent
Female	1337	49.1%
Male	1311	48.1%
Other	8	0.3%
Prefer not to answer	67	2.5%
Total	2723	100.0%

TABLE 2-105: AGE

Which category best indicates your age?		
	Count	Percent
Under 18	28	1.0%
18-24	773	28.4%
25-34	577	21.2%
35-44	340	12.5%
45-54	338	12.4%
55-64	327	12.0%
65-74	155	5.7%
75 or older	185	6.8%
Total	2723	100.0%

2.4 | ALL RESPONDENTS: UNWEIGHTED

TABLE 2-106: PROJECT COMPONENT OPINIONS 1: 4-LANES RECONFIGURED TO 3-LANES

4-lanes reconfigured to 3-lanes		
	Count	Percent
Very Dissatisfied	837	30.7%
Dissatisfied	296	10.9%
Neutral	135	5.0%
Satisfied	325	11.9%
Very Satisfied	1114	40.9%
Not Sure	16	0.6%
Total	2723	100.0%

TABLE 2-107: PROJECT COMPONENT OPINIONS 2: BIKE LANES BUFFERED FROM TRAFFIC BY TWO LINES OF PAINT

Bike lanes buffered from traffic by two lines of paint		
	Count	Percent
Very Dissatisfied	643	23.6%
Dissatisfied	290	10.7%
Neutral	293	10.8%
Satisfied	572	21.0%
Very Satisfied	911	33.5%
Not Sure	14	0.5%
Total	2723	100.0%

TABLE 2-108: PROJECT COMPONENT OPINIONS 3: BIKE LANES PROTECTED FROM TRAFFIC BY LOW/HIGH DELINEATORS

Bike lanes protected from traffic by low / high delineators		
	Count	Percent
Very Dissatisfied	963	35.4%
Dissatisfied	321	11.8%
Neutral	237	8.7%
Satisfied	397	14.6%
Very Satisfied	773	28.4%
Not Sure	32	1.2%
Total	2723	100.0%

TABLE 2-109: PROJECT COMPONENT OPINIONS 4: INTERSECTION MODIFICATIONS AT NORTH AVENUE AND VT 127

Intersection modifications at North Avenue and VT 127		
	Count	Percent
Very Dissatisfied	913	33.5%
Dissatisfied	325	11.9%
Neutral	231	8.5%
Satisfied	536	19.7%
Very Satisfied	668	24.5%
Not Sure	50	1.8%
Total	2723	100.0%

TABLE 2-110: PROJECT COMPONENT OPINIONS 5: REMOVAL OF PARKING BETWEEN SHORE ROAD AND PLATTSBURG AVENUE

Removal of parking between Shore Road and Plattsburg Avenue		
	Count	Percent
Very Dissatisfied	507	18.6%
Dissatisfied	148	5.4%
Neutral	666	24.5%
Satisfied	456	16.7%
Very Satisfied	749	27.5%
Not Sure	197	7.2%
Total	2723	100.0%

TABLE 2-111: PROJECT COMPONENT OPINIONS 6: REMOVAL OF PARKING BETWEEN INSTITUTE ROAD AND VT 127

Removal of parking between Institute Road and VT 127		
	Count	Percent
Very Dissatisfied	526	19.3%
Dissatisfied	173	6.4%
Neutral	625	23.0%
Satisfied	433	15.9%
Very Satisfied	816	30.0%
Not Sure	150	5.5%
Total	2723	100.0%

TABLE 2-112: MODES

Have you made any trips within or through the study area on North Avenue in the past month using any of the following modes?

	Count	Percent
Car	2656	97.5%
Bike	1232	45.2%
Walk/Run	1033	37.9%
Bus	230	8.4%
I have not made a recent trip on North Avenue.	10	0.4%
Total	---	100.0%

TABLE 2-113: SAFETY CHANGES 1: DRIVING**Driving**

	Count	Percent
Become less safe	943	35.5%
About the same	517	19.5%
Become more safe	1152	43.4%
Not sure	44	1.7%
Total	2656	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-114: SAFETY CHANGES 2: BIKING**Biking**

	Count	Percent
Become less safe	100	8.1%
About the same	154	12.5%
Become more safe	966	78.4%
Not sure	12	1.0%
Total	1232	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-115: SAFETY CHANGES 3: WALKING/RUNNING

Walking/Running		
	Count	Percent
Become less safe	114	11.0%
About the same	545	52.8%
Become more safe	358	34.7%
Not sure	16	1.5%
Total	1033	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-116: SAFETY CHANGES 4: BUS

Bus		
	Count	Percent
Become less safe	46	20.0%
About the same	125	54.3%
Become more safe	41	17.8%
Not sure	18	7.8%
Total	230	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-117: DRIVING SATISFACTION 1: LEVEL OF COMFORT

Level of comfort		
	Count	Percent
Very dissatisfied	656	24.7%
Dissatisfied	400	15.1%
Neutral	218	8.2%
Satisfied	490	18.4%
Very satisfied	881	33.2%
Not sure	11	0.4%
Total	2656	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-118: DRIVING SATISFACTION 2: TRAVEL TIMES

Travel times		
	Count	Percent
Very dissatisfied	834	31.4%
Dissatisfied	325	12.2%
Neutral	194	7.3%
Satisfied	568	21.4%
Very satisfied	722	27.2%
Not sure	13	0.5%
Total	2656	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-119: DRIVING SATISFACTION 3: CONGESTION

Congestion		
	Count	Percent
Very dissatisfied	862	32.5%
Dissatisfied	370	13.9%
Neutral	215	8.1%
Satisfied	562	21.2%
Very satisfied	627	23.6%
Not sure	20	0.8%
Total	2656	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-120: DRIVING SATISFACTION 4: TURNING ONTO NORTH AVENUE

Turning onto North Avenue		
	Count	Percent
Very dissatisfied	819	30.8%
Dissatisfied	301	11.3%
Neutral	275	10.4%
Satisfied	557	21.0%
Very satisfied	682	25.7%
Not sure	22	0.8%
Total	2656	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days



TABLE 2-121: DRIVING SATISFACTION 5: TURNING FROM NORTH AVENUE

Turning from North Avenue		
	Count	Percent
Very dissatisfied	691	26.0%
Dissatisfied	307	11.6%
Neutral	288	10.8%
Satisfied	541	20.4%
Very satisfied	811	30.5%
Not sure	18	0.7%
Total	2656	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-122: BICYCLE SATISFACTION 1: LEVEL OF COMFORT

Level of comfort		
	Count	Percent
Very dissatisfied	83	6.7%
Dissatisfied	75	6.1%
Neutral	129	10.5%
Satisfied	332	26.9%
Very satisfied	605	49.1%
Not sure	8	0.6%
Total	1232	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-123: BICYCLE SATISFACTION 2: SEPARATION FROM VEHICLE TRAFFIC AND PEDESTRIANS

Separation from vehicle traffic and pedestrians		
	Count	Percent
Very dissatisfied	73	5.9%
Dissatisfied	70	5.7%
Neutral	132	10.7%
Satisfied	332	26.9%
Very satisfied	613	49.8%
Not sure	12	1.0%
Total	1232	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-124: BICYCLE SATISFACTION 3: BIKE LANES PROTECTED FROM TRAFFIC BY LOW / HIGH DELINEATORS

Bike lanes protected from traffic by low / high delineators		
	Count	Percent
Very dissatisfied	128	10.4%
Dissatisfied	98	8.0%
Neutral	144	11.7%
Satisfied	231	18.8%
Very satisfied	599	48.6%
Not sure	32	2.6%
Total	1232	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-125: BICYCLE SATISFACTION 4: BIKE LANES BUFFERED FROM TRAFFIC BY TWO LINES OF PAINT

Bike lanes buffered from traffic by two lines of paint		
	Count	Percent
Very dissatisfied	97	7.9%
Dissatisfied	82	6.7%
Neutral	132	10.7%
Satisfied	346	28.1%
Very satisfied	565	45.9%
Not sure	10	0.8%
Total	1232	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-126: BICYCLE SATISFACTION 5: SAFETY OF BIKING THROUGH INTERSECTIONS

Safety of biking through intersections		
	Count	Percent
Very dissatisfied	121	9.8%
Dissatisfied	84	6.8%
Neutral	194	15.7%
Satisfied	424	34.4%
Very satisfied	391	31.7%
Not sure	18	1.5%
Total	1232	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-127: WALKING SATISFACTION 1: LEVEL OF COMFORT

Level of comfort		
	Count	Percent
Very dissatisfied	102	9.9%
Dissatisfied	64	6.2%
Neutral	282	27.3%
Satisfied	264	25.6%
Very satisfied	312	30.2%
Not sure	9	0.9%
Total	1033	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-128: WALKING SATISFACTION 2: SEPARATION FROM BIKES AND CARS

Separation from bikes and cars		
	Count	Percent
Very dissatisfied	108	10.5%
Dissatisfied	76	7.4%
Neutral	259	25.1%
Satisfied	251	24.3%
Very satisfied	326	31.6%
Not sure	13	1.3%
Total	1033	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-129: WALKING SATISFACTION 3: CROSSINGS AT INTERSECTIONS

Crossings at intersections		
	Count	Percent
Very dissatisfied	142	13.7%
Dissatisfied	126	12.2%
Neutral	242	23.4%
Satisfied	277	26.8%
Very satisfied	230	22.3%
Not sure	16	1.5%
Total	1033	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-130: BUS SATISFACTION 1: TRAVEL TIMES

Travel times		
	Count	Percent
Very dissatisfied	35	15.2%
Dissatisfied	26	11.3%
Neutral	36	15.7%
Satisfied	76	33.0%
Very satisfied	54	23.5%
Not sure	3	1.3%
Total	230	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-131: BUS SATISFACTION 2: ADHERENCE TO SCHEDULE

Adherence to schedule		
	Count	Percent
Very dissatisfied	34	14.8%
Dissatisfied	28	12.2%
Neutral	51	22.2%
Satisfied	64	27.8%
Very satisfied	48	20.9%
Not sure	5	2.2%
Total	230	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-132: BUS SATISFACTION 3: COMFORT FROM TRAFFIC AND BIKES WHEN GETTING ON/OFF BUSES

Comfort from traffic and bikes when getting on/off buses		
	Count	Percent
Very dissatisfied	32	13.9%
Dissatisfied	16	7.0%
Neutral	40	17.4%
Satisfied	68	29.6%
Very satisfied	63	27.4%
Not sure	11	4.8%
Total	230	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days



TABLE 2-133: MODE FREQUENCY: CAR

Car		
	Count	Percent
5+ days per week	1669	62.8%
3 to 4 days per week	357	13.4%
1 to 2 days per week	408	15.4%
Less than once per week	222	8.4%
Total	2656	100.0%

If respondent indicated to have driven on North Avenue in the past 30 days

TABLE 2-134: MODE FREQUENCY: BIKE

Bike		
	Count	Percent
5+ days per week	99	8.0%
3 to 4 days per week	217	17.6%
1 to 2 days per week	516	41.9%
Less than once per week	400	32.5%
Total	1232	100.0%

If respondent indicated to have bicycled on North Avenue in the past 30 days

TABLE 2-135: MODE FREQUENCY: WALK/RUN

Walk/Run		
	Count	Percent
5+ days per week	149	14.4%
3 to 4 days per week	209	20.2%
1 to 2 days per week	442	42.8%
Less than once per week	233	22.6%
Total	1033	100.0%

If respondent indicated to have walked/run on North Avenue in the past 30 days

TABLE 2-136: MODE FREQUENCY: BUS

Bus		
	Count	Percent
5+ days per week	21	9.1%
3 to 4 days per week	20	8.7%
1 to 2 days per week	63	27.4%
Less than once per week	126	54.8%
Total	230	100.0%

If respondent indicated to have used transit on North Avenue in the past 30 days

TABLE 2-137: TRIP PURPOSE

What kinds of trips do you use North Avenue for on a regular basis?		
	Count	Percent
Go to/from work	1757	64.8%
Attend school/college/university or drop off/pick up a student	707	26.1%
Shopping	2175	80.2%
Social or recreational	2288	84.3%
Other trips	1578	58.2%
Total	---	100.0%

TABLE 2-138: CITY COUNCIL WARD

Which City Council Ward do you live in?		
	Count	Percent
Ward 1	97	3.6%
Ward 2	90	3.3%
Ward 3	207	7.6%
Ward 4	1055	38.7%
Ward 5	131	4.8%
Ward 6	100	3.7%
Ward 7	767	28.2%
Ward 8	44	1.6%
I live outside of Burlington	232	8.5%
Total	2723	100.0%

TABLE 2-139: GENDER

What is your gender?		
	Count	Percent
Female	1442	53.0%
Male	1206	44.3%
Other	8	0.3%
Prefer not to answer	67	2.5%
Total	2723	100.0%

TABLE 2-140: AGE

Which category best indicates your age?		
	Count	Percent
Under 18	28	1.0%
18-24	210	7.7%
25-34	538	19.8%
35-44	551	20.2%
45-54	551	20.2%
55-64	465	17.1%
65-74	287	10.5%
75 or older	93	3.4%
Total	2723	100.0%

3.0 APPENDIX C: SURVEY COMMENTS

Before concluding the survey, respondents had the opportunity to leave open-ended comments. These comments about the project and the survey itself are presented below in their original format, unedited.

-I think painted lines are NOT safe barriers between cars and bikes. Need the bikes away from the cars behind barriers or curbs. Nobody has talked about a compromise mine is to turn the .8 miles stretch back to 4 lanes and where the 2 lanes are leave the bike lanes as the car lanes were extra wide and that way all of North Ave besides that small .8 miles are bike lanes and only that small area is NO bike lanes but by law can still take a full lane of travel.

- The inconveniencing of thousands of commuters to satisfy the wishes of a few is just plain wrong. This program has removed every feature that has been added over the years to KEEP TRAFFIC MOVING along North Avenue. The "Armadillos" and bollards installed at various locations impede the ability of commuters to get out of the way of emergency vehicles while providing a FALSE sense of security to cyclists. The Armadillos are a safety hazard to both Motorcyclists and bicyclists. The removal method of previous striping has also created a hazard for motorcyclists as the depth of cut is just enough to catch a tire and lead the vehicle into the oncoming lane (travelling South on North Ave in front of BHS). As with motorcycles that use the "Public Highway", bicyclists should be required to wear helmets, have operable lighting (if riding on the road at night), use hand signals, carry liability insurance, and OBEY THE RULES OF THE ROAD. I have witnessed violations being perpetrated by bicyclists on a daily (and nightly) basis, yet not once have I seen or heard of a bicyclist being given a ticket for an offense. We have two very nice Bike Paths located to the East and West of North Avenue. These by far are the SAFEST option for a bicyclists use, and have the added benefit of being away from exhaust fumes. Millions of dollars have been invested in the construction of these bike paths at taxpayer expense, yet these are "not good enough" for the selfish individuals pushing for the Bike Lanes on North Avenue. A recent article in the Burlington Free Press provided me with the true reason for this pilot project, an attempt at a Feather in the Cap for our Developer acting as Mayor for providing an allegedly Pedestrian/Bike safe community, nothing more. Meanwhile our aging infrastructure continues to decay...

- As a driver with a learners permit it is very difficult with all the lines painted everywhere makes it hard to know where am suppose to be. The simpler the better for me to stay in lane when driving. The lanes became WAY TOO narrow for me to drive as on coming traffic riding right on the center line and I have no place to pull to the right for my comfort level, too close to on coming traffic! As for when I bike home from school or to work I still use sidewalks as I don't feel safe being that close to cars.

- I think that protected bike paths are the only ones that promote more bikers. Painted bike lanes historically only apply to the 1% of bikers that would bike with or without the lane.

- I find driving on North Ave. to be so much safer. I'm now teaching my 15 year old to drive, and I'm much more comfortable having him drive on North Ave. with the new lane configuration. Before, the lanes were too narrow, and there was insufficient room for bicyclists. In the winter with snow build up on the side of the road, it was even more narrow, which made it feel unsafe.

- Thanks for your work on this important project.

- More bikes lanes, more road diets, car travel is just as easy and bike travel gets much safer!

- seems much more dangerous to me, especially trying to get onto north ave from the bank, drug store, any of the businesses. not very many bikes and they sometimes are on the sidewalk..... seems that with a bike path parallel to north ave, this is redundant.
- I previously lived on North Ave for five years, and had this pilot occurred before I moved to the South End, I would have strongly considered staying. The danger to cyclists and pedestrians - as well as the white-knuckle stress of driving - has been largely dispelled.
- Please bring back the left turn arrows off of North Ave onto Shore. During heavy traffic, it may take 3 or more green lights to turn off of North Ave. Beyond that, the whole project is rather messy, and duplicates sidewalks/bike path. I understand there is a vision to make BTV a bicycle utopia, but it simply isn't realistic for the majority of NNE residents. Also, there are still some horrible potholes/manhole cover treacherous spots that make me fear for my car's suspension. They need attention STAT.
- Hickok Plave was dug up during the early summer. It's now dangerous, dusaty and an eyesore. Any plans to repave it or is this the new normal?
- It's fantastic - an absolute no-brainer for any city trying to welcome biking.
- I was skeptical at first but I think the redesign makes travel much safer for all
- Regarding "Biking thru intersections": I've had a few close calls, when vehicles turn right, off of North Ave, at 127 and Ethan Allen Pkwy - the motorists rarely use their turn signals. Also, I witnessed a vehicle driving in the Bike Lane, between Institute Rd and 127. This vehicle was travelling in a northerly direction, and used the bike lane to turn right, onto 127.
- Remove the lane delineators and the bollards. They are ugly, make the neighborhood feel less like a neighborhood. They are also very restrictive and I foresee safety issues from their presence. They are not making North Ave safer. However I feel they were a good idea as people got used to the new configuration.
- Thank you so much for all the work and effort. This pilot is brilliant and very much needed!
- Not a fan of armadillos, like tall white posts better!
- more streets in Burlington need bicycle lanes, especially Winooski Ave. through the downtown area.
- I live in the heart of the pilot project area, and drive this section of North Avenue every day. I have lived in this area for 15 years. My immediate experience is that this project is of tremendous benefit for my neighborhood and community. As a commuter, I have not experienced a significant change in my driving time, and I appreciate that it is easier to get out of my neighborhood onto the avenue, especially as I am not forced to cross multiple lanes of speeding traffic when taking a Left. It also feels much safer, as people are driving at more reasonable speeds, and the added space makes walking the sidewalks less nerve-wracking. Having designated lanes for bicycles feels much better as well, and encourages both drivers and cyclists to behave more courteously. As a parent who knows well how many children use this corridor on their bikes and on foot to get to and from school and extra curricular events, I am also thankful for the noticeable difference in promoting a safe environment for our families. Please do not let a small group of squeaky wheels derail one of the most positive developments I have seen in this area. Please keep the changes to North Avenue! Thank You!
- The traffic at the intersection of 127 at busy times has become horrific. I'm all for a bike lane, but not at the expense of the majority of commuters who are in cars. It sometimes takes 10 minutes to go a few blocks. That's really not acceptable. Additionally, the armadillo part is ridiculous and dangerous. Where is one to pull over for emergency vehicles. I'm no engineer, but it seems very poorly designed.
- I get frustrated when I see people driving in the center turning lane. Can you pass cars on the right Who are turning left (passing in the bike lane)?

- The improvement has made it simpler , clearer and therefore easier to navigate the turns.
- One correction to my answers: entering North Ave from Lakewood is often difficult, especially turning left.
- I'm very pleased with the project and hope it becomes permanent.
- The new traffic pattern is so visual messy, it seems to cause more confusion/seems more dangerous. We have a great bike path, make it more inviting. or improve side walks.
- We moved to the area a few years ago and chose to live within Burlington in part because of the bus and bike facilities available. We are always glad to see improvements in either one. Would be very happy to see the changes from the pilot program become permanent. Not sure about the low and high traffic barriers, but the rest is great. Would also like to see more numerous sidewalks with signals as have been installed on Pine Street.
- I prefer the upright posts more than the armadillos separating the traffic. The armadillos are harder to see as a driver and made me feel less safe on a bike.
- Cyclists are not stopping at red lights, many cyclists still riding bikes on sidewalk. Red light at Ethan Allen Parkway should have right turn lane. Some areas the bike lanes (including buffer zone) are wider than the car lane. Turning onto North Ave, going North from the Beltline near North Ave Alliance Church is difficult to due to the severity of the angle.
- The vast majority of the traffic on North Ave is car traffic. It's not even close compared to bikes. Inconveniencing thousands of drivers for tens of bikers makes no sense.
- Its OK in low traffic times but it is not fun to travel 3 miles at 12 mph and never have an opportunity to pass. Please get rid of the bollards and armadillo's, its distracting. The middle or suicide lane is not very wide, and its unsafe, I have had 2 incidents where people headed directly for me from the middle lane versus merging into the lane earlier., also saw a car in middle lane but extending into both lanes; the Williston Road middle lane is much wider and safer.
- Slight concerns about turning off No. Ave across bike lane. Seems safer for vehicles now.
- I love the bike lanes. They do need some minor alterations to make them more functional and aesthetically pleasing, but overall the changes grade A-
- Great work. The new configuration is a major improvement. The best thing that has happened in the 15 years we have lived here.
- As much as the bike lanes improved biking safety, the re-paving did as well. Before the changes, the northbound lane was a total mess, forcing cyclists further and further into the lane to avoid uneven pavement and holes. All of the tiny black squiggle marks leading up to the high school and beyond in the southern direction were much less helpful. At the same time, that section and further south had a massive amount of grit all over the bike lanes, which remained for a long time. Not very good sweeping through the protected sections, and the double line reduces the clean-up effect from vehicles driving close to the lane and blowing things out of it.
- There are places like Hunt Middle school where there should be a turn lane or a light and there is not. The areas where turn lanes were installed didn't need them when it was 4 lanes. The changes to the intersection of 127 and ethan allen parkway have made them more difficult not better. The biggest hazard I have noticed is bikers blowing through the intersections. It makes trying to turn horrible because you can't always see them coming on the right. Give us back 4 lanes and put the cyclist on a 2 way track in the middle of the road so they have to obey the traffic laws just like anyone else on the road.
- There are still some people who use vehicles to threaten bicyclists, though it has dropped off some. And someone tears out the traffic monitoring hoses. Hopefully this type of behavior will end. I wonder what it will be like in the winter. I usually stop biking when the ice comes, and walk to work downtown every day. Even with the barriers, it is

not safe to bike if a driver squeezes you or leans on the horn. It will be important to keep the sidewalks clear, some people block them when they plow their driveways.

- I like that I don't have to worry about cars trying to speed pass me while I too am behind the wheel and I appreciate the fact that there is a buffer zone for the bike lane when I'm out on my bike. The new road configuration seems to have slowed down traffic to about the speed limit, which is an awesome bonus. It will take some time to get everyone adjusted but I think this is a GIANT improvement from that disaster we had before hand! Thank you

- As someone who walks, runs, drives and bikes on North Ave quite frequently I love the new design. Traffic is calmer, bikers have a dedicated place and I'm finally comfortable using the sidewalks and bike lanes with my young daughter. I have a few suggestions for minor improvements but those have been offered in more appropriate venues already. Thanks for doing this.

- Love the new configuration. I primarily drive the avenue and think it's much safer with cars now actually going the speed limit. Thank you so much!! I also now feel comfortable biking to hannafor's plaza and leddy park (and beyond), which I definitely did not feel comfortable doing before this. I am grateful for this change and feel much better living in the new north end!

- When I rode the North Ave. bike lane in July, I thought the double line (buffer zone) made the path too narrow.

- It feels soo much safer to drive down north ave--it was nuts before to have people stopping to make a left hand turn and folks rapidly changing lanes to avoid being stuck, and not paying attention.

- I've always thought the area of North Ave that had 4 lanes of traffic was unsafe pretty much since they made that change to 4 lanes and am delighted with the change for 3 lanes. My only area I dislike are those armadillos and poles up near BHS. Even with you having removed some of them, I've still managed to have no where to pull over when emergency vehicles have been on the road. I understand the white poles near Beltline where the exits have changed, but the armadillos and white poles near BHS on both sides of road are "overkill". If it's because of being near a school, you don't have these impediments near other schools on North Ave. Other than these -- kudos to the changes on North Avenue!

- Can you make more public the advice for how cars and bikes negotiate the turning from North Ave onto 127? If I am in a car driving north on North Ave, intending to turn right onto 127, I have to cross the bike lane. If a car and bike pull up together, who has right of way?

- While a year-round bike commuter on North Ave, I was not looking forward to the pilot due to the debate among NNE residents and the animosity the pilot has created in the neighborhood. I was also a bit skeptical as the pilot started in the summer and I was anticipating traffic difficulties for bikers and car drivers when school would be in session. However, I must say that the pilot appears to be a huge success in terms of calming the traffic. Whether it is biking or driving the avenue seems so much safer and the flow of traffic has improved.

- When turning onto Shore Road, the wait time has greatly increased to the point of sitting through another red light - the two white pipes need to be moved or taken out when getting off the Beltline to North Avenue-they are too close to the turn. the bicyclists need to follow the rules of the road, such as stopping for a red light like any vehicle-what if I zoomed through a red light in my car?

- I like it! I don't think it has any negative impact on me as a driver. I don't currently bike because I feel unsafe, but having safe feeling bike lanes in more parts of the city would

definitely make me consider starting to bike. If I were a biker I think I would love the recent changes

- overall, i was very surprised by how much safer i felt driving more than biking out on north ave. i used to feel like cars were constantly racing to get in front of or cut someone off, and that is now more.
- I like the poles better than the reflective speed bumps... I worry what will happen in winter. And as a cyclist, I would feel more protected with the poles.
- Overall I'm not happy with the North Avenue Pilot. The only thing that I really do like is the left turn lanes at the light by the Irving gas station. I think Battery Street needs to be a three lanes instead of four more than North Avenue does.
- Danger may be related to misuse initially. Uncomfortable turning through bike lane each time you start or leave North Ave.....easier to see a car that a sneaky biker. Saw one car happily riding north in the south lane by battery...SCARY! Loss of slip lanes at 127 are significant for the use of so few bikers. Pulling onto North Ave going north around unloading trucks dangerous by Bessery.speed seems faster which is nice.
- Given that this project was such a compromise regarding the protected bike lanes I wonder if, given the way that the questionnaire is designed (ie level of satisfaction), that most of the responses will be in the neutral or not satisfied because people are dissatisfied from all directions (those who don't like any bike lane and those who don't think they went far enough in terms of protection). Thanks for the work on it though.
- Bikers are not obeying the laws of the road at all...we need to widen and pave the sidewalks for all modes of use other than cars and put the roads back to cars. Laws must be passed to require helmets for anyone using streets and bikers laws for lights and signals for turns and both hands on the handle bars not texting. The bikers have become more dangerous lately and we the mostly car drives pay for this. They should be required to register their bikes and carry liability insurance as well. They cause most of the accidents and again car drivers are the ones to pay. So much money has been spent for bikers and taxpayers get stuck again. No other city or even no other section of Burlington has made such a disaster of a road as the city has done to the new north end. Very apparent that it was done to really upset the people out here as we are the only wards that voted this mess down,
- I love the increase to FIVE lanes on North Ave. for both driving and biking! (3 car + 2 bike). I don't like the armadillos & poles between the HS & 127 - they don't make me feel any safer on a bike & they add to the stress while driving (difficult to pull over for emergency vehicles) - just don't seem worth the \$.
- Traffic has slowed (a good thing!) and I no longer worry about getting rear-ended with my babies in the car when turning off north ave onto Killarney. A huge improvement. Thank you!
- I appreciate your efforts to get a representative sample.
- Don't listen to the haters. Keep the bike lanes. Not a fan of the "Armadillos", but let's see how they do in the winter. The white poles could be rearranged to make the turn north onto North Ave from 127 a little less sharp.
- Please keep the bike lanes! They make the road so much safer to ride on!
- Please put North Avenue back to four lanes, and open the bike path back up. The bike path is for bikers, the road is for drivers! This three lanes has made north avenue more dangerous and there are hardly no bikers on north avenue, certainly not enough to warrant going from four to three lanes on North Avenue! Those of us living in the area of this pilot, should have a majority of say whether this should be happening, this pilot effects us more than the rest of the wards or city residents.
- The zebra-striped black bumps between 127 and the high school (which I presume are there to stop people from parking on the street) is somewhat anxiety-producing as a

- driver. They're huge and not well-enough contrasted from color of the road surface! One quick swerve to the right to avoid something in the road and you'd hit them really hard.
- Overall, it's a big improvement over the 4-lane configuration. The armadillos and posts are unsightly, and I'm hoping they will be replaced with something that blends in better. Crossing intersections on bicycle is sometimes hard because the bike doesn't trip the vehicle detector, and the pedestrian buttons are inconveniently placed for bicyclists.
 - I would like to see a traffic light put in for people exiting Little Eagle Bay.
 - The intersection of North Ave and Ethan Allen Parkway still feels dangerous, but overall the project has been a wonderful improvement! Bollards and armadillos make for nice protection but may be too close to driveways and intersections, making turns too sharp. Moving them a foot may be worth trying.
 - I am very happy with the lane changes. Traffic has slowed down and is much safer. There was no need for the 4 lanes in the less than 1 mile stretch of road. Feels more like a neighborhood now rather than Shelburne/Williston Road area.
 - The changes are great!
 - The bike lanes are great, and needed with bike path closes. I am a regular bike commuter. All the fears of car congestion are unfounded IMO
 - I become very nervous with other vehicles when they are unsure in were they want to go? There is absolutely not room for error! Good luck trying to keep those barriers in place when the snow flies!!!! This will cost the tax payers even more for maintenance, replacement barriers, and man hours. I wouldn't feel safe riding my bike with kids on that road. This is a bad project that no one wins. Please re-think who and what you are trying to accomplish here for a clear and better understanding.
 - Bicyclists need to be held accountable for obeying all traffic rules and laws.
 - Turning lanes to get on belt line, into Rite Aid, and side streets are too short. Traffic doesn't flow, it's stop and start. My morning commute is now very stressful as I can't get out my street. I have to leave 10 minutes earlier to get to work at same time as before. Dreading what it will be like come winter when snow and ice are on the ground. The poles and armadillos by BHS are useless at best, distracting and accident-causing at worst.
 - I am all for this project. There are a number of cars and bikers not following the rules of the road and new traffic patterns. This impacts how everyone feels about this project.
 - I think more road markings for the bike lanes and the buffer space would be beneficial. Colored road paint for the bike lanes could also be an option, similar to the williston road bridge over 89 section. .
 - I have seen two cars enter north avenue from village green and use the middle lane all the way to the 127 access, Also Have witnessed speeders using middle lane to pass other cars.....
 - Armadillos were a failure from day one waste of money not able to use year round, poor decision by our leadership.
 - I have found that bikers are not obeying the bike laws. They do not stop at light or stop signs. More congestion on North ave. And shutting off the belt line on ramp and Ethan Allen Parkway is ridiculous. It's the same angle as North ave to Plattsburg Ave and there's no issue there. This whole pilot is ridiculous. And the wards that actually live there should be the only ones that should have a vote in this!!!!!!!!!!!!!! If you want to fix something get rid of our mayor! Or make it no parking on 1 side of the St on Ethan Allen Parkway from Moore drive down. I almost get hit everyday head on. It's impossible to have a car turn onto gazo and off gazo at the same time when there's cars in front of the farmhouse. It's like a one lane rd...there should be No parking there.
 - The armadillos are a great help beyond the bike lane buffered with paint alone. Although I would prefer an even more significant barrier between the vehicle lane and the bike lane. I understand that may not be feasible given fire department concerns (to which I would

advise them to get smaller trucks). But in an ideal world I would like to see a row of planters in the buffer, serving the same function as the plastic bollards in a more attractive, permanent package.

- Pilot project? Only temporary until results are in? Who's kidding who?
- Love the new bike lanes!
- Burlington must be the only city in the US that decreases the lanes in the roads instead of increasing.
- Thank you for the bike lanes!
- The road feels much calmer now and more like a street, neighborhood, and part of Burlington, than it did before when it was more like a high speed strip like route 7 south of town.
- The pilot is great. Please don't let a vocal minority undo this progress.
- I love that the traffic has slowed! I firmly believe that North Ave is safer.
- I hope Burlington continues to be a strong advocate for safe, healthy transport of all kinds!
- Getting out of Village Green onto North Avenue heading south has always been a problem. Many folks do not know that they can turn into the central passing lane and then wait for an opening in the southbound traffic. I am concerned that the new configuration coupled with the city's propensity to not plow thoroughly during a snow storm might make this transition very difficult. A light at Saratoga would be a great addition. Also timed lights along the avenue.
- Turning from 127 turn right North onto North Ave was better and safer before.
- Travelling on the avenue will only be made safer when we have an increased police presence.
- Rarely see bikers on my trips up and down North Ave. I go out every day and maybe have seen 7 bikers since the changes have been made. Yesterday 2 bikers were riding on the sidewalk. Also a runner running between the double lines separating the bike lane from the auto lane. I have a longer wait to turn left onto North Ave from my street at certain times of the day.
- I have no problem with the vehicle traffic restrictions but this project seems unnecessarily complicated and over engineered-hopefully this will be resolved soon. Intersections for hikers at Ethan Allen parkway and rte 127 are so confusing and dangerous.
- The traffic flow is awesome. No 60 mph speeders anymore. No back up. easier to turn left going north and south. Thank You.
- Love the changes. Thank you!
- I have already emailed. :-)
- Very happy how the traffic flows and has slowed down. Easy to pull out and in going both ways.
- I'm a biker myself and use the bike path and feel that the majority of the bikers do the same ..except for the ones who need A little common sense tells you that the design cannot support the growing population that uses this road .On another note, bikes should pay the registration fees as cars do to have the privilege to use the road or use the bike path
- I do not like it a all. Waste of tax dollars,we have the bike path.
- I don't understand all the dissatisfaction about the changes. As a driver I think a lot of thought has been put into making North Avenue a safer route. Patience would help a lot with many of the complaints I have read about.
- Grade drop or rise to manhole covers, sewer grates, and water pipe covers can be road hazards to bicycle riders, especially in low light conditions. Bicycle riders often have no option except to veer from a straight line to avoid dropping in or bumping over large

metal plates or grates. Broken glass (litter) is the second most common reason for bicycle riders to veer or swerve to avoid glass cuts on the tires. Good pavement goes a long way in providing a safe and trouble-free bike trip, whether it allows glass shards to wash away from the crown of the bike path or ease the transition up and over a sewer grate. Thank you

- Turning right onto North Ave. from the belt line is extremely tight due to the final "post" placed too far out in the lane. Many cars (not mine) cross or straddle the dual yellow lines between oncoming traffic waiting to turn left. When I turn left onto the belt line I stay farther back in the left turn lane and wait for cars turning onto No. Ave. to pass so we don't collide. Cars, especially trucks, heading north through the intersection also often straddle the yellow lines. The lanes are too narrow!!

- Thank you for all of your work on this. I love the changes. I am hoping for additional crosswalks north of Gosse Ct.

- Cars and bikes should not be on the same road - cars are machines and could hurt or kill someone, it's very unsafe to bikers on such a high populated road of driveways. Burlington has a beautiful bike bath on the lake, that should be utilized for bikers.

- I am very satisfied with the bike lanes and flow of traffic both as a driver and a biker. I remain concerned about the lack of crosswalks and the difficulty crossing the road. I understand others concerns about the poles and armadillos/footballs (?), and them preventing easy ability to pull over for emergency vehicles, but overall I think the program has been a success and I bike much more often on No. Ave. now because of the bike lanes, and as a driver appreciate the fact that people are now less likely to race ahead to get around a turning area.

- First, there were few accidents on North Ave before the pilot and the parking lots produced more accidents than the avenue. Second, the city didn't involve the citizens in the process. They appointed a task force that bullied, polarized and unfortunately lost potential support for the reconfiguration and created a bigger schism between the city and residents. Cars outnumber bikes on the road 1,000 to 1. I never have seen more than 1 or 2 between Flynn School and BHS. Bikes on sidewalks outnumber bikes on the road 10 to 1. Last the city is renegeing on the "pilot" referendum and this will further polarize the NNE and ensure a campaign to replace the mayor and city council in the next election. This has been poor leadership at best, and with Chapin Spencer at DPW, a clear conflict of interest with Local Motion promoting, bidding and profiting from the bike lanes.

- The Avenue was not too bad (although I did not like the changes) before school started but now it is truly awful! I am curious how it will be this winter when people can not see the snow and ice covered lane markings and the roads are narrower because of plowed snow.

- Driven and walked North ave daily over 50 yrs, only times I have felt unsafe is from people not stopping for rt on red and looking in both directions before proceeding. More has to be done to ensure cyclist follow rules of road. Very negligent!! Very difficult to negotiate rt turn on north ave at beltline!! Whole thing a great expense for a few people who ride. Between 6-8 riders bet 6:30 to 7:30 most without helmets

- Only problem getting onto North Ave sometimes is that cars block the intersection when light is red at Ethan Allen (even though you're not supposed to block intersections). Also, I still see a lot of cyclists (mostly young people) using the sidewalks. They are probably still leery of riding in the road. Thanks so much for this wonderful project!!

- Please make the pilot permanent!

- Pulling out onto North Ave from Village Ave during the morning commute is hard because of the flow of traffic. Also, the barriers and armadillos near the high school make it very hard to pull over when an emergency vehicle passes by. Why not paint the

bike lane a different colour, like green, so people know it is a bike lane instead of having up those barriers?

- This is now very dangerous for emergency vehicles. I was almost hit by a fire truck. Please listen to the voters!!

- Very happy for the change. Thank you.

- We need more police enforcement on bike users, while they have the right to be in the road, they also must be made to follow the rules of the road. The going through red lights, swerving out into the driving lane and failing to signal is just dangerous and there is absolutely no enforcement. The post barriers and the small zebra striped things are a menace, I was trapped with no place to go when police were trying to get through and both lanes were already occupied by traffic.

- I walk 5 days a week on North Ave. and have not noticed a marked increase in bicycles, nor a slowing of vehicles. I'm disappointed to see several bikes still on the sidewalk even though they have access to the bike lanes, the vehicle lanes (if needed), and the bike path. If they felt safe on the road, that's where they would be. I would also appreciate bicyclists following the rules of the road.

- Left turns onto North Ave are difficult. Traffic back-up, caused by a bus stopped to pick-up passengers, is a problem.

- Keep North Avenue safe for driving and cycling. Keep the new configuration.

- 1. Not sure about the delineators...especially the armadillos. They seem to represent an additional obstacle for bikes. (although I do like the protection from cars that they provide.) 2. The right turn on to Plattsburg avenue is dicey for both cars and bikes.... I think maybe related to the parallel street just before Plattsburg ave..... (heading north) 3. Would like to see the bike lanes extended to the end of North Avenue and also on Plattsburg Avenue.

- Well done survey in terms of graphics. They were helpful. Could use more comment boxes. I find that bikers continue to ride on sidewalks rather than streets which means they are not feeling safe.... Turning onto North ave off Killarney continues to be disaster. Not sure what can be done.

- Great pilot project!

- Making a left onto North Ave from Lakewood is difficult. Making a left turn into Lakewood from North Ave is very dangerous with incoming car making a left to Rite Aid. I've had close calls!!

- Turning from North Ave. onto Ethan Allen is too tight.

- Overall, I do like the pilot changes. One thing that we desperately need are added left turn arrows at the lights - in particular at the north ave [turning left on to] Ethan Allen parkway light to head down to CP Smith elementary school.

- I think these changes for a few bikes a day over thousands of cars a day is silly. As I knew it would now that school has started pulling out onto north ave. is impossible in the morning.

- Regarding the question: Removal of parking between Institute Road (High School/North Beach) and VT 127. Parking has not been effectively removed. A car was parked in this location. Hard barriers in the same area making passing slower cyclists more dangerous for faster cyclists. Removing right turn lanes has created ambiguity as to whether or not a driver intends to turn (significant when a fast moving cyclist is overtaking cars that had been stopped at a light, and which may not have engaged their turn signal), and requires increased caution on the part of everyone which was not necessary before the turn lanes were removed.

- Nearly killed myself on the new lumps near bhs

- Love, love, love what has been done. It has been the right thing to do.

- Modifications made life better in the NNE!

- The three lanes are very good but the road is really too narrow to accommodate those lanes plus the two bike lanes...
- I wonder about the armadillos and poles separating the bike lane from the road. It seems unnecessary, and I wonder if it can impede cars getting out of the way of emergency vehicles. However, I LOVE the changes overall, and feel much safer and in control both in a car and on a bike.
- I love the new traffic pattern. It feels much safer as a driver and biker. I used to avoid biking in North Ave after several unsafe experiences. That is not the case anymore. Thanks for your hard work.
- Thanks for helping to make Burlington a more bikeable, livable city! This transformation is not unprecedented; Williston Road and Route 15 thru Essex already both enjoy the awesomeness of this type of traffic pattern. It's about time that the New North End got up to speed.
- I just wanted to say how pleased I am with the changes so far. When I'm in my car I feel much safer because there are not cars speeding past me and also because there is a larger buffer between my car and bikes on the road. I have never attempted to ride my bike on North Ave UNTIL this pilot project started. Now I do. I feel much safer traveling on North Ave on my bike and choose to ride on it more frequently. Thank you.
- This project has helped to make North Ave much safer for all.
- Love the change!!!
- I have been surprised that some drivers still don't understand that the center lane is for making left turns. At least once a month, somebody doesn't get it, and they try to go left from the right lane, stopping all traffic and creating a bit of a hazard. Others seem afraid to pass the city busses by using the center lane. I assume this will simply take time for people to get used to????
- The 127/North Avenue intersection is not great, mostly because it looks like it was designed to function differently, and all the various bike lane protection poles are distracting enough to somewhat obscure how all the various vehicles should be working together.
- I can't express how calm and safe I feel biking the new North Ave lanes. There should be dividers on every street in our fair city.
- I witnessed emergency vehicles not being able to get down North Avenue because people don't know where to pull off. I have seen UPS & FedEx trucks parked in the center turning lane and in the bike lane. And how are plow trucks going to be able to do a proper job this winter? I feel that this project was a waste of money and time.
- Please keep the bike lanes.
- Average speed of car traffic has slowed significantly; I hope you have measured this before/after.
- It's a vast improvement, I am waiting patiently for similar changes to other roads.
- Please keep the lane change to 3 lanes! Much safer for our family.
- my primary concern with the poles and bumps is the inability to clear the lane for emergency vehicles or get out of the way for any reason. I consider them to have made the road LESS safe. I think the right turn lane onto 127 S from the N side of N ave could be reopened. In high traffic situations, like fourth of July, backup was outrageous....
- Overall the changes are great. They greatly improve vehicle turning ability and safety. Suggest spreading out the flex posts to provide more protection for bicyclists for more length of the corridor. Seems like they are too bunched up in the one section but not used any more in sections that could use it.
- I was worried that the fewer lanes would mean longer commuting times, but I have noticed literally zero increase in commute times. Also, drivers are forced to be more

courteous because they can't weave in and out of lanes trying to get ahead. I think the project is a tremendous success and I hope the streets stay the way they are configured.

- I emailed this as well, but overall, I think the changes are great. My ongoing concerns are: 1: about the section from 127 to institute road (lanes seem narrow, especially around turn and barriers prevent the ability to pull over for emergency vehicles) 2: too sharp/acute and narrow right-hand turn off of 127 onto north ave with too much room there for apparently nothing? (between bike lane and curb) - last pylon seems dangerous, especially for large vehicles- potentially making them pull into south-bound turning lane and 3: north-bound traffic does not get a red light for turning onto 127 when the walk sign is on. I was almost hit while crossing the 127 intersection with a walk sign.
- I like everything about the changes but the white dividers and the humps. They seem so unnecessary and unfriendly. I feel sorry for the homes on North Ave that are affected. They seem excluded from the the neighborhoods and there is really not a good flow through that area.
- One of the reasons we moved from the New North End was because driving and biking on North Ave. were so stressful and felt dangerous. The changes have made the area so much more sane for drivers, rather than crunching two lanes and people passing at high speeds, and made it more reasonable to actually bike as a means of transport. Bravo, and I only hope that the hostility toward change, including bike infrastructure, lessens with time.
- Northave turning on to ethanallen parkway , need those stupid poles moved. Also the god awful poles by the high school, and those other..... Things. Most important bikers don't obey the rules of the road.. Also the closed of entrance to belt line from the avenue whoever thought of that What is our tax dollars going for ??? The 25mph is ... Roads are a joke thru out the city..
- I think there should be more questions about time impact as well.
- I really like the changes. It has made it much safer and more enjoyable for bikers. It's even safer for cars. The only concern is between the High School and 127 on the hill where there are two lanes bordered by the white sticks and the armadillos. Now if there is an ambulance coming and cars need to make way there is really no way to go. That doesn't make sense.
- Love the project, hope it becomes permanent.
- I have experienced difficulty turning left from North Avenue onto 127 because the light did not change to a green arrow during any cycle (going from red to flashing yellow). This has happened several times. That is the only problem that I have had, I love the bike lanes and feel like it is much calmer and safer for all.
- My daughter and her friends bike to school and to each other's houses. I was terrified about this before the pilot. Now I feel more comfortable. Living on the avenue, I am aware how fast cars are driving. I don't think it hurts anything to slow things down. I am impressed that traffic congestion hasn't seemed bad at all since the pilot started. I all for it! Thank you!!!
- Please make this accessible thru as many sources as possible! I'll post it on Facebook.
- Remove the bullards.
- Just paint the lanes, remove barriers, bumps and let's move forward.
- I think we are experiencing somewhat longer waits for left turns out of the Village Green neighborhood during peak traffic; however, I don't think the extra wait is significant *and* it is safer to turn because there is only one lane of traffic in each direction. I am still merely "satisfied" with this; I would be "very satisfied" if there were a roundabout at the Ethan Allen Parkway intersection so that I could make a right out of the neighborhood, go around the roundabout, and then be heading south on North Avenue. This would be faster *and* safer than the current configuration at peak traffic.

- My Concern is with pedestrian crossings or lack thereof. Of special concern people crossing from one side of the street to the other at a bus stop. Special concern: crossing from Ethan Allen Residence to Thayer Commons/Doctors offices and Rite Aid bus stop to Lakewood. Older adults and young people do not always use good judgment.
- I am extremely pleased with the waiting times for pedestrians crossing North to the Alliance Church entrance and vice versa (the light at the 127 feeder). The waiting time when I press the button has been usually less than 25 seconds either way. And the time allowed to cross safely is sufficient. Bravo!
- I find the section of road between BHS and beltline to be very unsafe
- I think the pilot has done great things to make the road safer and predictable for all users. I would like to see better intersection / crosswalk alerts for pedestrians (flashing crosswalk signs) and turning left for bikers is still difficult at times, though not impossible. I would also like to see the city, over time, when they repave to move grates out of the roadway/bike lane and cut into the greenbelt off the travel area (for safety).
- I'm very happy with the new configuration. I drive North Ave all times of day, and haven't noticed any increased congestion, and it's actually smoother and less stressful without cars weaving in and out of lanes to get ahead, and feels safer for both bikes and cars with clear, protected bike lanes.
- Like the 3 lanes for driving. Would like to see more substantial barriers between cars & bike lanes
- This new configuration is highly distracting with the bike lane striping and obstacles. Way to narrow around the high school corner. And the bikers NEVER follow the rules of the road. THEY are going to cause the accidents. I drop my son off at BHS in the morning and the traffic crawls in the morning. Coming home at 5:20 is not any better. The congestion is ridiculous for a very few bikers ! Thank you for at least offering this survey. I live in the new north end and we voted this down and I feel the even though this survey is being offered the city of Burlington will do whatever they wish regardless of what the residents of the new north end want sadly.
- Greatly improved traffic flow for safety for all. However, speed limits need stronger enforcement for autos.
- Having only 1/2 mile of protected bike lanes in the city is at least better than none and I'm so thankful we're trying this out. My hope is we can spread them throughout the city!
- I especially like the traffic calming at the North Ave/Ethan Allen Parkway Intersection. The pylons slow folks making the right turn onto Ethan Allen Parkway and make it safer for pedestrians to cross the street. Very nice as a lot of families use this park. Very well done.
- I have lived in the new north end most of my life. I don't believe there has ever been an excess of accidents. The light on north ave and ethan allen makes it very hard to turn left onto ethan allen when travelling south especially at high traffic times. I've sat through 2-3 traffic lights. A turn light would really be helpful. Now travelling north on north avenue turning right on ethan allen those plastic things sit too far out, you have to take it wide almost going into the other lane to cut it more right. This is not going to be pretty come winter weather. My main gripe is that most of new north enders did not want the changes, which the pilot has been forced by higher ups and the rest of burlington gets a say. We live here in the new north end. I just hope the city abides by what they say in regards to the results of the pilot. As a citizen I will abide by the rules of the road. Hopefully the bikers will learn and abide as well.
- I think the project was a waste of City budget. The general population is very poor at driving, and the new North Ave has exacerbated the problem. Drivers that want to get it done are stuck behind the morons that can't figure it out rather than having the opportunity to simple be in another lane. I've seen not only a variety of issues but

consistently, come out of this new structure. People turning LEFT from the lane and not utilizing the suicide lane, the intersection like right at 127 with the flag things making it a super wide turn getting on to north Ave, and also into Ethan Allen park, are THE worst. Just let me turn right- don't make me drive into the middle of the intersection to do it. Some super cautious drivers go like 10mph- making for a super fun commute out of the area, and since its kind of a one way in one way out part of town-you're really just stuck. Traffic gets super backs up now, and pulling out onto North Ave takes forever now. I've seen plenty of aggravated drivers more irritated than myself get sick of it and just unsafely pass in oncoming traffic lanes. I feel that the hopes to reduce potentially safety hazards has really had the opposite effect. The reality is there are more cars driving on this road than back when you could get away with one lane, instead of forcing everyone to fit into a smaller space- give adequate room for the travelers that are there. I live right by Hannaford and travel out of and back to the North end each day. I'd love to have a vote strictly from ward 4 on the matter, as most people that come here live here- it's not a real passing through part of town. I'll get off my soap box now, but I'm clearly against the pilot project. (side note, I do have 2 children and a husband who occasionally rides his bike-so safety is also at the forefront of my mind)

- I really like the changes.

- Keep Burlington a sustainable city that is safe and enjoyable for all modes of transportation and not dominated by the convenience of car drivers!

- These changes have made our daily lives a nightmare trying to get any where via car and walking. Being next to Leddy Park with the additional traffic trying to short cut the shopping center lights has made us afraid to walk to the shopping center any more. Cars running that stop sign in the morning coupled with the solid line of traffic down to BHS means that we sit and wait 8-10 minutes most mornings just to turn right....forget turning left! And for the first time in the 23 years that I have lived here my 5 year old and I witnessed our first car vs bike accident as we were walking home. Nothing about this project has made life on the Avenue better or easier for us.

- Keep moving Burlington toward a progressive, sustainable future - not backwards to the car-dominated 20th century!

- I can not believe this pilot was even passed. That's right the NNE didn't pass it.

Driving on the Avenue has become a nightmare. People come straight down the middle lane no matter what street they are turning down. I may see one biker on my way to work in the morning. I wait sometimes three lights at Hunt School. Then I am backed up in traffic to Shore Rd. What should take me 3 minutes to get to work now takes 15. I don't even go 2 miles. Absolutely unbelievable. Just In case people didn't know we have a beautiful bike path that we continue to put millions of tax payers money into. Use it!!

- I love to ride my bike but I will not ride on North Ave. It is not safe. Also the ave looks terrible with all that stuff up and the traffic is a nightmare.

- I have found this new configuration to be much safer. It not only enhances safety for bike riders, but also pedestrians and drivers. I appreciate that having single lanes has slowed traffic to a more appropriate speed. I never felt comfortable with the two narrow lanes on each side of North Ave. Cars would speed and then move from lane to lane. I also feel that the Belt Line exit is safer for all.

- The question should be two questions about 'turning onto north ave'. Change to 1) turning right onto north Ave and 2) turning left onto north ave.

- I travel to work on the Ave 5 days a week and since they have added the bank lanes it has added on 10 minutes or more tony commute. I also feel very unsafe as people are. It following the flow of traffic and I have hardly seen any bikes using the bike lane. I work at a bank and ALL of my customer dislike the changes in the age.

- I was against the lane change at first but don't mind having the bike lanes now. I do not like the poles and bumps, I feel very unsafe in that part. I feel that the lines were done

rushed and sloppy. I also haven't really seen enough bike usage on the bike lanes to justify spending a lot of money on this project. I feel like the money could be more useful some place else. So I guess I'm saying I like the 3 lanes, would like the lines to be done better, no poles or bumps and not spend much money on this.

- This was the worse thing to happen to North ave. It takes me longer everyday to get my children to and from school due to the traffic being backed up so far since becoming one lane. I now have to leave my house earlier just to try and make it on time. No bikes are ever using it when I'm out driving and if they are they are being unsafe going in and out of traffic. And half the time bikers are always on the side walk. Worse idea ever to happen to Burlington put it back to the way it was.

- I think the pilot is a tentative success -- feels much safer driving on North Ave in the NNE without having people dart in and out of lanes. The weird lines, armadillos, and white poles seem like overkill and I've heard of people's cars getting banged up hitting the armadillos while (purportedly) avoiding some other traffic hazard.

- Crosswalks are fairly far apart. We safely crossed North Ave on foot just south of Ethan Allen Shopping Center when there was a break in traffic, but the driver of an oncoming car in the lane we had just crossed yelled "CROSSWALK!" meaning we should have taken a crosswalk. Our crossing had not caused that car to slow down because we were safely out of that lane before he got near us. Turning left in a vehicle onto North Ave from Village Green or Saratoga Ave takes a lot longer than before because there are fewer breaks in the traffic. Pulling into the center lane when there is a break in northbound traffic but a long line of southbound traffic sometimes alarms drivers heading south because it seems to them we are accelerating toward them out of a side road, and at first they don't know our intentions. I foresee a potential risk if a skittish driver brakes suddenly or swerves in that situation.

- Not enough bike traffic to justify all this change. I see more people taking the sidewalk even with the bike lanes in place. Wards 4 & 7 voted this down. But the officials WE voted in decided to go with their own plan and not represent the will of the people who voted them into their positions. Breach of trust.

- I think the new bike lanes lead to a much safer driving & biking experience.

- Please do this in the ONE!!! Protected bike lanes are better for everyone. Also, while you're at it, please make Decatur a one way street (towards winooski). Too much cut through traffic that drives way too fast!!!

- I just haven't seen many bikers using this! I use Ethan Allen Pkwy to get to and from my house daily and I find the intersection with North Ave more dangerous now for bikers AND cars. don't like the white poles and find the wide turn difficult. I've seen near-collisions early in the morning on my way to work when the light is blinking and people forget there's only one lane when they make a left turn from EA Pkwy to N Ave, among other issues

- Pilot is awesome, survey not so much. Seriously guys, asking for names to verify it was only taken once per person? Not IP address or something else? It's the most 'personal' of identifying information and easy to lie about. I could take this thing 25 times using my neighbors names. Also, if we are supportive of the changes we could say we are dissatisfied with improvements because we want more, or if we are not supportive of the improvements we could say we are dissatisfied because we want less. The survey instrument is great. I appreciate the clarity in use and disclaimers, and I really like the photos/descriptions of various aspects of the project, but the actual wording of the questions and answers is occasionally misleading and ineffective. The pilot is awesome, but we need more. We need a cycle track with beautifully landscaped planters for barriers and the protected intersections Alta has designed and built in SLC for the entrances to 127. Also, the bike lane and sidewalk needs to extend all the way into ONE and connect

to good infrastructure once there. Full disclosure: I am a bike/ped planner as well, and if "doctors make the worst patients," planners probably make the worst survey commenters. Despite some of the challenges with the survey, you have all done an amazing job on this pilot! Thanks and keep up the good work!!!

- These new changes brought no ave right back to the stone age before the beltline wth were you thinking

- Everything on North Ave is slower. Did not make biking safer, it made driving more dangerous.

- The more and bigger and more solid the dividers between cars and bikes the better.

- when you turn onto north ave via the beltline, right across from the church. You have to turn so wide that it leaves inches between you and the oncoming traffic because you have to go wide around the white poles. Those poles are the most horrific idea I have seen. They can't be seen at night, they cause confusion and they are going to be dangerous in the winter. I give it 1 week before someone slides on the winter roads from the beltline and crashes. I travel this road 4-5 times a day. It will happen!

- I grew up off north Ave and still go regularly to visit my family and friends. It seems more dangerous and traffic is always backed up. The middle turning lanes are not safe or placed correctly. As for the bike lanes being so large...there is a bike path blocks away that people can also travel on. Take into consideration the people living in wards 4 and 7 before others in Burlington that do not have to deal with the inconvenience and changes.

- Overall, I support the project and changes. The North Ave & Plattsburg intersection does not feel safe as a northbound biker. As a car-driver, I very much like the changes. I do agree that the northbound left-curve immediately past BHS feels very tight with the new pickets/armadillos. Its probably fine once we get used to it, but I've read concern on FPF about limited ability to pull over for emergency vehicles. Are there alternate versions of this hardware that cars can drive over if they need to move out of the way of an ambulance? I also wonder about the annual cost of installing & removing this hardware for plowing, and about what protects bikers during plowing season.

- I think it's great. I do think that bicyclists should be required to wear helmets, especially when on the road. Biking the correct direction should also be enforced. The traffic flow has been so much better during the high traffic times.

- Congestion has not been bad. 7:45 headed south has been the worst

- The Miro Weingerger administration needs to stop trying to turn Burlington into a progressive utopia.

- North Ave. looks terrible and the traffic is awful, now. If bikes use the road, even though there is a bike path, they are often endangering themselves and others. Sidewalks are safer. If we have bike lanes, maybe, bikers could pay for them and they could be relocated away from traffic.

- The intersection of N.Ave and Plattsburg Ave for bikes going straight along the Avenue is quite terrifying, it needs a rethink with the light. I have no suggestions but do feel it's dangerous when I ride my bike through it. It

- My feedback is primarily based around my commute during peak travel times and trips to shopping center after work. I have to be at work in Essex by 8am mon-fri. I've had to move my leave time 10-15 minutes earlier to ensure on time arrival, especially during school. Lights have improved but turning onto or from north Ave still remains longer with current configuration. Turning onto Ethan Allen parkway coming from hannafords is sometimes safer to cut through rite aid parking lot which is posted no thru traffic. No issue with bike lanes. Turning into or out of Ethan Allen shopping center / leddy rd has not improved. Continue to experience driver confusion with lane markings around 127 off ramp. My experience during non-peak times has improved across the board, particularly the the light timing has really improved. I look forward to any adjustments to relieve congestion while trying to maintain 3 lane configuration if possible.

- To make the intersections better at the shopping center and Shore Road, left turn lights should be installed. Also, the bike lanes need to be swept more often. There is too much debris in them.
- This is long over due. Too many times as a biker I have had to deal with drivers on N. Ave. who were overly aggressive, not paying attention, and generally unaware of the difficulty that bikers face there. It will take longer for drivers during commute times and we all just have to adjust accordingly. One thing I have noticed is that many drivers in VT are not used to using the middle turning lane. Over time this too will improve leading to better traffic flow. Thank you so much for implementing this pilot; I hope it stays and hope you increase bike lanes throughout the city
- I wanted to give the pilot a chance to see if it will work. It doesn't work and I rarely see anyone using the bike lanes. It just causes more frustration and adds more time in the car.
- Worst Idea Ever
- Between the H.S. and VT 127 with the armadillos and pipes is hell and a few times now have witnessed ambulances fire trucks cops etc having difficulty getting threw because cars can't pull over. Also most houses built on north ave have NO driveway space for friends or family to park in so taking away parking away is not a good thing. Also this Winter when 9/10 vehicles don't take the belt line because of lack of proper care when storming north ave is going to be hell for traveling and a massive headache especially in the suicide lanes which again north ave is mostly not properly cared for by the city during winter. The bike lanes should be removed in the winter PERIOD. I also would like a investigation done of what a lot of us are hearing and it is spreading like a virus around the city that BURL PD WILL NOT PULL OVER OR TICKET BIKERS??? THIS IS IDIOTIC OF THE NEW POLICE CHIEF !!!! City wants extra \$\$ well if bikers want road rights it is totally UNFAIR that (WHICH I HAVE WITNESSED MANY TIMES DAILY) the BPD is not controlling and treating them like cars. I have seen many bikers run stop signs red lights and travel faster than my 25mph car!!!!!! And have seen it daily threw out the city. EVERYDAY if I was a cop I could pull over and ticket several bikers. TIME FOR THE CITY TO WAKE UP AND BPD before a biker gets killed because they think their above the law!!!!
- I'm curious why the closure of the bike path happens to be at the time the project is getting so much negative feedback! I hope it's not to curve results or opinion's because. Seems funny too me.
- It seems like a lot of money for a "pilot " project with the adding and removal of the obstructions and it certainly doesn't seem any safer
- For commuters on bikes, the bike path is not a good way to travel. Bike lanes in the road are the best option for the safety of recreational path users and commuters alike. A double stripe is all that is needed on North Ave, paired with driver awareness. Thanks for providing safe driving and biking I hope that the project is not reverted.
- I cannot comment on rush hour traffic, as I do not travel at those times.
- This should have only been voted on by the residents that live in the Wards where they changes were made. The language on the ballot was deceiving.
- One danger is that people use the center turn lane as a travel lane by getting into it way before they need to turn. It has caused a couple of near accidents as more conservative drivers move into the turn lane not realizing that someone is coming up quickly behind them.
- Although voices from the New North End carry justifiable weight in this evaluation, it is important to remember that those of us who do not live in that part of the city still go there, for recreational, shopping, work, and visiting purposes. Unlike other traffic corridors we're not just "passing through" but it is a destination. Whether in a car or bike, I always felt it was a hostile and competitive road, and now feel that both modes are more

reasonable and calm--especially driving. These improvements really make a positive difference in whether or not I will choose to spend time and money in the New North End. I am more willing now, for myself or my kids, to go there by car or bike to shop, eat at a restaurant, or use facilities like Leddy or the Miller Center.

- Bike lanes protected from traffic by posts and "armadillos". These barriers will be removed during winter. If a protected lane will be kept permanently, different materials may be used.

- I love the improvements. Thank you so much to the organizers and implementers who braved through the negative voices to make this happen. It is so much better than before.

- This was a terrible idea! Just wait till winter and you will see!!! Traffic is now terrible

- The traffic lanes are too narrow and the bike lane does not need such a large buffer. The separates are too close to the traffic lane in the area turning off the belt line. It feels unsafe when emergency vehicles need to come through need the high school as there is not much room for cars to get out of the way.

- Love the changes!!! VERY appropriate!

- I believe that the large oval shaped bumps that have been installed. My tire hit one as I avoided a small animal and my tire was damaged.

- With or without the bike lanes, I'd like North Ave to stay as a 3 lane configuration. It has slowed traffic down to a reasonable level (people can't fly down the Ave at 55 weaving from one lane to another anymore) and is much safer. The project has a lot of "haters" who seem to be completely against the changes because they think it was all done just to make bike lanes. I love the bike lanes, but even without them---North Ave feels safer driving on because it's not treated as a highway anymore.

- The light at the Hannaford entrance needs to go back to delayed timing. Everyone tries to turn at once because no one is willing to give the correct driver the right of way. It's very dangerous.

- I believe it needs to be more widely publicized that the purpose of the changes to North Avenue were not to accommodate bicyclists, but to lessen the frequency and severity of accidents. The bike lanes were an added bonus that could be accomplished with the initial changes.

- Thank you so much for the bike lanes!

- The Pilot Project is a significant step toward safely balancing the transportation needs of people on foot or bikes with people in cars.

- This was the most ridiculous pilot project I have ever witnessed. We have a beautiful bike path that the bicyclists can use. I have witnessed more people riding bikes on the sidewalk than in the bike lanes in the road. My travel times have increased. Getting out of a side road or even the bank parking lot is almost impossible. I have lived in the NNE all my life and hate this. This should have been voted on in our wards only not outside of the NNE.

- I love the New North Avenue!

- I bike almost everyday for recreation. I have lived off the Avenue for 30 years and before this pilot I have never felt safe enough to bike on North Avenue. Now I use the bike lane every day for recreation and errands at the shopping center. I love the safety of the bike lanes. And I also feel safer driving, without the constant lane changing.

- Thank you!

- Please put North Avenue the way it was. It was only the South end that voted for this. I have in this area for over 25 years, and I have seen more traffic and problems than ever before. I have NEVER heard of an accident with bicycles - until now! I do hope our tax dollars are not going toward this project. If we lived in a State that allows cyclist year round, then I would approve. How are the snow plows going to do their job with the cones and stakes? It takes me 10 minutes longer now to get to work.

- Replace all those barriers including the extra line with rumble strips
- Traffic is slower without a doubt but this is a positive thing. It is a safer road!
- I am dissatisfied with narrow north bound bike lane between St. Marks and shopping center. There are also bumpy sections in this zone which cause me to swerve to avoid them. I also find it disconcerting to bike by St. Marks Church when cars are not parked there as I feel vulnerable pedaling on the bike lane, afraid a car will zip by me on the right.
- North Avenue needs more crosswalks! The taller dividers between the bike lanes and the car lanes sometimes decrease visibility when you are making a left--in particular, it's sometimes hard to see northbound cyclists when you are in a southbound car and making a left onto the 127 ramp. During rush hour, it can be very difficult to turn left onto North Avenue from the Village Green neighborhood. However, it is definitely safer and the wait times are not much worse, so I'll take it. It's definitely an improvement. (I'd love to see the traffic circles installed! A traffic circle at the Ethan Allen Parkway light would allow everyone to turn right and go around the circle--that would be safer for everyone.) Also: I was stopped and waiting to turn left off of North Avenue just south of the shopping center and someone using the turning lane as a travel lane nearly ran right into me. Maybe it would be worth putting some islands in the center lane eventually so that it's impossible to use it as a travel lane? (Or enforcement from the police. I haven't seen too much of drivers abusing the turning lane this way, but it's scary when it happens.) Great job with this project. I love the new configuration!
- Thank you! I am looking to purchase a home in the next year, but I had never considered wards 4 or 7 before because they were so unsafe to access by bicycle! The high separators probably are not necessary but the new configuration has made biking on North Ave a pleasant and safe experience, and I think easier to drive on too.
- Wondering why our wards both 4 & 7 voted down the "pilot" and city wide it passed? The traffic doesn't effect the other wards. When do we get to vote on the permanent decision?
- I appreciate the bike lane for giving me a designated space in traffic, but the condition of the road surface in the lane leaves much to be desired. Patched pavement, protruding storm drain covers, and deep puddles are hazardous.
- I cannot stress enough how much of a positive impact these changes have made. Driving, I can turn left out of the Village neighborhood in much less time than before (unless I am stuck behind someone who doesn't seem to understand that you can turn into the middle lane before merging right). But mostly, I now ride my bike along North Ave instead of driving downtown. I think it is really, really great and I sincerely hope, for my sake, my family's, and the other kids and families who are concerned about the environment, their safety and the safety of others, that this continues.
- I think that this is an issue that was not voted for by the North End residents, I have lived in the north end for over 53 yrs and when this was a 2 lane road and the traffic was a bottle neck and when it snowed and took 45 minutes to go from Battery Park to the shopping center. When the voters from the other wards don't live out here they don't really understand how this change has upset a very large amount of the residents who live here !!!
- Bike lanes help, but the bike lanes disappear where needed most- by North St.
- The intersections remain problematic -- drivers are way to quick to pull out onto North Ave regardless of who/what is coming. The sidewalks all over the NNE need some attention -- there are a lot of potholes, overhanging trees, cracks, grass/weeds encroaching. If we want a walkable neighborhood we need to create inviting spaces. The bike lanes are awesome though--hope they get to stay!
- I've noticed a considerable decrease in speeding. A minor increase in congestion and a small increase in wait time trying to access or cross the Ave.

- The last traffic study showed 4 lanes needed for North Ave and our traffic has only increased. I am dissatisfied with the extended commute time as it has almost doubled now. The armadillos and white posts are unsafe. You cannot pull over for emergency vehicles. Bikers are not following traffic rules. I regularly see them go through red lights, cross in front of cars at the intersection of 127 and North Ave. All unsafe. I think we should return to what we had. There is a bike path on the water.
- Please tell us how you are going to plow around the turtles and white polls.
- I am an active female, I run and bike a few times a week for exercise, but PLEASE GET RID OF THE BIKE LANE. North Ave is a mess now, I am late for work every morning and coming home is a nightmare. It takes me an extra hour of my day for my commute to work. As much as it seems like a good idea, it is not convenient. Especially when we are a state that cant even use bikes or run outside year round. I would like to take a survey of how many people use that lane November-March, I can grantee it is not many. We have 2 beautiful bike paths that tax payers and the city pay a lot for, people need to USE THEM.
- I don't mind the 'armadillos' to much but I think it would be very helpful to have some painted cross lines between the street and bike path lines at all areas. Especially when you turn right on N. Ave coming up from the Belt line. All those parallel lines there are very confusing. Also that divider pole is way to close to traffic in that corner.
- The turning signal on and off the beltline (VT 127) is very confusing, particularly coming off the beltline and turning onto North Ave. Some people wait until the light turns green, and others turn when the red arrow is flashing, and North Ave is clear of oncoming cars. I think a flashing yellow light would be a less confusing signal. Just my two cents!
- The traffic is so congested in the morning. I leave my house at 7:30 to bring my child to school and it takes 5-10 minutes just to pull off the street. I have yet to see a bike in the bike lane since this project started. I have seen joggers and strollers but no bikes. They must use it while I am at work which I am now 15-20 minutes late for every day.
- As a parent and a regular bicyclist, who also drives on occasion, I LOVE these changes, and in fact I wish there were even more infrastructure to make the roads safer for everyone.
- I think it has increased vehicular congestion significantly and I have seen NO increase in bike traffic and practically no bikes in the new lanes.
- I clicked that the driving has become less safe as I'm concerned that drivers are acting in reckless ways due to aggressive moves into the turning lane, attempts to drive around the bus etc. I'm also worried about implications during the winter and how the bike lane will remain free of debris etc. I am a very big supporter of the move to three lanes with protected bike lanes, but would love increased monitoring that traffic is moving in safe ways as I do still have concerns that many drivers are acting more aggressively and are not responding safely to the new lane configurations.
- The north bound lane near 127 is not safe for bikers. Car are making a left hand turn and do not yield to bikers who are going straight. There needs to be a sign or signal to inform cars to be looking for north bound bikers.
- Love the changes, please keep them and continue to evolve further. Would prefer physically separated bike lanes from traffic by a curb or otherwise. Just came back from Amsterdam where this vision is a reality and a beautiful one at that. Tension between motorists, cyclists & pedestrians is inevitable but improving the infrastructure to modern standards can alleviate a lot of the pressure points and make transportation a more pleasant experience for everyone. The initial Pilot Project has already proven that much and I fully support it.
- The only thing I don't like is the armadillo things. I think they're stupid looking and would rather have the tall bar things all the way along. Otherwise I love the whole project.

- I love the changes in North Avenue. I am not a frequent user, but to me it seems so much safer, and clearer as to where I should be driving. Nicely done!
- I LOVE the new configuration of North Avenue. I have a 9-month-old daughter and feel so much safer with her, both driving AND walking. Please don't change the configuration back to the old-fashioned, car-dominant, unsafe North Avenue!!!!!!!!!!
Specific comments: turning onto North Avenue is so much easier and safer now; noise reduction in our neighborhood due to reduced acceleration on North Ave; I used to get tailgated/passed on North Avenue daily because I was "only" driving 5 miles above the speed limit -- now this problem is nonexistent. I LOVE the armadillos and barriers. It's so easy to wander into the bike lane, even as a conscientious driver, without these visible barriers. THANK YOU!!!
- Bikers STILL are not following rules of the road causing dangerous situations at ALL red lights and stop signs. They do not pay attention to their surroundings
- It would be ideal if this project can go the extra block to battery park, which would link it with downtown a bit more, rather than stopping at North St.
- As a biker, I found it somewhat challenging to get out of the bike lane and into traffic to turn. Also, I'd love to see bike lanes continue to Battery Park, etc. I was almost run down by a speeding pick up truck biking near Lakeview Terrace.
- I LOVE having turn-out lanes! It is so much easier to navigate North Avenue by car now. I'm also pleased with the improved intersection at Shore Road. It's great to turn north from the Ethan Allen Shopping Center and then stay in the same lane to continue down North Avenue, rather than abruptly changing lanes at Shore Road to avoid getting in the left-hand turn lane. In terms of the bike lanes-- I have only used it a few times since the pilot (because I mostly get where I need to via the bike path) but I am so happy with the bike lanes. The first time I rode my bike on North Avenue a few years ago was so nerve-wracking that I decided to never to it again. But now, with the dedicated bike lane, I feel quite safe. My ten-year-old, however, does not and still rides on the sidewalk.
- The only aspect of the bike lanes that I would like changed is the bike lane/right turning lane onto Plattsburg Ave as you're going north down north ave. Drivers aren't used to slowing down while turning right and they aren't aware that bikers are moving to the left in order to go straight. Otherwise I love the bike lanes! Such an improvement to feel safe biking down the street and to move the bikers from the sidewalks to the street is a bonus while running/walking as well.
- Overall, I think the project is a success, but could use some tweaking. Afternoon from 5 until 6 are heavily congested with a lot of traffic backed up. This obviously leads to longer commutes, more idling and emissions. There have also been several times I have seen drivers using the passing lane as an additional lane to get around traffic creating a dangerous situation for other drivers.
- I was amazed at how much more comfortable it was to both bike and drive after the changes!
- I think the biggest benefit I have seen is there are not so many cars swerving in and out of traffic from one lane to another. I have seen an increase in bikes. I have also seen an increased level of congestion Southbound in the morning and Northbound in the evening. Cars still slip into the center turning lane way before they should to zip by and make the left on Shore Rd when heading North. I got stuck on the hill right before the high school heading south, when emergency vehicles came by. There is nowhere to go with the posts and the armadillos and no center lane.
- As an older cyclist no longer use painted lanes/sharrows on busy streets, including North Avenue. Did try out the cycle track demo.
- Let wards 4 and 7 vote one what happens in our area and leave the rest of the city out of it.

- As a cyclist I feel safe with the high pole barriers between the bike lane and the automobile lane. However, as a driver I prefer the armadillos as they don't make me feel claustrophobic. Either way I'd like to see some sort of physical delineation between the lanes. Additionally, I'd love to see the removal of parking in front of St. Mark's and, if there's room, the addition of a center turning lane North at least as far as Woodbury. Lastly, we need more crosswalks. I appreciate soliciting feedback and I love that we're not just asking people how they feel but we're using hard data to examine the success or lack thereof of the pilot. Thank you for all the hard work and thoughtfulness that's gone into this project; driving through the NNE actually feels like neighborhood driving now.
- In Peak traffic, it takes a really long time to turn onto Ethan Allen Parkway when coming from BHS.
- I live out of Burlington but still do all my shopping and have family in the area I use north ave a lot and I hate the new set up. I lived off the avenue all my life and loved the way it was. The traffic flowed and now I have never seen so much congestion in my life! Somethings got to change!
- Overall, I'm very happy with the changes to North Avenue. I feel the road is much safer for all and cutting in and out of lanes to beat traffic has ceased. I've noticed no additional travel time. One big issue I have is with the lane delineation from the High School to Rte 127. I'm not sure what purpose they serve but I feel they make that stretch more dangerous than if they were not there. Markers are too close to the driving lanes and cause drivers to crowd in towards the center line. As someone who frequently rides a motorcycle along that stretch, I feel far less safe since any evasive maneuver (which is more likely due to cars crowding toward the center line) would cause me to hit one of the armadillos and certainly crash. I really, really hope they are a temporary means of keeping people from parking along that stretch as I feel they were not well thought out.
- I'm happy with the changes on North Ave., please make safer bike paths in other parts of Burlington too!! Thanks!
- Please continue the bike lanes heading south all the way past the police station to Battery St.
- Mostly love it! Bike lanes need to be repaired/repaved though, it's very bad for bikes and unsafe to have so many potholes.
- I used to strongly dislike driving on North Ave because the lanes felt very narrow. From my observations, cars would frequently speed up in the left lane and then, when they approached a car who was waiting in the left lane to turn left, would need to quickly hit the brakes or move to the right lane. I feel significantly safer as a driver after the lane changes. Occasionally I feel like I cause some traffic delays when turning left onto Heineberg Road, coming home from work. I'm not sure if there would be space to create a turn lane in that intersection, but it might help. As a bicyclist, I avoided North Ave prior to the Pilot Project due to feeling unsafe. After the lane changes, I bike on North Ave a couple times a week. Great job, I hope the lane changes are here to stay!
- I have noticed NO slowdown in car traffic, continued disregard of rules of traffic use by MOST bikers, continued use of sidewalks by majority of bikers, and loss of access to my brothers house on north ave.
- I believe safety while crossing through intersections will improve with continued education of motorists, cyclists, and pedestrians. Please also provide more frequent and consistent enforcement of traffic and parking regulations along North Avenue corridor. Thank you!
- I've noticed more people biking on North Ave. since the installation of the pilot project. I also see people going around a vehicle turning left and veering into the bike lane. The condition of the pavement in the bike lane going south is not good: fills with water and cyclists have to veer around the drains and into the car lane. Also there are drains that are

not flush with the pavement that really jar my truck!! Overall, the traffic is calmer-no one races down the "ave" anymore. Turning left is safer.

- The crosswalk at Berry Street and Washington Street is very unsafe. The crosswalk signs and a variety of poles and other signs actually make the person trying to cross the street from the Washington Street side invisible to drivers.
- I am enjoying the new configuration and looking forward to seeing some changes on many of the intersections along North Ave which seems to have some issues as far as flow of traffic and safety concerns.
- As a cyclist I utilize the existing beautiful bike path - I would not ride on north avenue in fear is my safely . The tragic is too congested on the road. I see many bikers still use the sidewalks
- The only real problem you have is the route 127 intersection. Because the city has not done a double buffered bike lane marking there or above or yet done enough to really protect the bike lane, car turning right from 127 is potentially dangerous to cars and bikers on North Avenue -bike lane symbols should be employed on pavement painted and bike lane signals at lighted intersection should be used
- I am very dissatisfied with the changes made to north ave. The congestion of it all makes driving on north ave very unsafe and the middle lane is a problem and also is very unsafe to have. I am completely against the changes made to north ave.
- While driving SOUTHBOUND on North Ave., the left turn to Ethan Allen Pkwy. is now more inconvenient/unsafe than ever before. This left turn lane requires a LEFT GREEN ARROW to make it safe/practical. I have actually witnessed police avoiding this by driving through the Rite Aid parking lot (posted NO THROUGH TRAFFIC) as do most other drivers. I would be happy to discuss this issue in more detail with anyone that would like to email/call me. 658-5192 or 233-4181.
- It's a great improvement! I finally feel safe to take my kids up north ave on our bikes.
- My only wish is that parked cars would be between driving cars and bikes, rather than bikes being between driving cars and parked cars. A layer of iron and steel between you and traffic is the safest options! Otherwise, I've found less impact than expected on traffic and better impact than expected on biking.
- Additional bike lane protection and flagging is needed when the bike path is closed between the Texaco Beach and North Beach this fall. This is particularly important to protect students biking to and from Burlington High School.
- While driving toward the Ethan Allen shopping center, turning the corner around BHS, I had to hit the white poles and slugs in order to avoid a bus veering into my lane from the opposite direction, causing damage to my car. If those werent there, i could have easily pulled over without causing damage to my car. Very dissatisfied with those
- I love it! I am much more comfortable biking on North Ave now. I hope the bike lanes stay around forever!
- (1) To run left onto Saratoga, I have to cross a solid yellow line. (2) Configure the stop light sequence at Route 127 ramp to create breaks in the Northbound traffic from that intersection; the through traffic plus ramp-exiting traffic creates a solid stream of traffic north of the intersection during end-of-day commute, making turning left onto North Ave difficult. (3) Educate drivers that one can turn left into the center lane and then right into the driving lane; this prevents lines from the side streets.
- I think it would be nice if there were mini-classes/workshops given around the North Ave community or maybe via a podcast or YouTube video to inform people of the proper ways to drive the new configuration, what the expectations are for cyclists, what the traffic laws are, could be given by the Chief of Police or another police officer.
- While I fully support the pilot project and feel overall it is safer for alternative transportation, the markers blocking the bike lane near the 127 intersection can be

distracting while driving. I have experienced them blocking the view while trying to turn off 127 and making it hard to see/notice bikers in the lane.

- change it back to the way the avenue was.

- I love the new configuration on North Avenue! I bike to work in downtown Burlington from Shore Road almost every day, and the new lane configuration allows me to get to and from work safely. I am also able to easily access the Bagel Shop, Hannaford, Bessery's, Ace, and other businesses off of North Ave without having to get in the car. To get to these places by bike before would require riding partially in the car travel lane. Now, with a dedicated bike lane, I don't feel like I am in the way. What has struck me the most about the new layout is that as a driver I feel calmer and actually find myself and the other vehicles around me going the speed limit. It was so easy before to find yourself keeping up with passing cars and trying to quickly maneuver around turning vehicles. Now the drive to and from home is easy and the time that it takes does not seem to have changed at all, no matter what time of day. This project has transformed the Avenue from a high speed thoroughfare into our neighborhood main street that it should be.
THANK YOU!

- Such an eyesore

- Great job, people!

- Bike riders should go on the side walk not roads, it's too dangerous for both bikers and cars for them to be in the roads it's very inconvenient for car drivers!!

- I feel if bicycles are given this much of the roadway - they should have to register and inspect their equipment. Also why are we spending millions on renewing the bike path?

- Overall, I'm so happy with the changes to North Ave! It's so much safer, and feels more like a neighborhood thoroughfare instead of a race track. I think the markings would be clearer if there were diagonal hashmarks in the buffer between car and bike travel lanes, so I hope those can be added to the permanent design. (I really hope there is a permanent version of this!!!)

- The project may look good on paper, however, you still see more people riding their bikes on the sidewalks than using the bike lanes. For those who choose to use the bike lane, there is an added danger for cars making right hand turns on to side streets with bicycles in their blind spots. Bicyclists riding in the street for the most part do not follow traffic signals and are more of a liability to motorists. The Burlington bike path was designed as a recreational path, it has access to all major points along north ave (Leddy, BHS, Ethan Allen Shopping Center, North Beach) why not invest in maintaining the bike path so that bicyclist have a safe and smooth place to ride as opposed to dodging motor vehicle traffic that can potentially injure or kill someone.

- What a waste of money and I have hardly seen the number of bikers rise. Lastly, I bike often directly starting and finishing on North Ave, I think it is less safe now.

- Have been a long time user of North Avenue. Since the Pilot began I have tried to avoid using North Ave as much as possible.

- I grew up in the new north end of Burlington and travel there frequently as majority of my family still lives there. I do not feel that the changes have made North Ave. any safer for cars or cyclists and do not feel the change was necessary. I do not see many cyclists using the bike lines or abiding by the traffic laws, which makes it very unsafe. I do not understand why this was done in the first place, the bike path runs parallel to North Ave. and while it is true it does not get plowed in the winter, the road is not a safe place for a cyclist in the winter either. Traffic has slowed, the middle turn lanes are not being used properly and the black humps and poles all over the road are distracting and ugly. I honestly hope North Ave. goes back to 4 lanes and if this is to go to another vote, Wards 4 and 7 should have the final say. Thank you.

- Gaining access to North Ave is a real problem now. I want the 4 lanes back. Traffic is continually backed up with only one lane. There are also very few bikes using these new lanes. With the 4 lanes traffic moved much quicker for access to North Ave. We paid a lot of money for the bike path. Let people use it and get off or on at Institute Road and be completely safe and not inconvenience the thousands of people that live in the North End.
- The bike lane is the stupidest thing ever done on north ave. there is a bike path that is only blocks from the road at all times. There is no need to disrupt traffic for bikers that don't even follow the rules of the road.
- These updates to North Ave are the most inconvenient and dangerous road alterations I have ever experienced during my 23 years of living in Burlington. There is high congestion which causing dangerous driving by some individuals, people in the bike lane do not know how to properly use the lane and due to limited lane diameter I have found myself close to getting into a crash with another car or a bike rider multiple times since this project was started. The lanes are inconvenient to the flow of traffic and create unsafe situations for all drivers, passengers and pedestrians in the north avenue area. This is the worst decision the city of Burlington has ever made for its residents. This decision should have been left up to the people who work, live and attend school or religious services in this portion of Burlington and not Burlington as a whole. I do not believe that this decision was made in the interest of the citizens of the old and new north end.
- The high low delineators freak me out. I think if I hit one I will bounce off the road. I have a small sports car and they seem dangerous for small cars. Maybe I am wrong.
- The removal of parking lanes from Shore Road to Plattsburg Avenue has created a remarkable driving and biking experience. The three travel lanes from 127 to Shore Road creates the feeling of a wider street, with more space and even traffic flow. Overall, travelling North Avenue by car or bike is calmer and feels safer. Regarding the physical barriers between travel and bike lanes, the tall white barriers are great, but the armadillos seem useless and potentially dangerous for both cars and bikes.
- I commute to work every day driving down North Ave. The time it now takes me to drive down North Ave has almost doubled. One lane does not feel reasonable, especially during busy morning commute.
- I must state that I do not walk in the bike path I use the sidewalks. I do not bike in the bike path it makes me very uncomfortable. Please please remove the white poles. I have been in traffic when the police, fire and other's came screaming up on me and I had no where to go and I won't run into the white poles and wreck my car and felt bad because if that was one of my family members needing help and the help was stuck in traffic ...well you can guess how it would make you feel. we have two bike paths on either side of No. Ave. lets put the money into them and put the No. Ave. back to 4 lanes. thanks for your time on this matter.
- It would make more sense to use the beautiful and safe bike path as well as the sidewalks, rather than create traffic jams and unsafe places for students to get to and from school.
- North Avenue is a city wide street connecting to many regional destinations such as parks, beaches, schools and grocery stores. The ENTIRE city deserves to decide whether the project remains. Lets do the right thing and keep the bike lanes. It's so much safer for everyone.
- Would like to see a few of the aramdillios on the stretch between Shore and Plattsburg Ave to discourage passing on the right.
- It would be nice if there was an easy way to get from Scout to Downtown BTV by bike. It gets a little tough to bike after the protected bike lane ends, which inhibits the ability to commute via bike.

- I am very concerned about the safety of bikers. Changes made on North avenue have been some of the many steps need to be done to promote bike use and assure safety.

Thank you

- I dont understand the need for the bike path. Aren't we spending millions of dollars on a bike path along the lake? There's more consideration put into the BIKE LANES than there is the car traffic and the cars don't have an alternative path to use.

- The road dividers are visually cluttered and confusing to drivers. Just too much to track all the lanes, the armadillos, the poles. Just awful. The amount of traffic is awful. No. Ave needs to be 4 lanes. I have seen a total of 4 bikers in the bike lanes since August. They are not being well used enough to justify the schange.

- I was surprised to discover that I liked the changes; less weaving or cars and love the center turn lane. But I don't drive the Avenue during rush hour....wondering if the congestion has increased.

- This is the most ridiculous modification made to North Ave. As a taxpayer who pays taxes towards the upkeep of a bike path I believe adding a bike lane is ridiculous. Bicyclists do not always follow the rules of the road therefore should not be allowed to be on them.

- My list of complaints & comments: the reflective dividing poles blind you from seeing bicyclist at night who have no lights, turning lanes & intersections are too narrow, bicyclists do not adhere to traffic motorist laws of the road, the South Bound turning lane into Rite Aid needs to be lengthened, traffic gets too backed up at busy times, it is too difficult and dangerous to get out of side streets onto North Avenue due to backed up traffic lines because of the single lanes, bicyclists cut in and out of motorist lanes/bike lanes/and sidewalks to their convenience (you really have to be alert for them darting in and out even though they have marked out and convenient bike lanes), I do not like the longer wait time getting off of Ethan Allen Parkway at the light, I would like to see the two belt-line ramps re-activated (I do not see increased bicycle traffic to warrant their closure), turning right onto North Avenue coming off the beltline and turning right onto North Avenue the turns are too narrow (I drive a full-size pick up truck), in my observation many bicyclists are no longer wearing helmets because in my guessing they are feeling too safe in the designated bike lanes which I feel is wrong, policing needs to be done for motorist and bicyclists alike and all bicycles need to be registered. Thank you!

- I drove everywhere prior to the pilot. But since the changes on North Ave have gone into effect, I've started biking to work every single day. I grew up in Burlington, and for the first time in my life, I feel safe on North Ave, both as a biker and as a driver. The pilot has made the avenue a less scary road to drive on, and I don't think the change from 4 lanes to 3 has negatively impacted the flow, except to halt the unsafe high-speed passing and changing lanes that used to happen where the avenue was 4 lanes. I love the pilot. It makes me bike more often (therefore reducing traffic by another vehicle) and it makes me proud of my city. I am impressed with the ways in which Burlington is stepping up to become a bike-friendly city like Portland or Montreal. I think it's the right direction for our city, and hope that we will continue to move forward in this direction. It's such a positive change for the New North End!

- This pilot program was implemented without overal concesent. The question on ballot day was purposefully worded to confuse voters, this was also put to vote across Burlington when citizens living in the south end should not have a say as they do not frequent the area as much as we do. This was a stunt pulled by the political body that rules over Burlington and as a voter, citizen and live long Burlingtonian I am outraged and overly displeased.

- I grew up in north ave 26 years now. Went to BHS. Since the pilot started traffic has been horrendous. Iv seen all of about 20 bikes in the 50 or so times iv driven through.

The humps near BHS are very unsafe and during rush hour and fire truck would not be able to make it in between the cars cause they can't pull to the side with them in then way. If you want to make it safe for bikers. Tell them to use the SIDE Walk. That's what it was originally intended for. Bikers do not pay Insurance or registration or taxes to use the road so why are we moving out of the way for them. Most of the bikers don't even follow the rules of the road. This pilot is ridiculous and unsafe and uneconomical for the people that drive that road every day. Please change it back. The bikers have the bike path if they don't want to ride on the side walks.

- My number one complaint regarding the pilot is around the 127 intersection changes. Traveling south on North Ave., turning left onto 127 is next to impossible during busy commute times. The northbound North Ave. traffic is constant, with no breaks to make a left hand turn on to 127 - I can't believe the light only flashes yellow! Only one car can make the turn per light cycle, and only if they pull up and turn after the light turns red.

- I think it is safer with cars not switching lanes carelessly but I do notice cars pulling out onto North Ave. without stopping first, often directly in front of oncoming cars (idiot drivers!).

- I actually go to the New North End MORE now to do my shopping because it feels much safer, both driving and biking.

- I like the flashing pedestrian cross walks on Pine St.

- **I feel like a very large sum of money has been spent on a very small population of bicycle riders. **I am lucky to not have to travel during peek traffic hours too often because the few times that I did it was frustrating!

- The bike lane has become a jogging, and skate board lane. This is not necessary with the beautiful bike path we have. The bikers do not follow this laws of the road. The polls and rocks on the road by the belt line and high school looks like trash. They are only on the north end.

- The poles used at 127 and on No Ave as well as the armadillo type things are horrible.

- Love the new configuration. Safer for bikes AND driving!

- I think the poles and armadillo eggs , for lack of a better description, are distracting and look like clutter

- I have to plan an extra15 min, at least, to get to, and from, where I need to be. There was no easy way to get out of North Burlington before this project.

- With the current changes, I DO NOT feel as safe as I felt before the changes, driving on North Ave.

- One thing that is annoying is the number of people crossing North Ave with no regard to the traffic. Sometimes you just can't fix "Stupid"!

- Getting off of 127 taking the right onto north Ave.is far too tight. Many many close calls. Too close to lane of cars waiting at light to go onto north ave. larger vehicles especially have hard time. Bike lane should be made smaller here

- I like the concept of physical barriers between the cars and the bikes. I know that the current barriers are temporary, but they are ugly. It would be great that if this project moves forward, that we use this as an opportunity to visually enhance our community.

- I can't tell you how many times I have seen bikes riding on the sidewalk on North Ave. What are the bike lanes for? Also, bikes don't stop at red lights or stop signs. Frequently go the wrong way in the bike lane. Don't have lights, don't use turn signals and generally brake all of the traffic laws. Would the police stop a car with no lights at night? You bet. Why don't bikes get the same treatment. I can't wait to vote in the next election Mr. Mayor!

- I've witnessed vehicles nearly coming to a stop as drivers are uncertain if they're entering a construction zone with the short and tall barriers, particularly near the high school. It's

so narrow, oncoming cars have also hit those small barriers numerous times and I fear they will result in a crash from the bounce-off or people trying to avoid them. Also, I have real concerns about emergency vehicles getting through when people try to pull over. I'm a cyclist and I believe double white lines are sufficient, like in every other part of the city. It almost makes me more nervous riding near these barriers, worried a car will hit them and veer.

- The armadillo shaped things on the side of the road & the posts are a real accident hazard, especially in winter. It takes much longer to turn onto North Ave. from the side streets and there is based up traffic where there never was before.

- The traffic is more congested on North ave in front of my house. 2nd I can not pull out of my yard, if traffic is in the other lane because of your barriers you have up as i have to pull in the other lane or hit the barriers that makes it unsafe. the bikers dont stop for the lights or obey the road laws buy nothing is done about that you put and additional million on the bike path allso not counting what you put in this pilot program your prioritys sure are not with the residents that it affects it got turned down by wards 4 and 7 whom it affects, so you let the vote go to all of Burlington I think your priorities do not reflect the residents who are affected by this

- It is not something specific to the No. Ave Pilot, but there REALLY needs to be education done for cyclists and drivers both as to the rules of the road regerding bikes!

- I see no reason to cut off the entrance to the Beltline (127). That is real stupid move. Unless you are trying to back up traffic.

- As an avid biker who lives in Burlington and visits the New North End regularly to visit good friends, I am very happy with the Pilot Study and plans for North Avenue. Thanks for your work.

- I was unable to pull to the right for an emergency vehicle when I was between the poles and bumps near the high school.

- My only problem - and it's a big one - is the fact that you took away the left turn arrows in the northbound lane on the lights at the shopping center and Shore Road. I use Leddy Park road now to get into the shopping center. If you try to use the lighted intersection to get into the shopping center you can sit through two or more cycles if traffic is heavy in the other direction. I use Shore road to get home and I find it more dangerous because people are cutting in front of cars coming from the Colchester direction. Please put the left turn arrows back.

- I have previously submitted them to the City with no response??????

- Timing of lights needs work. Sometimes difficult to turn left onto 127 heading south. Also, southbound traffic backs up past and completely blocks Lakewood neighborhood access so you can't get in or out of Lakewood during morning rush hour.

- difficult to turn onto Shore Rd at light (no advance green or arrow). Bike lane by Hannaford to Shore Rd is very narrow with only 1 line of paint. I still ride on the sidewalk for safety. Don't like the turn off North Ave onto 127.

- Please be brave and visionary for an inclusive community where multiple modes of travel are respected and encouraged.

- The low and high barriers appear to be preventing the use of street sweepers to keep the bike lanes clear of stones and debris. In addition, in general, the bike lanes are dangerous to bikes because of the debris, rough areas in the roadway, and drainage grates which are not very bike friendly. If these get much worse they may force some bikers into the car traffic lanes in some spots.

- I would love to see some bright paint coloring the bike lane in difficult intersections to make it more visible. In particular, the intersection with Ethan Allen Parkway makes me really nervous while on a bike. I think more consistency with the bike lane markings would make it easier for drivers to understand, for example, using armadillos all the way

along or a double line all the way along. It's also a little confusing just north of 127 when the bike lane does a long gradual slant to the right while getting more narrow.

- I really like the Pilot Project. It has slowed the traffic and congestion is not too bad in the morning. I do not like the white poles around BHS because it makes it kind of tight for drivers. Also, coming off the beltline and taking a right at the light also feels like a tight squeeze with on coming traffic getting ready to get on the beltline.
- My dissatisfaction is only with the North Ave/ 127 intersection at night for bikers headed north. I was almost hit as I traveled through a green light by a driver who sped up to make a left on the blinking yellow onto 127. I hope there is a safer accommodation that can be made at this location. Otherwise the pilot has met all of its goals, at least in my opinion.
- The most difficult areas are the entrance and exit from 127, the right turn (driving north) at the traffic light (near Rite Aid, do not know name of street) and the right turn (driving north) into the Rite Aid parking lot.
- South by St Marks seems like a logical place for a turn lane for Heineberg Rd. Why keep that on-street parking?
- I've lived in the New North End for 45 years. Walked North Ave everyday doing my paper route as well as going to school. Other than the fender bender I got. I can't remember any accidents on North Ave. If and when I want to get to downtown I use the bike path because there are no motor vehicles allowed. Seems a little dumb to me to ride on north ave when you can have a beautiful view of the lake. The winter time is another story. But my bike is already hung up by then. And it seems like my tax dollars could be a little better spent than paying to remove objects off the road so the snow plows can do there job.
- We cannot afford to maintain two bike corridors in Burlington from the new north end to downtown.....especially with the millions of dollars that we are investing in the Burlington Bike Path to upgrade, relocate sections and maintain it.....and it is only a half mile from North Avenue. Bike traffic needs to be funneled to the bike path and the original configuration of North Avenue needs to be restored. Traffic does need to be slowed on North Avenue in the 4 lane configuration. Our police chief can probably recommend the best of the many options available to do this.
- Couldn't submit my email for further surveys. Said it wasn't valid. Jacobholz@gmail.com
- Pilot program should go through winter months to see how the snow treats us
- Hardly ever see a bike on North Ave. Traffic backed up going from/going to beltline. Extremely unsafe by Burlington High School. If there were cars in each lane, there is NO where to pull over for emergency vehicle. NO WAY.
- I think it is VERY important for the City of Burlington to LISTEN to the people of the north end and honor THEIR wishes on the road traveled by the residents daily. The city is gaining a reputation for turning a blind eye to the tax paying residences in this city.
- I LOVE North Avenue like this. Growing up in the new north end it was always difficult to travel down North Avenue. But now I feel like it is much safer, when driving in a car or riding my bike. Thank you for the changes, I hope they stay.
- 1. Turning off of North Ave onto Ethan Allen Parkway is still a nightmare and unsafe. It doesn't make sense with the way it is set up. There really needs to be a designated right then lane there. For the safety of drivers and walkers. With only one lane, you now have to sit and hold up traffic if the main light is green and the right turn light is blinking red (or if kids are crossing). You also now have to worry about the bike lane to your right too!
- 2. I discovered the other day (and thankfully avoided an accident) that the set up of the bike and straight vs. turning lane at the high school when you're headed south is very unsafe. To have bikers between the straight lane and right turn lane is nuts. This makes them very vulnerable if they are in their lane and you need to get to the right turn lane. If

there are a lot of cars, it's easy to miss them and it also makes it hard to get into the right turn lane if the timing is off.

- Need improvement at the intersection of North Ave and Ethan Allen Parkway

- Based on my almost daily experience of navigating North Ave during the pilot project, it is my firm opinion that the changes to North ave should not become permanent. I have personally experienced several frightening situations where there has been a delivery truck or bus or car "parked" at the curb when an emergency vehicle can be heard approaching - and there are cars passing in the center lane to avoid the blocked car lanes. Because there are a number of adult care facilities in this area of Burlington, we have daily recurring encounters with multiple fire trucks and emergency response vehicles. The pilot project has resulted in a great deal of uncertainty as to where to go - and I am told that cars should stop in the car lane, in effect treating the bike lane as a lane filled with parked cars - but that is not happening and I have observed some near misses when cars attempt to go to the curb lane when there are bikes already in the lane. I have also seen cars using the center lane to "pass" UPS delivery trucks and buses in the right lane area - when there are emergency vehicles attempting to move quickly to respond to their calls - also in the center lane. The bike path is closeby and is a much safer and already well funded means for bike travelers. Given that the road markers have to be removed in the winter for snow, really what is the point? I also am advised by my husband that there is an increase in the amount of broken glass in the bike lanes - likely due to the fact that you cannot sweep that area with the barriers that were erected in the pilot project. Burlington has invested wisely and well in our bike path and it is championed and recognized by those within and from outside our city as one of its best features. Let's let it shine and not waste precious resources to try to create yet another bikeway that is not as safe for cars or bikes.

- Go back to the way we used to travel, with 4 driving lanes.

- I haven't seen an increase of bike riders on the Avenue and the ones I have seen are riding on the sidewalk. I have seen an increase in traffic congestion and travel time.

- The multiple lines for the bike lanes are VERY confusing. The car travel lanes are too narrow from the light at Institute Road north to the beltline. Move the barriers. Turning north onto North Ave from the beltline is too tight. Move the barriers. The left turn lanes at Rite-Aide and Village Green are difficult to smoothly maneuver into. It's impossible to turn left from Village Green onto North Ave at busy times unless you use the left turn lane

- It SUCKS hard to drive and turn back onto 127 from North Ave. Hate the tall post things hard to drive with at night.

- I started out as a supporter of bike lanes and useable and safer streets. The statement that you aim to reduce severity of accidents on North Ave is interesting: I have never seen an accident on North Ave and the city's claim that it is a dangerous road is fabricated without any data, contrary to the task force claims. The state did not show any such data at the task force meetings. The city appointed a task force that turned supporters of bike lanes like me into opponents due to their tactics and process. There are very few bikes on the avenue now, and the ones that are usually use sidewalks and there will be fewer bikers if any once it gets colder. This is a project that pits the wants of a very few, which is a special interest with insider business profits, against the needs and safety of many. Unfortunately because of lack of involvement of true stakeholders and finding common ground in this and other decisions, many in the NNE have lost faith in city leadership. Instead of bringing people together they have succeeded in dividing neighbor against neighbor.

- This project is and will continue to be a waste of taxpayers money. The bike path is totally adequate and duplication seems like someone's political ego is trying to gain some votes without regard to the people that must travel these roads everyday. The whole

project appears to be poorly engineered and will require annual maintenance costs that are unnecessary. You would serve the community better by spending the dollars on the bike path itself and returning North Ave to its original and intended use. My advice - kill this project and do something positive for the community.

- One thing that is very frustrating, that traffic, turning left, onto Shore road, during the time period of 3:30 to 6:00, must sometimes wait, 2-4 light changes, before turning.

Why was the left turning arrow removed, from light, entering the Ethan Allen shopping center? Sometimes the traffic, is backed up, into the traffic follow.

- I am very pleased with the calming effect of the new configuration. Either by bike or by car I am much more comfortable on the avenue.

- First off, this should NEVER have been opened up for non new North End residents to vote on! This whole plan was very badly planned, and implemented! People who never have come down here, got to vote on it, and they could not care less HOW it affects the residents. We waited YEARS to get a turn arrow into the Ethan Allen shopping center, and suddenly, it was gone! Now, with the loss of lanes, we have to wait for several lights to turn into either the shopping center, or Shore Road. At least with the 4 lanes, if someone was turning left, the other lane allowed traffic to continue to flow. But you give residents a lane of their own, when they MAY have to turn into their driveways a couple of times a day. Now, you have a lane that is only partially used, and wasted the rest of the time. Those stupid speed bumps in the road, are going to be gone with the passing of the first snow plow, and I can guarantee, that if an emergency vehicle is approaching, while I am driving, I have NO qualms about taking out as many of those idiotic white lane poles, as is necessary, to allow the emergency vehicle to get by. Want to guess who is going to get the repair bill for my vehicle, if that happens? From Shore Road to Plattsburg Ave., it is not a big deal, since that HAS been only one lane in each direction. Your lack of planning, and foresight, is nothing short of amazing! You put this vehicular abortion up during Summer, when traffic is lightest, but, took no thought about what was going to happen, when school resumed! Now, you not only clogged North Ave., but a LOT of people are actually travelling to Plattsburg Ave to connect with the North end of the Beltline, and subsequently, have not only traffic backed up on North Ave., but, at the South end of the Beltline, as well, since so many people are doing their hardest to avoid the whole section of North Avenue that you all decided was in the best interest of the North Avenue, and surrounding residents. As for bicycles, the Weinberger administration, and city council is pandering to that group, and yet, the Burlington BIKE PATH was built, at the cost of millions, as well as millions of dollars more for upgrades, maintenance, etc. Yet, you give them these "amazing" lanes, just so the majority of them can simply ignore the LAWS of the road! I have never seen a Burlington Police Officer stopping a bicyclist, for running a red light, stop sign, etc. The bicyclists are REQUIRED BY LAW to adhere to the laws of the road, as are motorists. I have seen some bicycles, but, to totally mess up the traffic pattern for those few I have seen, who tend to blow off road laws, is a pathetic example of how our city council thinks! What about that stupid comment about "keeping pedestrians safe?" Where do they fit in? Back in the late '90's, the city spend a LOT of money to improve the sidewalks on North Avenue, to include putting little "ramps" at roadways, etc. That should have been sufficient to keep joggers safe, if they didn't want to use the bike path, for whatever reason. I pay disgustingly exorbitant property/education taxes for a small house I can't even afford to paint, or upkeep, yet, I had no say BEFORE this travesty was implemented. Okay, a few voices expressed delight at the whole process, but, odds are, they don't even drive down here. How about going with the majority of the residents that actually LIVE here, for a change, and not just doing what YOU all feel like?

- The corner of Ethan Allen Parkway and North Ave. is still a challenge in heavy traffic for turning into the gas station, bank and Rite Aid. Particularly, heading south, the turn into Rite Aid seems too short.
- Little confusing at intersections , and I use great caution whether driving or biking. I don't trust drivers to understand the new set up , but believe people will get more comfortable as time goes on.
- I see more cars running red lights because of congestion. Bicycles riding in the wrong direction, on the sidewalks which is why walking to the store made me feel uncomfortable. Intersection safety for pedestrians has still not been addressed. Where are the additional crosswalks proposed and addition of flashing crosswalk lights which work great on Pine St and in Winooski. Other then forcing cars to slow down because of congestion I see no improvement.
- disturbed about the inference that we drivers are too stupid to stay to the left from the bike lane, hence the armadillos and white poles near BHS..I find this insulting.. surely they will be removed soon!
- my parents live in the new north end & this has made our trips from the south end to the nne feel much safer biking & driving in this area. Now we need to work on the south end & downtown!
- I am appreciative of the study and look forward to the future proposed changes including more crosswalks and the proposed traffic circle at 127. Thanks for going along with this science-driven experiment despite the vocal opposition!
- Please put North Avene back to FOUR lanes!
- I think the only problem I have is the turning on and off of 127. The bike lane should have a light. If bikers need to cross, they push a button. Otherwise, keep the ramps on and off North Ave to 127 open as traffic will move far too quickly. If bikes are to be treated as vehicles. stopping once should not be a problem!
- As someone with a young family, it feels SO much safer driving around our neighborhood now. The redesign for autos is spot on. I think we can still work some on the protected bike lanes - between the ramp for 127 and Ethan Allen park we could use some bike signs (like the painted bike signs on the path) I still see people use the bike lane because the buffer lane is so wide there. Maybe adding some sort of cross hatching in the buffer lane would help sort of like they do in no parking areas (just a thought). Overall, big improvement as someone who drives every day and walks the neighborhood with small children.
- Bollards are good for 30 training period for drivers when lanes are shifted. Then they should be removed. We do not need protected bike lanes in Burlington
- I love having the left turn lanes in the center - it really cuts down on the congestion.
- It has been great to see the high school kids out using the bike lane biking to school. We've never seen that before. We've had to adjust the time it takes to get to work and school drop offs, but leaving 5 minutes earlier in the morning it is fine. On the negative side while we've noticed more adults riding in the bike lane, these folks are less likely to use a helmet. the high school kids seem well protected with bike helmets.
- Move the white stick barriers farther apart near Intitute Road and remove the whItte stick barriers as you turn onto North Avenue from the beltway (too narrow for a turn for larger vehicles). Remove/separate some of the armadillo barriers- that many are not needed to provide a barrier!
- The North Avenue Pilot project is one of the worst ideas I have ever seen the city of Burlington enact!! I have lived off of North Ave for all of my 27 years of life. It is impossible to turn onto Shore road in one light; on average it takes me 3 lights to turn. People are passing others on the righthand side and have almost caused multiple accidents. Traffic is so congested that I am honestly thinking of moving to get away from

this awful road! Burlington city council really screwed this one up! Instead of listening to the actual residents they listened to people who only travel the Ave maybe once or twice a week.

- The only problems I encountered were travel, sand and other miscellaneous small bits in the area just north of the high school in both directions.

- This was a terrible idea. Not only did they take away the arrow to turn into the shopping center (which took YEARS to get), they also changed the timing of the lights so now those leaving the trailer park have the same light timing as the shopping center. The turn from the ave to Shore Rd takes numerous light rotation, but the change in the light there was actually positive (Hineburg rd has a different light than Shore now). The poles and armadillo-looking things make it unable for vehicles to pull over for emergency vehicles; I came through one night and was only able to move out of the way for an ambulance by pulling in between them where there was a driveway and then briefly driving behind them so that I could get back into the lane. Since the on ramp was removed for the other part of the beltline but the green arrow has basically been removed, it takes much longer to even turn onto the beltline, which causes traffic to back up in the center/turnlane and then eventually spill over into the regular travel lane. During rush hour, a drive that typically took me 3 minutes now takes 8. The traffic from the high school can cause traffic to back up as far as the shopping center, making travel time unpredictable and causing numerous people to be late for work. Headed home during rush hour causes those turning right off of the beltline to sit for longer periods because there is no longer a separate lane in order for them to merge safely into traffic. The buses cause longer traffic lines or unsafe driving because there is no way for someone to safely pass the bus and therefore they pull into the center lane in order to get around. When waiting to turn onto Shore rd, if there is anyone coming from the other end of the Ave and waiting to turn left onto Hineburg, there is no way to safely turn because people constantly pass those waiting to turn onto Hineburg in the other lane and it creates an unsafe situation for those waiting to turn onto Shore; the option is to either risk turning left onto Shore and possibly get hit by someone passing the other car in the bike lane or sit there until the other car either turns or you sit through numerous lights.

- I have NOT seen an increase in bicyclists on the avenue. I have seen cars shooting up the center lane to bypass traffic. Over all its a lot more stop and go, which means more wear and tare on my vehicle. If you want people to use bike lanes they must be CLEAN and smooth. The city needs sweep them at least once a month.

- This pilot project has cost the city more money than it needed to. You've made vehicle traffic more chaotic and less safe. I have seen very few bikers since this project was implemented. Truth be told; i think this is a way for the liberals to shove their agenda down my throat. The lights on North Ave have been configured to an unsafe standard which could cause major accidents. For instance; the light from the Trailer park/Hannaford should be set at timing intervals to keep the traffic from getting congested. But instead; this stupid pilot project has made turning onto and off from north ave so dangerous. Bikes do not follow the rules of the road; never have and they never will! and if they want to ride on the city street - they should have to pay for the upkeep of the roads. Registered vehicles have to take the brunt of paving the roads; patching the roads when they have massive holes and or defects. This just needs to stop!

- Thanks. The driving cars seems safer but biker riders go thru lights and often seem distracted. The light might be better sequenced to avoid the big car build-ups during rush hours. Might the lights onto North Ave be made blinking at some hours?

- Difficult turning left from North Ave onto Ethan Allen Pkwy. Need green arrow.

- Turning left onto the belt line from North Ave is MUCH more difficult now and cars often get very backed up in the left turn lane. I've also seen several bikers bike right past through that intersection while I have been trying to turn left, even though they have a red

light and I have a green arrow to turn left. I don't know if the bike lane has created a false sense of protection or entitlement, but some bikers don't seem to be following the regular traffic laws while in the bike lane. Turning right onto North Ave from the belt line is also much more inconvenient now, as those traffic light patterns are different.

- I just want to say that I am both a biker and a resident of the new north end. I live off of North Avenue and I couldn't be more pleased with the change in traffic patterns in the safety that is provided for not only bikers but pedestrians and other motorists. It would be a shame to see North Avenue go back to four lanes.

- I don't have to use this part of North to bike because I can easily access the bike path, but I am glad it is easier for those who do have to use North to bike to be able to bike more safely. It is so much nicer for all modes of transportation.

- I think the pilot is fantastic and needs to stay- at least the three lanes and the bike lanes. It is far easier and safer to drive.

- I grew up in the north end and this is the worst I've seen the traffic and getting on and off 127 is ridiculous with all the barriers

- When an emergency vehicle has to get thru at certain spots there is no place to move over. I do not like the raised bumps, feel they are dangerous for both cars and bikers and what is going to happen when they are taken out for the winter and try to fill the holes?

- I am concerned for both drivers and runners to see people running in the bike lane. I do not see the benefit of being closer to traffic moving more slowly than bicycles and forcing bikes to go "out of bounds" to avoid hitting "pedestrians." I am also concerned to see the buses pulling into the bike lane when taking on and discharging passengers. While I know that there is now a cut-out at the shopping center for the bus (going south only I believe), the bike lane is cut off. Are bikes supposed to have the right of way or does the bus? I am still stuck regularly behind the buses traveling in both directions as are many others. While I make an effort to be patient, sigh, I am often passed by others pulling out and using the "turn" lane to pass. I think the 3 lanes has slowed traffic and improved safety for auto travel but am not convinced that it has increased safety for bike enthusiasts. I am holding my breath until someone hits a bike (traveling in the bike lane correctly) while turning right and cutting off a biker. I also believe that it is confusing to have the non-used "extra" lane from the high school to 127. It needs to be clearly delineated as "NO TRAFFIC." The "armadillos" are embarrassing to our great community and IMO a huge waste of money :(

- The light at 127 and North Ave is very confusing.

- I am highly in favor of configuring North Ave. to enhance bike, pedestrian, and car safety. The more we can do the better.

- I am very comfortable with the changes to North Avenue. I very much appreciate the turn lanes, especially the one at the intersection with Ethan Allen Parkway. I do wish that there was a delayed green that would allow traffic turning left onto Ethan Allen Parkway an early turn before traffic moving north begins to move.

- I love the new configuration! I look forward to seeing police reports of collisions and speeding violations, as I'm almost positive that they have decreased. Whereas road rage, aggressive driving, and excessive speed used to be the norm, now my daily drive flows smoothly and feels so much safer and calmer. I have a few suggestions on how to improve the bollards and armadillos, because I realize that those are what people have the most complaints about, and I dread the fact that the entire pilot may be "thrown out with the bathwater" because of those complaints. I don't see how anyone could complain about the section between Ethan Allen Parkway and Shore Rd, as the turn lane has so improved traffic flow (particularly at Ethan Allen Parkway SB, at the shopping center NB and at Shore Rd, where it is so much clearer). When turning NB from 127, there are 2 bollards that are in the "buffer lane", and they really stick out too far, making the turn too

tight. You can see from all of the black marks on them that many people have hit them, and I have seen large trucks, buses and trailers weave into the SB left turn lane to avoid hitting the bollards. I think that they're unnecessary for safety, make drivers feel claustrophobic, and really piss people off. The other place that is problematic is the corner between 127 and the high school. The bike lane is unnecessarily wide, making the traffic lanes feel too narrow. All of the bollards make it impossible to pull over for emergency vehicles at that point in the road. A cruiser put on his flashers one night just as I went through the light NB, and I had to pull over on top of the armadillos, and my car (a low riding Ford Fusion Energy) almost became lodged on top of the armadillos. It totally banged up the bottom of my car, which is leased. It was so stressful and upsetting. I like the idea of the dividers, but I think there are too many. Maybe a short section of bollards and armadillos and then a gap so that cars can pull over? I truly do like the pilot exactly as is, but like I said, I know that these are the problem areas for most drivers, so if we could make some small changes while keeping the complete street, I think it would be worth it. Today I saw a landscaping truck pulled over on the right, going SB, unloading mowers and such, totally blocking the bike lane, and I saw multiple bikers have to veer into traffic to avoid it. I wonder if there isn't a way to keep one parking lane on the rt (SB) with the protected bike lane on the right of the cars? It would keep those residents happy who are missing their street parking, and leave a parking area (even temporary) for delivery trucks, trash trucks, landscaping trucks, etc. I think that there would be plenty of room if you kept the bike lanes the same width as they are further north on North Ave, and make everyone happy! Bike lanes on the right of parked cars (as shown in the Open Streets event last summer, I believe, or whenever there were experiments in downtown Burlington) really work! I also really like the small signs telling bicycles that they are going the wrong way and to ride with traffic. As a cyclist myself, I get so frustrated with people riding bikes on the sidewalk and going against traffic! They don't realize how dangerous it is, as cars pulling out don't know to look in that direction, and could easily cause a collision. I don't know the solution, but we definitely need more cyclist awareness. When I'm riding, I try to be so courteous to all drivers, follow all traffic laws, and show how well the bike lanes are working. I'm thrilled with the project, think it is a great improvement, and only wish we could do the same on Shelburne Road! Kudos to you for this visionary project, and I truly hope that we get to keep it. I think the naysayers have forgotten how narrow those 4 lanes were, how dangerous and stressful that stretch of road could be, and what it felt like to have pick-ups blast by you in the left lane going 50mph. Complete streets are the future!! Thank you

- I checked trips to/from work. I am retired but consider volunteer work WORK. I can think of other, safer, more perfect ways to do the redesign (cycle tracks for example), but appreciate our limitations and think DPW has done the best possible within our limitations. In fact, I am very grateful for your commitment to this project. My husband has commuted to work in Winooski by bike for 13 years (20 years before that on Malletts Bay Ave from Colchester), and the increase in safety now is very important to my family. Thank you so much.

- This is a mess. Upgrade the bike path that we paid 28 million dollars for.

- I have noticed more people allowing other cars to turn onto North Ave, in both directions, when they have to cross the road diet. People seem more patient and relaxed and there is no "racing" to get ahead. I have noticed an increase in bikers on North Ave going in both directions, and there is a wide range of ages and sexes that are using the dedicated bike lanes. One indicator for me, is how many bikes are parked at BHS. Go have a look, the racks are overflowing. I think parents feel more comfortable encouraging their children to bike to school with the new protective barriers and markings than they under the previous configuration. I have noticed that adjustments are being made with the signaling to improve traffic flow. The bump out for the bus is super. My commute

time in "rush hour" traffic has increased about a minute and ten sec for the stretch between Shore Rd and Institute Rd. (But the increased travel time has not been an issue at all for me) When I do bike I feel safe and my travel time is pleasant.

- EASILY the WORST decision ever made for North Ave was to do this pilot program. I live on this road and now it is terrible because of this program

- Huge improvement. Thanks so much. Praying it's permanent.

- I worry that in the winter, when the white poles and striped bumps are removed, people will drive in the old 4-lane pattern, especially when snow covers the new painted lines.

The few people I know who bike, do so all year. Also, I wish bikers would stop at red lights and stop signs. Most of them just blow through as the car drivers start to take their turn at the 4-way stops in town.

- The lane changes have improved driving and biking dramatically. I used to hate driving and biking on north ave and now both feel much safer. My only criticism is of the Armadillos. I don't believe they're necessary and they seem like a hazard for cars trying to pull over for emergency vehicles. Thanks!

- My observation is that over half the bikers do not follow traffic rules i.e. not stopping at red lights or stop signs and there is no enforcement that bikers need to follow the same traffic rules as cars. It is almost impossible to make a left hand turn onto Shore Rd from North Avenue after work without waiting for at least 1 or 2 lights as the one lane of traffic heading south is constant with no break to turn. There needs to be a left hand arrow on the traffic light.

- I have seen emergency vehicles hindered by this new configuration. The new no parking between bhs and belt line on north Ave is horrible for residents. Bikers are still reckless going against traffic and not using rules of the road., traffic on the avenue between Bhs and belt line in the mornings and between 4-6 pm are terrible.

- I love the lane change. Negative 1. I feel the driving lanes are too narrow as I travel south toward BHS. Negative 2. I wish for a turning arrow when headed from the south and at the light at the shopping center. Without two lanes going south, it takes cars traveling south too long at the light to get through and those waiting to make a turn into the shopping center from the south often can't make it through. Bikers don't wear head protection. I still fear somehow hitting a biker--they have only the bike and I have a big, heavy car. 3. I am not sure there is enough room for people turning into Rite Aid from the north to wait in their car for an opportunity to turn into Rite Aid without backing up traffic. Positives-I love the calmness of driving. I love that I don't worry that pedestrians crossing the road won't accidentally fall or step into traffic--now there is a buffer between my car and them. I love that the bikes have room and are truly separated from me.

Negatives NOT PART OF THE PILOT: 1. Bike lane disappears when you are coming from the south and turning from North Avenue to Plattsburg Avenue. Negative 2. I still don't like the area with so many streets converging near North Avenue entrance to Plattsburg Avenue and not an easy way to figure out how to follow/deal with the traffic light there.

- I like the bollards but am less sure about the armadillos. They're low enough to be harder to see on a bike. I biked there with a friend and he looked away and almost missed them and could've run into them. What not bollards in all cases?

- My main concern is that we are changing roads to make the bikers safe without any education for bikers on how to obey road laws for everyone's safety. Without the knowledge and adherence to road laws, the updates are giving bikers a false sense of safety while many ride through red lights and stop signs without stopping. We cannot be safe without bikers following road laws and I don't see how they will be enforced.

- North Ave 4 lanes! There's a bike path 20 feet from North Ave that we spent billions of dollars on.. Use it! And next time you change a main road to thousands of people's

homes.. make sure it's only the New North Enders voting.. We don't care how the Old North End feels about our side of town having 3 lanes and 2 bike lanes. If anything you should put a bike path on North Street! Also how is a fire truck suppose to get between high volume traffic when there's armadillos and sticks in the way of going off to the side? You did nothing but waste time and money!

- The Pilot is a great improvement. Traffic is slower; it's safer to drive and bike; center lane left turns is an improvement. It can take slightly longer to enter North Ave, but it is easier when dealing with only one lane in each direction.

- my parents live off north ave i do feel that its safer in some ways but causes alot of traffic and i do think the white poles and barriers are dumb people should see bike lane and know! maybe a different option for the light too just something to think about thanks.

.....

- making north ave more bikable is important to me. i would bike rather than drive (if i didnt have to drag all the softball stuff to leddy) since the bike lane is now clearly defined. i am tired of getting honked or shouted at for biking in this town. it sucks. i follow the rules of the road but some drivers just arent into sharing the road. thanks for thinking of biking safety and try not to let everyone who grumbles about a tiny bit of inconvenience due to the new configuration undo the good thats been done.

- I see people driving in the turn lanes almost everyday. Cyclists are still riding on the sidewalk or on the wrong side of the road. Traffic was never this bad before. Why did the northbound entrance to the belt line close? No one goes the speed limit and the new signals are confusing to most drivers and are either ignored or misunderstood, which results in more traffic problems. This whole process has been a mess and most of the neighborhood is unhappy about it.

- When I ride my bike I utilize the beautiful lakeside bike path that we have. We (North Ender's) have great access to it so, I feel that way too much money was spent on this pilot program and there was no need for other Burlington Wards to vote in something that only affected people in the north end. Someone from the south end of Burlington had no reason to vote

- I have talked to a lot of residence, none of them like the project. I do not understand if ward 4 and 7 voted it down how Someone thought they should do this. What a waste of taxpayer money.

- I have seen the response time f emergency responders slowed dramatically because there are areas where cars can't pull to the side when emergency vehicles are coming,I have on tape from the fire and police depts saying this, I am having to take many more risk pulling out into traffic because of the long lines of cars. My gas mileage has dropped from 18 mpg to under 14 mpg because of the stop and go traffic now.i and many of my neighbors have almost been in more accidents because of leaving the mobile home park because of the light changes,and I still don't see any police enforcement to the bicyclist and skateboarders that are braking the laws.

- I'd paint the bike lanes green and have more bus pull offs. The one by the shopping center is effective.

- I am a biker, but I don't bike on North Avenue. However, as a driver and a resident of the neighborhood, I love the changes! I feel safer and more relaxed in my car, and I love to see more people walking and riding and just "being" on and around the Avenue which is the main artery through our NNE. However, I would caution that anymore development in the NNE would add more cars to the road and could possibly lead to some congestion on the Ave. We should we wary of adding more houses/apartments off the Avenue in future. Thank you for this awesome pilot, and I hope it become permanent!

- I have seen a huge uptick in aggressive and inappropriate behaviors towards other cyclists from drivers who are angry, bitter and resentful of the new lane changes. It

concerns me for the safety of our children, students, and seniors who are using the bike path.

- Overall, I am not opposed to the changes to the design of North Avenue, but I have found it really difficult to turn left out of any side street onto North Avenue at times of the day that did not used to be difficult (particularly out of Lakewood). Also, the separator poles and bumps make it hard to pull to the side when a fire truck or other emergency vehicle is approaching. I wonder if those are really necessary. Finally, it seems strange that these changes to the design to allow for safer biking do not extend the full length of North Avenue. Hopefully if this is made permanent you will extend the parking ban and the bike path all the way to Battery Park (and beyond!). Then, I might choose this route for biking downtown (particularly in the early morning or evening when the bikepath feels less safe to me)

- Why is there still parking available on North Ave beyond the high school? Why is the north end the only area of the city that has those hideous white markers and armadillos? The double white line beyond the bike lane is very confusing. On a number of occasions I have had to pull over for emergency vehicles and there is no place to go. Also, when the bus is stopping the traffic halts and there is no place to go. On a number of occasions when the bus stopped the bikers abruptly turned into the traffic lane nearly causing an accident. Why is there no enforcement of traffic regulations for the bikers. If they are on the road, why don't they stop for the lights like the cars have to. Finally, since school has started traffic has slowed considerably on North Ave making morning commutations lengthy and difficult. This is our main thoroughfare outside of the north end. Even traffic on 127 has slowed considerably.

- I think the project is good, even though I didn't vote for it. There some advance green arrows that need to be implemented at several lights in order to prevent accidents; there needs to be one at the intersection of No Ave and Ethan Allen Pkwy for southbound cars trying to turn left on to Ethan Allen Pkwy. It's extremely hard to get across one lane of traffic there. Many cars use the Rite Aid to cut through because they can't get through the light. Also Shore Rd going North needs an advance green arrow to turn left. Thank you.

- I just want folks to know that since the changing of the avenue I have to leave 15 minutes earlier going to work just to get to work at the same time as before. I've seen more bicyclist weaving in and out the barriers. I've even seen more bikers on the sidewalks. This is/was a huge waste of my tax dollars. PUT IT BACK the way it was.

- Please allow more opportunity for comments this survey could better inform...no questions were also asked about appearance of project...feral strongly that it diminished the appearance of our community and very concerned about confusion with emergency vehicles entering...

- The current configuration works better for ALL MODES. Please keep it!

- For snow removal: How would the lane dividers (armadillos, and posts) be managed? Would the be removed for the season, or left in place? Would this program eventually extend from BHS to North St, and what would be the parking situation if it does?

- I have seen some of the most unsafe behavior since the lanes were changed, including a bike swerving into the car lanes to go around a bus, a person allowing their toddler to ride a tricycle in the bike lanes while they walked in the side walk, a friend having to swerve near the high school to avoid a bike too close to the line that hit one of the low barriers, blew a tire and lost two hubcaps. I see almost no increase in the number of bikes using the road, and feel that all the barriers make it less safe for cars (which is the primary purpose of the road,) I have concerns about where to pull over near BHS when emergency vehicles need to pass. I am hoping that the city plans to remove the white poles and mollusks during the winter, but hate to think about the cost of removal and then reapplying in the spring. Overall, I am not thrilled with the changes.

- Really doesn't look like much thought was put into what was installed, a mix of armadillos and post. Looks horrible! Roadways are made for registered vehicles! Bikes are not registered! Widening sidewalks would be a safer alternative.
- Please ask the police dept. to start enforcing the rules of the road for bicyclist as they do for auto. Would like to see info on the number of tickets handed out to people who bike.
- It is nice that there is only one travel lane in each direction, so that people are not constantly braking and changing lanes. And the bike lanes are a huge improvement!
- You are making big improvements, and I thank you. I would like to add to your data by saying that the 30 mile per hour speed limit is being obeyed now that 4 lanes has gone to 3. Before the reconfiguration of lanes, people traveling on North Ave between the turn off onto 127 and the Ethan Allen/North Ave stoplight would regularly speed up to 35-40 miles an hour. This "habit" made turning into and out of my neighborhood (Village Green, Saratoga, Killarney) very difficult and hazardous.
- The new changes to North Avenue have sure made the area a mess thus causing me additional stress.
- Let me start by saying I am biker. However, this pilot should never have happened. The two wards this effects the most are 4 and 7, yet both wards voted not to move forward with the project. Traffic is backed up from St. Marks to the High School most days during the the evening hours, and during this time I don't see any bikers on the road. I don't disagree it is safe,r but that is why we have the bike path. Please put North Ave back the way it was. Thanks
- Traffic in snow season will be baad!
- Love the changes to North Ave. I would not bike on it before and now I will. HUGE improvement. I also am more comfortable driving my car on it and feel safer driving. The traffic is more controlled but flows better and I am sure it will be even better in winter when the 4 lanes were not wide enough with the snow banks. HUGE IMPROVEMENT!!!!
- When you are traveling south bound, there needs to be a protected green to turn left onto Ethan Allen Parkway from North Avenue. Due to there only being one lane traveling North, the traffic becomes so backed up that you cannot turn left onto Ethan Allen Parkway without having to wait at the light for a very long time and sometimes through two cycles or going quickly after the light turns red creating a dangerous and situation.
- I find the "armadillos" and posts very distracting for driving. It also seems like a big expense to have to remove them every winter.
- Re-opening the ramp entrance and exit of 127 could decrease the congestion and stop the bottleneck that occurs at the new light.
- The concept is great, but there should be more protection between the bike and car lanes. One idea would be to build an elevated concrete island 1-2' wide with a 5" curb between the car and bike lane (as seen in Montreal). This curb would clearly define the space and better protect the cyclists. The maintenance crews may have difficulties, especially in the winter time. The current plastic separates look cheap and will likely need repair and replacement over time.
- The half footballs destroyed my friends rim. No room to move over for emergency vehicles. Traffic more congested.
- Congestion at certain times of the day is very bad. My observation is there is very little bike traffic to condone this extensive change. The vote should have been only for the residents that live in that area, not the entire city of Burlington, and the wording should not be so complicated this time, it seemed to be worded to confuse the voter. Also...very unfriendly truck travel designs at intersections. Are we trying to discourage truck travel? Businesses on North Avenue should have a say on this topic.

- Exiting from Saratoga & Village Green is horrible, north bound one lane traffic instead of two, leaves very little spaces to fit through. Traffic south bound is already entering center lane to turn onto 127, and they honk their horn like the center lane is their's...dangerous! Turning from 127 onto northbound North Ave, there are two vertical hazard markers that are too far out that force you almost into the south bound lane, I can't imagine a truck making that turn without going completely into the south bound lane.

- Special care should be taken for North Avenue while the Bike Path is under repair.

- I know there is some dissatisfaction with the separated bike lane bollards and armadillos. As a biker with a certain level of comfort in the road, I really don't feel strongly about them one way or the other. The double stripe is enough protection for me. But considering we are trying to entice those who aren't that comfortable in the road, I think we should keep them. THANK YOU!

- Would probably be smart to put in a bike signal at North Ave and VT127 for when 127 has a green signal to turn right. Bikes should know to stop at Red Light on North Ave. Since the bike lane is not close to the traffic lane in this area, it may not be as obvious - wouldn't want a bike to continue through a red light when there is a green for the right hand turners. I also like the new bus turn out lane by Key Bank - very helpful regardless of whether North Ave stays one or two lanes of traffic on each side. I love the new configuration though and think it is a huge improvement for our area!

- MUCH safer for cars and bicycles. The constant speeding and passing, when there were four lanes, was extremely stressful. I do plan on biking to work now that these bike lanes are in.

- The congestion has created real problems in entering onto North Ave. from Village Green or Saratoga Ave., particularly heading South. I lived much of my life in Manhattan but consider these intersections dangerous much of the time. Pulling out of Leddy Park Rd. is also very difficult at peak times and quite dangerous when turning left. If this continues I believe a light on one of these streets will be necessary but that would create very serious traffic flow and congestion problems. Without some resolution I am certain that there will be a bad accident. I see very, very little bike traffic to justify this increased congestion and traffic hazards. I am extremely concerned about climate change and do generally support bike lanes and similar strategies. However, in this instance the solution does not work and the added pollution from congestion no doubt offsets any minimal additional bike trips the lanes might induce. The bike traffic is so minimal that one bike lane for both directions would be sufficient. If the roadway could be expanded to add one bike lane after the original 4 car lanes were restored, I believe that would work. I note that when the vote to create these bike lanes was taken, the residents in the affected area voted no. I suspect that this wasn't just a NIMBY reaction but based on knowledge of the traffic patterns that other residents of Burlington don't have. I hope a constructive solution can be developed and would be happy to try to work on one if asked. I don't see this as a bike vs. car issue but a road capacity problem.

- The only thing that I would like to say is that if bicyclists are going to have the same privileges as motor vehicles, it only seems fair that they should pay for registration and insurances. I say this mostly because of the number of bike riders that do NOT follow the rules of the road. Maybe classes are in order.....

- Major improvement for driving and biking!

- Came very very close to a serious cycle- driver collision, on a rainy day with foggy Windows. A bike almost collided with me, turning from bike lane onto a cross street. This never happened previously, not even close.

- The only place that could still use some re-working is the Plattsburg Ave intersection as it is very intimidating to people who are not experienced bikers.

- I hate to be a complainer, but you asked. I now need to leave at least 15 minutes earlier to get to work due to the traffic congestion. I have had to wait through 3 lights to turn onto Shore Rd from North Ave. The traffic is sometimes backed up past the high school if you are traveling down North Ave towards Colchester. When walking at night, people on bicycles are still using the sidewalks or kids are riding their bikes in the middle of the road. The obstacles up near the high school are very confusing and I wonder how the snow plow drivers are going to deal with them in the winter. Obviously I don't think this was a good idea for North Ave and I'm sorry for venting, but there was a reason back in the 60's why they turned North Ave into a 4 lane road. Because of the traffic. The only good thing I can agree on is that it is a plus for the responsible bike riders.
- The changes made on North Avenue are simply a disaster!!! I don't know 1 single person who voted for this. It is still unclear to me how this ever passed!! Unacceptable especially for those who live directly on North Avenue!!
- I have now been in two near head on collisions in the center turning lane; both times by an elderly traveler using the turning lane for travel and not to make a left turn. During this Pilot Project is not the first time I have had this experience, confirming my belief that turning or "suicide" lanes are in fact less optimal for traffic safety.
- The count of how many times I have been given obscene hand gestures by bicyclists while waiting to back into my driveway (because of the extra barriers and lack of street parking, the only way to back into my driveway is by sitting in the bike lane while waiting for traffic to pass) is now up to four. I know you cannot do anything about the rudeness I've experienced from some of the bicyclists I've encountered, but in my experience, this Pilot Project has created a lot of vitriol.
- Concerning the issue of parking on North Avenue, the notion of asking visitors (some that are in their 6th and 7th decade) to traverse the distances to and from the BHS student lot or the North Avenue Alliance lot, particularly during the winter and/or when it is convenient for those two institutions to allow visitor parking in order to visit me is simply not feasible. Where do you suggest that a visitor parks when these two institutions have ongoing events that will not allow visitor parking? We do not have the option of finding a space on a side street because we do not have any in the area.
- Also, I have witnessed two separate occasions where an emergency vehicle hasn't been given a clear path to get to an emergency because a driver doesn't know where to go to get out of the emergency vehicle's way because of either the posts, the "armadillos", or both have created a passing hazard for that driver. I would hate to be the person needing emergency attention and not getting it in a timely manner because of some road obstacles.
- I am all for providing a safe thoroughfare for all travelers of all mode of transportation, but not at taxpayer's expense or at the expense of our visitors. It is hard enough to park in Burlington as it is. Why are you making it even harder on us residents when we are in our own homes - the homes on which we pay taxes to live???
- I have come so close to getting hit with my 5 month old son in the car because the light at the shopping center and the light at the trailer park have the green light at the same time. The people at the shopping center side have the yield sign that says "left turns yield on green" and they do not follow the sign. Something needs to change!!!!
- turn signals that allowed turn across North Ave especially heading north into shopping center have been removed making left hand turns more dangerous
- I understand the light change at Hannafords Plaza was due to another cross walk. However, eliminate the one near the bagel shop. The green light for both sides is going to cause an accident. And how about two left turn signals? Turning into the co-op with incoming traffic is dangerous. Move the arrow to the credit union to point into the correct entrance. It's pointing to the exit. And since I walk, keep the bikes off the sidewalk. And traffic stops at intersections need to be followed by bikers.. I almost got hit by a bike in a crosswalk.

- This pilot project is one big waste of our tax money, why do we have a bike path and why are these bike riders still ridding on the sidewalk and by the high school when an emergency truck or car comes down the road you are to stop and pull over if you do not I can get a ticket for that so where do you pull over with all this junk in the road.....
- It would be great to have some biking and driving training/ awareness/ education for residents in the NNE- I see a lot of conversations on Front Porch Forum that pop up about the rules of the road and misconceptions about biking and what "complete streets" means to people that do not drive.
- I feel safer driving and biking while using North Ave. I feel like cars have enough room (finally). It's so much easier to predict what other driver's are going to do next. I jam on my brakes almost never. I don't feel rushed on the Ave anymore yet I feel like I'm getting to and from work at about the same time. I still find biking to be faster because traffic on Maple and Pine is high. The markers and double white lines at the BHS entrance and around the curve have vastly improved safety. This area has blind corners and is poorly lit at night - the changes are appreciated as both a biker and motorist. I often biked on or beside North Ave before the changes. Since the change I've noticed more bikers using the lanes. This morning, there was a bike traffic jam at about 8AM at belt line light - that's the best type of traffic in my opinion. ;) Thank you!
- Along with more congestion has come more 'reckless' behavior by drivers; bicyclists seem to be just as fond of sidewalks if not more so; bicyclists manage to still run outside the lanes provided and not obey the traffic regs.
- The bicycle lobby in Burlington is too powerful. For example, a sign went up on Shelburne Road saying that bicycles can use a full lane. Very stupid and dangerous. I've seen bicyclists travel the center of the lane backing up a substantial amount of traffic. This same lobby forced unwanted changes on North Avenue.
- I would like to know how many cars are using N. Ave against the number of Bikes - I suspect it is at least 300:1 and I would like a traffic count. The backup on N. Ave has become much worse - I would like to know what this means in terms of added pollution. It very, very difficult to turn left and in some cases right. In other words this "test" is a complete failure and it will only get much worse in the winter. It is time to consider this in term of the people who live here and not others who sometimes use the Ave.
- Still confused why we are paying \$5 Million to upgrade the bike path along the waterfront, and still feel the need to expose bikers to traffic on one of the heaviest traveled roads in the northern end of the city. Also, why only parts of North Ave are affected with this - why not from Plattsburg Ave to Battery Park? And if this is good for North Ave, how about Shelburne Road? Main Street? Pearl Street? And lastly, if bikes have rights to be on the roads, can my husband ride his motorcycle on the bike path? It only seems fair....
- I don't like how the lines are North Ave turning on to Plattsburg Ave, you don't know when you should change lanes to turn Right on Plattsburg Ave. It's very confusing. Also when cars are turning right from North Ave to shore road they need to not pull over in to the bike lane to make the turn. When crossing at that intersection last week I had the walk signal and a car pulled in to the bike lane was going to turn on to Shore Road with out even stopping.
- These changes have been a tremendous improvement to North Avenue. Thank you!
- North ave should be made to move more freely and less congested. By slowing people down, you are frustrating an already frustrating situation. Burlington needs to work on making traffic less of a problem. Not by adding all sorts of pylons, barriers, road signs, street paint, etc. It looks horrible, and functions even worse. There is a bike path about 500 yards away already, so why do we need to put them in or next to the street where people are trying to get kids to school and themselves to work. Again, it just adds to the

frustration and confusion. Very annoying. Not to mention the fact that now our tax revenue is being wasted on multiple bike lanes!?!? rather than something more useful for more people..... Not a well thought out plan. For every one bike, there are what, 1000 cars maybe? Poor decision folks. Bottom line, do not hinder or cause more irritating congestion on working class families commutes when we spend enough time away from family with other commitments. Like water, let the traffic flow smoothly, and it wont flood over and cause damage elsewhere down the line.

- As a Burlington resident who use to bicycle extensively who not cannot due to health reasons I think the City and/or Local Motion need to educate the bicyclists. I have seen bicyclists taking advantage of the wider bicycle lanes by riding double. This morning there was a disabled person using a motorized wheelchair on the North Avenue pavement with a bicyclist riding along side weaving in and out of the traffic lane. Also today there were two bicyclist by the Lakeside Cemetery riding double against traffic. I think drivers need to learn how to use the new center lane and I wish the three lanes configuration continued thru to Plattsburg Avenue. The project should also include some pedestrian crosswalks with lights similar to the Pine Street set-up. At times I have found it quite difficult to cross North Avenue using my cane and do not have the energy to walk to the North and Plattsburg Avenue crosswalk to cross North Avenue.

- This entire "pilot project" was a "solution in search of a problem." Residents of Ward 4 and Ward 7 overwhelmingly voted against the project, and were ignored. I have heard from neighbors who say their commute time during rush hour (on the Avenue that's about 8:00 a.m. until 9:00 or 9:30 a.m., and 4:00p.m. until 5:00 or 5:30 p.m.) has increased dramatically, and since school has restarted the congestion around Gosse Court, the Beltline, and BHS is ridiculous, especially in the morning. Near the high school, the system of pylons, and those black and white things that look like clumps of horse dung are both dangerous, distracting, and ugly. It's an utter disgrace. Whoever dreamed up this mess should be fired. (I imagine that my input will be promptly relegated to "File 13," or "The Round File." Burlington's DPW has historically been impervious to criticism and citizen input, unless such input agrees with their schemes.)

- I am not impressed with the additional bike lanes and feel these are actually a set up for disaster--they don't provide enough space for anyone to travel with room for error. Bikers are encouraged to bike in the road until they get to Ward St, where they run into the back of a parked car ... NOT logical or safe! Did anyone consider putting the money instead toward making the sidewalks on either side of North Ave paved pedestrian lanes (like the bike path and the path along part of Riverside Avenue)? This would give cars enough space, bikers enough space (including space between them and cars), and would seem to be easy to keep up in the winter as well. Additional concerns are for emergency vehicle passage and winter upkeep. One positive: I appreciate the new traffic lights/pattern at the crossing from Shore Rd and Heineberg Rd onto North Ave. Alternating the traffic coming from each street makes much more sense and seems very safe.

- I have seen more accidents and near accidents involving bicycles over the past two months that I have during the entire past 20 years living here. I ride my bicycle every single day. I have tried the bike lanes on the avenue and can not imagine choosing them over the bike path. I think the most offensive changes were the white sticks and the misalignment of narrowed lanes. The lane changes themselves would probably have been palatable to most people but as usual you went too far and created roads that favor bicyclists over the motorists that pay for it all. Tom Treat

- I think this is a good idea, and it is being implemented well. There was a similar change made along Williston Road in South Burlington between Hinesburg Road and Kennedy Drive. SBPD Chief Whipple expressed that, after his initial skepticism, he had been convinced that traffic was calmer and there were fewer incidents/accidents. The bike lane

also makes it safer for pedestrians/runners on sidewalks. Rush-hour traffic is slowed somewhat. I would suggest a reminder/tutorial attached to the website that offers information about how to properly use the center turning lane, both pulling onto the thoroughfare and exiting it. That seems to be the one thing that people don't get, and it is an easy fix. Keep the bike lanes!

- I feel safer and more comfortable in my car on North Ave. with the pilot project in place.

- I like the sense that you are using data and reality to evaluate this project. It seems like nowadays every discussion is tainted with rhetoric, emotion and a little pig-headedness.

- I live in Colchester just north of the new north end and I work, shop, and play in Burlington. North Avenue is a frequent route I take via car and bike. The new arrangement has made biking so much more safe and pleasant, and I am now much more likely to bike to work. Additionally I feel much safer about biking to shops and friends houses with my child. At the same time I feel the driving conditions are also safer and I haven't noticed perceptible changes in driving times through the corridor. My only concern is outside the pilot project area: when you get to the south end of the pilot project area (approaching north street), there is a very difficult stretch of biking where there is no bike path and you are squeezed between traffic and parked cars. I realize that hasn't been a focus yet, but wanted to highlight it for future work! Thanks for all your work on this project!!

- I have always been reliant on being able to walk or bike to and from work and into town. I own a car, but for moral, environmental and economic reasons I use alternative forms of transportation as often as possible. After moving out of the immediate downtown area, I now rely fully on commuting on bike. Having the option to take either the Bike Path or Protected Bike lanes on North Ave is one of the reasons why I love this city as much as I do. I support the protected bike lanes 200%.

- I hope that the lanes become permanent. Biking on the Avenue is so much safer, but really strikingly driving is as well.

- North Ave used to be terrifying on a bicycle. I now feel 100% better about my daily commute up the avenue. Any decision to go back to the old way should not be based on perceived convenience of drivers or bikers. It is about SAFTEY and Public Health. This should be a data decision. We didn't vote on seatbelt laws, stopping at stop lights and signs and speed limits, because although for some all are inconvenient, its about SAFTEY. This is the same issue. Shapiro

- This issue needs to be voted on w/ special attention given to Wards 4 and 7 which according to the amendments attached to the pilot get to decide whether to keep this horrible design. We have Local Motion Head Chapin Spencer of DPW and CCRPC - groups with a CLEAR CONFLICT OF INTEREST recommending to a council that put an AD IN THE NO. AVE. NEWS to vote FOR THE PILOT. You can't get any worse than that. LET US VOTE!!

- Nice job

- I have found it is very easy to get in and out of the side streets because of the center lane. Also it seems that the speed of the cars has been reduced

- With it's multiple access points wouldn't signs directing bikers to the bike path that runs perpendicular to North Ave have been cheaper, and using the actual bike path safer? Also will the study surrounding the usage of the bike lanes be suspended during the time that the bike path will be closed for repairs between downtown and North Beach. If not, how do you expect the usage results to provide good comparison data?

- I have not seen an increased use of bike, Bikers only follow the rules of the road when convient for them. In many cases I have seen them run lights, stop signs, ride on the side

walk, talk on their phone, and not wear helmets. There are too many lanes on north avenue to keep track of, it feels less safe for everyone

- 1) Regarding painted buffer lines - buffer width should be consistent throughout the project area. 2) If single painted line is sufficient for safety in one area why is double line 10 ft wide necessary in another? 3) Bike lane should be adjacent to curbing in all areas. 4) Consistency is the key to understanding and successful implementation for all modes of travel. 5) Hash marked (no travel) zones are a waste of useable space. 6) Bollards at corners of 127 and EA Park are create an excessive turning radius. Turning arcs can be reduced and still provide for cross walk safety. 7) Extent of hardware fortifications between 127 and Institute Rd is excessive and ridiculous. These installations constrict motor vehicle travel. Current configuration is likely to create more accidents than in past. If additional travel lane width is required than use part of the green space between roadway and side walk for portion of bike lane on east side of No. Ave. For example, if bus stop cutout can be created at shopping center to ease traffic congestion, the same rationale should be applied along Institute Rd section. 8) And finally, parking along west side of No. Ave from Washington St. to Battery Park is a bike safety disaster. Take down the "Bike Full Lane" signs. As public safety policy this practice is grossly irresponsible. - All bicycles should have to be registered and insured so that bikers share the cost of road maintenance and repairs and liability with motorists. This would also help identify bicyclists involved in mishaps or worse, and make it easy to ticket violations. I think rigorous enforcement and ticketing for violations for bicyclists and motorists would set the right tone.

- I feel that the poles and armadillos are a hazard to drivers. it is difficult to turn right on north avenue from the beltline (not much room). When I turn right onto Ethan Allen Pkwy., I am heading directly towards cars that are stopped for the traffic light. North Ave is truly a "mess" with all the obstructions placed on it. It is VERY BUSY-LOOKING when you are trying to drive: too many things in the road and lines on the road.

- I found that from the addition of what I consider "car wheel breakers" between BHS and the entrance to 127 to be highly dangerous and could potentially cause more accidents than without them.

- I like the change. I feel the driving traffic is much calmer. People are not swerving from one lane to another and cutting people off; especially at the left turn just prior to the church headed North. Driving seems much more relaxed and calm.

- All the paint on the road is very dangerous for motorcycles. Turning when the ground is wet on the paint is very slick. Also we have to turn wide onto Ethan Allen Parkway now because the pvc pipes are out so far. That will cause accidents this winter if people start sliding into the oncoming traffic lane.

- The buses don't pull over to the side of the road. They stay in the lane of traffic and people are passing in the suicide lanes which is an accident waiting to happen! I haven't seen a change in the numbers of bikes traveling on the Avenue. We pay enough in taxes for the bike path, if bikes don't feel safe on North Ave then they have the option of the bike path. Cars have no choice. The stupid black and white shell things that are on the road prevent cars from being able to move out of the way for emergency vehicles. No that school is back in session the travel on North Ave has slowed down. The city should stop with traffic studies since they don't mean anything any way. I know that some developments, like Apple tree, we approved based upon North Avenue being four lanes. This is a waste of money but I know that it won't change back. They city had not intention of doing anything but making this permanent. This should have been on the ballot for the New North End only since we are the ones impacted by it everyday. It is a lot of case and frustration for very FEW bikes!

- I love it. I find traveling north avenue by car to be relaxing compared to before when everyone was lane hopping.

- Very dissatisfied by the unsafe practices of bikers. Frequently see bikers texting or on the phone while biking. Bikers do not follow rules of road - ride through stop signs and red lights, often unclear where they are going next. Skateboarders are using bike lanes (and sometimes they're on cell phones!!). Walkers don't even hesitate at curb, step right off even though you may be in the middle of a turn. Had walker WITH A STROLLER come up to and step right of f into crosswalk without hesitation when I was less than 10 feet from crosswalk with Taxi behind me. I happen to know from state police that there is no right of way in crosswalk that allows that kind of behavior. Luckily I happened to be going just under 20 mph. You may think speeding is a problem but, frankly, it isn't even safe to do the speed limit anymore. You have given bikers and walkers a sense of entitlement that is unhealthy and unsafe. And unacceptable.

- I do not like the 2 lines for the cars and 2 lines for the bikes. There is just not enough room for all these lines on North Ave at the same time. Using the middle line I do not like it when an other car is coming at me and not sure who is turning where. It just feels like people do not know were to go any more. Then the bikes are traveling real close to the car lines. I hate to see or hear the day a biker gets hit by a car. That would be awful. Most bikers do not even go by the rules of the road. I live on Village Green and at five at clock I have a very very hard time to turn left onto North Ave. Then the traffic is all backed up to go on to the beltline. Then in the eight at clock in the morning the traffic moves so slow going towards town. I think this is harder also for the Bus's which are also slowing the flow of North Ave. at every stop they have to make. People do not know do I go around the Bus when stop or not and then the cars get backed up again on the street. I think now to get around Burlington is a challenge and looks ridiculous with all these white poles and armadillos and white lines every where. It runes the look of our BEAUTIFUL CITY at the North End !!!! It will be awful to have a person killed because the city wants to do a pilot project that needs a more wider road for everyone on North Ave to be safe on.

- I believe it generally works quite well. North Ave is too narrow for four lanes, and having a left turning lane in the middle just makes sense. I presume it is safer and better for cyclists. I only would hope that the rest of the road is replaced next summer like the right lane shoulder was this summer.

- It is a very rare site while traveling No. Ave. to actually see someone using the designated bike lanes! What is the BIKE Path for?

- Turn light needed at Shore Rd. Often sit thru 2 lights because of long lines of traffic on the Avenue. Lanes are particularly narrow at BHS. Cars often use middle lane as a 2nd lane rather than wait for the appropriate arrow. Also have had near misses with bicycles while exiting North Ave shopping center. Bikes riding on the Avenue should be required to follow red/green light rules of traffic. It is a great idea of you don't live in the North end.

- We tend to use North Avenue to commute downtown by bike for errands or church activities. I often bike part of it as part of a workout, since North Avenue is less bumpy than the Burlington Bike Path, which is really bad in places. We may drive or bike for restaurants, groceries, etc. I like the changes and feel safer. I assume that for winter, there will be more than armadillos or painting.

- Today, September 15th, 2016, I was turning right coming off of the belt line onto North Ave, a female bicyclist traveling North on North Avenue ran the red light and almost hit me, placing her hand on my front fender. I was traveling through the intersection with a green arrow light, and thus had the right of way. This is not the first incident a cyclist has done this either. Police need to ticket bikers for violating the rules of the road. If they are to be on the roadway, they need to be registered, insured, inspected, and wearing a helmet

as a motorcycle is. This intersection is very dangerous as bikers consistently refuse to follow the traffic signals.

- It all sucks, I'm sick of all these changes being made for only a few people while the majority of people don't want it and are ignored. Our thoughts don't count!!!

- I love the new North Ave. We as a family are very active and this is the 1st time I have ever felt safe biking or running on the Avenue and I have lived here for 19 years. The bikepath becomes too congested in July & August with tourists to enjoy biking or running. Thank you for making this great change!!

- The changes you have made to North Avenue benefit very few people. The majority of us are stuck at traffic lights for longer times and yet still bikers go right on through the lights. I have sat at the light to get off of ethan allen pkwy in the morning through 3 cycles before I am able to get on North Avenue. It takes me so much longer to travel the length of North Avenue thanks to the one lane of traffic. I am sure that you are gonna do what you want with no regard to those who don't like whatever your goal is. I am sure that if Mr Spencer had his way he would ban all cars on all burlington streets. Thanks for making my commute much worse.

- The pilot project has made North Avenue safer for all modes of transit! Cars slow down and bikes have a safe space. Make sure it becomes permanent!

- The new pattern has made it less safe for people on bikes. The area where cars turn right off from North Avenue and bikes merge into the straight lane. I have been avoiding North Avenue as much as I can since the changes. Therefore Burlington business on North Avenue are missing out revenue.

- Consistency is key. I think that a true divided roadway gives the cyclist a false sense of security when the bike path is broken by a side street or driveway. A double white divider the entire way allows for vehicles to cross into the bike path when needed while maintaining an obvious buffer zone. I have also run into near misses at the northbound North/127 intersection where cyclists line up next to a car waiting to make a right onto 127. Bringing the onramp back should help with that.

- The bike lane has made North Avenue less safe and added to congestion. I see some bikes using it but not enough to justify the work that was done. As simple designated bike lane like is used on other city streets would have sufficed

- First, get rid of the armadillos and the posts. Second, I have not had an issue with bicycles in the past, now the lanes they have are almost as wide (including the extra painted lines) as normal traffic lanes. To me the amount of bicycles does not justify these pathways. Why don't we just widen the sidewalks and make the bicycles travel along these pathways? Traffic this morning 9/15 was backed up from the light in front of the North avenue Alliance church to Ethan Allen parkway heading South. What will traffic be like when there are snow covered roads?

- Mostly I like the changes, and I'm surprised that there isn't a huge line of traffic during school start and end times. I'm not sure what would happen, though, if there's an accident on North Ave. Traffic would come to a standstill.

Concerns:
With only 2 lanes of traffic going north/south, it's very difficult to cross at Village Green to Killarney on foot since there's an almost constant stream of traffic in both directions. At rush hour it's nearly impossible to make a left turn onto North Ave from Village Green or Saratoga. The few times I have tried to use the center lane as a "holding lane", I've been honked at by angry drivers. I think it's important to educate drivers as to the multiple purposes of this lane. Even so, the angle to make this left turn is very tight, and it feels (and looks) like I might crash into a driver going south.

- Decrease sharp turns by the posts near the belt line and EA Parkway....2 fewer posts!! More education/instruction about how to turn into the middle lane and then merge into the driving lane....I see drivers waiting needlessly. Driving southbound even at rush hour

runs smoothly BUT with no break in the line of cars, we all need to allow drivers turning left onto the avenue to jump in !!!!

- Making right turn towards Colchester is a disaster waiting to happen. The bike lane disappears and cyclists must merge with traffic. Signage and perhaps warning lights should be considered. Perhaps the merge point should be lengthened also.

- Yesterday was my first time on the "new improved" North Ave since I just got home from a month away. The time was dusk, 7:20. The fluorescent bars at the 127 offramp were distracting at that time of night and took extra time to differentiate from headlights. But worse was the bike lane, not because of the idea, but because of how people use it. I passed three different biker groups on North Ave. Not a single biker had a rear headlight. One unlit biker was even straddling the white dividing line between his and the car lane in a section where there was no double line. If bikers don't follow road rules, it's deadly to put them on the street, and for you to plan based on something different than the reality is irresponsible. The majority of Burlington bikers don't ride safely, so we shouldn't be facilitating them being on the streets. I already avoid the Old North End in the evenings because of unlit bikers and now I'll shop at Shaws in Colchester instead and skipping the North Ave restaurants just to avoid the risk of hitting idiots without lights that cockeyed optimists placed in a busy roadway.

- Thanks for making a safer trip to school for my daughter and her classmates

- 1. The bollards just north of Institute Rd feel as though they are squeezing the opposing lanes of traffic into each other, on this curved section. I can imagine when there is snow and ice on the road, that this curve will be more dangerous 2. During the long winter in Burlington, bike traffic is very minimal - I question why a major route in town is being substantially changed to favor a slim minority of travelers 3. Related to #2, I do question why North Ave. needs any bike lanes, when two parallel bike paths already exist in this part of town, extending to downtown 4. I am having an extremely difficult time understanding why bikes need to share a roadway (especially considering what appear to be their small numbers), when a typically empty sidewalk is available approx. 3-4 feet away. When considering traveler feedback, please be aware that a good percentage of bikers appear to continue to choose riding on the sidewalk over riding in North Ave.

- I never used to be 10 cars deep leaving the parkway during school hrs and now it's everyday. Also coming home I go thru 2 lights to get onto the Ave from the belt line. Before the pilot that never happened. This is around 5:30

- North Ave is stupid and needs to back to the way it was. I am pissed about it

- The changes to North Avenue have been wonderful. It is so much more pleasant without all of the lunatics speeding and weaving in and out of traffic. I sincerely hope that all of the changes are made permanent.

- Two suggestions -- Increase driving lane width a foot or so near high school -- there is plenty of space near the rock wall and on the east side to do so. It feels tight with so much potential for emergency vehicle travel, young drivers and the relative light/dark conditions of that particular area. Study carefully the southbound turning situation at Goss Court vis a vis the bike lane -- I worry that someone passing on the right will hit someone travelling in the bike lane. Great improvements overall. I LOVE the safety improvements by the Alliance church, and the ease of travel between Shore and the beltline, southbound. It is fantastic on rainy days -- and I anticipate much safer conditions in the snow -- especially with student drivers and the elderly making up so much of our driving public here.

- The area from the high school to the North Ave Alliance Church feels too narrow and the congestion at the light by the church is a mess.

- It needs a little tweeking but overall the slower pace is safer for all

- 1. Need to time lights better during AM and PM rush hours to allow more time for drivers to exit Village Green south onto North Ave. 2. Need crosswalk at Village Green. 3. Need "Do not Block Intersection" signs and pavement markings in front of Village Green. This might allow safer exiting of Village Green during rush hours. 4. Very Important: now that schools have started and students are biking, I have observed many students biking north in the south bike lane, continuing to ride on sidewalks, and basically practicing poor biking skills and judgement. BHS especially, should be made aware of how irresponsibly many student bikers are behaving. At the very least, a safety program by the City or Local Motion should be presented to student bikers about rules of the road, safety equipment, how to use the bike lanes, etc. Perhaps a police presence or Local Motion reps could be on hand when schools let out (and before winter sets in) to observe and educate student bikers about the bike lanes, safety, etc. Also wouldn't be a bad idea to provide the same education to college age bikers who often ride without proper lighting, helmets, and also ignore the rules of the road. Thanks
- Better separation from bike lanes would be good as the current setup doesn't prevent wandering from cyclists or drivers. Better education for cyclists and drivers as to how to use the roadway and rules of the road.
- The way that North Avenue has been dissected to accommodate the bike lanes is an eye sore. It looks unfinished. I am on North Ave. everyday (both driving and running) and I see more cyclists on the sidewalk than I see in the bike lanes. We have a beautiful, accessible bike path that we invest in that could be made available to those cyclists who choose to bike in the winter months. I am concerned about how drivers will negotiate the road in the winter months. My understanding is that the north end of Burlington did not support this initiative and the south end did. I feel like the people who travel this road in this end of town should have a stronger voice in deciding the outcome. North Ave. connects us to our community schools, shopping, churches, etc. as well the gateway to neighboring towns.
- it is totally unfair to change the street based on ALL people from Burlington und disrespect the vote from people who actually live on or close to North Ave
- I am very thrilled to see these improvements in place - it's not perfect, but it's better - thank you!!
- I don't drive through North Ave on a daily basis right now, so I find the changes confusing and completely not intuitive as a driver. I don't feel more safe, just annoyed. I did not respond as biking here, because I typically bike on the bike path from Colchester to Burlington. I wouldn't use the new bike lanes and have never seen them in use.
- Great changes. Did notice congestion between Ethan Allen Park and VT127 northbound around 5 pm...but it may have been this way before (I typically take belt line, but have driven North Ave this last month to see how the project shakes out)
- Nothing Ave reconfiguration is a poorly conceived design that has gone horribly wrong. It's the wrong solution to a minor problem. Bike traffic has not increased as I've noticed. Bike travel is no better because of the debris on the side on the road and those miserable storm drains. The raffia has dramatically slowed and commute times have increased. Frustration levels have increased, or at least mine have. And just this morning I saw a yellow Jeep using the turning lane as a passing lane. WAY too much money has been spent on what was a failed project from the start. Jeff Ladner
- The changes are awful. The armadillos and spikes are completely unsafe and PREVENT cars from pulling over for AMBULANCES!! And now people can't park in front of their own houses?!? Seriously?!? The mess of spikes in the right turn for Ethan Allen Pkwy are ridiculous and also unsafe. The whole thing is a complete joke of a "pilot". Can't wait to leave Burlington if this is how the city will be run.
- As a motorist I appreciate the restriping which makes driving more predictable - I understand which lane I need to be in, particularly at intersections, and there is less

speeding and weaving by other drivers. I also know to expect cyclists in their lane. The pilot has made the corridor safer for all modes, user's behavior and placement in the roadway more predictable, and provides space for everyone/all modes.

- the new north end is great and all, but how about some bicycle connections to south burlington (both of them) and winooski.

- This has got to be one of the STUPIDEST things the City Council could have endorsed.

At first I said, what is wrong with these idiots? Do they not remember what North Avenue was like when it used to be one lane in each direction. Then I realized that the answer to that question was NO. None of them were Vermonters, let alone Burlingtonians, back then. I have seen MORE accidents on North Avenue since this Pilot began than I have in the past 10 years on North Avenue. With the taxpayer money that is being wasted on this lunacy you could have repaved it to give us some functional infrastructure. Because this project is EXTREMELY dysfunctional!!

- The new traffic signals at the intersection of 127 and North Ave are very confusing. Why use a red flashing arrow instead of a red light, when right turns on red are allowed?

- Bikes should not be allowed to be on the roads when there is snow on the roads. isn't safe

- Return traffic pattern back to our four lanes with marked bike lanes within the shoulder area with indicators or permanent traffic cones.

- The cuts into streets off North Avenue are very small. The arrows and lines are very confusing when turning onto Plattsburg Ave. and some of the white posts seem to be too far out when coming off the belt line. Other than that I think it works great. I especially like the white posts!

- Remove the changes now. The snow will be here soon and the movement will be a danger to all. The speed on North ave. has gone to about 40 MPH with the changes. Is this what you wanted to accomplish?

- I have been very pleased with the pilot. I've lived in the NNE for over 20 years and had always felt that the four-lane stretch of North Ave was more of a raceway than it needed to be. This new lane configuration has made it safer; more predictable and a more pleasant driving, walking and biking experience.

- I don't feel the center turn lanes are marked properly in many places. There are certain turns that should have paint that shows at what point to get in the center lane for the turn. Some people just get in the middle lane and drive it for a long time. I frequent Killarney Drive and Stanniford Rd, and I'm sure this is the same with others, but during peek times of day it's almost impossible to pull out to go North. A new traffic light might be required or you are going to need to put in 4-way stop signs. In my opinion this project is great except at busy times of day. At the busy times it is a lot worse. Traffic is backed up a lot more than it ever was before. I have lived on the avenue for the last 14 years.

- The North Avenue Project is in my opinion a total waste of tax payer money and resources. Please find other means of adding bike lanes. Don't make these changes at the expense of restricting a busy road and aggravating local drivers.

- It needs to be re-thought. I can't wait to see how traffic will be in the winter. I also feel traffic will increase on the beltline due to commuters trying to avoid North Avenue due to the congestion which could lead to more accidents/fatalities on the beltline. We built the bike path for a reason. Use it!

- I love the idea of this project and support bike safety, however it has become very slow and difficult (and dangerous) pulling into and out of my street every morning since the change. My suggestion would be to find ways to better intersections where cars are entering and exiting North Avenue a lot (i.e. Little Eagle Bay and North Avenue).

- The 4 lanes was too congested, but with the 2 lane system, the bike lane makes it very close to the cars going by, and congestion and making turns has seemed dangerous, as

people driving are cutting in and out, and not looking for bikers when they turn. At certain times, it seems very congested on North Ave.

- Regarding the black and white hump/separators between Institute Rd and 127: I was driving southbound, and emergency vehicles were approaching from the south, headed north. I needed to pull to the edge due to the northbound lane being backed up at the 127 intersection to let the emergency vehicles through. I was able to pull to the side in front of a driveway. Unfortunately, the only way to get back on the road was to try to straddle one of those humps. By doing so, the height of the hump caused damage to the underside of my car, specifically an expensive exhaust system. While I understand the spirit of the humps, they should and can not interfere with traffic's ability to use the road to move out of the way of emergency vehicles or to maneuver around unexpected obstacles. If the humps were lower, I think it may be a good compromise. I also wonder what would happen if someone were to collide with a hump at 25-30mph. I suspect vehicle damage or an accident would be the result. Outside of that...I had no opinion of the pilot prior to its implementation. As a lifelong Burlingtonian who grew up in the NNE, I support the changes. But...fix those humps. :)

- I think the ramp to 127 (Location A) should be open. It would help to reduce congestion at that intersection for local North Ave traffic. Also, Little Eagle Bay should have a traffic light. In the morning it is extremely difficult to turn south onto North Ave with all the traffic on North Ave or coming from Ethan Allen Parkway.

- The sidewalks are in deplorable shape on North Ave. The marking for bike lanes, car lanes is difficult in places to understand. The armadillos are ridiculous. The posts at the intersection of 127 and North Ave are so close to the turning lane it is almost impossible not to hit them. Not sure I understand why there is no automatic right turn on to Ethan Allen Parkway or from 127 to North Ave. Bikers continue to ride on the sidewalk with no regard for walkers. The city's disregard for residents of the NNE is evident on this project. It allowed the pilot committee members, including Rich Nadworny, to post disrespectful and discriminatory tweets during the process like those opposed "must be off their meds", comparing those opposed to Trump supporters and gun rights supports. Of course, these are taken down now. But it all inflamed the debate and divided the NNE. The feeling is that the process was predetermined, and I'm sure this survey will be as well. and...I support safer biking, walking and driving.

- I have noticed people using the turning lane as a passing lane.

- The 'bumps' used to separate the bike lane is potential damaging to vehicles and a safety risk. I pulled over to allow emergency vehicles, hit the 'bumps' and almost lost control of my car. I was also afraid I broke something. These should be replaced with rumble strips or the flexible standing delineators.

- The pilot project has created heavier traffic, and has made getting to and from my home very stressful. I rarely see bikers using the new bike lanes, in fact, I see more bikers now using the sidewalk. This is a total waste of my tax money. Roads were designed for cars. If people choose to bike in the roads instead of the multi-million dollar bike path that is 1/10 of a mile away (or less) then they take that risk. Don't inconvenience the many for the few.

- Thank you for making biking more safe in Burlington!

- I notice that along some portions of North Ave the high/low barriers and the white plastic vertical posts prevent cars from pulling off to the side to let an emergency vehicle pass. While I think the new bike lanes are an improvement for a bikers, I believe a better solution would be to replace concrete sidewalks with smooth bituminous pavement as is presently the case on Riverside Avenue and along Kennedy Drive and let bikers ride on that. While this puts bikes on the same travel as pedestrians, most sidewalks are empty and it would be easy for a biker to give way to walkers: they could pass by going

out a driveway into the street until by, then into the next driveway and on to the sidewalk again.

- I like the calmer flow of traffic. I travel North Avenue at least twice a day during school start and end times. There are very few bike riders using the new bike lanes and I expect to see more since there was such great interest in this project. I am trying to be open minded about it, but I truly dislike the white posts as I come off the beltline onto North Avenue. They jut out too far into the road and I feel like I am going to crash into another vehicle when making the turn onto the avenue. Also I find the "armadillos" to be ugly and I hope they will be removed soon. My final comment is around education for bike riders so that they follow the same rules of the road as others by stopping at lights and using hand signals for turns. I have seen some near misses near Ethan Allen Shopping Center.

- HORRIBLE idea. Please give us back our 4 lanes. Traffic is now congested and drivers are frustrated. We have a bike path, this pilot is ridiculous.

- I am a frequent pedestrian and occasional biker. I appreciate the slower speed of traffic overall, but intersections are still very dangerous because of the careless and indifferent attitude of motorists towards pedestrians and bikers.

- Please return N Ave to the previous configuration.

- Only the Burlington city government could design an "anonymous" survey that needs to take down your name! I have taken plenty of anonymous surveys for work and school that don't require me to enter my name and email address. The real reason the city wants the name is to identify those who oppose the official policy of implementing the pilot project over the expressed wishes, by votes of both wards 4 and 7, AGAINST the pilot project. I can't count the times that I have seen bikes on the sidewalk while school children are trying to use the sidewalk to walk to school! What about the bikelane? I have also seen adults going the wrong way on the bikelane and alternating between the bikeland and the sidewalk. Of course, there are no rules for bikes and the Burlington police are officially prohibited from issuing tickets to cyclists who don't use lights at night, go the wrong way on the bikelane, or engage in other reckless activities. The bikelanes benefit a very tiny population and make the whole North Ave unsafe!

- I appreciate the effort you all are making - or maybe I should say the effort that we ALL are making.....

- Please continue all the way into downtown Burlington, it is a bummer when the bike lane ends

- I am completely satisfied with the changes on North Avenue. The road is safer, easier to drive on, in traffic moves faster. It has really improved my commute. Please keep the changes. Make the pilot permanent.

- There is a need for bicycle safety education in the City of Burlington. Despite the distinct bike lanes, several bicyclists will still use the sidewalk. Pedestrians are given a false sense of safety because they assume bicyclists are using the bike lanes. I witnessed a near collision between two pedestrians and a bicyclist who was on the sidewalk. The bicyclist had to apply his brakes abruptly to avoid hitting the walkers. He did not alert them that he was approaching, so they didn't know he was behind them until they heard his tires scuffing. I'm all for good bike lanes; fewer cars on the road means a safer, less-congested road, cleaner air, and a healthier community. But unless you have bicycle safety programming (workshops at bike shops, brochures, ubiquitous signage), more bike lanes is only part of the solution.

- Absolutely the dumbest thing the city has done lately! There's a multimillion dollar bike path just 1/4 mile away with interconnecting corridors, it makes no sense to not use it instead of messing with North Avenue, one of the busiest streets on the city!

- I do not have a problem with bike lanes; the problem I have is with following the rules of the road. Bikes cut through traffic incorrectly, and use the sidewalk to get through traffic jams cars can not do that. Drivers do not seem to be able to judge distances, when ever they pass a bike rider they go far into the left lane as if they were passing a police officer that has somebody pulled over. This habit is dangerous.
- The bike lanes are OK north of Shore Road, but a disaster south of that. The North Beach ramp/intersection is very bad now. The traffic light confuses drivers and the traffic pattern is poorly designed. You have deliberately created a bottleneck. My drive time going north on North Ave has tripled. Going south, the best I can average is 12 MPH during my morning commute from Woodbury Road to Flynn Ave. That is simply disgusting. Bike lanes and dog walking are not what make a city livable, despite what those magazine lists would have you think. What makes a city livable is less traffic. Do a survey asking people which they prefer- less traffic or bike lanes- and we'll see where the priorities really are. Let's also not forget that bicyclists have several alternatives, including using the sidewalk. If we're going to let bicyclists, who constantly disobey traffic laws, on all the busy roads, you should let cars drive on the bike path. This entire project has given bicyclists a terrible name and the appearance of being very selfish and I've developed that opinion even though I am one of them. It just feels like the people in charge of designing our roads are inexperienced. 86% of cars speed on North Ave? Doesn't that tell you something? Doesn't that tell you that you are designing the roads or setting the speed limits incorrectly? This statistic indicates that an overwhelming majority do not agree with the design. It is unnatural. Don't force a square peg into a round hole. Please stop catering to the lowest common denominator.
- I used to travel on 127 to avoid North Ave, but now choose to use North Ave because it's more enjoyable.
- I'm extremely disappointed in the pilot program. It has done absolutely nothing but cause unsafe, congested and frustrating driving conditions for those who actually live in the NNE. Nobody but those who live in the NNE should have a say in the streets as they are the ones who drive it daily. I've never had to wait in traffic on North Ave until the new changes. The bike lane should stay as it gives bikers the right, BUT the streets should go back to the way they were before the pilot program.
- I am concerned with people using the center lane as a second lane from Hannafords light to shore road. I have seen this more than a few times. Also people turning into Leddy going North, enter the Center lane too early...almost saw a head on collision. And... the turn lane into Rite Aid (going south)is very small.
- Change the turning from vt 127 onto north ave. It is now congested and traffic lights are off and inconsistent please put in sensors I shouldn't be stopping on red lights when their is absolutely no traffic
- I believe in moving North Ave forward and applaud DPW for trying new things. Narrowing a high traffic area seems unsafe and the changes in and around the Slip ramp by 127 was a huge step backwards. I think we should consider larger construction to widen and add vs using what we have.
- The traffic is not only congested, but there is LESS than 1percent of the population using the bike lane and that is seasonal. We will see even less during winter and mud season! There is a sidewalk and a bike path which runs parallel with North Ave that is meant for pedestrians! Not only is it dangerous to encourage bikers to travel with in feet of cars, but what an expense from the tax payers!!!
- I think the little black plastic buffers could cause more accidents especially if people are trying to avoid an emergency vehicle. Some places, like turning onto Ethan Allen Parkway take longer to turn into from No. Ave as we have to wait for the light to change. Before, when it was 2 lanes we could just make the turn (depending on traffic of course)

- I am extremely disturbed by the arrogant & egotistical bicyclists. More has to be done by the City in general to get a handle on them. If they want to share the road then they MUST be held accountable to the laws of the Road such as stopping at Stop Signs, at Red Lights, etc... They should also be mandated to get equipment on their bicycles so they automobile drivers can see them readily. I see countless numbers of bikes without ANY equipment on them and they get away with it. Secondly I am perturbed by the time it takes me to get out onto the Ave when trying to leave the side street that I must use to do so such as Village Green. Even though it is marked that cars are not suppose to block the intersections, they constantly do block them. The motorists pay no heed to the markings and they need to have more policing of those areas so that ignorant motorists pay fines for their blind and ignorant ways. This whole Project is a bust and I am thoroughly disgusted at the waste of tax payers money in even studying this foolish survey. Has it slowed traffic? Sadly so for sure to the point that there are extremely long lines of traffic that you have to sit and wait for an opening to get out onto North Ave and hope that you have an opening in the traffic going the other way at the same time. I think that a traffic light @ Saratoga Ave is the better idea for slowing the traffic between the Beltline and Ethan Allwn Pkwy. If that 3rd light was installed there, the traffic would not be able to get up to speeds of 40 - 45 mph between them as I have often seen between the 2 existing lights. Put it BACK to what it was. It was nowhere as bad as it is now!!!! And get those damn bicyclists under control of the laws of the road. The Police need to own a large part of that responsibility. I recall when I was a kid that we had to go get our bikes inspected at the Police Station and they would then place an inspection sticker on the bike to show that you are within the requirements of that inspection such as having reflectors for the rear and a head light of some sort up front on the bike as well as a horn or bell to be able to notify walkers that you are approaching them. Let's get back to basics on what the laws are suppose to be and followed.

- The project has made North Ave safer for everyone. the turn on to 127 going North on North Ave should be returned to the merging lane approach, not the hard right turn at the light. That is dangerous for cars and bikes - visibility of bikes a problem. Otherwise all A's!

- Trying to turn onto North Ave making a left either way is so hard at time. The light by 127 across from the church is not timed right at times. Long waits. When two cars want to turn left from north ave onto a side street can cause confusing about when to get into the center lane. Pole and armadillos are stupid, looks bad, and when emergency vehicles are trying to get through that area, cars have no where to go.

- It is extremely difficult to turn in to / out of Little Eagle Bay with the consolidation of 4 traffic lanes to 2. I don't see the benefits of this, given the road is used minimally by bikers and with the bike path being a short distance away.

- From a person who lives on North ave I have a lot to say: I don't feel this project is working out as planned. I see more than half of the Bicyclists riding on the sidewalks and I myself do the same as I feel it is MUCH safer than riding anywhere on the road level that cars utilize- how many car related cycle death did VT have last year?- 70+ something!! I am very disappointed to have lost my road side parking which used to accommodate and additional 2-3 vehicles and I can only fit 2 in my driveway currently. Last month while yielding to an emergency vehicle, my girlfriend pulled over and hit those bike lane deliminators (armadillos) and it damaged (2) of her rims which cost \$200+ dollars for the repair and resulted in a days loss of work for both of us- these armadillos were poorly placed, should not be used and do not allow room to get over enough in the case of emergency vehicles. the poor timing of the lights by the Hannifords plaza has caused over utilization of Leddy park road as a better alternative however this road is not designed for such traffic and is not even stripped! Even if you do wait for the the

Hanniford plaza's light to make a left turn into it, you have wait several cycles almost all the time and most times have to accelerate your vehicle thereby cutting off the opposite lane going straight. I could go on and on but these are just some of my complaints. I feel it is just not working as intended and is not worth the \$155k out of Burlington's public works budget- Fix something that really is broke or, hey finish those dam Circumferential Highways from the 60s and stop literally paiving way for more higher cost housing units, which after all is the next phase in this little scheme of things right? Lets make the roadways more politically correct (despite the numerous disadvantages) so that SD Ireland and others can come in and build more housing units which will be out priced from the middle and lower class....Gentrification anyone? My apologies for sounding spiteful but I am guessing whoever is reading this and working on this project do not live on the ave and have to deal with this disaster. I would be available to speak with someone on this project and promise to have a calm and rational discussion if you would like. I come from a very technical background being a Mechanical engineer with a masters degree. 603-504-5095

- I am very dissatisfied in the amount of time it take to pull out on to North Avenue and head towards downtown from the Village Green intersection and or the Saratoga intersection. I use the middle lane when I can just to get out into the traffic pattern and wait for someone to give me a break. But a lot of the people tuning on to North Ave are not doing that so it is causing the traffic to back up and sit as long as 5 to 7 minutes in the morning about 7:40 am. We also have people on North Ave that are blocking the intersection while the light is read preventing us from pulling out on to North Ave to head towards town. I like how the project has slowed the traffic down but I am very dissatisfied with accessing North Ave in the mornings. I was easier with the four lanes, but much more dangerous due to higher rates on speed on North Ave.

- Without the light at Little Eagle Bay/Ethan Allen Parkway intersection it would be even more difficult to turn in and out of the driveway than it is now. The light does help but feels unsafe while pulling out. The bike lanes seem unnecessary as the newly renovated bike path is parallel and close. What will happen in the winter when the plows need to remove snow from the roads to the snowbanks? Along the stretch of barriers, it seems like cars would not be able to pull over to allow an emergency vehicle to get through as there is no shoulder. Perhaps these things have been addressed, but it is not easily accessible.

- awesome updates!!

- I had the occasion to need to pull over for an emergency vehicle just south of the belt line on the west side of the street. In order to get to the curb I need to drive over an armadillo. Ouch! I was concerned about breaking it or my tire. Did I need to be concerned?

- I think we should focus on maintaining our wonderful bike path. Since the project started, I have two close calls with head-on collisions and 4 or 5 close calls with side swiping collisions. I no longer feel safe driving on North Ave. When I take my bicycle on North Ave, I prefer to use the sidewalk because it is safer. Between 127 and Institute Road, there is no way to pull over for emergency vehicles.

- I believe if bicyclists are going to ride in the road, they should register their bikes. I feel that since the project has been installed I have seen more bicyclists riding on the sidewalk, thereby making this project a complete waste of taxpayer money. I have also heard from numerous people that they will not drive on North Ave ever again because the lanes & lights were too complicated and dangerous. Thousands of taxpayer dollars were wasted on a select group of people to the detriment of others.

- North Avenue is for cars and not bikes - that is what the bike path should be used for and therefore it should be turned back to 4 lanes for cars - bikes are unsafe on this road.

- Since the project started in have seen more cars run red lights. Also people drive in the suicide lane to beat traffic
- Why not remove the parking on the south end of north ave (From the police station to BHS)? Why not convert the 4 lanes into 5 lanes(three for turning and two for driving this would reduce traffic completely)?
- (1) The high dividers are more visible than the low "armadillo" dividers (2) bicycles could still have been accommodated without removing driving lanes by painting roads and having more numerous and visible signs stating that bikes "may use full lanes" (3) Since the new change, I have still seen several bicycles riding on North Ave sidewalks, presumably a hazard to pedestrians. Why aren't they using the improved bike lanes? (4) There is a very high ratio of cars to bikes on North Ave., and the bike path works well, so why did bikes get priority over cars?
- Thank you for doing the project. I believe it has made the avenue safer at a very small cost in terms of time and inconvenience.
- In the morning leaving the Little Eagle Bay complex I can't turn right. There is too much traffic and it is not clearly identified when I can turn right unless there is a break in the traffic line.
- Turning for bikes could be improved at some intersections. Improvement of the pavement surface in many sections of the bike lanes will increase safety by enabling bicyclists to stay in their lane (without having to encroach on the car lanes to avoid pot holes currently present in some sections of the bike lane).
- I find the pylons and "armadillos" are distracting, unsafe and unsightly. Seems like overkill.
- A police presence is needed to ticket bikers traveling in the wrong direction/wrong side of the road. This is a public danger and needs to be addressed immediately. I personally have almost had 2 collisions with bicyclists that continue to disobey the law on which side they ride on, this is very dangerous and I do not see any police presence in the area to rectify this situation. I've seen, what I assume are high school kids, riding on the wrong side when the sidewalk has pedestrians and then they go up onto the sidewalk when nobody is walking and then back into the bike lane, this is VERY dangerous and am wondering why there is no education at the high school to address this. With a million\$ bike path a short distance away with no chance of impacting traffic while keeping bikers safe I wonder why this "pilot" project ever happened to begin with, it's atrocious! The mayor should be ashamed of himself!
- In the painted buffer lanes please paint diagonal hash marks....Also. when turning right to go northbound from the north ave beaches exit off the beltline, the white plastic traffic marker makes it difficult to fit a truck into the turn if southbound north ave traffic is stopped at the light...The turn is to tight, please reposition the marker...
- I think the changes are great! I am an avid cyclist, logging many miles on my road bike over the years, so I am very sensitive to the safety needs of cyclists. I also grew up in the New North End (my mother still lives there), so I have decades of experience traveling back and forth on North Avenue. However, my feedback on the North Avenue Pilot Project is primarily based on my daily commute back and forth to Hunt Middle School (I now live in Williston) and on my occasional marathon training runs on that route. As a driver, I feel much safer with this new configuration. I feel more focused by only driving in one lane, and I feel more aware of cyclists when they are in the designated bike lanes. I also think the left-turn lane (southbound) at North Avenue and Ethan Allen Parkway is much, much safer! In fact, that entire intersection has been improved by the pilot project. I hope others feel the same as I would hate to see this reverted to the former configuration.

- Driver education in a this state is poor. So the whole approach here is to reduce automobile capacity to make bicyclists feel more safe. In reality, increased car travel times = more emissions = less attractive roadway for everyone. This strikes me as a less viable option for the long term than educating bicyclists in automobiles to exist together on a 4-Lane Road way. Did the city engineers really study what is wrong with No Ave prior to the pilot? I find it hard to believe that they did. This paint is laid down and then it is expected to be accepted by the majority of people in the area. In my opinion the "fix is in" on North Avenue.

- I have lived in Burlington for my entire life. This program represents once again the decision being made by people that dont live in the areas that the changes affect. I am also applaud That we would even consider doing this after spending so much money on bike path improvements. I know that the public works directer is very passionate about alternative transportation.However when the trade off is public safety that is concerning to me. Maybe the money could be better spent combating the drug problem or mental health issues or homelessness or pan handling or outfitting the police with the equipment they need to do their work. Just a thought.

- Mainly with the change, turning out of Little Eagle Bay is very hard, because it is at an intersection with lights, but no light for our road, generally we must wait a long time during rush hour, or any busy time of day to try and turn. Left turns are even worse....Secondly turning left off of North Ave onto our road coming home, can be difficult, you start to turn into the center left hand turn lane, and occasionally a car goes through the intersection in that lane because they are turning into Ethan Allen Park, or the road right after that, which is unnerving and makes it hard if they are starting into that, then how do I turn left?

- It's great!

- I have noticed more "road rage", inappropriate driving,bicycle riders not obeying the rules of the road, bicycle "road rage".

- I have lived here on this street for fifty years and HAVE NEVER EVER SEEN TRAFFIC SO HEAVY AND ON STOP MAKING IT IMPOSSIBLE TO LEAVE OUR STREET AND GET ONTO THE AVENUE, AND TURNING LEFT IS NEAR IMPOSSIBLE AND DANGEROUS. IT IS ONE STEADY STREAM OF NON STOP TRAFFIC FROM THE NORTH END AND WHEN THAT STOPS FOR ONE SECOND IT IS ANOTHER ONE FROM ETHAN ALLEN PARK. As far as I am concerned you are all out of your minds and someone is going to get killed with this system as it stands now. And the City will be responsible. Simple as that. And I hope it is not any one of us or anyone i know.....This is a disaster. Totally a disaster. No place to go if there is any disaster taking placeand traffic doesn't move.....

- My parents still live off North Ave so I travel on North Ave quite a bit. I feel much less safe traveling the road with how narrow the lanes are since the change. The pattern of all the new dividers makes me feel boxes in and there is often no where for me to go if emergency vehicles need to pass. The only time I ever see people drive any slower than they did before the change is if the congestion prevents them from doing so (in which case they drive more irritably which is likely more dangerous). I haven't had to deal with parking off the road but friends I know who live here have complained about how difficult that is. Lastly I see very few bikers actually use the road, likely because there is a dedicated bike path right near by.

- Yes to safe routes for bikes! Yes to safety sharing the road: cars and bikes!

- I have lived on Gazo Ave for 40 years. It was difficult to get out of our developement because the only passage in and out goes by C P Smith school. Now it is nearly impossible to get onto North Ave. during school/work travel times. I have sat through 5 lights on Ethan Allen Pkwy due to the traffic back up on North Ave. I have also tried Gosse Ct and the light by St Marks Church, not much better. Bikes using the bike lanes are still

coming into car lanes. There are so many signs, confusing traffic signals and barriers it's like a dangerous video game with so many distractions. I would like our streets to return to their previous state Except--a much longer right turning lane into the High School--that would certainly help with a smoother traffic flow. Thank you for the opportunity to express my concerns.

- It'd be nice to see the north ave bike lane extended all the way to battery park.
- I can't get out of Village Green or Saratoga in the morning to go to work.
- I have not seen the traffic slowing down to any degree. There still seems to be confusion regarding some portions of the bike lanes. Some people don't know how to use the middle turning lane without leaving the back end of their car partially in the thru lane. Many bicyclist not obeying traffic laws or helping to maintain 4 foot distance from cars. The volume of cars vs. the volume of bicyclist and the limited time they can use the the road, I feel has been a waste of tax money that could be used for more pressing needs in our neighborhoods.
- Although I don't ride a bike on this stretch of road, I support sharing roads with different modes of transport and applaud the attempts to improve the safety for all. Thank you to everyone who has contributed ideas, energy and money to this project.
- I know this was an attempt was to do something good, but it failed. As a resident who has to live with these changes 24/7 it has given nothing to me except frustration and a feeling that city hall does not value those that live in the New North End.
- turning onto or off north avenue is now a clear safety issue, with so much extra congestion and more lanes to watch for walkers, cyclists and cars merging a serious accident is waiting to happen. and i do not not see much in the way of new bike riders using the lane anyhow and with winter coming all that's happened is to make traffic congestion terrible without any benefit for cyclists who are not going to be riding in snow, etc but the congestion will be present year round. lastly with continued growth in the new north end the traffic situation is only going to get worse
- I do not think St Mark's church should get special treatment regarding parking. Also, any cars parked there that are outside the designated area should ticketed and/or towed.
- Traffic flow has been steadily increasing in the New North End and on North Ave over the past years with the addition of the 300+ housing units where the Burlington DMV once stood. Now, with the 750 more units that will be completed at the former Burlington College/Catholic Diocese property, the risk of a significant population boom threatens to overtake our fairly quiet community. This project appears to have been pushed forward against the wishes of the surrounding community, catering to bicyclists who may make use of the bike path less than half a mile away from North Ave. Significant increases in bicycle usage of the dedicated lanes on the main road has not been seen, and still bikers use the sidewalks when traveling. Winter will come. Winter brings snow and snow brings snow plows - will those plows travel directly over the small speed humps directly in front of Burlington High School? Where will traffic go in those areas should there be an accident and emergency vehicles need to get through? Vehicles run the risk of being damaged by avoiding pylons and concrete bumps when incidents such as these arise. This project is not community-friendly for the majority, but rather for only a small minority. Please reconsider the effectiveness of this project and return our road back to the way it was.
- As a frequent North ave user, I applaud the city for the bike lane demo project. I feel much safer biking and driving on North ave. I have noticed no change in driving times. Let's make this change permanent.
- The delineators near the High School are dangerous in that there is very little room for cars to move over to make room for emergency vehicles to get through. Also, there is a problem with cars not pulling completely into the turning lane when making a turn, causing the vehicle behind them to either stop (thus, holding up traffic) or pull into the

bicycle lane. It seems to me that a lot of work and money went into a project that serves a minimum amount of people for a limited amount of time. (How many bicyclists will there be during the winter months?).

- In general I am fine with the section of North Ave. from the beltline to Shore Rd. I am not satisfied with the section from BHS to the beltline intersection. This intersection is congested on a regular basis when I drive through it, for what appears to be light or sporadic bike traffic. Visually the section between that intersection and BHS is awful and looks like a construction zone. It totally changes the character of the road. You did not ask about the white posts - they are mainly what make it look so bad.

- I feel so much safer driving on north avenue and turning off of it now- cars aren't swerving around me and honking when I'm in the way of them trying to go while I wait to turn. Also, I wish we had a semi protected bike lane on line street like this pilot project- I'd consider riding all the way from south end to north end for work!

- The North Avenue bike lanes played a significant role in my decision to move to the New North End. They enable me to safely and quickly travel by bike to the ONE and downtown day or night, and particularly in the evening I appreciate not having to use the more isolated bike path. Now I ride into town much more frequently for visits and shopping rather than drive and deal with the hassle and expense of parking. I'm healthier for it and so is the environment.

- the one thing I do not like is the markings on North Ave if you are turning into Rite Aid. They do not exactly align w the driveway of RA

- Love the changes. Things are much safer. Now we need more crosswalks for pedestrians.

- The last time I rode on North Ave- trip to the fort at Ethan Allen Park- was when the bollards were first being installed- I'd like the opportunity to complete the survey- with the more recent modifications in place

- The bike lane is used by young people on skate boards and not stopping at intersections. Bikes as well do not stop at intersections, which makes turning cars more app to hit them. The intersection at the beltline is more congested during busy times and allows less opportunity to leave our driveway without worrying if the cars will be entering the turning lane to get onto the beltline. The beltline intersection and North Avenue gets backup at the 4:30 - 6pm busy time.

- I run frequently along North Avenue. Running along North Avenue has made me a more frequent customer of businesses along North Avenue (which I will frequently walk to). Improving the safety of North Avenue for runners and walkers makes me far more likely to support businesses in that neighborhood.

- St Marc's church in front should no way be special parking allowed. None of the residential housing nor other businesses were allowed this, This is showing a type of discrimination. The nine spots can be lost easy to the church. and there is plenty of room for expansion of their parking lot. Also the double painted lines as a buffer confuses way too many drivers and bikers. making it look like another bike lane., One line should be painted or the buffer should be XXX out showing that nobody is to be driving in it,

- The right turn arc from Rt 127 is narrow - SUVs have a difficult time staying in lane.

- My only complaint is with the left turn from North Ave (south) onto 127. Sometimes there is a green left arrow, sometimes there is a blinking yellow arrow; there doesn't seem to be any rhyme or reason (I've turned there under all sorts of circumstances on a daily basis, I know what I'm talking about). In my opinion, it would be far safer for everyone if the green arrow was always a part of the light cycle every time; it would be predictable, dependable, reliable and it would keep traffic flowing safely.

- I like the new configuration of North Avenue. I do wish that the condition of the pavement in the bike lanes were better. The drainage devices, manhole covers, potholes and ruts are hard on a bike (my son got a flat on our ride today) and create safety issues.
- Love it on a bike but REALLY love it in a car. No more crazies crossing 2 lanes of traffic to make a quick turn!
- I remember when Colchester Ave was changed from 4 lanes to 3 lanes. People made a big deal of it then and it is now so much more pleasant to drive on. I imagine the same will happen with North Ave if the pilot is successful.
- I think that rather than two painted lines between vehicles and bicycles the difference should be split and a solid green high-visibility lane should be designated for bicycles.
- My perception is that the bike traffic on North Avenue is extremely light. Most trips, I don't see any bikers at all. The inconvenience to motorists far outweighs whatever consideration there is for the few bikers. Further, the design makes driving more dangerous. You are squeezed into one lane, especially north of the high school. The painted markers in the road are hard to see and inflexible (I hit one). As far as I am concerned, the road should be returned to the way it was. A new referendum on the ballot would be a better way of evaluating the level of satisfaction than this survey which will no doubt have very few respondents.
- There must be a crosswalk painted to safely take people across North Ave. at the corner of the gas station and Plattsburg Ave. There is a crosswalk pattern already but it is not the direct route that I see people frequently using. PLEASE MAKE THIS MINOR CHANGE!
- Considering the lack of use of the bike lanes created on north ave, and the already poor grounds maintenance of the pre-established bike path (i.e.: Full time employee for bike path changed employment without being replaced); I consider the money spent on a 1.2M dollar pilot program to be a waste. On top of this, cars traveling on the new north ave face congested "bumper to bumper" traffic during the school mornings, while also experiencing a hazardous roadway with regard to right hand turns now have bikes passing them through the blind spot of a vehicle. Should the vote have stayed to Wards 7,4 like they should have, (allowing the effected voters to decide on a waste of money) the bike lane would never have been approved.
- Significant effort to teach/train for fewer single occupant trips to/from the high school, and deterring parents from driving their kids there regularly, would be the single biggest way I can think of to ease periodic traffic congestion on north ave.
- I hate the new traffic pattern- it is useless there are never any bikers and the few I see are on the sidewalk anyway. Also the white poles and black bump things are stupid. When a fire truck was trying to get through no one could pull over and it was a mess. The beltline entrance is fucked up too- it created way more traffic and was fine the way it was.
- I would like to have a vertical physical barrier just north of BHS on the double yellow striping. My concern in this very narrowed area has to do with the amount of drivers whom are texting or otherwise distracted as they wander across the double line into oncoming traffic. Jersey barrier? Additionally, I would like to have middle of road and bike lane markings continued north on North Avenue from Plattsburg Avenue to at least Derway Drive.
- Thank you for giving us the opportunity to offer feedback. It would be nice if the only people allowed to offer feedback were those who live in and around the pilot site. I am still disgruntled that the entire city was allowed to vote on what happens on a half mile stretch of road "not in their backyard." In offering my comments, I want to be clear about one thing. I am not against bike riders or the idea of bike riding. I am against the idea that bikes and cars must use the same pathway, especially when bikers are held to a lower standard than drivers. Many do not follow the rules, yet, they pay zero

consequences. In response to the pilot, the intersections are a mess with the flashing arrows that nobody understands, the inability to simply merge onto 127 makes ZERO sense and causes backups in traffic, especially during high traffic hours. Lights at the Alliance church had traffic backed up to BHS last week! In addition to all of this mess, we have a beautiful bike path that taxpayers spent money on. Why can't the bikers use this? Or, if I may pitch another idea, have them use the sidewalks. I have maybe seen 20 bicyclists using the new lanes and so this begs the question of why this was done in the first place? Was it really to curtail accidents? (I don't know who is keeping track, but in my 11 years living right on North Avenue, I can think of a handful, at most. I hate to think this, but the pilot seems like an ideal strategy for bicycle enthusiasts to get back at all of those "fossil fuel burning ingrates" at the taxpayers' expense. I also can't help but see a conflict of interest in this entire situation if Chapin Spencer is still, in ANY way connected to LOCAL MOTION - non-profit organization or not! Shame on our dishonorable Mayor for allowing this to happen. But from what I have learned about Mr. Weinberger, as long as nothing happens in his beloved Hill Section, everything is perfect.

- I would love to see the pedestrian crossing at the Ethan Allen Parkway/North Ave intersection improved such that pedestrians are diverted slightly farther around the corner onto ethan allen parkway giving space for a turning car to turn and then stop, thus allowing traffic to flow north along north ave better when a pedestrian is present.

- I have been passed on the right several times by vehicles using the bike areas. I was following the speed limit...

- I rarely see bikers using the bike lane, in fact, I now see more bikes on the sidewalks AND in the car travel lanes. This pilot program is causing delays in traffic that were not present previously. Why do we need a bike lane?? We have a bike path. The roads were designed for cars, if a biker wants to ride in the road, that is their option, but just as with driving a car, or any other activity, there are risks, if they are not comfortable with that risk, then they should use the bike path. Also, the poles and mini speed bumps are ridiculous. How is traffic supposed to pull over to allow emergency vehicles through? I know I'm not going to damage my car by trying to drive over those things. The whole thing is ridiculous, a major pain, and a waste of money. Please bring back 4 lanes to North Avenue.

- Cars still pay too little attention to cyclists.

- Separation of cars from bicycles feels pretty good at 2 pm on a sunny Sept. day. As a year-round bike rider I look with some trepidation to dark/cold/.wet/snowy/icy times, where the separation will probably feel way inadequate. So please do re-survey during the dark time.

- Road is ridiculous, very hard to turn into to go south from Staniford Road also turning into shopping center from south, getting out of Leddy road, almost impossible during any busy times well as The crazy way they eliminated the exit at the middle of the belt line, it had beautiful flow before this crazy change. I am totally dissatisfied with this, please do not keep it in this form

- I am looking forward to increased crosswalks.

I am concerned about cars going to the right around a turning car, into the bike lane. I live in a senior building where residents are not all computer users and will need another method of responding.

I appreciate the DPW presence at NPA meetings and other North End meetings to share information and facilitate discussion.

- North Ave is a difficult road to deal with, but I believe the new configuration has made it much safer. That should trump other considerations.

- What a waste of money when we need repaving on all of North Ave. and beltline plus many sidewalks such as Ethan Allen Pkwy and North Ave need to be redone.

- make it a priority to remove the obstacles (posts & armadillos). i see very few bikes making use of the lanes. when i do see a bike it is often on the sidewalk or going against traffic. make the cyclists follow the rules of the road if they are going to share the streets.
- I think it's great. Well done!
- the needs to have a left hand turn light for turning from North ave onto ethen Allen st this come south bound right after rite aide there already turn lane but no light also a light turn left light North bound to turn into Hansford sopping Plaza also the markers turning right from North ave to James ave stick out to far and create dangerous situation and if we do not pUT these turn lights in people will continue to use rite aide parking lot witch couses traffic in there parking lot but is a safer way right know to get from North ave to Ethan Allen st and at Hansford Plaza people use led dynamic park witch is a very narrow rd and becomes dangerous with rise in traffic thank you for exciting feed back
- Like the idea of sharing the road with bikers.
- Interesting comment my friend had - and she is an 05408'er... She said it's working great. She also said that people have their preconceived ideas of how they anticipated its success or lack there of -hence, it's a self fulfilling prophecy. Kind of true. The people who were in favor of the idea, love it. The folks who protested early on, hate it. Wondering if there are many surprises or of folks will admit?
- CROSS WALKS!!! I am simply shocked that crosswalks are so incredibly limited here. We live right across the entrance to Lakewood Estates-numerous people either cross from our side to the bus stop (at Lakewood estates near NCFCU) or from that side back over. It is not only a long wait for continual traffic to move until there is a time to cross, but incredibly dangerous. Pine Street has 6 crosswalks in .88 miles between Maple and Lakeside; the amount of traffic is significant but throughout time, vehicles have learned to slow, let pedestrians walk, let cars pull out. I cannot say the same for North Avenue. PUT IN CROSS WALKS! Pedestrians aren't crossing all day long; mostly during morning/evening commuter times. I would appreciate someone explaining why so much emphasis was placed on creating a bike lane (when a bike path is available) but NO consideration for people jogging, walking, taking infants/toddles for a walk, dogs for a walk, and having to zig zag, rush and run across the street. I'd love an explanation. Then I would love for someone to cross this street when I do, and experience it for yourself.
- New to area, very happy with ease of downtown access via North Ave/VT 127, but wish that the "quick turn" lanes were not closed at the intersection of North Ave/127. Thought those allowed for easier access to/from 127.
- see no difference in speed or bike traffic; even during summer there were few bike riders; waste of money for this change; no difference in accidents
- I hesitated to even fill this survey out, because I believe it will not matter what we say. However, I did not want to hear in the news that the survey received only positive comments. It is hard enough already to get out of the New North End now and you have cut down on the number of lanes even though the two wards most affected by the changes voted no on them. You did not listen then and I doubt you are going to listen now. The changes you have already done do not look very temporary at all. I had to slow down and wait for an opportunity to pass two bicyclists who were riding side by side the other day, because one of them was riding between the two buffer stripes. I have also watched bicyclists zip past lines of waiting cars and run right through red lights. You have given the bicyclists the roads and they do not have to follow the rules of the road.
- Building ever more densely packed housing and then causing even more traffic congestion is extremely unsatisfactory. The lights between North Avenue Co-op and Ethan Allen Shopping Center are still causing near misses every day! Putting a sign on the right about left hand turns has not diminished the problem. I did not notice the bicyclists habits before all the complaints but now I have. It is true that there are relatively few on

N. Ave. (bike lanes not justified) and that many ignore the rules, red lights, turn signals, common sense.

- I find it a hazard by bhs and turning onto Ethan Allen Parkway. Also the armadillos are too close to people's driveways. Also an eyesore. Bikers do not share the road. They feel they own it.

- I drive North Avenue more than bike or walk and have found the experience infinitely safer and less stressful. I am not a huge fan of the oval shaped rocks with white stripes. Harder to pick up during dawn and dusk with out lights on. Believe flex reflective poles will better serve both cyclist and vehicle drivers.

- I am not opposed to bike lanes. However I believe with some thorough thought you could compromise on the layout of the bike lane. You have created very narrow car lanes in certain areas. And I would not be surprised during the winter months you will have multiple accidents to cars due to ice or snow covered roads. The posts at intersections are poorly placed. An example of this is turning onto Ethan Allen Pkwy and North Ave your almost into the opposite lane. Same with turning onto North Ave from the connector. Over all, I would think you could narrow the bike lane widen the car lane and incorporate a turn lane at Ethan Allen Pkwy to reduce congestion.

- Please replace the intersection with 127 and North Avenue with a round-a-bout. The light backs up traffic unnecessarily. Also replace the light turning into Hannafords with a round-a-bout. In my experience many accidents were caused by people turning onto leddy park road in order to avoid the light on their to the shopping plaza. Also, incentivize people to use the main entry way of the shopping plaza by removing stop signs and replacing with yields.

- Would there be a way to add a left turn signal at Shore Road/North Avenue traffic light? I also think that an added cut out for buses on the east side of North Avenue at the Ethan Allen Shopping Center stop would be better for bus AND cars. The added one on the west side was a great addition. I have actually spoken with people who had grave reservations or were outright against the Pilot Study. They actually find that it is working much better is an improvement. I only can hope some of these people will respond to the Survey.

- The middle turning lane is a no man's land. I almost had a head-on collision when I was heading north on North Avenue and turning into Lakewood Estates when a car heading south entered the turning lane to turn into Rite Aid.

- every time I drive through the area right past BHS, where the lanes are marked by posts and "armadillos", I feel it is unsafe. If an emergency vehicle should come up behind me, there is nowhere to pull over plus those barriers make the roadway very narrow

- When turning right off of 127 onto North ave there is one tall border that sticks out further than the others which seems unsafe because it requires you to swing further out (at times nearing the other turning lane). Also I worry about the limited visibility of the short bumps (especially when winter comes) - the tall separators seem much safer because they're more visible.

- Traffic is terrible with the pilot program; furthermore, making it more dangerous for bicyclists, pedestrians, and automobile drivers turning on and off of North Avenue. Please make North Avenue 4 lanes again.

- Overall the new traffic pattern does not encourage safety, but rather prevents safe trafficking. Drivers are driving more erratically, which makes walkers, bikers, and runners less safe when crossing in crosswalks. The drivers erratic driving also poses a risk for drivers getting into accidents. The traffic moves much slower and it is a challenge to get out of neighborhoods and stores. I don't typically travel by bike, but if I do, I use the amazing bike path that spans the entire length of North Ave. The bike lanes are dangerous and North Ave should go back to the way it was.

- I like the changes and I now feel safe riding my bike on North Ave. I would not feel safe without the bike lane.
- North Avenue is much safer for both drivers and bikers.
- A concern: I have observed on several occasions drivers using the center turn lane as a passing lane. Do not know if education and/or enforcement may be required.
- I think adding the bollards to the bike lanes where we do not have them now in the pilot project and any other place for that matter, adds much to safety and is no so expensive compared with other means of separation.
- For being only a "pilot" project spanning .8 miles, for what we were originally told (belt line to Shore Rd), when did it expand to 1.7 miles? My problems with most of the project is why do the bikes get more rights than motorist? They already have 2 bike paths that were built for them, to keep them safe from traffic. If they are to share the road with motorist then they need to follow the rules of the road like they are suppose to, eg-- stopping for lights, stop signs and making turn signals. What is the right of way when vehicles make a right turn? Shouldn't bikes slow to allow them to turn? How safe is the bike lane when the bus pulls over to make stops/pick-ups or delivery trucks making deliveries? Have seen many times bikes, as well as vehicles veering around the bus or truck, into the "center turn lane" and go around. How safe is this for anyone? In the additional expansion of the bike lanes, were any of the residents notified that they would be losing the right to park in front of their own home? Another problem I see is the turn lanes for Rite Aid and Lakewood Estates, why does the latter get enough room for 3-4 vehicles and any one turning left for Rite Aid get's 1, which is very short and makes any driver have to make a very hard left turn, barely missing the curb pulling in, especially if there is a car waiting to pull out. What was the cost to buy, and install of the sticks and your "black zebra armadillo" bumps? What and who is paying for the removal come wintertime? Lastly, you had the ramps of the belt line scarified and repaved long before you ever changed and marked the lanes for the "pilot" project. Why is it that there was 1 ramp not done, which happens to be the North Ave exit onto the belt line? The one you have closed off and are making drivers have to come up to the light to make that turn. Wouldn't it been cost effective to have done all of it, incase the plan does not work? To me, I feel this "pilot" project is a done deal regardless of how the residents that live and travel the area feel.
- The new obstacles in the road are a hazard themselves. Near the high school there is no room to pull over for emergency vehicles. Also if you have to move over where the zebra muscles are you cannot. Will the city pay for cars damaged due to theses obstacles. Also the ones on Ethan Allen parkway are especially bad. I have waited there for the light and vehicles now have to go wide and almost hit me head on and I was behind the white line. I see these as a major issue come winter. The plan was not well thought out and it should not take me 30 minutes to come down North Ave from batter park to get home. I am very upset that a minority group can have say over our roads and the city reacts to them. People in city hall should be looking out for the growth of the city and the majority of the people. This type of stupid action by the city just makes people mad and not want to go along with any new ideas the city may come up with. It is my plan to find out who voted this pilot in and get them removed from office. People need to be held accountable for bad decisions. Someone needs to stand up and take responsibility for a bad decision so they can be removed from their job. You don't rush into something because a minority group demands it. I am so tired of the smoke and mirrors that go into politics. Be open, honest and transparent. Don't make us think this is all going away by saying it is a pilot when in fact you have already decided it will stay. I am no fool and will not be fooled by City Hall. There are many that feel this way about the pilot and I hope that City Hall will hear the people and do the right thing. There are two bike paths to the north end of

Burlington, we don't need it on the roads as well. The bike path is safer for the bikers. Please listen and remove the pilot it was a bad idea!!!!

- It seems like quite a waste of time and money that this project even went to a trial period. You're taking about a third of one of the most heavily vehicle traveled roads in and out of Burlington and devoting it to less than 1% of the people/means that use it. Traffic backs up in one lane from 127 north and 99% of the time you have an empty buffer/bike lane to the right. On top of this, the majority of residents of wards 7 & 8 did not vote approval on it. We're active runners and cyclist, but do not see any merit in this project.

- Positives: 1. The lane reduction wasn't as bad as I thought it would be. I can live with it. 2. When walking it is nice to have the bike lane as a buffer between the side walk and cars.

Negatives: 1. Cars are MUCH TOO CLOSE and lanes too narrow by the curve at Institute road. I am scared to drive there in good weather, and very scared for when the road is icy and visibility is poor. 2. The white poles and armadillos are very distracting. My attention is spent not hitting them and not on the road. 3. When exiting 127 and taking a right onto North Ave the turn is too sharp. I have almost hit the damn white poles twice to avoid hitting oncoming traffic. Please make the turn easier to drive. Again, I worry how safe it will be when winter comes and the roads are icy and visibility is bad.

- Every time I drive on North Ave. It is like driving through the twilight zone. Getting off the beltline ... The turn on to North ave doesn't leave enough room to turn easily. White poles are a distraction, turn lane into Rite Aid too short, turn on to Plattsburg and Ethan Allen are dangerous for both bikes and vehicles, The black/white stripped (armadillo's) look like they are trying to cross the street for safety! Furthermore, not enough bike use to support these changes and even the bicyclists use the sidewalk out of fear of these changes! Traffic is now backed up to Battery Park during rush hour and school time in am. We drive in a lot of cities all over the USA and this is the worst ever... It is a joke ... Who was the engineer and who overlooked these decisions? I guess you could say I am not happy with these changes.

- thanks for all of your work!

- The added minute to the light on Ethan Allen Parkway and North Avenue is too long. It now takes me 3 changes to get onto North Avenue during the week unless I go thru a red light.

- There is increased bike traffic. It is very dangerous were there are parked cars South of North Avenue. If the bike lanes stay I think there should be no parking on North Avenue. Because the section of the bike path is closed there are people riding their bikes on North Avenue who would have used the bike path. It is VERY Difficult to pull out onto North Avenue from Lakewood Estates. Left turns are near impossible and right turns are at the mercy of kind drivers. I have seen all sorts of risky aggressive driving because of the increased traffic. I have seen so many bikers not following bike rules. Some examples of the problems include riding on the wrong side of the road, not using a light at night and not following the traffic lights. What is going to happen with all those ugly poles and fake rocks when the snow falls? Is the bike lane going to be plowed? Those things are an eyesore. The traffic is just too slow with the reduced lanes. If you want bikes to ride down North Avenue then I would suggest wide multi pedestrian area on one side of the road for walkers, and two wide bike traffic. The bikes should be separate from the cars. There is just too much traffic.

- The bike lanes are great! Keep them!!

- I feel the pilot has been a success. Driving and biking are much safer and it is quite nice to see people out and about on their bikes.

- When N Ave was 4 lanes, I usually drove only 4 mph over the speed limit, and almost everybody passed me - it seemed many drivers thought N Ave was thunder road race track. The 3 lane configuration is a great improvement !

- The avenue looks like a mess with all the barriers.
- I feel I don't see enough bikers to warrant this change. It appears to be more dangerous in some cases.
- This did not pass on the ballot, yet it was still done. More people ride their bikes on the sidewalks compared to those bike lanes you put in. This was a huge waste of tax dollars and has ruined North Ave. because of this mistake my family is actually looking at houses to move out of the area now. Thank you for making the new north end suck!
- The only section that doesn't seem to work perfectly is if you are heading south on north ave and trying to turn into rite aid
- The new traffic pattern makes it very difficult for me to leave my apartment complex even during non-commuting hours. It is difficult to get on or off North Ave. Walking I notice many bikers STILL using the side walk instead of the bike lane. Due to the high volume of traffic on north ave, having two lanes was better in funneling the traffic through the area. If bikers want to travel on north ave, they can use the bike path (as I have).
- Though the project is not as bad as expected, my largest concern is the 'armadillo' barriers near the high school, it makes it impossible to move to the side of the road when there's an emergency vehicle coming which makes for a safety concern. The tall barriers near the exit from the beltline as well as the turn onto Ethan Allen Parkway also make turning a hassle. And on the whole I still can't see why the bike lanes are necessary as I've seen many a biker still using the sidewalk instead, and in the winter it is unlikely we'll see much use of them. In a state that has such a long winter, it simply seems obsolete to have bike lanes, especially when bikers can still take up the road as they wish if they so choose.
- The pilot is a complete disaster! It increases travel time. It makes it very difficult for emergency vehicles to navigate the road. The bike lane is used very little and a complete waste of valuable road space. The people of the new north end once again have not been listened to! 58% of the new north end voted against the project. All parties agreed that our voices and votes would carry more weight than the rest of city. It is obvious that once again the administration has not kept its word and has its own agenda.
- All the barriers between the bike lanes and car lanes are over stimulating and unnecessary. I bike commute on north multiple days a week and feel much safer when biking
- Paint yellow lines, instead of white to mark the left line on the bike lane so cars stay out. Paint XX's in the areas between the bike lane and car lane.
- The road area is not wide enough to support this project. The area around BHS is unsafe for everyone using it - a bus entered my lane because there is not enough room for it within the travel area. The left hand turn lanes pit all of the drivers against each other during busy times. I believe I may have driven through red lights because I am so distracted with everything going on trying to keep myself safe. I tell my friends that do not travel the Avenue often to drive very defensive and to expect someone to be using your lane of travel. The thought of adding more distractions of the new sidewalk crossing lights is a very upsetting thought. Plain and simple -I do not believe it is safe and this project as laid out works.
- It is very difficult to turn off the side streets that are not controlled by a traffic light onto North Avenue -especially during school hours. It has increased my commute to work. The white posts create a hazard. Met two emergency vehicles near the high school and had no way to pull to the side to allow them through- plus they are incredibly ugly. They create confusion on the access to the belt line. Get rid of them please. It is like wearing a belt with suspenders. Not necessary.
- during my daily commute, I have seen mothers with baby carriages, skate boards competing with bicycles for the same space. I have witnessed bicycles not yielding due to speed, fighting for space and not stopping my emergency vehicles. My other point is the

center lane seems to be a gift to many, once in that lane MANY new collisions have taken place because the just go and do not wait for the lane to clear. Emergency vehicles have to weave thru traffic during commuting time or waiting the buses to move along. I have many friends and family that simply won't visit or shop in the Hannaford plaza due to the congestion this has caused. So few people use the bike lane daily. It doesn't make sense to leave cars in traffic for a longer commute. Prior to the "Study" I monitored the usage of the road myself. I witnessed only 2 people use the bike lane daily during commute time and that hasn't changed much, to cause the expense and congestion of this commute.

- I think that the poles and the armadillos the plows are going to take them down. I've lived down this way for 40 yrs and Ethan Allen Pkwy is terrible. Bikers don't listen to the lights anyways they blow right through them.

- I primarily drive on North Avenue, so I can't speak to how the changes feel for bicyclists or pedestrians. As a driver, it feels much more comfortable to drive without the stretch of four lane roadway. To me, the results of the change -- for drivers at least -- seem comparable to what happened when the modifications to part of Colchester Avenue were made a couple of years ago.

- I love the reconfiguration and hope it becomes permanent. It is much more relaxing driving the stretch than it was previously and although I haven't timed it, the commute feels about the same. I am not crazy about the posts/armadillos and haven't heard the reasoning behind their use in that section. Why not leave that stretch to look like the rest of the reconfigured area? I am also puzzled by the stretch with not one and not two but three lines separating the northbound motor vehicle lane from the bike lane-- I can understand two lines to create a buffer, but three is just confusing. Thank you for reaching out with the survey!

- Very much favor continuation or permanence of the current traffic scheme. The difficulty of exiting Saratoga Ave. and Village Green is exacerbated by vehicles coming over the "hill" near BHS and carrying too much speed through the 127 intersection. Needs speed enforcement to train perhaps. We visit Ketchum and Hailey, Idaho twice annually. The major arterial route (Rt. 75) is their main streets, both with four lanes in the downtown. Both municipalities successfully enforce a 25 MPH speed limit. We observe drivers diligently conforming.

- The traffic off the Beltline around 5:30/6:00 is ridiculous. There are thousands of vehicles that go through there every week, and I have only seen a handful of bikes in the bike lanes.

- So many bikers do not follow biking rules. I am on North Ave 2-3 times each day and at least once a day I see a biker cutting across the road when it is convenient, no use of directional indications, the poles are very distracting and I think more of an accident issue than before, especially when we have a lot of snow because the poles have made the car lanes very narrow and the poles at Ethan Allen road is ridiculous, I see absolutely no need for them there. It seems common sense was not used in the project.

- Thx for pushing forward the pilot. As a cyclist, I feel the city has really tried to meet us half-way with this new configuration & having just tried it the other day for the first time, I feel much safer biking on the street with the separating barriers in place.

- Changes need to be made to assure that drivers can pull to the right for ambulances up by BHS.

- Love the changes. I feel much safer driving. No weaving in and out of lanes like before. My kids are after walking and biking to school. So happy with this project. Thank you DPW!

- Love the bike lanes! It makes me feel so much more comfortable biking with my children, thank you for doing it! It also hasn't slowed down our car traffic and has made it safer because people aren't speeding by to pass one another and go around bikes

- Please change armadillos and posts to rattle strips cut in pavement. As a biker and a vehicle driver that frequently uses North Ave, I don't like the physical barriers that were used in this project. I find them unsightly and potentially dangerous.
- I think this whole project was a waste of money. Roads need to be fixed and sidewalks need to be repaired! The armadillos are in the way if we need to pull over for emergency vehicles. Just a waste when we have the bike path a block over that cost us tax payers a lot of money. Now this project has also cost us money to be able to ride a bike on the Ave? I see a lot of people still using the side walk. Please reconsider this project.
- Safety should be our number 1 concern. I enjoy biking into the new north end. Now I feel so much safer on my bike. I hope the new bike lane is here to stay. Thank you.
- I am completely unhappy with this project. We live on the furthest end of the avenue and it really affects us. I also do not like the way they played politics with this project.
- Some of the signal timings have noticeably changed, particularly at Shore Dr., and have added a disappointing degree of delay to travel on North Avenue without any discernible improvement to safety.
- I'd love to see a proper roundabout at the Ethan Allen Dr/North Avenue intersection - then, Village Green and Saratoga could turn right out of the neighborhood to go around the loop and go south. The turn down Ethan Allen Drive would be safe for the first time ever. Meanwhile, traffic on NA is clearly much slower. It does take a little more time to get out sometimes, but that's measured in 10s of seconds, not minutes.
- We love riding our bikes to the High School and the Beach!! Also we now take our bikes to Hannaford and Snap Fitness. Thank you!! Driving a car feels much safer too. A protected left turn signal onto Ethan Allen off of North Ave. heading South would be great and prevent the need to cut through Right Aid.
Please continue to make it safe to ride bikes to the high school and the beach!! Without the protected lane, I would never let my children make this trip on their bikes. I love having my kids be able to ride bikes to the beach and the high school!!
- Please teach drivers how to use the middle turn lane. I find many drivers wait for traffic to clear in both directions prior to taking a left hand turn onto North Ave., even though the turn lane is in the center. ALSO very importantly, there are still MISSING CROSSWALKS!!! I read on the DPW post back in June (posted on FPF), that 4 new crosswalks are to be installed in the avenue. The traffic lights are TOO FAR APART to expect pedestrians to walk to them for crossing. Many are also very inconvenient! For example, living in the Village Green neighborhood and wanting to get to the bike path or the lake, the proper way of crossing is to FIRST cross Ethan Allen Blvd. THEN cross North Ave., both at traffic lights. That takes way too long and is too complicated. A crosswalk is needed at Village Green AND Saratoga.
- The intersection of North Ave. at Plattsburg Ave. is still a bit scary for cyclists who are continuing on to North Ave. extension. Not sure what the solution is. Overall, this pilot seems a huge success. It has made cycling -- and driving -- much safer and more pleasant. Cars are noticeably going more slowly -- keeping to the speed limit. Before the pilot, North Ave was a speedway. Thanks.
- I have been SO happy with the changes to traffic! The biggest thing I've noticed is that the traffic is so much calmer. With 2 lanes each direction for such a short distance, there was a frantic jockeying to get ahead of other cars resulting in a lot of fast/slow/fast/slow driving and frequent lane changes. With the single lane in each direction, people just drive more sensibly. One speed, steady. I was worried, living in the lakewood neighborhood, that it would be harder to get on to north ave during busy times, but, in fact, it's easier, since traffic is moving slower, and my commute time is completely unchanged. I hope we get to keep it!

- I live off of North Ave and make a left turn onto the Avenue in the section that used to be four lanes every morning to go to work downtown. I have noticed that on some days it takes a few more minutes to make the turn but it feels so much safer to turn across one lane instead of two! I also feel much more comfortable letting my 12 year old daughter bike on the Ave on the sections with the physical barriers, though I'm still not comfortable with her biking on the section without the physical barriers (particularly from Ethan Allen Pkwy to St. Marks). I also want to mention that we have seen known opponents of this project completely disregarding the new traffic patterns and driving in a very dangerous and reckless manner, ie using the turning lane as a passing lane, driving in the bike lane, etc. It angers me that people feel that because they are against the change that they do not need to follow the rules of the road therefore putting all of us at risk. I hope that the police will take notice!

- Overall I'm happy with the changes, except for the turn onto North Ave from Rt 127 - it's too tight. Also, am wondering how you will deal with the "barricades" you've installed during the winter; won't the snow plows wreck them? And one more question : if the point of the barricades is to create a physical barrier between the bikes and the cars, why not just let bikes use the sidewalks, which are way under-utilized by walkers and which already have a physical barrier (curb and grass strip) to separate them from the cars.

- The congestion is very bad. I've noticed many impatient drivers and bikers who do not follow the rules of the road.

- The area on the avenue with the protected bike lane portion with the white poles and small black humps is distracting due to visual clutter and dangerous for everyone, when an emergency vehicle needs to go through there is not room if there are cars in both lanes. Motorists do not have the opportunity to check for cyclists and then move out of the way. The only option is to stop and hope that there is no one in the oncoming way so an emergency vehicle can go by. There seems to be an increase of bikers who believe they can just jump onto the sidewalk to make it through intersections with cross walks instead of waiting for the lights to turn green cutting in front of pedestrians. As someone who uses the avenue for nearly all modes of travel I am very dissatisfied with the way the pilot was designed and the lack of accountability of bicyclists and the lack of enforcement regarding bicyclists. Many have been riding on the wrong side of the road causing bikes to swerve into the travel lane in front of oncoming cars. Many bikes are running redlights, I have seen cars pulled over for cutting down the center turn lane to get into the left only portion for shore road but I have never seen or heard of a bicyclist being held accountable for breaking road rules and making the experience unsafe for everyone.

- the term walk/run is a bit confusing...I walk, but only on the sidewalk and do not feel joggers should be in the bike lane. I wonder why all this money has been spent to have this "pilot" shoved down our throats when we have such a wonderful bike path! I am happy to share the road with courteous bikers, but feel they need to respect the same rules of the road as cars...and a great many do not...they go through red lights & stop signs. I think blocking one entrance to the beltline is foolish. Instead of the ugly white posts and "armadillos" if you have to use anything, why not rumble strips like those on the beltline which would not present a problem with emergency vehicles?

- Reducing the lanes from 4 to 3 and adding bike lanes is a great improvement, but cars are still traveling at a speed that feels uncomfortable if you're in a lane delineated only with paint. I felt far safer in the section with a barrier/greater delineation between travel and bike lanes. I believe women and older people would cycle this route more frequently with a continuous protected lane.

- Thanks for the changes, traveling is so much easier and less stressful.

- i think it is a good effort to begin to change the dialog about sharing the roads...hard stuff

- With an emergency vehicle approaching when I was beside the low striped markers, I had trouble pulling over to the side of the road.
- It would so beneficial to put more crosswalks in, especially at Cayuga court that crosses north ace to bus stop!
- I have heard that ultimately, the new north end will make the decision about this project. I feel that it is important for the old both end because it gives us access to a grocery store by bike. It is not reasonable to use the bike path for grocery shopping. Try biking groceries up depot street! I often run on north avenue and I am struck at how many people still are riding their bikes on the sidewalk. Clearly people do not trust the changes. I am a long time, functional bike user (went to my teenage jobs on a bike) and I feel the changes are quite comfortable. I rarely rode on north ave before because it did not feel safe. Sometimes I rode groceries up depot or drove a car.
- It's another City of Burlington project that costs the taxpayers thousands and serves few. We paid for a beautiful bike-path for these people and they continue in their attempts to bleed us dry with their wishlists. We need more cost conscious elected officials who will look out for the population and reflect the will of the majority.
- The armadillos are very disconcerting for a driver. You can see there's a shoulder but you can't get to it in case of a passing emergency vehicle or a breakdown. Please use no physical barrier at all (my preference) or a continuous guardrail (if cyclists overwhelmingly prefer a physical barrier for their safety).
- 1) Perhaps publicize armadillos going away for winter. Didn't know that until this survey. 2) Congestion in terms of clumping is much worse than with 4 lanes from 127 to Ethan Allen Pkwy northbound during afternoon rush hour. 3) In that same stretch, speeds and acceleration noise are way down (meaning it's an improvement), though moreso northbound than southbound. 4) Finally, please put out fewer traffic monitoring rollover strips. They create noise (constant "ga-dick ga-dick"), especially when windows are open in warm weather, and the last thing we need around here is more noise!! Thanks for the survey.
- For the most part I like the changes and traffic has slowed down. But traffic is VERY tight near Burlington High School and feels constricted all of the time. I also don't understand why the ramp is closed onto the beltline...it feels inconvenient.
- Proper police presence would have solved all of the issues regarding North Avenue. To this day still no visible increase in police patrols since the study began just as there was no police presence before the study.
- I have lived in Burlington since 1992 and since 2001 in the New North End. I think the changes are excellent and very much needed. I can get in and out of Lakewood Estates just fine - and don't have to worry about getting T-boned leaving or rear ended pulling in because traffic is more orderly, slower, and I don't have to worry about multiple lanes with difficult sightlines to see if two cars are abreast. I will actually walk the sidewalk now to the plaza - before it was too dangerous as the travel lane for the cars was too close. Don't listen to the cranks - look at the data - I would be shocked if you have not seen a decrease in the amount of accidents. If people want to drive fast from way up the avenue they have the multimillion dollar connector then can use. North Ave is a neighborhood artery and is not meant for 40 and 50 mph traffic regardless as to whether people are wrongfully thinking their liberties are being restricted. Finally - I was waiting for the school year to start to share my thoughts as I wasn't sure what would happen then - and I must say I have not seen a negative difference even with increased traffic flow. My thanks to the planners.
- I think it's a great improvement. I'm less sure about the physical lane buffers (poles and armadillos) but the 4 to 3 lane change is a huge improvement.

- I am a big supporter of the three lane traffic pattern over the previous four lanes. I've been a tad disappointed by the execution on North Ave, though. The extra lines/buffering on the bike lanes can be disorienting, and the driving lanes are very narrow. Turning right off the beltline at the Alliance Church is very tight and uncomfortable, and going the other direction toward Burlington, onto the beltline is uncomfortably tight as well. I feel like getting in the left lane earlier than the markings, and when in that lane I feel like I'm crowding oncoming traffic. I drive a small pickup. One time driving northbound between the high school and the church, I had to pull over for an ambulance and the "armadillos" made that tricky!
- It would be helpful if the City published a Rules of the Road poster for both drivers and cyclists so we all understand how to navigate the roadways and cooperate with each other. We all need to exercise a little more patience while learning how to make the Pilot succeed.
- Put North Avenue back the way it was and leave it alone.
- Center (double-yellow) line should be repainted (it used to be there) on North Ave. from Plattsburg Ave. past the Edmunds school. For that same stretch, the bike lanes should also be added. That is a busy area (much turning on/off), especially during school start/finish times.----- The bike lane surfaces are generally quite good, but there is one section on the southbound side between Shore Road (south of VT Family Pharmacy)and the northern entrance to the Hannaford Mall that is quite broken up and also develops a large puddle very quickly. That big gutter-puddle becomes dangerous for bicyclists to go through (can lose control) or around (into car lane). ----- Northbound travel for bicyclists through the Plattsburg Ave. intersection is very tricky, with the right turning lane for cars. The bike lane lines sort of disappear there; it would be good to clarify - especially for cars to see- what is an expected route for bicycles through that intersection. [thank you for efforts to improve this roadway for all - leaving it (or reverting to) the old design is not a legitimate - or safe - option.]
- I believe these changes make it unsafe for emergency vehicles as well. The changes make it hard pulling out of side streets.
- turning lane makes traffic flow so much better!
- Turning onto Dale Rd is a nightmare if you are heading north. There should be a green arrow or a delayed green. Numerous times sat through 2 lights before I could go down Shore Road. I have seen many cars try to beat the oncoming traffic this is a recipe for an accident. Also many motorists using the center lane as a passing lane. Bicyclists not using hand signals and not stopping at lights. I have seen bicyclists using the avenue but a good majority are on the side walk. If you deem this pilot project successful than you should installing these "so called pilot projects" on Williston Rd., Main St., Riverside Ave., Willard Sts.,Pine St., Battery St., Pearl St., and St. Paul St.. Or better yet finish the Champlain Parkway oh that's right we don't want to make the South End upset. Survey is a waste of time and me writing this because you have made up your mind and anything to go against the people that live on the avenue.
- While I don't commute by bike on a daily basis I do use the bike lanes often and find this project a much needed improvement. I do have to commute to downtown Burlington for work by car but because of my proximity to RT 127 I take that from Plattsburg Ave and bypass any congestion the project may have caused on North Ave.
- Twice I have had the frightening experience of having an emergency vehicle approach me when I was near the safety sticks and was unable to move to the right out of the way.
- Though I usually drive on North Ave in off-peak hours (12-3 M-F), I can't say that it is all that much slower, even though I can't pass slow folks any more. I can see that during rush hour, that a line of cars could get behind a slow poke, but I don't think it would take more than an extra two minutes from the 127 off ramp to Star Farm Rd.

- This change has been horrible. I have seen only a handful of people using these lanes since they were implemented. Also, the poles and armadillo looking things are an eye sore!
- Most people I've spoken with about changes on the Avenue have been positive. Even people who weren't in favor of the project to start with!
- I have two questions: (1) Is there any way to time the lights at the intersection of North Ave and Ethan Allen Parkway so that I can make a left into traffic? (2) Is there any way to put up a sign saying "Do not block intersection"? at the intersection of North Ave and Village Green? Thanks!
- This project is NOT suitable for North Ave. and is a major disruption to the flow of traffic, especially during peak periods. Bikes ride the wrong way in the lanes, they do not stay in the lanes, they do not observe traffic signals, they do not use proper hand signals or safety equipment, they are unsteady and very unpredictable, and they often ride 2 & 3 wide. Even runners, motorized wheelchairs, scooters & boarders use the lanes. Getting onto N. Ave. from the beltline near the high school is a nightmare, and a lengthy task each night. Emergency vehicles have a very hard time navigating the avenue because cars can no longer pull to the right because of the bike lanes. Turning cars have a hard time getting across oncoming traffic and cars pile up behind them where there is no turning lane. The road markings are inconsistent, very confusing to our senior drivers and those that only travel the avenue occasionally. The posts and dead armadillos are an eyesore to the fastest growing part of the city. And with snow - unimaginable. The BIGGEST COMPLAINT I've heard, and agree with, there are not very many bikes that use the bike lanes, for the disruption this causes. I travel the avenue at rush hour twice daily, and at many other times. The most bikes I've seen between BPD and the Rite Aid during any trip is 6, counting bikes going in both directions. Many bikes use the sidewalks. As a taxpayer, I think the bikes need to use the recently upgraded bike path, and keep the avenue for what it was designed for - motorized vehicles, who are registered, inspected, and whose drivers are insured. We can only imagine the traffic nightmare we'll have to deal with when the new housing project opens at the site of the former Burlington College.
- I could not be more pleased with the pilot and I whole-heartily hope that the changes become permanent. The traffic on the Avenue has calmed dramatically. I never felt safe walking on the sidewalk with my kids along the 4 lane section as the traffic sped by, inches from the curb, in speeds in excess of 45 mph. My car-commute time to downtown has not changed at all. I have not experienced any appreciable delays in turning left or right from Lakewood Parkway onto North Ave. In addition, turning left from the Avenue is a much safer affair. My experience driving on North Ave is much more enjoyable and relaxing as a result of the pilot. I also enjoy seeing more and more bike commuters along the Avenue, and because biking is safer I am making more and more local trips by bike to businesses on North Ave. Thank you for your time in studying and implementing the changes, and again I trust that they remain permanent.
- on the whole, this project has changed my life for the best. re: dissatisfied with intersection crossing on a bike - there are 2 places on north ave where i have personally experienced a problem (mind you, they are still better than they were without the bike lane). they both concern turn lanes on a bike. 1. going north at intersection of 127, cars can turn right, bike go straight - i have been cut off by cars 2. heading north, left turn lane onto institute rd toward north beach - no traffic pattern for bikes to make turn. i feel so much safer on a bike on north ave now, but it seems to support bikes that go straight more than bikes that want to turn.
- North Avenue is highly congested most days of the week and nearly every hour of the day. Traffic is slow - typically 20 - 25 miles/hour. 7:15 - 7:45 during week days, southbound traffic is backed up to shopping center/appletree bay med ctr. Also, getting

off belt line is typically backed up at 4:30ish. When I travel on the avenue, there are nearly hundreds of cars and MAYBE one or two bikes. The most frightening to me are the unsafe bikers with no helmets, no lights, and not obeying traveling rules (stopping at lights, using proper hand signals).

- The new design would probably work if the bicyclists would adhere to the rules. I'd travel in bike lanes, stop at lights etc

- I like the new configuration, although I believe modifications needs to happen around BHS. "Larvae" are dangerous is tire catches and there is no pull off for emergency vehicles to pass.

- This has not benefited at all some bikers do not adhere to being cautious and following rules of road. We have had several scare with being in turning lane and some car has pulled off side street in hurry and in our lane facing us because they could not get into the right lane to proceed! people take chances to get around. Also takes so much longer to get off our street if we want to head to shopping center NIGHT MARE

- This has added much frustration and expense to us to provide bike lanes when we have bike path to use or even sidewalk. sometimes takes me depending on time of day over 5 minutes to get off my street and that is usually due to someone taking pity on me. Plus, having whole city voting on something to begin with that are not effected is crazy. HUGE WASTE of money and not welcomed and no one seems to care the chances other drivers take to get around this by going in turning lanes when they are not supposed to the list is endless

- The armadillos are unsafe for cyclists. Easy to bike over one and crash to the ground. E->W pedestrian crossings could be a lot safer with the flashing lights like you have on Pine St and at the Winooski Circle.

- I have seen dangerous situations caused by bicyclist's not following standard rules of the road. Some times these occur in front of police, who do not stop/ticket. This is rewarding bad behavior (by bicyclists). If Burlington got a reputation for being fair - but strict - with bicyclists I think the message would be well received but the majority of bicyclists, who are law-abiding.

- My sense from talking to many friends and neighbors is that most feel that the 4-to-3-lane conversion was implemented well and has proceeded quite smoothly. Issues relative to traffic delays once schools opened also seem to have been addressed effectively. The sticking point for some people - even those quite enthusiastic about the lane conversion - is the bollards/armadillos and how unsightly they are. There's also the perception that they are unsafe, rather than the safety feature they are intended to be.

- Things I like about the project and thing I really don't like. Seems to make cars go slower, all but the crazy the race down the middle turning lane. And the post and stopped things, to many and bad placements.

- I have twice been near the high school with nowhere to pull off when an emergency vehicle came through....very dangerous and scary. The poles and armadillos need to go. Also, I've been stuck in line coming off the North Ave exit from the Beltline.

- I don't see many bike in the new bike lane. A lot of bike use the sidewalk. The overwhelming magority of the the ward 4& 7 residence are agains this pilot. We want it to end it is a waste of money and offers to safety value.

- Turning on and off of the ave is terrible due to the twice as long line of cars in one lane. Makes cars miss the lights and forces drivers to be over aggressive when turning on/off the ave. The traffic barriers are a pain and are either going to cause problems during snow plowing or are going to be removed in which case they are only relevant for a few months. Lastly I drive up and down North Ave at least 4-6 times a day and have never seen more than one biker in a trip. I don't think the amount of traffic is worth having a few bikers who don't want to use the bikepath as another viable option. I think the whole project was a mistake and should be reversed asap.

- I think it's a great step forward, for a better city all-around, whether you drive, walk or bike. Thanks!
- For the number of actual bicyclists who use the new bikes lanes, and given that we have winter months where no bicycles are used at all, I feel this project is a complete waste of money and a huge inconvenience to those who travel on North Avenue on a daily basis. The only people who should have been able to vote on this project are those who live in Wards 4 and 7. It should NOT have been a city-wide vote.
- The bike lane and biking could be safer going south from my home in North ave (259 North ave (Sunset Court and north ave).
- The only dangerous issue that I have encountered is turning onto North Ave and discovering a cyclist riding on the sidewalk or, even worse, traveling against the flow of traffic on the bike path. I have seen both happen many times and have twice nearly driven into the path of a cyclist. Now I always look twice see if a cyclist is coming from an unexpected angle. It might be worthwhile to post signs warning of the danger of both of these behaviors. It might be even more effective if the signs posted the potential fine for violation. Such violations should be addressed--even if only warnings are handed out.
- I've lived in the NNE for 15 years and this is the best change to ever happen to the neighborhood. Keep up the changes with Complete Streets throughout the city!!!
- I rarely see any bikers in the bike lane. I've observed them riding on the sidewalks and in the road in front of cars!
- I am and was very supportive of these changes. I drive daily on the avenue and I have never seen more than 5 people on bikes from Cross Parkway to the high school. Today I saw 3. It seems we need to find a way to balance use with the congestion and crazy driving the changes created. People are very impatient !!! I am happy for this project. Thanks
- That mess by BHS. Almost got hit from another driver coming the other way.. Can't wait till the weather changes.. Gonna be a mess..
- When biking, I find the raised obstacles to be a danger to bikes. They are not well marked, especially at night. If they were illuminated or had better reflective tape, they would be safer. Also, right by the high school, the road is way too narrow and unsafe for cars that often travel at a high rate of speed.
- The wait times at the intersection for Rt 127 are really unfortunate, negating any savings on greenhouse gasses due to idling cars from the unreasonable time it now takes to get through this intersection. Riding a bike northbound is decent enough after the paving, riding southbound into the city from Plattsb Ave on bike is an exercise in pain and risk. Very uncomfortable. People also don't know how to use the lanes, especially the middle lane, very confusing and unsafe. In fact, I have seen two accidents on this road since the project went into effect. Very unsafe in my viewpoint.
- I feel the road is much safer for all involved. It has baffled me for 18 years here that we need a 4-lane highway where everyone speeds. The speed seems under control and it has more of a neighborhood/neighborly vibe. I understand that it is probably a big change and challenge for those who have driveways on the ave. There is a backup from HS through to Shore in mornings on my commute but it moves right along and I don't feel like I have to watch jockeying vehicles. Some timing on lights at rush hours may be helpful. Keep up the good and forward- thinking work!
- The four lane option is the best option for North Avenue. Improvements to the bike path for safer travel is a good idea. Increased police presence for speeding and traffic violations on North Avenue would be helpful. The current design is truly confusing to drivers and bikers and pedestrians from what I have observed (daily).
- Bikers still do not obey the laws and ride in the wrong section of the road. There has been more congestion especially when behind a bus because traffic gets backed up. When

turning off of north ave i am unsure of where the bikers are if they are in the lane due to my blind spots and they tend to not yield to turning cars

- the guy that wears the fire helmet and has pony tails and his beard isn't a pony tail tonight yelled at a van swearing at him and the same has happened to me a long the finger and the same for my wife. the bikers do not wear helmets or have lights and do not use proper hand signals (except for the finger). many just shot around you while your turning and when you almost hit them, they just look at you and smile. i have almost wiped out three bikers like that and someone is going to get hurt or killed. the traffic from the high school to ethan allen parkway at five sometime so heavy i have waited four lights. also people coming off the belt line think they don't have to stop or slow down, again someone is going to get hurt or killed, then they will be sue happy. put the ave. back to the way it was and leave the city the way it was just fix the roads!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- Thank you for soliciting feedback from community members. Due to increased congestion and confusing traffic patterns, I do not believe this project achieves many of its intended goals. In fact, reduced lanes, increased congestion and increased travel time are frustrating. It also makes it difficult for buses and delivery vehicles, which, effectively block traffic when they need to stop. These factors, combined with increased confusion about traffic patterns, cause the road to be less safe for all. Furthermore, a bike path that parallels the pilot area already exists and is both safe for bicyclists (and walkers / runners) and effective.
- The new lane configuration has made both biking and driving on North Ave. much more enjoyable. When biking, I use the bike paths as much as possible, but for getting to certain parts of town and with the current bike path maintenance I've been using North Ave. daily and I feel much safer with the new configuration. I also feel safer driving on North Ave. not having to worry about cars speeding by me. It would be great for there to be more physical barriers for the bike lanes if possible. On my daily commute I see drivers on their phones and feel safer when I'm in the section with the tall post dividers.
- Some people don't understand a blinking yellow for turning.
- Please do a pilot with Shelburne St. Three lanes with bike lanes and pedestrian crossings would make this street safer for everyone, motorists, bikers, and pedestrians. It's horrible for all those classes of commuters today. The speed at which cars travel on this road between home and locust is completely unnecessary. Please make this street safer and restore the quality of the neighborhood..
- I really find the turn onto no ave from the belt line turning right, much too sharp and feel if left as is there will be many crashes especially when the roads get messy, understand some of the barriers will be removed for snow removal, I just feel its too sharp a turn and I wrote about adding more cross walks but really feel for safety these need to be the ones that flash, people crossing north ave are very hard to see and there needs to be more crossings. it alerts all drivers there are people crossing. my road can be very hard to exit during school drop offs as mentioned in an earlier e mail, but I have noticed the cameras to keep the traffic moving have been very good. Thank You
- I work for the Burlington School District...I work in the old north end neighborhood...I travel on North Avenue on a daily basis a few times a day as well as RT127 (mostly for my morning commute due to traffic on North Ave) I feel as though the white barriers/poles are an issue (too close to the lines on lanes). When exiting the belt line onto No.Ave (going north) it is such a tight turn to make, you're either almost hitting a white line marker or another car in the left turn lane entering the belt line. Also, does there have to be such a wide amount of space for bicycles? I am still not convinced the need for such a drastic change, on such a busy road way was the appropriate choice.
- A crosswalk at the south side of Village Green and North would be helpful to break up traffic for walkers and bikers. Village Green is a large neighborhood that needs to turn left

to go into Burlington, and we also go straight at that intersection to access the bike path. Would be a great addition! Thanks for all your hard work on this project! I'm a big fan.

- I believe the project was a waste of time that was not needed, I've ridden a road bike on the ave. for many many years and never had a problem. When I came to the four lanes I just rode on the side walk or took the bike "path". Please don't say the side walk is not for bicyclist because it is, it's been shared for a hundred years, and here's an example when you teach your children to ride their bikes you don't teach them in the road no, you teach them on the side walk! This whole thing was to appease a few and inconvenience many!!

- It would be helpful to make the turn from the beltline onto the northbound lane of North Ave a little wider. There is room to make the bike lane narrower at that spot. If a car is in the left turn lane southbound from NoAve onto the beltline and you are trying to turn right into the northbound lane, it feels a bit close. Also, if there is a way to configure a right turn lane onto Ethan Allen Pkwy from the northbound lane of NoAve, it would help ease congestion that builds up at the evening rush hour in the northbound lane. Not sure if there is room to add the right turn lane, but if so, it could be helpful. THANKS! Overall the three-lane configuration feels *much* safer because it slows traffic down significantly on NoAve. Your next trick should be to place a rotary at the beltline ramp intersection. That will really get the folks all riled up.

- Morning traffic is a nightmare, turning left onto the Avenue from any street without a light is very time consuming (I am idling a lot- not great for the environment or my car), cyclists do not obey traffic signals (I've seen many bikers run right thru red lights), many cyclists weave around in the bike lanes and do not wear helmets, bikers have come close to being hit by buses, and the bumps and poles are a hazard for emergency vehicles needing access to homes near BHS. I will not use the bike lanes (tried on two occasions and traffic made me feel very vulnerable, not to mention buses crossing into the lanes, the sand, loose gravel, garbage, and standing water from ill placed storm drains which all made the rides hazardous), nor will I allow my children to use them. We already have a bike path for cyclists. I feel less safe as a driver than I did before the "pilot." Please restore 4 lanes!

- I would get rid of the posts, armadillos and double white lines to make things less cluttered and distracting. This extra space could be used for larger bike and car lanes. I would go back to 4 lanes near the shopping center.

- I have a small registered childcare center in my home on North Avenue. I feel SO much safer walking with my kids to the park which is two blocks away. The bike lane creates an additional buffer to the line of traffic from the sidewalk. It makes walking with toddlers so much safer. I also noticed that a lot of people use the bike lane during the morning and afternoon rush. I am also noticing that traffic keeps moving in front of my house (near the beltline intersection). It doesn't back up like people thought it would.

- Travel times have increased since the pilot project was put into place, and traffic backs up significantly during the morning and afternoon rush hours (including coming off of the beltline). I have narrowly missed a few head-on collisions involving the center turning lane, where cars from both directions seek to enter the turning lane at the same time. I like that kids can ride their bikes to school without fear. It's easier to make a left-hand turn onto North Ave. with only one lane of traffic to cross. The striping is clear and organized. I don't like the raised bars and the low bumps - they complicate moving aside for emergency vehicles.

- This has made daily life miserable..

- I travel north ave. many times a day and do not see the reason to congest the cars to a point where it is nearly impossible to enter or exit your driveway without cutting someone off for the sake of a hand full of bike riders. and the back up of cars on the belt

line is also very often. the amount of bikes will be even less this winter. but if left in place the back ups will be even worse in a snow storm. NOT A FAN OF THE PILOT>

- I was willing to tolerate bike lanes, but when the posts and armadillo's were installed my acceptance for the pilot project went out the window. The road for cars is extremely dangerous especially around the bend near Burlington High School. The city bus nearly side swiped me yesterday as the bus driver was flying around that bend. Yet I am unable to move over since the armadillo's are on my right. Very very poor design! The vehicle lanes are not wide enough in that area. if an emergency vehicle is coming thru and traffic is backed up in that area, vehicles are unable to move to the side of the road because of the foolish add-ons. If I am a person waiting for emergency assistance and they are delayed because of that reason, the potential to save a life is now at risk. Every second matters! My father-in-law lives on North Avenue, near the high School, and sits on his front porch everyday. He can count less than 8 on most days the number of bikers using the bike lanes. What a huge expense for so few users and such a short amount of time to be used. Since school started its now being used for skateboarders. How is this safer for bikers? My father-in-law has 7 adult children. When they would visit they always had the driveway and street to park on. Now with the armadillo's in the road his children cannot park in the road anymore. So where should they park when visiting? Large trucks coming off the beltline onto North Avenue are unable to make the turn with those ridiculous posts. Then you have the posts that are out too far when turning onto Ethan Allen Parkway from North Avenue. You need to turn your wheel quickly to the right in order to avoid hitting oncoming traffic pulling out of Ethan Allen Parkway. Horrible decision to put posts and armadillo's. You had my vote for the bike lane until you added those items. They are nothing but a nuisance and a distraction to drivers. Myself and many many other people who reside in the New North End are just angry about it! Its too much and absolutely not safer!

- My commuting times do not occur at peak traffic hours. I cannot therefore experience the heavy congestion periods. What I have seen are drivers using the turn and cycle lanes for passing other vehicles and anticipating their turns long in advance thus creating the same conditions of four lanes. I have seen very few cyclists obeying the rules of the road which apply to cars. They sometimes slow but seldom stop at stop signs and red lights. I am also not sure if they should be stopping to allow a car signalling for a right turn to make that turn or if the driver must stop to allow the bike (which is to his rear) pass. THIS IS A VERY DANGEROUS SITUATION!!! Making a right turn from the belt-line onto North Ave is very tight and many drivers are finding it difficult to avoid Southbound traffic on the Avenue. The area with the barriers from Institute Rd to 127 is also much too tight. I cannot understand why there has not been a head-on accident at that location (OR HAS IT JUST NOT BEEN REPORTED)?

- This has been a smart change. Clearly safer, and has not slowed us down one iota. We drive this route every day.

- As a tax payer of the New North End, I voted against this pilot program like the majority did because of the traffic flow and the cost (which has doubled). Please stop the madness and bring back the four lanes. We already have a bike path that works well.

- I think the pilot project is a success. That section of North Avenue feels much safer to me both in a car AND on a bicycle. I have not noticed an increase in travel time or congestion. Before I would not bike on North Avenue. Now I will, and would consider biking with my child in the trailer (which I definitely would not do without the separate bike lane).

- The traffic congestion has increased tremendously. It took me 7 minutes to take a left out of my neighborhood onto north ave. I find coming off 127 onto north ave is very narrow, with the safety divider. The traffic coming from leddy, hannaforde, and schools is extremely heavy, and it reminds me of the terrible traffic flow on Williston rd. So when I

try to take a left out of our street onto north ave, the traffic flow is heavy from one direction , and then it shifts to the other direction being heavy. What a mess.

- The section between Ethan Allen parkway and St. Marks church benefited from this change. The section between Ethan Allen Parkway and rt 127 (round church) got worse. Turning in front of Ride aid when facing south has been difficult. The ramp entrance on 127 when driving north needs to reopen.

- I feel much safer riding my bike on North Ave.now.

- At the intersection of Shore Rd, Heineburg Dr, and turning on to North Ave, on a bike and car, I have been stopped at the red light waiting to turn and cars have stopped for a red light on North Ave but I have not gotten a green light until a second round.

- My main complaint about the program is the congestion that has begun to build up, especially starting just before 127 and going through the shopping center. Forcing northbound cars to turn right to enter the highway creates a lot of backup heading down towards the school, and even impacts the people turning left onto the highway while going south on North Ave. The bend in the road between the high school and 127 has also left me feeling less safe, as drivers are moving closer to the center line to avoid the high markers that divide the car lane and the bike lane. Finally, those same markers on the turn to Ethan Allen are annoying, and force a wider turn than necessary, giving the feeling of heading into incoming traffic. As a pedestrian, I feel no more or less safe - I walk on the sidewalk. I have noticed fewer bicyclists on the sidewalk, but I haven't noticed more cyclists in general using the bike lanes.

- I sometimes feel nervous that the cars driving beside me as I bike are blaming me for a traffic configuration that they don't like. Sometimes I would get honked at in the old configuration when I took a whole lane to myself. A few times more recently cars have (deliberately?) driven over the bike lane markings as if to intimidate me. I guess that's a part of being a bike commuter, but I hope that eventually it will occur to more drivers that I never take their parking places, I never wake up their napping children with my loud motor, and I never foul the air they breathe.

- I run a business - many trips a day , trips vastly safer, because self controlling traffic is in effect.

- This is the ABSOLUTE worst. I HATE the changes with so much passion. I have yet to meet one person who is positive about this change. It increases commute times, there's an increase in car congestion, people often drive below the speed limit and there's no way to pass (at a safe speed), and if you get stuck behind a bus, there's no moving around them. Turning on and off the Avenue becomes almost impossible during certain times of the day. This was a HORRIBLE decision. I rarely see bikers using the bikes lanes (and why don't they use the BEAUTIFUL bike path? It runs parallel to the avenue and is close to the avenue!). When I do see bikers on the avenue, they're still using the sidewalk! I sincerely hope that this reverts back to 4 lanes.

- Has helped slow down traffic. Going north left hand turn into Little Eagle Bay is too far back. If one turns there one goes into the office driveway, not the LEB drive. One needs to move forward to enter LEB. It's a bad junction for all turns. What about a left turn light?

- You have created traffic jams twice a day. Every morning heading south the traffic is delayed (bumper to bumper) from Shore Road to the High School. I was in a constant stream of slow rolling (1-2mph) traffic that "blocked the box" at each traffic light. Every evening heading north at 127, and EA Parkway. Left hand turns are much more uncomfortable and dangerous. You have given the bike lanes a buffer zone that is as wide as a traffic lane. These buffers are unprecedented anywhere in the city, even on North ave near the cemetery or farther north outside the study area. You created large areas in the center of the road that are unused at 127. Why? It seems like you are trying to

waste public resources. Bring back the 4 lanes, you really made a mess of North Ave. I bike the road frequently and was perfectly comfortable in the old configuration with bikes occupying a whole lane and traffic going around.

- My daily commute is now 15 minutes longer each way just to get out of North Ave. Traffic is backed up from Burlington High School all the way to Hannaford's Plaza. No one will pass the buses. Cyclists do not stop, use hand signals, or stay in their lane (especially over drains). Lots of cars sitting idling along the avenue in front of homes when they didn't before.

- We moved out of our duplex on North Ave. just as the pilot project got underway, though we now rent the duplex and drive there at least 2-3 times per week to deal with any issues and shop. My experience is frustrating as drivers and travel times are much slower, and now we deal with drivers not knowing what to do when traveling on the road. Also, it takes much longer to turn on to North Avenue than prior to the pilot, and that's not even taking into account what happens when emergency vehicles (fire, ambulance, police) are driving on the road to respond to an emergency. In short, the pilot project should be canceled immediately and the road returned to its 4-lane configuration. To accommodate bike lanes with the four-lane configuration, the right-of-way should be expanded and then reconstructed, pushing sidewalks to the east and west edges of the ROW, or even slightly further.

- The walk signals are extremely slow at Ethan Allen Park and 127. In bike/pedestrian friendly cities, lights are set for ease of bike/pedestrian travel. This is not the case in Burlington.

- 1. The bike lane has a lot of road debris in it. Would be nice to have it swept on a regular interval. 2. The bike lane has potholes and grates / manhole covers which are lower than the pavement. 3. Turning onto shore road from north bound North Ave is a pain at rush hour. I have waited through numerous lights. 4. Manhole lower than pavement northbound on the ave around shopping plaza should be fixed. 5. Blinking light on shore road at odd times (5-6PM). 6. Better communication when changing traffic signal patterns, (example exiting the plaza ; before the east /west were separate timed lights, now they both get the green at the same time.

- The traffic build up compared to the amount of bikes using the bike lanes is ridiculous. I would almost guarantee the majority of tax payers in the New North End would agree that this 'pilot' is unnecessary since we have a beautiful bike path that can be traveled on. If you want to slow traffic and make it safer, hire more police officers. That would add jobs and make our community safer. This is just a total waste of our money.

- I was neutral to the project prior to the vote. However, I feel now that I spend an extra 10 min per day idling on the road during high traffic times... (dropping kids off at school, especially the high school) and after work. The single lanes force cars to come to a halt every time a bus needs to pick up passengers or a vehicle turns off. I estimate that hundreds of cars are idling 10 min or more each day. Plus, more congestion. I do kind of like the bike routes though. However, my kids use the bike path instead of North Ave.

- One lane means longer commutes, which means burning more gas.

- I don't like the lanes

- I want the pilot to be made permanent, but the bike lane issues improved at the north end of the pilot where it meets Plattsburg. I'm also concerned with the divide that this issue has created in the New North End, for factors -- I believe -- having nothing to do with the bicycle lanes.

- Thank you for this pilot. I hope it becomes permanent. Before the pilot, everyone was breaking the law and driving at least 40 mph on North Ave. It felt like a freeway. As a driver I feel safer now that people are driving within the speed limit. It was unnerving to watch people speeding down a major road with so many schools, churches, stores and

- pedestrian traffic. I also cycle often to work. The bike lane makes that commute feel much safer. I live on Plattsburg Ave. The same pilot needs to be extended to that road which has become too fast and dangerous for those of us living on it, especially for children.
- Not sure the separators (black things with white stripes) are/were the best idea. They're super weird, not exactly high visibility, and don't really do much to protect you (biker/walker) should a car cross the line... at least that is my perception. Spacing of the white separators is confusing in places too, but all in all those are good.
 - As a whole I am very disappointed with the North Avenue Pilot Project. While I agree with the goal of making North Avenue safer for everyone, I don't feel like this is what happened. More times than not I see bicyclists not following the rules of the road. In addition, while driving I have had numerous cars cross the yellow line directly towards my vehicle in an attempt to swerve around a bicyclist who has not crossed their white bike line. My waiting times leaving/entering my driveway commuting to/from work has increased quite a bit and I am dissatisfied with the flow of traffic as I find myself traveling from 15-20 mph often.
 - Impossible to make left turn at peak hours. Bikes not adhering basic laws, using south lane going north, and other way also. Using sidewalk instead of bike lanes. Not stopping for red lights/stop signs.
 - To spend the money to reconfigure the traffic pattern on North Avenue to accommodate bicycle traffic when the existing bike path parallels the same route seems like a concession to a minority of the people who use it for their daily route and a complete disregard for the opinions of those in the wards that abut that route
 - I think drivers are altogether too impatient. People need to be more calm on the road. It might be a reflection of anger in the world these days.
 - Allow only the voters in the new north end to decide the fate of North Ave. on election day in November. I feel that you are offering a solution in search of a problem. Maybe we need a city wide vote to eliminate residential parking and speed bumps, I like to park near the ball park and endure a comfortable ambulance ride.
 - Thought the project was to include better street crossings. See none. More difficult to cross North Ave. Bikes are still ridden on sidewalks. Some bikes travel against traffic &/or don't comply with traffic laws. Turn lane making left into Rite Aid going south too short causing problem with cars going north turning trying to turn left into Lakewood. Cars travel in turn lane. Stopped buses and trash haulers problem with turn lane seeing around for on coming.
 - The armadillos are better than the double paint lines. But what would be better is a more permanent physical barrier between the cars and bikes (as they now have in NYC and Montreal). The fact is, a line of paint does very little to dissuade a reckless driver (and there are quite a few out there) from veering into bike territory. The armadillos work better, and the tall stanchions work better still. But best would be a continuous barrier (where possible) to make cars most aware of bicycles. Also, I hate to say this, but there has been palpable aggression from some drivers on North Ave since the pilot project went into effect. Cars driving over the painted lines to make a point, buzzing bicyclists too close, etc. Until it is actually safe for bicycles to be on the streets of Burlington, there won't be a critical mass of people willing to bike on the streets.
 - The view coming into Burlington is so ugly now, lived here 61 years and saw North Ave get upgrades to present a beautiful city, this traffic calming is absolutely UGLY!
 - Get ride of the sticks and humps
 - I feel so much safer riding my bike now. I am using my bike more now to get into town.
 - Shore Road needs an advance green light so we don't have to run a red light to enter our street.

- The Public Works Dept and Mayor's office should listen to the people of the New North End and to Kurt Wright
- Just to say that traffic is backed all of the way up to the old orphanage North bound on my way home from work. Kind of ridiculous. The new north end already has two bike paths out to two different directions, why a third and forth. Too many residents live here and this bike lane is conjesting the whole thing. TAKE IT OUT
- The whole thing is just plain stupid. I feel unsafe around the corner of BHS. Traffic is lunged at one another, both northbound and southbound. Ridiculous. I have always voted liberal, but now I am going to change. This lack of voter recognition has got to change. Nobody that actually lives around the changes like it
- The congestion is absolutely ridiculous. Bikers are safer on the sidewalks. Lanes are TOO narrow for cars. When emergency vehicle's respond to a call it now puts motorist in danger. Please speak to the fire departments. I now have to leave earlier for work because turning onto the Avenue is quite challenging. Trying to cross the Avenue near my house can sometimes take up to 10 minutes. So very unhappy with the changes.
- In my opinion the changes made do nothing to make bikers or drivers safer. In fact with the distractions already facing today's car driver, I feel that the physical barriers, not necessarily the painted markings, have created a new level of anxiety and distraction. I am a seasoned driver and the challenges of pulling into or out from my own driveway have increased, and the need to be vigilant, which has always been important, has been made unnecessarily difficult but trying to get drivers and bikers to share the same road. We have a magnificent sidewalk system which is hardly ever used and would only require a small amount of courtesy to allow bikers and pedestrians to be safely sharing the sidewalk. A bike is not a high-speed method of transportation in this country, as it is in some others. we simply do not have the infrastructure to allow bicycles to deliver us to our destination as quickly as automobile. Bikers also too often pick and choose the rules they wish to obey or not, as I've seen many bikers sail through red lights and stop signs, actions for which a driver will be pulled over and heavily fined, as it should be. I know Several bikers who have been seriously injured trying to ride our city streets along with automobile traffic. It simply is not safe. I have teenagers who ride and I have instructed them to stay off of the street until absolutely necessary to avoid pedestrians. There's also a need for bikers to slow down and sometimes stop. Young and inexperienced drivers already have too much to contend with on the modern roads, and although I applaud efforts to make everyone safe, what I see happening today does not achieve that end.
- Remove all poles and armadillo rocks !!!!
- If you do nothing else restore the right turn lane from the north avenue beltline north to Ethan Allen parkway!!!! It's a mess now and traffic backs up onto beltline and back towards BHS ! Stop catering to the few who ride bikes and move traffic smoothly and safely again !
- The new configuration where 4 lanes went to 2 with turn and bike lanes is AWFUL!!!!!!!!!!!!!! Traffic is twice as bad, people still block the driving lane when turning, pulling in and out of little eagle bay is twice and difficult and dangerous. It has taken up to three light cycle to make the left turn in, when before there was rarely a wait. I frequently walk and bike this area as well and feel no additional benefits during those activities that even remotely warrant the inconvenience of the change. again, AWFUL.
- North Ave corridor has become a much more sane, community connected place due to the slowing of traffic and interaction among people since the traffic pattern change
Thanks!
- I need advice on how to pull on north ave. Is it okay to pull into the center lane.
- Scrap the project this is very dangerous

- I have to turn onto Ethan Allen Parkway daily. This new construction of the road does not make it easier. I am late to college regularly after having to drop my son off at daycare. I also feel very unsafe and rather frustrated with the design by Burlington High School. With the "armadillo" speed bumps and white poles there is no way for emergency personnel to get through if there is an emergency. Please put North Ave back to its original design.
- Personally, I really appreciate the effort of the community to prioritize safety over the fear of change.
- Thank you!
- Sucks
- I travel north ave 2x daily. Almost all of the time I see 2-3 bikers. However at most 1 is in a bike lane and the others are on the side walk and/or going the wrong direction. I'm very disappointed in The Burlington governor. Why as a tax payer am I paying for something that helps very few at the cost of so many? If you have extra money to spend have free lunch at schools that will have a much bigger impact. Or maybe a tax cut? As a tax payer it in Burlington this project seems like a complete waste of resources and irresponsible governance.
- I wish North Ave had more opportunities to cross over as a pedestrian - particularly from residential neighborhoods to amenities. For example, Lakewood neighborhood to Rite Aid.
- I biked from downtown to Colchester a few weeks ago and felt safe on North Avenue for the first time because of the bike lanes. I wish they had been there when I lived in Colchester and biked into Burlington. I also drive North Avenue 3-4 times per week while working. I haven't noticed any difference in the time it takes for me to get from Rte. 127 to Plattsburg Ave. since the bike lanes were added. Thank you for the new asphalt covering the patches and potholes.
- Turn lane from No Ave to Ethan Allen Pkwy. Going north. The left turn lane there just goes to a driveway. I've see close calls for cars going past turn lane to go into little eagle bay. Cars going straight veer over and come close.
- We originally voted it down. It's a conflict of interest to have Chapin Spencer involved with this project.
- We voted against it, and I'm still against it.
- I went into this with a very open mind. I used to be a bike commuter so I appreciate the intent. But the traffic has been awful during commute times. It has added 5-10 minutes to my daily commute (which is meaningful with a screaming infant in the back seat!). I used to say one of the nice things about living in the NNE was the lack of traffic. That's no longer the case. It's almost as bad as living in S. Burlington/Williston Rd. area.
- This is the safest I've ever felt biking on North Ave.
- I'm most curious to know what you're going to do with those ridiculous partition devices in the winter. My guess is that the plow will destroy them on a regular basis. Time will tell but, if I'm right about that, I'd like to know the per unit cost of those. If we don't remove them during the winter (at a cost to the taxpayer, obviously) then I also anticipate the road will become too narrow once we have significant accumulation and the snowbanks build up (if that ever happens again given the outcome of the last few winters). Also, did we ever consider removing the sidewalk on one side of the road and replacing it with a two-way bike lane with a cement barrier between it and the existing road? Either that, or just make the vocal minority "pound sand" and bike an extra two minutes to the existing bike path? We could probably plow the bike path for a decade at the same cost of the already completed road modifications. Finally, can the police start ticketing bikers for blowing stop signs and other traffic violations? They want rights to the road, and I certainly have no problem with that, but they should follow the traffic laws or pay a price. If all the

infractions I witness daily were ticketed, we could probably pay for this project with that revenue alone. Finally, I thought it was absurd that the wards abutting the affected roadway voted this whole thing down but we (the City of Burlington) went ahead with it anyway after those least affected said "Hell, why not?". Thanks for reading!

- Turning onto North Avenue to head towards Burlington has become worse. People do not know how to use the turning lane. It needs much greater discussion and explanation and how it should be used.

- The initial implementation of the program, changing the way people travel on North Ave, feels unsafe. Perhaps, over time, as people get use to this pattern it will feel more safe. The 127 to North Ave intersection feels 'very' unsafe for cars, bikes, and pedestrians. Turning across one of the bike lanes also feels unsafe because now it is acceptable for a bike to be passing you on the right but again it may just be a matter of getting use to them. The bike lanes seem to have very little use and I have seen bikes going in both directions in both lanes as well as many still using the sidewalks. There seems to be some confusion over some of the center turning lanes which allow cars from both directions to share that lane. Question: How will these bike lanes be maintained and utilized during the winter months when the lines are not as visible?

- Who ever wrote the ballot item on this should be fined for making the wording completely backwards.

- Everything about this pilot project has exceeded my expectations - planning, communication, implementation, feedback. Thank you for your hard work and for making North Ave a safer place for our community

- I have no faith in the officials running this project. Chapin Spencer has an agenda that he's going to push through no matter what the people of ward 4/7 want. He is "pro bicycle" and has no consideration for the people that live and work in the area affected. Why is all this money being spent on infrastructure to support bicycles that can only use it for part of the year? Why not improve the sidewalks that can be used all year by bicycles and pedestrians? The curbs are already in place as a buffer. Why do we need two major corridors in place to go north? Why are bike lanes being used to slow traffic? Why not spend all this money hiring additional police officers which be used for multiple purposes? This pilot project is obviously an answer looking for a problem.

- I forgot that we biked down North Ave once. It was awesome.

- My overall observation of driving in the City everyday is that there are very few Bikes on the road at any given time. We should not be investing tax payer funds on such a small percentage of bike users. It is a waste of resources. Burlington will ALWAYS have 99% of people traveling on the roads doing so by CAR!

- I have lived in this neighborhood for over a year now. Last year, my commute to work in downtown Burlington was about 8 minutes. My ride home was slightly longer at about 10-15. Now it takes me almost 20 minutes to get to work and 30 minutes to get home.

Living on Ethan Allen Parkway, it takes forever to turn onto my street and basically years off my life to turn onto the beltline to get into town. The traffic lines are insane. I do not remember seeing that much traffic at all in 2015-early 2016. I've never seen a crash. Now I see people driving in the turn lanes, crossing in the street, bikes on the sidewalk NOT IN THE BIKE LANE AT ALL. Cars breaking every rule there is. I also do not feel safe.

Turning in those teeny tiny lanes is crazy. I feel like I am in a video game. It's awful. I wish I had any thing positive to say but I don't. I would actually like to move out of the neighborhood because of the pilot program. And I have seen about 4 bikes total riding in the bike lane. I am not even exaggerating. It was a terrible idea and I hope it gets changed back as soon as possible otherwise you will have two less residents in the neighborhood.

- Please, please make this permanent! I have lived in the NNE 13 years, and I have never felt comfortable walking or biking on North Avenue. It has been an incredible relief and weight off to have this Avenue available for all of us who do not want to get in a car to go

a half mile to the grocery store or coffee shop. And it is wonderful as a parent as well, to have that buffer from the cars for my children's safety when we bike to school each morning. All around the best idea for North Avenue for everyone.

- WHY NOT MAKE THE SIDEWALK WIDER SO THE BIKERS COULD RIDE THEIR BIKES ON THE SIDEWALK FROM ST MARKS TO NORTH AVE ALLIANCE THAT IS THE ONLY NARROW PART OF NORTH AVE

- I don't like the armadillos.

- I am a huge fan of the new bike lanes. As a bike commuter and with the bike path currently closed it is my only way to work, unless I take the bus, which at times can be unreliable. For the most part I feel safe biking around Burlington, but on North Ave I feel like I have to be extra aware of cars doing some pretty dangerous stuff. Just this morning I was nearly hit twice while biking with the flow of traffic in the bike lane. Many cars will turn in front of bikes or pull too far forward when turning on and off the avenue. I think extra traffic enforcement would help many of the drivers still learning how to navigate the avenue with the added cyclists.

- I am very dissatisfied with the pilot program. Commuting to and from work has become more of a pain, an already congested road was converted into a more congestive road. The objects that were added to make the bike lanes protective are a huge eye soar. My boyfriend and I cannot wait until our lease is up so we can move from the area.

- I think the new North Avenue is incredibly safer, calmer and better. The zebra bumps are not ok with me. Not sure I like tall ones either. I love nobody passing me at 50mph in tight quarters. I do not think we need Northbound closure of 127 access. How about lighted flashing crossing for bikes/pedestrians instead on curve? It is busier at 7:30 near high school so people DO need to leave earlier. That is ok. It is a bit much visual stimulation in places. Pot holes/rough covers still need work. Thanks for doing it. Good job! Charlie

- im 71 years old and my friends that visit can no longer park in the street in front of my house, most of my visitors are 70 and 80 years old cant use any other parking do to the distance, i have been here for about 50 years and wish to have parking returned to me, and the no. ave back to its original form. please do as the no end folks voted.

- There is no reason to ask for name and street address of participants of survey. I completed it but I feel it will stop people from completing the survey. I feel it is used to intimidate individuals from stating their true opinions. Therefore the survey results may not reflect true and accurate opinions.

- I believe this survey should be available in paper form. I think the rocks to form a barrier are a safety hazard and I question the competence of the person who decided to install them even for a trial period. They are hard to see at night or when raining. It was obvious even to the average person. I also feel the process was to limit public in the process

- We the people have already spoken, we voted against " pilot project" Yet our local government... Burlington seems to be more like a Dictatorship vs. Democracy

- Take away the armadillos. Reflector poles are great. The armadillos are dangerous for Peds, cars, and bikes...they are a similar color to the ground and would not prevent a collision anyway...just break vehicles, cause bike crashes, or tripping hazards to peds. The curve near the high school is also very tight for emergency vehicles passing by. For the permanent installation, I would hope for bicycle traffic signals and signs and ground painting. Connection for autos from North Ave directly through Winooski floodplain to I-89 should be seriously considered to reduce overall traffic in NNE and downtown, and plan for population growth into the future.

- I think the physical lane dividers;poles & armadillos are a barrier to pullover in case of emergency vehicles. There was one morning this month where 6+ police vehicles were

trying to get down the avenue (the day of the school lockdowns) when I was approaching bhs- there was limited space to pullover. On another note I have not noticed any traffic congestion on the avenue where the actual lane changes are but have notified a lot of traffic back by the police station pretty consistently.

- Remove all armadillos and white "toothpicks".....Waste of money/resources. Unsafe for all motor vehicles....Perhaps expand sidewalks in that area by the "rock" and high school. Keep "bicyclist"/ walkers/joggers up high off the road. Why not expand all sidewalks on North Avenue for bicyclist/ walker/joggers. Again, Up High Off the road.

- I thank DPW for its diligence and continual review and fine-tuning of the pilot and its impact. I very much like the changes overall and strongly urge policy makers to make permanent this project. It is important to ensure the bike lane is pot-hole free, level with the edges of the storm drains, and graded to minimize standing water. Dodging the water or obstacles means pulling into the roadway, surprising drivers who expect that even less now. I would also adjust the barriers on the right turn from beltline to North Ave., so that cars are guided but do not have turn quite so wide. Larger vehicles end up overlapping the oncoming lane a little. Further adjustment of the traffic lights to prevent congestion is still needed. Great work!

- Some of these questions are too broad. The answer to how comfortable one is turning from North Avenue, turning onto North Avenue, or crossing North Avenue can really only be answered with "it depends on where the turning and crossing occurs". The Ethan Allen Parkway/North Avenue intersection is not well done. Sitting at the stop light, wondering whether vehicles turning onto the Parkway are going to collide with you head on is terrifying. Would love to see rumble strips on all areas without center turn lanes, given the number of folks who travel this road with the center of their hood lined up on the double yellow lines.

- The white post and armadillos should be removed from BHS to Ethan Allen Pkwy. they are a real pain. Also the middle lane should be wider.

- Doing this was a terrible idea, and whoever is planning these types of things should seriously consider resigning.

- I hate the fact that the pilot configuration does not let me get around slow moving vehicles. Also old 4 lane setup allowed cars to seamlessly exit from beltline instead the pilot causes backups on beltline & North Ave. Burl has a no idling law, you are causing more idling & increasing carbon load.

- When I have been driving on the avenue I have kept track of how many bikes I see I usually only see 2 to 3 which I think is very low for all the. Trouble it is causing people driving cars.

- I would like to see an alternative to the "armadillos" by the high school. I drove too close to one of them and scraped my passenger side front fender.

- I think the Pilot Project is going well. Going from 4 lanes to 3 has slowed traffic and makes me feel safer driving and biking on North Avenue. My partner and I would like to buy a house in Burlington and if the Pilot changes are eventually made permanent, we would be much more likely to buy in the New North End.

- I think there are way to many obstructions on the Ave. Traffice is tied up not being able to enter or exit the Ave. Concern for emergency vehicles. Still see bikes on the sidewalk. I almost got knocked down when I walked out of the bank in the shopping center. Lights are not consistent, Never know what to expect. Only see one or two bikes each trip I make on the Ave. Think this whole project is more of a hazard than before and the traffic moved better before. Not against change but this thing is a nightmare forr sure.

- First- people that live in the area voted this change down by more than 90%. The city let other wards that have nothing to do with the change vote thereby voting yes because they didn't have anything in it. City wasted money for ballots knowing full well they were going to make the changes anyway. Bad management. Why are we having to put up with the

bumpers and poles when others in the city do not? Bike lanes in places are way too wide. Next cars will be prohibited from driving on the roads. Sickening. There will be a waste of money to take everything down when snow files to plow. More unnecessary expense. More tax and spend policy by the city. It should be a place on the ballot in November for only the wards involved. When it gets voted down listen to the will of the people that it has an affect on, not the mayor's wishes. We can better spend the money fixing the roads and infrastructure. I am not against bikers. However they do not obey the law of the road. That bothers me to no end. It gets out of control all the time. Require each bicycle to have lights both front and back for safety. Too many close calls at night when they wear dark clothing and they come out of nowhere. When they converted to 4 lanes back then it was to relieve congestion.

- Besides increased traffic, you have the middle lane where cars are driving at eachother headon depending on where they want to turn left. Also, bicyclists feel empowered and ignore common sense, making it only a matter of time before a serious accident between bike and car happens. There is way too much traffic with two major roads converging and major shopping and recreational destinations on this stretch to have this style of road. It's a accident waiting to happen and the way it was before at least people paid a lot more attention. If certain people were not comfortable with the 4 lane setup they should probably be subject to a driving test to ensure they are capable of navigating a normal driving environment.

- This Survey should be mailed and only for New North End folks. The survey can be slanted by the Loca-Motion folks as is evident from the design meetings and previous vote. Emergency vehicles response time has increased, ques on the beltline and North Ave. have reached 20 minutes during peak times. Today, 9/21 had traffic backed up from 7:30 until after 9 AM. Why did you not include videos of what is happening? If the belt line is closed there will be no place to put traffic. I have seen only a handful of bike traffic but a lot more using the bike lane as a recreation path for skate boards and jogging. The barriers placed by Burlington High and Ethan Allen PKWY make no sense. End our pain stop the Pilot NOW.

- It has made biking slightly safer, but it has increased congestion, travel times, and levels of discomfort for the vast, vast majority of daily car commuters on north avenue. It has been an incredible failure, and the only people that enjoy it are people that do not have to deal with it on a daily basis. It is impossible to turn on to north ave and cross traffic at certain times of the day, and when it is possible the windows of opportunity are slim.

- I think the 3 lanes has slowed down the traffic flow. The barriers coming off the belt line onto the Ave. Make turning right a little tight especially with cars waiting to turn onto the belt line. The pole barriers and the "Armadillo" rock barriers are distracting- not helpful. Snow plows will be certainly challenged. I travel North Ave 2 to 4 times daily round trip. The most bike riders I have seen at one time was 5 riders. Most times there are no bike riders. The average I see is 2-3 bike riders using the bike lane. I think money would be better spent improving the cross walks and bus stops. Money spent on improvements to the sidewalks from the shopping center to Battery Park especially the sections that are in such disrepair and not safe would benefit a broader diverse population. The number of people who use the bike lanes consistently on North Ave especially during the winter months does not seem worth the time and money. The focus and money should be on the BIKE PATH and better sidewalks

- I can't emphasize enough how much safer it feels to bike with our 8-year old on North Ave now. I'm much more likely now to bike with him to Leddy for soccer games or to Ethan Allen Park to play, instead of driving from the Old North End.

- I really don't understand how the city could spend 150k of city money to make a situation worse. I would expect something like this from the Kiss administration. I spend an extra 30 minutes in my car per day due to this change.
- I cannot express more strongly how dissatisfied I am with this new road design. I have friends and relatives on both sides of North Avenue who complain regularly about the time it now takes for them to get onto the avenue. I understand the intent of this project, but efficient traffic flow needs to be maintained - AT ALL TIMES, not just off hours, and that is not happening. Go back to the way it was, thank you for listening.
- There is too much traffic most of the day to lose a lane for vehicles, we need to go back to 4 lanes!
- I would like to see improvements on North Ave between Battery Park and where the bike lane ends north of there on North Ave.
- I think the change made a lot of sense as I would like to see us become more bike friendly. It is safer for riders and did not impact the traffic patterns of those in cars.
- I think the low / high delineator obstacles are very dangerous and unnecessary. 1. Can't pull aside for emergency vehicles. 2. will need to be removed before snow, very wasteful of our tax dollars and they will only be used for 1/2 year, leading to false sense of security the other half of the year. 3. a bit over the top, we don't use these for dividing driving lanes, pedestrian lanes, etc. Why do we have to be so extreme? It's a tight turn off of 127 to North ave with the high spikes in place.
- very hard to get out of Village Green and Saratoga onto North Ave turning south. Not always but the timing of the lights at 127 allow a steady stream of traffic heading north which leaves no way to get out to the middle lane. I think just changing the lights to a hold on both North Ave and 127 for 2 minutes would allow traffic to pass and for us to leave our neighborhood by the only two exits we have.
- Thank for making North Ave safer for bicycle commuters! As someone without a car I am happy to say I no longer fear for my life when going to the grocery store :)
- Great job with the changes to North Ave. It feels much safer and there is not a noticeable change in the time it takes to get places. Please keep these changes.
- Lifetime Burlington resident, born in Fletcher Allen, grew up on the ave, and I love it.
- North Ave goes through a residential area and never should have been 4 lanes. The current set up is much more appropriate for the area. Though I live in Colchester now, I spent many years living in the NNE and dealing with North Ave.
- The bike lanes make so much sense and I use the avenue now to shop on my bike rather than going into town. Please keep or expand the program.
- Traffic has backed up far more than I anticipated. The barriers between Institute Road and 127 feel very unsafe to me as a driver where flexibility to respond to a traffic issue is essentially eliminated.
- I have a concern for the people that pull out onto North Avenue in front of cars because they have waited so long to get onto the Avenue. I also have a concern about the morning or late afternoon commute when the traffic is bumper to bumper and not moving along as planned and an emergency vehicle needs to get through there with all the bike barriers on the side of the road where does a motorist pull over to make way for the emergency responder. I will say that before school started, the traffic appeared to move along really well. Then when school was back in session it is much worse trying to get off the Avenue.
- This pilot project should end before somebody is seriously hurt. I have witnessed cars going sideways after hitting the cement boundary past Burlington high school. I have seen more than one child on a bike come out from behind the temporary fencing to be almost hit by a car. The number of people who are using this new riding area seems very minimum based upon my daily observation of North ave

- Please, please, please add flashing crosswalk signs like on pine street. Pedestrians being able to safely cross the street is the biggest infrastructure issue on the avenue now that we have the great bike lanes.
- The only negative with this new configuration is that sometimes I get stuck behind a slow driver and am unable to pass as I used to do; this happens infrequently enough that it does not outweigh the pluses.
- I travel against the mass of vehicle traffic, thank goodness. Normally, I see 2 to 5 bikers during the 0800 hour rush; but, one time 10 bikers and that is peak season. And then 20% of the bikers are still on the sidewalk. There is a very rare pedestrian and I always thought they were safe with the few bikers anyway. Winter biking, that will be a very rare bird. I was forced to ride a bike on Nave because the lake path was closed. It was fine, but regardless what you do on Nave for bikers, I will take lake path just for the view. My opinion, this has taken the primary artery in an out of nave and turned it into a parking lot for the benefit of a few bikers that have other safe options.
- crosswalk light at intersection of 127 and North Ave not long enough to cross before cars start coming from North Ave onto 127
- Very hard to turn left onto the Ave from Saratoga Ave most times of the day. Almost got hit turning left by someone coming down the bikelane turning onto Saratoga Ave.
- This is a post that I wrote on Facebook on September 13th after a particularly scary incident with a skateboarder going the wrong way in the bike lane. "Just a safety reminder for everyone who uses the new bike lanes on North Ave; the arrows in your lane guiding you to ride with traffic are there for a reason. Your safety and mine as a driver. Today I nearly hurt someone when I was cautiously turning right off North Ave into my sisters driveway, making sure to check my side mirror for a clear bike lane.
- A teenage boy came bombing down the hill from BHS on a skateboard on the wrong side of the road and I nearly hit him. I reversed as fast as I could back into traffic.... Does that sound like a safe situation for either the skateboarder or myself... NO.
- Super scary to think I could've really hurt someone." I feel more unsafe as a driver and a biker with the set up of the lanes for the pilot project. I didnt drive for almost a week after this incident because I dont trust drivers or bike lane users to follow rules. I have many issue with the lane set up but my biggest is the safety factor, the bike lane gives bikers a false sense of safety, causing them to take bigger risks such as, going through lights, weaving into the car lane to avoid puddles, going the wrong direction in the lane. On the other hand the drivers are taking more risks as well. The congestion is making people angry and they are reacting with dangerous behavior, going through red lights so they can turn off of North Ave being some of the scariest. I live on Shore road, I have sat through four light cycles before as the first car in line waiting to turn left onto shore road. Though I don't run a light because of that I have witnessed many people who do take that risk especially in that intersection(North Ave, Hineburg Drive, Shore Road) I also often see drivers weave into the bike lane to go around cars waiting to turn left off of North Ave making an unsafe situation for everyone around. Also, people are using the middle turning lane as a main traffic lane making it super dangerous when people are trying to use the lanes properly. One of the last issues that I have about the Shore Road intersection is that the white dotted line to get in the left turning lane from North Ave to Shore is way too short. I having to sit in traffic backed up from the straight lane for many light cycles, by the time I get to the dotted line to get in the turning lane , impatient people are bombing down the center lane, I now have to take extra care to make sure no one is going to rear end me when I get into that turning lane. I have seen dozens of near accidents since this pilot started. So many of my neighbors are choosing to turn left off of shore road now, just to avoid that whole section from Shore to BHS. As far as the section of

North Ave between the Alliance Church and BHS I am extremely dissatisfied. My sister lives at 819 North Ave and pulling in and out of her driveway is a complete nightmare, before the bike lane we could pull out and wait on the side of the road until a safe time to pull into traffic, we can't do that anymore. As far as pulling into her driveway goes, (because it's dangerous backing out we used to back into the driveway) we would again pull to the side of the road, wait for a safe time and then back in, we can't do that anymore due to the bike lane. The armadillos (the black plastic things in the road between Alliance Church and BHS) are extremely dangerous for many reasons. One, if someone hits one of those by mistake, the chance that the driver will then over correct and shoot back into traffic is so great. I've also seen a biker hit an armadillo, fly over his handlebars and was thrown into road way, luckily there were no cars coming. Two, Emergency vehicles, where am I supposed to pull over in that section of road if an emergency vehicle is coming? Congestion there, could be life or death for someone. I've also almost been hit by the bus on the turn with the posts right by BHS. The bus is almost too big or long to make that turn safely, AKA the front left corner of the bus is in my lane when I'm headed North and the bus is headed south. Also, a friend who rides a motorcycle has expressed concern about that same section of road. Riding a motorcycle is a defensive act anyway, what happens if a car forces the motorcycle out of their lane, which happens more often than we'd like to think, the motorcyclist would be forced to crash into the armadillos or posts. It's a no win situation for motorcyclists. I absolutely hate this road configuration and feel so unsafe every day when I am forced to drive it. The last thing that I want to mention is that as a biker riding on the sidewalk, which I have done my entire life, I now get yelled at by pedestrians telling me to get in the road, well I don't feel safe in the road.

- Thank you for asking for opinions!

- This was probably the worst traffic pattern idea in the state to date. I'm not sure how administrators didn't see this before implementation. Obviously they don't live in the new north end.

- I grew up biking on north ave to school and friends house and I never had a problem with vehicles crowding me or not giving me space. I feel like better biker awareness and teaching would greatly improve people's safety. We can't put bike lanes on every road so why make people feel like they have a false sense of safety riding in bike lanes then heading out onto streets without them. As a whole I think bikers in Burlington feel entitled to the roadway but do not follow any of the rules that cars do when they are biking in roadways.

- I drive North Ave many times throughout the week at varying times. I have rarely seen a bike, and most of the times the biker is traveling on the side walk. When we bike downtown, the bike path is preferred for our family. I truly believe safety of the road has not gotten safer, and the congestion has worsened. I am more than willing to site examples at many points along the Ave.

- I am a dedicated cycle commuter and am delighted at the efforts to improve the safety on North Ave. Long may it continue! I think it would be even better if the barriers that are near the high school were carried on down the road - it is amazing to me that there are still motorists who are not aware we are in the bike lane, and move into it without looking! A more bike-friendly city is a more Livable City!

- The bike path was made for a reason

- I am most unhappy for several reasons. Number one, we no longer have any on street parking. Due to the size of our driveway we can not have guests. When we do they have to park on a side street and walk to our house. We used to be able to park on the street for short periods of time. Instead of increasing my taxes annually by \$250 putting my taxes for an 1100 sq ft home at \$5000 spend the money from this project on improvements to side walks and the roads. Also, if you keep the bike lanes then for safety the police need to ticket those bikers not following the rules. We are less safe than we

- were before the project. Between tax increases and this bike project we will likely be selling our home and moving out of Burlington in the next year which is sad to me.
- this project i feel was shoved down the necks of the people who live in the new north end, why not take all the on street parking on pine street away from that area and put a pilot project up there and see how the businesses like losing all the on street parking.we already have a bike path, that area doesnt have any good bike control. to sum up the pilot project it stinks
 - It's fabulous that it's easier to bike - makes my life much more pleasant and safe. But with more bikes moving around, often wrong way in the lanes or on the sidewalk that's a potential for accidents that we need to figure out how to address. In driving, I find it may be slower to turn out from Village Green, but it's far easier, because judging when you can enter traffic is so much simpler with two lanes than four. Though it can be a little congested, one by-product of that is slower speeds which I am all for; traffic noise has decreased because there is far less accelerating. I can't wait to see the crash stats, and hope the city will give them due (substantial) weight in making decisions.
 - Since the pilot project began traffic on plattsburg ave has increased. In addition to the already heavy traffic created from people living at the farthest end of north ave having to come down plattsburg ave to go home because of the one way traffic on Turf road we now have more traffic because people who live north of the beltline exit on north ave come all the way to the plattsburg ave exit and proceed from there. Obviously who thought of this does not live and deal with this traffic on a daily basis. I don't understand why we have a bike path and still feel the need for bikes to ride in the road on north ave. I also don't believe that the whole city had the right to vote on this issue, but of course it then wouldn't have passed. Of course the vote didn't really matter anyway did it? at all just like this issue
 - The traffic lights need help. From 127 turning right onto North Ave, the blinking red arrow only confuses drivers. It should be a full traffic light, so as to actually hold folks at a stop till it is their turn. And from North Ave. to Ethan Allen Parkway, it is very unclear that you need to yield to bikers with the blinking red or yellow arrow. There needs to be a sign!
 - I LOVE the changes to North Ave!!!!!!
 - I've lived in New NorthEnd all my life. I see bicyclist not obeying the rules and recent skateboarders along bike lanes behaving recklessly. I was driving North toward BHS recently heading and emergency vehicles approaching leaving little to no room to pull over around white pillars.
 - I review of street marking my be advisable e.g., double yellow & one solid with one dashed yellow.
 - I am a courier for Fedex and the new project makes it very difficult to do my job. Congestion is a major problem on the majority of the avenue and the intersection to the belt line. Also, how will plow trucks plow the Avenue with the armadillos on the road? Very disappointed.
 - Thank you for the bike lanes!
 - Putting up no parking signs on north ave near Plattsburg ave is very upsetting. I grew up right on north ave and we used to park our car on the street. Also, the sticks and armadillos near the high school are dangerous. How are emergency vehicles going to get by when traffic is heavy? Also what going to happen in the winter when snow covers them and they can't be seen? I foresee accidents. Also I notice that people on bikes are using the sidewalk still. I just don't get it when there are biking paths on either side of the avenue. One being the waterfront bike path and the bike path along the belt line. I'm open to changes but the execution was poor and it's upsetting that this vote only passed because the whole city was allowed to vote while the majority of people living in this area

said NO. This makes me feel that the people behind this plan don't care about what the people actually living here think and find loop holes around things. Makes me sad.

- I'm not a bicyclist myself, but I'm glad so many local people choose to bike. My biggest concern is the amazing number of people -- mostly the young who must believe they are immortal -- who ride at night in dark clothing, with no or inadequate lights on their bikes and rarely with helmets. Many go right through stop signs and lights, and many pass on the right in tight conditions. My second concern as a person who loves to walk is the number of adults who ride bikes on the sidewalk even on busy streets. I would like to see greater enforcement of safety regulations.

- More projects like this around the city. Strong work BTV!

- I drive and bike regularly throughout Burlington, and yesterday I found myself following several bikers through a series of bikes lanes. Car traffic was not being impeded, and bikers were observing their lanes and traffic rules. When the infrastructure is in place, the whole thing works very well! The more that can be done to create a city with a devotion to the safety of bikers, pedestrians and cars/trucks, the better! Thank you.

- So happy to finally be safe biking!!! I don't think it's in any way inconvenient while driving either. Thank you!

- It is a bad idea and design! I have witnessed emergency vehicles struggle to get through traffic. I have witnessed 30+ cars stuck behind Sunday city buses. It is near impossible to leave my driveway in the morning due to backed up traffic. Oh and did I mention the number of bicyclists going the wrong way in their lane and swerving into traffic to avoid puddles and sewer grates.

- Looking for info on how it will work in the winter on North Ave

- The one positive out of this whole pilot is the conversation is started. I don't see any improvements to traffic flow or safety. Thank you.

- What a mess. I'm adding an extra 50-60 minutes of driving every week to and from work because of the congestion. The plan clearly did not work, was not designed correctly, and has obviously created a very unsafe road for drivers, bikers, and walkers. How many of our kids will have to die on their way to school before it's made safe again?

- Honestly it was better before. All this really does is make lots of traffic, slow everything down so people are late.

- I am a bike rider as well as a car driver and I despise these changes. The worst thing Burlington ever did was allow bikes to ride in the road with cars. Bikers do not follow the rules of the road. When you have to move over for them, it is extremely dangerous because there are other cars coming and timing may not be adequate. They run the red lights and stop signs on a consistent basis. As far as driving, this one lane stuff on North Avenue causes major backups. Burlington is way too small and way too congested to whittle North Avenue down to one lane. It's absolutely terrible!!

- I believe there were good intentions behind the pilot program and even though the delays and congestion during the morning commute have not been outrageous so far I am afraid they are going to get worse during the winter season. School (BHS) drop-off driving time has increased since the changes were made and I will probably have to add even more time in the winter in order for me to get my daughter to school at BHS on time. One specific change that should be revisited in my opinion is the Rt. 127 interchange from North Ave. I think it is the biggest source of the congestion and delays since south bound drivers cannot peel off easily on to 127 and North Ave bound drivers from 127 have to wait at the light to join traffic. My 2 cents.

- You may put double white lines, protections barriers etc ...but the only way for safety is for cyclists to follow the rules of the road i.e. stop signs, red lights, watching for turning vehicles (as drivers watch but the cyclist comes so fast...)

- Burlington needs more of this! Thank you for increasing the safety and accessibility of our streets for all modes.

- I love it!!!! Please do not let the crazies who think this is some government plot against them win. There simply is no need for 4 lanes in our neighborhood. thank you so much for your hard work. I wish the voice of a limited few wasnt as loud. I only know people who love it and wouldnt want it to go back. thanks again
- 4-lane North Ave. was like an unregulated dodge-ems course with drivers jumping in and out of lanes to get around a bus or gain seconds of time! Trying to make a turn across traffic felt risky at best...Now, the trip might, at peak times, take a few seconds longer, but driving and turning feel much safer, AND there is real, safe room for the bike riders we want to encourage in our "livable" city....The current design is a huge improvement for all North Ave. users.
- Honestly, the money spent on the pilot would have been better suited to repair/repave the bike path. The bike path in front of the new skate park is awesome - the rest of the bike path is terrible.
- I find the improved North Avenue much safer. Although the avg speed in 30 - 32 I find to get to places quicker because the option of a faster lane with cars dodging back and forth is gone. I have started using the bike lane on North Avenue which I would not have attempted prior to this.
- Need more crosswalks especially near ethan allen park
- The recent change has added an additional 10 minutes to/from work. It is a waste of lanes that can be used to fix traffic. I still often see bikers using the sidewalks to bike. During the winter, there will be no need to have the biker lane. It's a waste of space and time. I don't understand why this is an option when the bike path is just a couple blocks away. I am a biker, and I still find this change a serious hassle. My partner and I are seriously considering moving if this doesn't get reversed.
- I still think the intersection at North Avenue, Tracy Drive and Plattsburg Avenue is unsafe for bikers and walkers still and needs improvements. Cars are frequently parked on the sidewalk in front of the Jolley Mobil and walkers (many with children/strollers) are forced to either walk in the street on bike lane or into the gas pumps lane to get around. This combined with people pulling swiftly into and out of the Mobil when kids are walking to and from school is very unsafe.
- Why was this decision determined by residents that DO not live or use the old north end route. This has caused more issues than or almost accidents than I've ever seen before it was changed to this. Drivers are very confused and becomes very congested. I'm at a lost on why this was needed? for bikers? What is the bike path for? I've seen on multiple occasions bikers almost get run off the road. It just doenst make sense, Bring back the 4 lanes to help eleviate congestion and confusion. Keep wards out of the decision that it doesn't affect, period. It took me 20 mins. to get home from bhs to my home on appletree, really?
- Thanks for doing this. I think the project is a great improvement to North Ave.
- Since the town has a bike path, there is no reason that bike traffic can not be moved there. The new traffic pattern is confusing for motorists and bikers equally. I drive North Avenue every day. I'm amazed at how many bikers are still riding on the wrong side or the road and not stopping for lights and stop signs. Motorist and bikers don't seem to know who has right of way at right turns.
- I am entirely in favor of the North Ave configuration. As both a driver and a cyclist, I feel much safer on the road. I am noticing increased bike traffic as the pilot has gone on, and I think it is directly related to people feeling safer, as well. This project is improving our community because it is making the travel corridor accessible, safely, to a wider variety of people and interests.
- Please weight the survey appropriately, as it's likely many more drivers than bikers will complete it.

- I find that walking lights and turning lights need to be changed. Turning left on to Shore Rd. Can take 2-3 lights and people are using bike lanes to drive around other drivers. Very dangerous. Dont like that that there's no parking in front of our rental property. Renters say it's tough to get out of driveway. Also, I see very few bikers use it! Not a big fan.
- The only people I have seen on bikes have not obeyed traffic laws. Bikes run red lights causing issues. One lady actually told me she knew she had to stop but did not want to. The safety dividers from the high school to the church I have seen adults weaving in and out of the cones causing unsafe driving situations. The bike lane has only caused more issues on North Ave not made things better. Traffic during rush hour is a nightmare causing over 40 minutes to get home when it would only take about 15 or 20 before the change.
- Between garbage trucks and buses all it takes is one to hinder traffic, especially morning work and school traffic. Another opinion would come from emergency vehicular personnel. Those I have spoke with (police and fireman) are very dissatisfied especially after city events that bring many non-residents into the city.
- What is going to happen when your paving in the winter. Snow banks are going to make the lanes even smaller. Who's gonna pay for the repairs that the plows break? New center lane is just a new passing lane. Roads were made for vehicles not bikes wheel chairs skateboarders. Vehicle xrivers have to pass test to be on the road, not now. Unlicensed, uninsured, uninspected people in the roads now. Very very very important Very, most of them do not follow the laws of the roads, vt vehicles have to. unsafe to have young children playing on the side of the roads. Very very very disappointed in this whole change
- Speeding is still rampant, especially by the high school and at the southern end of the corridor. People in ward 3 would welcome the changes that seem to be so divisive in the NNE.
- Armadillo barriers are dangerous! They should be removed immediately. It would be great to have traffic circles at Plattsburg Ave and the 127 interchange as a long term solution to improving these intersections.
- Turning into Hanaford's Plaza and the light at the intersection of N Ave and the Plaza needs some work... timing is off, so people are running the red light when exiting from inside the Plaza and when making a left turn from North Ave into the shopping Plaza.
- The utmost concerns are: in emergencies how often have you seen just one emergency vehicle at the site? Whether one or multiple emergency vehicles when every second counts avoiding the armadillos and barriers will take precious seconds/minutes away from those in need..... For a bicyclist who isn't paying attention (or is) who hits one could easily get thrown into the path of a vehicle or otherwise hurt where ever they land. Between the extra barriers, added line as well as those covered up make the route a ugly drive..... There is also concern about the added time to commute whether getting on to the avenue or onto the belt line..... Another concern is the amount of space there is for delivery vehicles to make the right hand turns onto Ethan Allen Parkway. In the winter keeping the route as it is even if the barriers are down that corner tends to be icy and unsafe..... The route now is UGLY with the extra barriers, added lines, patch jobs, even the lines created when covering up the old lines. It's all an eye soar and no longer a pleasant..... Put that section of road back the way it was, it has made users alert of bicyclists. It also should never have been started as Ward 7 voted "NO" when it was put on the ballot and our ward vote was suppose to be what was done if anything as I understand it. Just another situation where the "City Counsel" thinks it knows best....baloney.....



Nothing to do with the North Ave pilot project: when are we getting the left turn and southbound lane back at the corner of North Ave and North Street?

- I dislike the pilot so much that I often use the Beltline to get downtown. This is not safer! There have been more fatalities on the Beltline than North Ave. Even with changes, I have not been able to move over for emergency vehicles between Burl. HS & VT 127. I prefer the old 4 lane setup. North Ave should be used to move cars and not bikes. We already have 2 bikepaths.

- The amount of barriers, bumps, and obstacles is excessive, unsightly, and unnecessary. Removing/reinstalling these items each year to accommodate snow removal is counterproductive and a waste of time and money (curb signs and painted bike emblems in the bike lanes would more than suffice).

- I don't feel the changes have made a large impact or were particularly necessary. But now that they are completed, I don't see them as having a negative impact, with the exception of the lane separation devices (the poles and striped bumps) around the 127 intersection. Those I find distracting and unattractive and would like to see them gone. Besides that, I find the changes "okay." But is there a resulting increase in bike traffic on North Avenue, and will that be sustained when the bike path repairs are completed? I bike quite a lot and will always opt for the bike path, once it is open. The key to the return on this investment, it seems to me, is whether it actually results in an increase in bike riding on the Avenue. If not, it seems difficult to understand the purpose. Thanks.

- Armadillos and delineators between BHS and VT 127 make it very difficult when met by emergency vehicles and trying to pull over as the law states is very difficult especially with a truck and trailer. Bicyclists at times ride against traffic. Vehicles use center turn lane as a passing lane when stuck behind slower vehicles. BIKE PATH SEEMS SAFER FOR BICYCLISTS!!!

- I think that walking and running on North Avenue is totally fine and changes are unnecessary. That is what the sidewalk is for. I don't think people should be walking or running in the street. As far as the bus goes, the only complaint that I have is that cars go around the bus in the turn lanes when it is stopped. The bus drivers don't wait if cars are already in the process of going around them, they just go. As far as driving goes, I have a few complaints. I do think the pilot project has slowed people down. This is a good and a bad thing. There is no more racing between the two lanes to see who can get to the one lane portion first to cut the others off and win the race. That is a good thing. In off peak times I am generally happy with the flow of traffic. During peak times it slows things down more than it has to be. Even on beautiful summer days there are still only a handful of people using the bike lane. There are plenty of people still riding their bikes on the sidewalk. How many people ride their bikes in Burlington during the winter and how much of the year is winter? Only the most hardcore do it and a lot of the time during storms and bad weather they are making it more dangerous for themselves and people in cars alike. It seems to me the whole thing is for a very small portion of the total population and the majority have to suffer for the few. I drive a large truck every day for work. I don't have the luxury of being able to ride my bike to work. Ever. There are places where the current road striping like near the 127 entrance leaves much more room for the bike lane than the car lane. My dually truck barely fits in the lines and this leaves no room for error on my part or if someone on the oncoming side comes into my lane. And then you have the sticks and armadillos. Are they sturdy enough to damage cars if you have to swerve into them to avoid an accident? They seem unnecessary. I have already been next to them when a fire engine was coming and both sides of traffic stopped dead when they saw it coming. It took a minute for people to realize they had blocked off the whole street since we could not pull over. I hope it wasn't a real emergency because noone could get out of the way. The entrance to 127 seems like a huge bottleneck during peak hours. I

think it was a mistake to take away the northbound onramp. In the morning there is always a line there and there are way more cars than the occasional bicycle. why not put a light there for the bike riders to push to cross if they can't do it by just paying attention and crossing when they have the chance? Again it seems like the majority suffering for the few. Shall we talk about the parking? I don't think it's fair that everyone on North Ave. has lost their on street parking. My father in law lives on the Ave. and has his whole life. He has a narrow driveway that I can't fit into with my truck. He is old and lives alone. Now I can't stop by and check in on him without first going home and making a special trip with my car to go see him. And he can't ever have more than a few people over because there is no parking. I think that sucks. To summarize, I think cutting down on the speeding is the only good thing to come out of the pilot project. I think the armadillos and sticks are a waste of money. I don't think the bike lanes are a bad idea I just don't think on street parking should be sacrificed for it. I don't think my neighbors and I should have to spend more time in traffic because a few people occasionally want to ride their bicycles on the road and don't want to do it on one of the two bike paths we already have. I think it sucks that people in the rest of the city who never come to my neck of the woods get to decide things that affect my quality of life every day. I think it sucks that the people who are affected by this voted and our voices were ignored.

- I have witnessed a driver use the turn lane as a passing lane from the Elks Club to the beltline light. Another driver put on their blinker to go into the designated lane to access the beltline and almost have an accident due to this other driver. I feel that the poles by the high school and beltline do not give any kind of shoulder to move over when another car is hogging the road or emergency vehicles need to pass.

- The lanes, if nothing else, have slowed traffic. The speeds people were traveling at were out of hand. This is also the first time I have ever felt safe riding a bike on North Ave. Now that school is in session traffic back up at the High School is getting out of control. I do wish the vote had been ONLY for people who live in the new north end, not all of Burlington.

- At the intersection of North Avenue and Ethan Allen Parkway heading northbound, the arc on the right side with Bollards/flex posts feels unintuitive as a driver and as a cyclist. When driving, it is stressful because cyclists are not on the other side of those flex-posts but on the vehicular traffic side of the posts. This is the opposite of every where else they are installed along the avenue for the pilot project. As a cyclist, the posts and the shape of the arc they make push you further out into vehicular travel lanes when you are making a right turn on Ethan Allen parkway. If both a car and bike are making a right turn on flashing yellow at that intersection it does not feel safe in either mode of travel. If the cyclist making the right turn could be separated from vehicular traffic by the flex posts instead of pushed up against traffic turning, that would make the intersection feel much safer. The drivers still have to be very alert of cyclists on the right in this situation, as they may be headed straight, not down ethan allen parkway. I also realize there is a special case when the parking lot exit from Ethan Allen Park triggers the light and that we don't want cyclists cutting the light on the right hand turn in that case (which they might try and do if they are separated from traffic). Not sure there is a great answer, but that right turn currently feels really unintuitive in a car and on a bicycle. Thanks, I REALLY LIKE THE TRANSFORMED AVENUE.

- I've ridden 12 miles round trip to work 150 days per year for the past 16 years. The white cones and armadillos help bikers, but bikers are squeezed south of Washington St. It's especially narrow heading north across from the police station. If I "take the full lane," drivers get mad and try to run me off the road. Cars and bikes don't mix. I stick to the bike path. It's safer, more pleasant, and just a little bit longer.

- The old 4-lane North Ave an Eisenhower era relic, when Detroit and Big Oil dictated, Moran plant sooted the New North End, clean air damned, shopping malls yet to be, and

you couldn't own a phone. Today, who doesn't own a phone; malls, passe; clean-air solar powers homes; hi-tech rules the economy. This from and avowed 20th century man. Things change. So too then, North Ave to multimodal. Why 1 mile of road so sacred a battleground? The fly-off from 127 closed many years ago foretold the present. 19 years living here, biking thousands of miles a year, never dared North Ave, way too dangerous with hostile drivers, even with bikepath a few years now virtually unrideable. Now, 4-5 days week days comfortably biking the Ave, our drive commute times unchanged, no more battling in traffic, calmly cruising instead. What more positive to say? Haters gonna hate, non-bikers gonna threaten bikes, aggressive drivers endanger all. As Chief Del Pozo said, politics aside, a slower road will always be a safer road.

- I forgot about bikepath construction and took the detour onto North Ave. Pleasantly surprised with project.

- Love the protected lanes for bicyclists and the improved traffic flow on North Ave!

- 1) twice i have been traveling south on North ave between the North ave alliance church and Burlington High School when an emergency vehicle is approaching from the south There is no place for traffic to pull over and the emergency vehicle has had to stop 2) there are long delays during busier times for traffic from the east side of North Avenue turning left to travel south 3) I almost never see any bicyclists travel on North Avenue...I think they find it dangerous and noisy and prefer the bike paths by the lake or next to the belt line 4) there is an ordinance against idling but the new configuration causes a dramatic increase in idling all along North Avenue

- I wholly support the bike lanes. My uncertain responses have to do with giving the pilot time to see how drivers and bikers adjust. I think congestion has to do with people adapting to the new configuration. Traffic moves quickly and I feel a bit vulnerable on my bike in the bike lanes. I also worry about drivers (including myself) turning and crossing the bike lanes. Additional dividers or notices might help. I also think the right turn on to 127 coming from the high school on North Ave should be re-opened. Maybe a stop sign for bikers can go at that intersection? Thanks for all your work accommodating all forms of transportation.

- Waiting for four turns of the light at rush hour traffic is unacceptable. This has happened to me several times at Intersection of 127 and intersection of Ethan Allen Pkwy. Also When I met an ambulance with flashing lights I could not get over because of barriers. It also frustrates me that bikers are not obeying the law when using bike lanes. I have witnessed countless times bikers going thru red lights. I do not support these lane changes.

- Love the added safety as a biker.

- 1. I used to nearly hit a bicyclist almost 1x per summer, because our street (Killarney) has bushes next to N.Ave, which block a clear view looking Southward on North Ave. So cars have to pull way up past the sidewalk crossing to see down the street. And cyclists on the sidewalk coming northward right at the time I'm pulling way up to see the street were at risk. Now they have a bike lane, and also the bike lane gives me a buffer in pulling way up to see (used to sit pretty close to southbound lane cars while looking right).

2. Trying to turn Left off Killarney is very difficult. We have no central lane turning left. It would help if during rush hour times, 7-9am and 4-6pm, the stoplight for the Ethan Allen Park driveway (not to be confused with Ethan Allen Parkway) would run. That extra time of red light for N.Ave gives us time to pull out before traffic starts up again. (this happened for awhile a few years ago where the Park's light would run regularly and not just when someone was waiting to leave the park. It slowed N. Ave traffic enough that I could pull out Left off Killarney easier. It's a little annoying for N.Ave drivers who are used to a quicker green light, but we could get used to it)

3. Bicyclists sometimes seem confused about using their lane. I had to drive behind a

teen cyclist who wouldn't use the lane. He stayed in front of me in the car lane. He wasn't planning to turn left, so when I finally had space to pass him, he became upset with expletives about my driving. Annoying. (this was near BHS intersection)

- I don't like the armadillos. They don't feel safe. Tall white polls and double white lines feel safer

- If this was supposed to make it safer for bicyclists, it would be helpful if THEY obeyed all traffic lights and signs, too. This has been extremely frustrating. I don't know how many adults I have seen riding their bikes through traffic lights!!! Kids should be taught in school about bicycle safety. Also, my suggestion for the barrier between the bike lane and traffic should be diagonally marked to eliminate the armadillos and posts.

- - Better delineation of a left hand turning lane onto Shore Rd. when you are heading north on the avenue. In general, I feel much more comfortable with the slower speeds on the avenue. You still need to be aware especially when getting into the middle l

- It has become very unsafe. Being that bikes do not obey the rules of the road. I have witnessed many encounters where bikers have almost caused accidents. If it wasn't for the cars and or pedestrians there would have been a serious accident. They should not be able to get away with it. They think they are privileged to do anything they want. They should be as responsible as a driver of a vehicle.

- I would like to see stronger enforcement of the speed limit on North Ave. I also think that traffic signals are timed poorly for the new configuration, but overall feel that it's safer as both a cyclist and driver.

- I am satisfied with the project so far. A suggestion: it may alleviate congestion if there were left turn signals at Ethan Allen Pkwy/Little Eagle Bay and the shopping plaza. If anything, you should include Little Eagle Bay in the traffic signals for the Ethan Allen Pkwy

- Eliminated the two lane car races down the avenue. Love the new lights, timing and crosswalk by St. Marks Church. It was always hard to pull out opposite Shore Rd. or to walk across. Feel very safe riding my bike up and down the Avenue. I don't feel like I am going to get pushed off the road and much safer going thru the intersection. Great Job!! Please do not change it back. The people that complain are most likely the ones that do not drive or ride a bike. They just like to complain.

- Are there plans to add more pedestrian crosswalks on North Ave?

- Unable to give right away to emergency trucks. Traffic backs up coming off belt line and intersection of North Ave and park way. Lanes are narrow and having trouble turning on and off the Ave pulling a trailer with the end barriers. Does not seem to use by too many bikes, may see one a week. What about snow reremove?

- Until the Circ highway is built there will be too much traffic for this to work. This survey is not a good way to judge the will of the people because many citizens don't have internet or computers. It should be mailed to all Residents of wards 4 and 7 to get the feelings from those most affected by the changes.

- Traffic is like being in a Funeral procession; taking longer getting out of my street I live on Birch Ct..I still use the sidewalks in certain areas like in front of the shopping ctr.when I use my bike.the other side of the street also(too much traffic there).People are going to lose patience with the very slow traffic and the automated crossing guards are not being used yet!! GRIDLOCK is going to get worse then and peoples driving habits will cause accidents because of the slow traffic.

- Buses pull over and leave their back end in traffic to keep their place in line. Cars speed up at the top of the street and barely stop for stop signs so they can quickly get into traffic to avoid congestion making crossing unsafe. This survey feels very slanted toward the biking community. I still don't understand where this bike path leads to. Once you get past Burlington College there are cars parked in the path and it is not possible to get to downtown this way. The bike path is much safer and more convenient. The reason there

are problems at the Plattsburg Avenue section is because there is not enough space to make this happen safely. Please work on the Circ Highway to really address concerns and minimize the amount of traffic on North Avenue. That would be much safer. Now we have three parallel bike paths in a 2 mile radius. This survey does not feel anonymous and isn't really interested in being fair.

- First, the project on North Ave has severely screwed up traffic patterns on the road. What used to take 5 - 6 min now takes more than twice as long. Second, if you are going to build a bike lane, you need to physically separate it from traffic. Painted lines don't cut it. Finally, have you forgotten where we live? All the armadillos and posts you screwed into the ground are going to have to come out for winter, leaving holes that the water freezing will turn into potholes.

- I was surprised to see how much safer/easier it is to pull out onto North Ave to make a left turn -- no need to worry about car in the other lane zipping past the one closest to me as i enter North Ave. Also was surprised how smoothly traffic flows even during rush hour, though admittedly I have not been on the road at times when people are going to school (BHS/Smith/Flynn).

- I walk from my home to Hannaford market in the shopping center at least twice a week. The majority of bikers out at the time ride on the sidewalk. There are very few bikes at any give time. Also traffic flow at the busy times is ridiculous!!

- Ethan Allen Parkway needs more green time!! Bikes need to use the bike path! Bikes need to follow the rules of the road!! VERY DISSATISFIED about this project!

- I run over the armadillos. Move these away from the driveway entrances.

- Problems with emergency vehicles. Not enough bike traffic to warrant these changes.

- Favors the people riding bikes. If a bike hits my car, the rider doesn't have insurance. Bikes ride at night without a light (policy to address this?).

- Perhaps instead of the physical barriers, such as the armadillos or posts, painting a diagonal line pattern (/ / / / /) in between the dual white stripe lane separator would help visually define that buffer space as a buffer space. Heading south on North Ave, the bike lane peters out where the on-street parking begins - I suggest some sort of painted chevron and bike symbol denoting that the bike lane kind of shifts to the left of the parked cars so that cars heading south get an idea of what bikes in the bike lane are supposed to do. Lastly, I think that the 3 or 4-ft rule for safe passing should be campaigned as half a lane - that is easier to judge than 4 feet of space.

- Keep up the great work!!

- Why can't we have both parking and bike lanes on North Av, like on Mansfield Av?

Also, Please assess traffic around BHS again in the colder months when students are not walking and/or biking and parents are dropping off and picking up their kids. Traffic patterns change in the winter because of this will and makes a big difference in the flow of traffic!

- I have been commuting with my bike over 30 years, in different countries (Switzerland, South Africa) and in US cities (Bay Area, Carson City NV, Burlington). I feel confident riding in traffic. With the 4 lane configuration North Avenue was not a street i enjoyed riding and always made feel uneasy. Since the pilot was installed, this has become much more reasonable to travel with a bike. I feel significant safer. i am also choose to take my bike over the car to go to the New North end. When driving in the car, I feel it is a safer design. In particular make left turns off North Avenue or on the the street. I am strongly support the pilot and regard this a success. We also invested into a e cargo bike. I have been on North Ave with the bike and my children on the bike to go shopping, to the beach and other events. With the 4 lane design, I would not confident to do this.

- It's so dangerous for cars especially because bikes don't follow the rules of the road so if they don't stop they will be hit as many has almost gotten that. Also the light at

Hannafords use to be a 3 way light and now back to a 2 way light that when crossing over to the shopping center from the trailer park the other side doesn't always wait for the ones coming across from the park. This was a many accident place until it was changed to a 3 way light. Now more and more are slamming on brakes to avoid getting hit. Plus bikes as I stated already does not stop for red lights which result in cars hitting brakes as well. Also turning from the Avenue to side streets from opposite sides is a challenge as we are waiting 2 or 3 lights at a time to do so. 4 lanes were so much more helpful for cars! The bike path was designed for the bikes.

- Although I do not ride my bike on North Ave, my friend who does, feels much safer!

- Making right turns from North Avenue on to side streets is dangerous. Many bikers do not stop or proceed with caution. They can frequently be in a blind spot or come up quickly thinking all cars are going straight. I worry about the bicyclists who travel with no regard for their safety, who assume they are safe going straight just because they are in the bike lane.

- I drive a Premier Coach and have problems turning both right and left off VT 127. The northbound/southbound stop bar should be moved back to accommodate buses and trucks turning from 127 onto North Ave. I think it would also be better to paint the bike lanes a different color and remove the physical barriers.

- I'm very VERY happy with the project!

- I support the protected bike lanes. It is safer for the bikers, and easier when I'm driving my car if bikers have their own lane. I've traveled North Ave. for appointments and trips to Leddy Park, and the new bike lanes did not seem to slow the traffic at all.

- 1. remove the "armadillos"; 2. need for a lefthand turn off of North Ave. going south into Rite Aid - cars are turning anyway and causing a traffic hazard

- Having this project in place has certainly slowed down people's cars. There seems to be a bit more patience and courtesy when trying to get out of side streets onto North Ave. It actually takes less time to enter North Ave this way and is a lot safer. Thanks for taking this chance and hopefully it will remain.

- Don't like the sticks and armadillos

- The only adamant concern I have is with the poles and "armadillos". My husband tried to pull over for an emergency vehicle near the high school and hit an armadillo, causing sidewalk damage on a 3 month old tire, resulting in a \$200 tire replacement expense. There are plenty of examples of car and bike lanes in much more congested areas where poles and armadillos are not present. I would like to see them done away with if the project becomes permanent. There is not enough room to pull over in those parts of the avenue where they exist for an emergency vehicle and I would think the police and fire Dept's would have the same concerns.

- Commute time has gone up substantially. Traffic seems to be routinely backed up from Hannaford shopping center to Route 127 -- FAR MORE CONGESTION! People pass others in turn only lane, bicyclists confused by all of the lines and dart into traffic... much less safe, especially as I bike through intersections (North Ave and Ethan Allen Parkway is much, much less safe)

- Please go back to the way it was before you bunch of bozos started fooling around with my main street.

- This project has degraded the quality of life in the neighborhood, subjecting drivers to congestion and, thanks to erratic changes in traffic signals, confusion for the benefit of very few bicyclists - on a typical commute I observe 60-100 cars and at most three or four cyclists. Some cyclists, perhaps emboldened by pavement markings, often flout traffic signals, stop signs, and other rules of the road. Roughly half of those I've observed ride without helmets - good news only in the sickest Darwinian sense.

- If the bike lane is so essential why does it end in front of the coffee shop on north ave.?

- I feel much more comfortable with speeds and the space allowed for cars and bikes on North Avenue with the changes. I would prefer a more substantial buffer between cars and bikes than just the striping. Also, conditions in the bike lane aren't good. More pedestrian crossings are needed on North Ave.
- Please bring back the old traffic pattern...
- This has been an amazing transformation . North Ave. is now much safer and user friendly for all modes of transport. I now prefer to use North Ave. as a main route of travel for errands, commuting, visiting friends etc. Prior to the pilot study I would rarely use North Ave.. Now I prefer to use North Ave.as it is faster, more direct, and safer ! One of the best things the city has done !
- This configuration has given more peace of mind about my daughter biking to and from BHS for school.
- I think this has been a very successful pilot project. I would love to see it expanded on other areas of North Ave and other busy streets in Burlington i.e. Winooski Ave.
- Love the new bike lane and 3 car lane idea. The bike lane lines were confusing at first before realizing that the extra line was to create a buffer zone. Maybe making bike lane line a different color than buffer line? Also the protective posts and "bumps" are somewhat of an eyesore but definitely see the need in those areas.
- I haven't seen a lot of bike traffic on North Ave that would justify the changes made. In addition, besides bike traffic I have witnessed people jogging, skateboarders, and even an electric wheelchair using the lanes. These have congested the lanes. The skateboarder was followed by a biker who couldn't pass unless he went into traffic. This happened during heavy traffic.
- I feel safer both as a driver and as a bicyclist. I no longer have to watch out for bicycles that do not have lighting. As a cyclist, I rarely worry now about my own safety on North Avenue. My use on bicycle has gone way up. I would appreciate it if you would re-examine the timing of the light interning from North Avenue onto Route 127. The green arrow is very erratic in its operation and there is often a long line of cars trying to turn onto that road. Thank you
- Leaving the Little Eagle Bay complex area is next to impossible during rush hours without being extremely aggressive or waiting 2-3 light cycles before exiting. Its an accident waiting to happen when prior it was never an issue leaving or entering.
- The area between the 127 intersection and Ethan Allen park needs a crosswalk. Maybe one similar to the ones on pine street. Turning out onto north ave in the morning has been a challenge but turning off of north ave feels safer. I no longer fear getting rear ended by someone when trying to turn off north ave
- I LOVE the new configuration.
- As a bicyclist one has simply to pedal out of the marked bike lane into "laneless" North Avenue's southern end to see what an improvement the new pilot is.....from feeling safe to feeling much less safe; no lanes and steering around parked vehicles. What a contrast.
- by not listening to the voters of WARD 4 who voted against this is so sad, never heard making a 4 lane road to 2 lanes , traffic going to BHS is heavy takes all lot longer , bikers on there bikes do not abay the signs off the road and feel that they have right off way, which they do not have right off way, they should get a permit and fine if they go though stop signs and traffic lights, they are not above the law, they need to follow the rules off the road , seems to me that the center city and bikers are getting there way and , the mayor and counal men and wemen are not listing to ward 4 and 7 this affects them
- It surprised me, the road is so much more pleasent to drive on. It really works well. I dont use a bike on it but I notice how much better it is for bikers as well. Good Job!
- I understand the reason why we did this project but the people really didn't have a say in this project to begin with. Even though there was a vote, the city's mind was already made

up about this project to push it through. I think a lot of our hard earned tax money could have been used for other things like our roads, and sidewalks which suck. I think the traffic is worse than ever on North Ave not better!

- I have to pay for license and registration, bikers do not and now they get accommodations just for them that affects my driving experience. Brilliant.

- Too much congestion with busses pulling over and bikes going around. Dead mans lane is named that for a reason.

- Before the new project I rode my bike downtown on North Ave. and found it to be scary and very unpleasant. After the changes brought about by the Pilot Project, I was very satisfied with the level of safety. Thanks

- I find your project to create a bike lane on North Avenue a waste of our city money. Additionally, these changes ignored the votes cast and the opinions of the people who live in this area. I have seen times when I have driven down North Ave. and seen more bikes on the sidewalk than in the space on either side of the road provided by this project. I find ludicrous that all the designated left turns weren't left the way they were. Those left turn lights kept traffic at a consistent flow and have nothing to do with bikes. I called about this issue with Shore Road and I feel it was a waste of my time to make the phone call, just like sitting at through 3 lights to turn left onto Shore Rd. I'm thoroughly disappointed with the city and how this project was pushed onto residents in this area by the powers that be. I can't even imagine what plowing this winter is going to look like with all the posts and barriers. It's time to put North Ave. back to what it was before this pilot.

- I find the changes to North Ave. very unsafe for both motorists and bicyclists. Often times I have seen bicyclists on the sidewalk, as well as in the lane designated for cars. No one seems to know what to do when a bus makes a stop, or emergency vehicles need to pass by. Another other problem was created with the removal of the left turning lights. I don't want to think about the potential problems when the snow plows are on North Ave. I urge you to put back North Ave.

- Thanks for this pilot - good stuff!

- I've not seen the two groups of riders who rode right before the the pilot program was approved. These groups included adults and 3-5 young children on bikes. I feel they did this was done as a stunt. I find this deceptive and dishonest knowing that no parent in their right mind would allow young children to ride on North Ave with or without bike lanes with or without adults.

- When I run down North Avenue in the morning - more often than not, bikes are coming at me on the sidewalk! I have seen more bikes using the sidewalks than the bike lanes. While driving, the corner near the high school has just gotten too tight and I have had some near misses with other vehicles coming at me in my lane.

- The planners and directors of this project should be relieved of all city duties as the incompetence and continued work with no hope of a conclusive ending and solving of the complete stupidity of runners, walkers, bikers, drivers cannot be solved with cans of paint, armadillos and white posts. You just cannot fix stupid only look stupid by trying to fix it which this city has accomplished. Looking stupid well done city.

- When I indicated dissatisfaction with turning "onto North Avenue" - I meant specifically the left turn from Heineberg Road onto North Avenue. The light is dreadfully slow at times.

- I grew up on North Ave prior to Belt Line. All improvements up until this pilot program kept traffic manageable. Most recently, on several occasions I have risked an accident when I was in turn lane and someone was trying to pass someone using turn lane and another occasion the other car was in the turn lane way ahead of their destination and I was trying to get in the lane to make a turn. In both instances I was head on with someone who was not using lane appropriately. VERY close to an accident. The line coming off Belt Line turning north is getting longer and longer.

- Congestion has increased time to exit Staniford rd to north ave. entry lane to Riteaid is tight absence of lighting opposite cemetery makes bicyclers who do not illuminate themselves, impossible to see at night. Bicyclers should be mandated to follow traffic rules, observe traffic lights, signal for turns, stop for emergency vehicles.
- How in the world are they going to plow with the obstructions in place and if they take them up what happens to the holes in the pavement? Surely water will cause the pavement to freeze and then heave.
- My only concern at the moment is the center turning lane -- until people are used to it, it can be rather scary watching people learn how to use it!
- 5:00 - 6:00 p.m. traffic is a bummer but Bike Lanes are awesome when riding my bike.
- I think North Avenue has become safer as a result of the changes. Drivers are slowing down. Sure, traffic may back up a little but I believe the advantages are worth it. I can now turn left off North Ave. into my neighborhood safely and I worry less about my daughter turning left onto North Ave to drive to the high school.
- It would be helpful to continue the bike lane South to Battery park. Remove about 50 parking spaces.
- I think the changes have been a huge improvement for both car drivers and bicycle riders. When I am driving my car, I feel much more confident that I am not posing a risk to bicyclists who I pass.
- A few complaints I have with the pilot project. With one lane for each direction now, getting onto North Ave takes longer since the traffic is not staggered. As you go towards the high school those things in the road that separate the bike lane from the car lane, do not allow a motorist to move to the side safely if an emergency vehicle is coming. With the turning lanes, I have had close calls already with oncoming vehicles. I live in Lakewood estates and as I make my way into the left turning lane, other vehicles are making moves in the turning lane at the same time mostly to go into Rite Aid.
- Why do we have a pilot program when the new north end already voted it down! Why are other wards voting on something that does not pertain to them! In my opinion side walks should be used when necessary for safety purposes for bicyclists.
- The increase length of the trying to make left hand turns out of any Residential street without a traffic light has grown to a unreasonable and unsafe amount
- I hate it, I voted against it, i want it removed and don't know why you guys are so dumb about not letting everyone else be heard like my grandma who can't use a computer. you guys are so lame and biased it true what those yellow sign people say about you.
- I drive from Hinesburg rd to Woodlawn road regularly to visit my parents. Via Patchen rd/grove st
- The new markings of the bike lane are often confusing with so many different things trying to mark them. Things like turning onto 127 are poorly marked with old and new markings still showing. Having a single lane that is often narrow slows traffic, forget what it is like to be stuck behind the city bus...I began adding 4 or 5 minutes to my drive to take different roads and 127 to avoid North Ave completely because the traffic pattern is terrible in my opinion. The bike path is very close. Why aren't improvements being made to that and bikers encouraged to be on the BIKE path instead? Parking eliminated on the roads near the schools make it hard to find parking during school events when the parking lots are full.
- I have yet to figure out how drivers are supposed to pull over for emergency vehicles - specifically on North Ave from Institute Rd to the 127 entrance. With the little posts and armadillos, you literally have no where to go. You cannot move out of the way of police and fire/EMS. Also people use the middle lane, the "turning lane" to just go straight since the single lanes are so slow.

- I have to start by being honest. I was not initially in favor of this change. However, at first, I was surprisingly hopeful. When there is minimal traffic on the avenue, traffic moves smoothly and definitely less aggressively. However, during rush hour, the avenue has become way too congested. It is difficult to turn onto the avenue and my commute time has increased by over ten minutes. Travelling behind the buses is particularly frustrating and difficult. If there is a way to move traffic more efficiently during rush hour and get traffic moving again, I will be more on board with this project. My other concern with the project is the barriers. I find them to be an absolute eye sore and distracting to drive next to, particularly between 127 and the high school. I would much prefer to have a double white line. My last problem with the bike lanes is that the project was supposed to be for north avenue. I have an issue with the fact that the second north avenue crosses into the next ward, the bike lane is no longer there and cars are allowed to park on the street. During my commute, I see bikers and cars having a difficult time navigating together there. If we are to keep the bike lanes, I feel very strongly that it should include the entire north avenue corridor and not just that in the new north end.

- My only concern was finding a way to pull over for an emergency vehicle when those striped "blocks" were in the way. One hit the underside of my car.

- I am a bike commuter, and have never felt safer on North Ave. That said, the parking that still exists between Packard Lofts and North St., heading South (on the Lake Side) remains very dangerous for bikers.

- I think it feels much safer to bike up north ave, with very little loss of speed or convenience while driving. let's keep it!

- The North Avenue Pilot Project, the lane changed between Burlington high school and Flynn elementary school has caused lot of stress, delay in schedule to work and school, and other activities. We have a beautiful bike path next to the lake which takes the bikers to the same destinations. We do not need another bike path on north ave road, where the traffic is already slow and too many cars with new housings, 5 schools excluding all the day cares... I drive everyday on north ave... I have seen very few bikes. This is unnecessary waste of public money and creates unsafe traffic. Thank you.

- I am a biker, and this summer I rode to work several times, and the bike lane was nice to have. However, I often don't have time to bike rather drive to work, and the weather is a major factor. Since school has started, congestion is MUCH worse on the avenue. While I believe the city thinks that drivers only used the extra lanes in the past for speeding, the reality is that the turn lane is almost always empty, so you have squeezed 4 lanes into 2, naturally increasing congestion. As a biker, I used to ride the bike path to work. This lane is SLIGHTLY more convenient for me, but if it went away, I would go back to using the bike path. Instead of investing all this money in this experiment, the city should improve the bike path (some improvements are under way) and consider lighting on some areas of the bike path. We already have a bike path - make it a good one and you don't need a bike lane on the avenue.

- Although I am happy and grateful for the whole project, the top two features of the pilot project for me are: 1) To have eliminated the auto passing lanes in both directions where rogue drivers traveling at high speed would surprise me as a driver pulling out of Village Green or Saratoga Avenue onto to the Avenue or as a pedestrian or bicyclist trying to cross North Avenue. The result has been a calming of traffic to slower speeds where oncoming motorists now routinely stop to let me turn or cross. It has brought back a sense of civility that is VERY appreciated. 2) To have the white stripe or stripes that separate autos from bicyclists. This feature though so simple has brought me a tremendous sense of safety. Prior to the Pilot Project there were countless times that autos passed me on my bicycle MUCH too close for comfort. Over a year ago I felt I had no choice but to abandon biking along the Avenue altogether. Instead I biked on the sidewalks exclusively. Today it feels WONDERFUL to be biking again on the road (the

shortest and quickest route for my routine weekly stops at the bank, hardware and grocery stores, bagel bakery, etc). THANK YOU DPW!

- The project was not approved by the voters in new north end. Nevertheless, it took place anyway. The traffic is now more congested than ever before. I live off Shore Road and it can take 3 to 4 traffic light changes before I can turn. This is an everyday all day occurrence. On the average there are very few bikes if any. This project has taken on a life of its own. I have to leave at least 15 to 20 minutes earlier to get to my destination. Another major issue are the emergency vehicles that constantly travel the avenue. There is no place for vehicles to turn in out of their way. This project should never have happened.

- The number of bikers i see each time I use this part of North Avenue is typically zero.

- i hate the bike lane

- There are a few areas of the design that could be improved upon however this new design feels much safer and more efficient to drive. The traffic flows more consistently in my experience, without the tension from two lanes with someone going faster on one side or another. A much safer design in my opinion. I also ride a bike and found it to feel safer.

- This was a bad idea that has been terribly implemented. As a biker I can say that the main reasons I avoided north ave were the road conditions and the width of the car lanes. I was perfectly happy using the 2 bike paths within 1/2 mile of north ave to commute to burlington. This project has increased congestion on north ave which is unsafe. It has not addressed the width of the car lane again unsafe and has cow towed to the wants (and I do mean wants not needs as there are 2 bike paths within 1/2 mile of this project) of less than 1 percent of the population who use these new bike lanes over the needs of the other 99 percent to be able to safely and effectively enter and leave a bottlenecked area of burlington. Shame on those how forced this upon the populous and shame on the greedy selflessness of the people who support it. I AM A VERY UNSATISFIED CUSTOMER!!!!!!

- I think the North Ave Pilot Project has largely been a great success! As a biker, it's much more safe (especially in rush hour), and the road reconfiguration to three lanes alleviates drivers from the constant jockeying for position, making it safer for drivers, bikers, and pedestrians that also gain the extra buffer from moving traffic. The stanchions near the high school and at the 127 intersection make sense to me to protect the bike lane from higher incoming traffic- the armadillos seem unnecessary and problematic for residents along that stretch, and could be simply striped diagonally in between the double stripe between traffic lane and bike lane. As a driver, the one lane in both directions with the central turning lane seems safer and less stressful given the previous narrow lanes, and traffic does seem to move pretty well 95% of the time.

- Having the barriers is particularly good right now while the bike path is closed for rebuilding. It's been a good opportunity - if forced! - to test the redesign of lanes on N. Avenue. Like it a LOT.

- Turning off the beltline onto north ave heading north is a bit of a sharp turn with those tall dividers. I understand that it's a way to slow traffic down but it feels very tight and I'm not sure it will be wide enough once there's snow on the ground.

- The lights at North Ave and Ethan Allen need a left turn signal. When I'm trying to turn left onto Ethan Allen from North Ave (which I have to do twice daily), sometimes I sit through two light changes before I have an opportunity to turn. A left turn signal is desperately needed.

- What are the plans for snow removal? Trying to get in/out of a street without a stop light is next to impossible - you have to be a very aggressive driver to accomplish this and

this is not good! What is the purpose of the bike path along the lake vs. the bike lanes on No. Ave? This effort was a total waste of \$\$\$\$\$\$.

- While turning onto North Ave could be challenging, I find almost all motorists are more attentive to not blocking side streets than they used to be

- In the past few months I rarely see any bikes on the bike paths, but I do see car traffic verging on gridlock on North Ave. At times it is impossible to turn onto North ave due to the solid stream of traffic. And the little footballs and those poles are going to be a nightmare come winter. It appears to me that a majority of citizens are being inconvenienced for the convenience of a very small minority. Also I've noticed that a number of people aren't using the turning lanes properly, they are just turning from the travel lanes. I'm not sure that this project is worth the money it cost.

- Bikes should obey the rules of the road, police should ticket violators on bikes, I have seen more bikes in the travel lanes now before the change even when it's dark with no lights. I have to wait longer using more fuel because of the long lines of cars and the stop and go traffic. emergency vehicles are taking longer because of this change and because of some areas on North Avenue you can't pull over to get out of the way. Dangerous situation

- The bike lanes added to North avenue have been a waste because almost no cyclist are actually using them. I think since the project was completed I've maybe seen a dozen cyclists actually using them. Instead the cyclists continue to use the side walks making it difficult and dangerous for pedestrian to use them.

- The project has increased traffic backup to a standstill at times. Getting across the avenue is very difficult. The avenue is cluttered with objects which are very distracting. After well over 40 years living in the new north end I find this project to be very ineffective, costly and a nuisance. Should have put the money into sidewalk and road maintenance. A total waste of taxpayer money.

- Get all the obstacles of North Avenue it is unsafe for bikers & drivers. Just paint like it was stated in the objective of No Ave

- Generally, I like the changes to North Ave as one who lives on the Ave and drives on it as well. However, there seems to be a big problem with potholes and manhole and other type gratings being much lower than the street level. Especially between, Ethan Allen Parkway and Hanniford, but also right at the intersection on North Ave and Heineberg Rd. Sure hope those get fixed soon.

- I see no benefits to this change, traffic is worse, it takes me longer to get to work, I see no benefits to this change. A big mistake in my estimation

- Much safer, traffic moving at speed limit and easy to navigate. Thank you for making these changes.

- I greatly appreciate the calmer speeds of the cars on North Ave. I even feel safer when walking on the sidewalk! And crossing the street feels much safer.

- I am a driver ed teacher and I use North Ave to teach students. It's so much easier to navigate, especially for a new driver.

- This type of "road diet" has shown itself to be successful on both Colchester Ave by UVMMC, and on Williston Rd in South Burlington between Rt 116 and the airport

- I think stones and poles should be removed before winter. I have heard a lot of feedback on this matter. Parents with kids thought it was great all others disagreed.

- Traffic is slower but the road is much safer. It is a good trade for me.

- I am concerned about the lanes by BHS. If an ambulance or fire truck need to get there, there is no place for cars to pull out of the way.

- I have difficulty seeing and crossing at intersections is very difficult especially at the VT 127 intersection.

- The posts are a distraction for drivers.

- I would like to see the Flashing Pedestrian Signs (like on Pine Street) integrated for Pedestrian Traffic on North Avenue. Additionally, I think some CONGESTION could be alleviated at the 127/North Ave intersection if you extended the Left Turn Lane (when heading South) in front of the Alliance Church. There is a Dual-Turn lane, but I don't believe that is necessary with the lack of a Left Turn when heading North. Please reach out to me if that sounds confusing: REBELSXC@gmail.com or 802-881-8388 (Geoff). Thanks!

- I think it looks much better as well, and feels more like a neighborhood road.

- The bike path was put in place for bikes to get to and from North Ave. I have seen more people running down the bike path than bikers use it. The traffic flow is horrible, you took parking spaces from people, the center lane is dangerous, emergency vehicles response time has been slowed. This was a horrible idea and needs to go back to the way it was.

- How will the plows work around the "sticks and bumps" ?

- I have always felt that the 4-lane configuration created lanes that were too narrow and there was no shoulder room to the curb. Driving was always unpredictable and anxiety producing as speeders weaved in and out of lanes. I was terrified to have my kids drive on North Ave. as they were learning for all these reasons. While traffic sometimes backs up on either side of 127 intersection at busy hours, or hard to turn left onto Shore rd. heading north, I gladly accept that to the former alternative. Traffic or rather drivers have been literally calmed. I am sure intersection issues can be tweaked with light signals and timing. The overall 3-lane configuration is a vast improvement!

- The changes to North Avenue have increased the likelihood of accidents. Bikers do not follow the rules of the road and cars are often unsure how to use the lanes. Several times I have witnessed cars still driving in the bike lanes.

- Remove this pilot program and return the street back to the way it was. It has made traffic more slow, confusing to others, bicycles are all over the place, not just in the road running stop lights and weaving through those stupid white posts. They are all over the sidewalks and it's dangerous to drive by BHS with emergency vehicles.

- I think the project is an important improvement. Please keep studying the need for so many white sticks. I do understand they help protect bicyclists and I'm all for that but I suspect there may still be a problem getting over for emergency vehicles.

- Am concerned that certain posts and bumps are hazardous when emergency vehicles need to pass. Also find that relatively few bikes are using the new lanes on N. Avenue and believe that the money would have been better spent improving the bike path that would serve the same basic function for most people on bikes. A further issue is what happens in winter. Believe that the new bike lanes will be impassable in a normal winter.

- I'm basically very happy with all the changes; however, I'm not sure I like the restricted access to the belt line from North Ave when traveling north on North Ave. I never really have occasion to make that turn, however, the restriction does seem to bottleneck traffic at the light there sometimes. I also am not a fan of either the armadillos or the posts, especially the armadillos, as they seem more to impede on being able to pull over for emergency vehicles.

- Left hand turns from Village Green is difficult!

- It's hard to effectively convey my feelings about this pilot through a multiple choice survey. Basically, my dissatisfaction comes from the increased congestion during my morning and evening commute. I live off Shore Rd. The traffic is bumper to bumper from Shore Rd to the High School on any given weekday morning. It has made us late for school and forced us to leave earlier. I also think the intersection of North Ave and 127 is poorly designed and has caused traffic to back up there as well. I don't see enough bike traffic on North Ave to make this worthwhile. However, I have seen more bike traffic on

North Ave since the portion of the bike path from the skatepark to North Beach closed (not before that). To me, this is an indication that most bikers use the bike path anyway, so this was an unnecessary change.

- Please do the same on Shelburne Road!

- Crossing timing at intersections is too short, specifically at Shore Rd by St Mark's Church.

- In general, the change from 4 lanes down to 3 lanes has made travel slower. There is no safe way to go around the bus when stopped. The lane that used to be a green arrow to veer right near the gas station was basically a right turn only lane and allowed for less backed up traffic. The intersection of North Ave and 127 is much less safe. It is much harder to see oncoming traffic, especially if it is bike traffic. The elimination of the right turn entry lane from 127 leads to increased traffic on the ramp from 127. The elimination of the entry ramp going north on North Ave. makes entering much more dangerous and leads to traffic buildup.

- Why are you taking input from other parts of the city when the amendments CLEARLY state that the NNE has to support the pilot for it's continuation? All input outside of Wards 7 and 4 are skewing the results on purpose. Why would the city even WANT to obtain what they want with subterfuge, bullying, lying, defamation of character, stealing, dirty tricks and use of extreme conflict of interest? What kind of people are you? The Mayor just want's a "biker friendly" title - How SELFISH can one get to impose what you want on an entire constituency just to serve yourself? It's so sad that you are SO ARROGANT that you think this is okay. You do with pride what you should be ashamed of. THIS would be ILLEGAL ANYWHERE ELSE except Burlington. This road is dangerous as I've heard from those who have had near head on collisions and bikers that have nearly been hit. I have filled this survey out again to see if it was possible. I will report that the Local Motion crowd will SURELY be filling it out multiple times. We all know this crowd is who the survey targets and leaves a very large portion of the NNE residents out on purpose. We all know the CHARACTER of the local motion crowd. SHAME ON YOU!!!!!! DO record this comment but DO NOT count the survey a second time. OUR SIDE USES HONESTY.

- I have witnessed increased speeds of cars getting onto and off of North Avenue. I have had a car come straight at me while they tried to pass a stopped bus and I was in the middle lane trying to make a turn. The bike lanes will become redundant once the bike bath is completed. Complete over kill, it waste of space. The area could be more efficiently used with bikes on one side and pedestrians on the other.

- Why the fuck would you take an already over crowded peninsula and reduce the amount of lanes and increase traffic to make way for two shitty bike lanes that no one uses?? We already have two working bike paths... one along the waterfront and one along the beltline... there is no need to accommodate the 3 assholes who like to bike into Burlington via the road. In addition, the new housing going up near Burlington College is going to congest traffic even more. Here's a great idea, invest money in new infrastructure to accommodate the shit ton of already existing traffic; maybe make a new road or entry/exit point from the New North End. To the "innovative thinkers" who came up with this idea, fuck you.

- Overall, I think that the pilot project seems to be a success. I travel on North Avenue every day - at least 2x a day. Congestion is at its worst around 8am, then around 5/5:30pm. I have to make a left hand turn across traffic and on to North Ave in the am. With the new pattern, I am able to turn into the middle lane and wait for an opening to merge into in the other lane, which actually saves a bit of time over the old pattern. In the evenings, there is usually a back-up on North Ave headed north - sometimes past the high school, which can be frustrating. Traffic seems to be backed up from the Ethan Allen parkway light, and the 127 traffic light. I very much appreciate that the speed of traffic

seems to have slowed down overall, and there is no longer the speeding cars racing down North ave jockeying to pass another car. Something I very much appreciate as a pedestrian trying to cross North Avenue at least 2 times a week as a runner/parent with child, etc... My only complaint is that I feel that there should be more pedestrian crossing options or the pedestrian crossings highlighted more than they are now (Pine St is an example). The 127 interchange is a challenge. I think the new solution is ok, but not the best that can be done. The entire interchange is an eyesore. It looks more like an interstate exit ramp, than an exit leading you into a neighborhood. Please, please, please permanently revamp this intersection and create something that welcomes travelers into the new north end neighborhoods. Tear out the old pavement with grass growing around it; add in some mature trees and signage; nicer street lamps. Something to highlight that you are entering a community of neighborhoods and pedestrians. The new traffic pattern is a great start. Oh - I am still seeing drivers drivers using the bike lanes as a driving and turning lane. Maybe some sort of graphic signage along the route for those clueless individuals.

- Traffic is more congested. When buses stop to pick up passengers, cars back up for quite a distance.. A Domino effect occurs as cars begin to move again. Starting up again is a very slow process. I am in the Medical profession, and need to be at work on time. My commute varies widely no matter what time I leave my home. The Bike path is called that for a reason. That is where Bicycles belong. It is much safer for them. To be honest I see on the average of 1 bicyclist, if that , each day utilizing the bike lanes. It was a total waste of money, and it wastes my time. Please bring it back to 4 lanes!!

- Driving on North Avenue is no longer stressful. I feel safe driving on North Avenue and feel I can ride my bicycle safely there as well. I have avoided riding my bicycle on North Avenue because I did not feel safe riding there. I experienced traffic moving easily in the morning, afternoon and evening times when I drove there this past month. Thank you for the changes and I hope they become permanent.

- I was initially a skeptic about this program, but have been surprisingly impressed with how this has worked out. I cross North avenue at the intersection of Saratoga about 3-4 times per week to jog. Prior to the program, I was taking my life into my own hands with each crossing as the vehicle speeds probably topped 50 MPH at times making it a very dangerous crossing. The greatly improved pedestrian and bike safety resulting from this program should trump any objections to return North Ave to four lanes. It would be nice if the department could publish the number of accidents and injury types prior to and after the implementation of the program to make all voters aware of the safety issues at hand prior to final decisions or voting.

- I do not use email!! I am a senior citizen as are the majority of residents in the NNE. We were very satisfied with the 4 lanes. Now we worry about bikes flipping over in front of us if they hit a road marker. Bring back the 4 lanes, please. I don't think the people are driving any slower except when the traffic is backed up. (congestion)

- I am a north ave resident living just past the intersection with Ethan Allen Pkwy. I think the pilot project has properly addressed biking and traffic while somewhat neglecting pedestrians. PLEASE PLEASE PLEASE introduce more crosswalks and give pedestrians more of an opportunity to get through the often continuous traffic. As a resident who regularly walks my dog across the street to the various recreation areas (leddy, north beach, Starr farm, bike path) I have spent up to 10 minutes waiting to cross the street between rite aid and hannahford plaza. People have NO interest in stopping for someone waiting by the side of the road. It is also quite difficult and dangerous for bikers to cross the street using the suicide (center turning) lane along side cars and they too could benefit from added crosswalks. Please!!! For the safety of anyone not in a car! It also may get people to slow down even more - similar to Pine Street!!!

- To date, there have not been any major accidents shutting down the Burlington beltline. However, when that has happened in the past, traffic is backed up for hours sometimes and with 2 lanes on No. Avenue at those times, at least traffic moved (albeit slowly). With only one lane of travel, the back-up would be horrendously long. I would suggest shutting down the beltline one day of the week (preferably a Friday when it's busiest) between 3 pm and 6 pm and see just how the traffic flow is. Granted, accidents do not occur daily, but that would be a true test of what No. Ave would look like. 2) I note that bikes travel in a bike lane which is very close to the vehicle lane of travel in some areas on No. Ave and some places have wider sections to the right of the bike lane. I feel there is too much wasted space there and bikes should only have about 3 feet on each side and not these weird looking "turtles" in the road. Where those are, esp. right after passing northbound of BHS, the two lanes of travel north & south are very close and at times, I feel that if I had my hand out the window, an oncoming car might just take it off. I feel that is unsafe. 3) A lot of folks do not know how to merge into the center lane when making a turn. But it's much better than having them stop directly in two-lane situation. So, I'm on the fence about some of the safety issues. It works, and then it doesn't always work. I don't think I would like it going back to 4 lanes but I also don't want to get caught up in traffic backed up because of a beltline shutdown. Thank you.

- I have almost been hit on North Avenue turning into the People's United bank coming from the North 3 times because of the so called "suicide" lane. I have actually had a biker hit the back of my car in traffic not paying attention at the intersection of the shopping center.

- Mostly, I am neutral in my opinion about the the changes. However, I do notice increased congestion, especially when the buses are on the avenue and at peak travel times. Also, the area which curves going north after the high school is dangerously narrow with the two different physical obstacles (white poles and little armadillo looking things) I now fear hitting my tires/car. I also object that those items will have to be taken out and out back in twice a year for plowing, which feels like an excessive and inappropriate use of labor and tax money.

- I was in the center lane to turn down leddy road, and a big (commercial) truck SWERVED into my lane to go around a biker in the bike lane. I won't do another survey because the city doesn't care what the people of Burlington want, the city does what it wants anyways. At the polls, lots of people were so against the bike lanes, and it was worded so poorly. People were so confused by the question.

- Your survey didn't address the 3-4ft poles coming off the belt line to north ave. these poles make the right turn extremely awkward on top of running the risk of getting tickets and for impeding the blocking for emergency vehicles. Also people in Vermont don't know what suicide lanes are and are causing a ton of issues for other drivers. Also the city has done a poor job of including spaces for busses to pull off to the right and not block traffic. Oh on a side note you need to get the police departments to start holding bikers to the rules of the road. I can tell you how many times I see them splitting lanes riding side by side riding on sidewalks wrong directions on roads running stop signs. Etc your bike lanes won't fix their stupidity but if you get the cops to enforce the laws for cyclists that will.

- The changes have improved my driving experience greatly: No more jockeying to get in position to turn off the Avenue, traffic is slower and more predictable, and the lights at 127 are more helpful. THANKS

- The traffic has been tamed considerably without compromising the flow.

- I very seldom see bicyclists certainly not enough to warrant the change in congestion and safety

- Inadequate provisions for turning off North Ave at certain intersections. For example; at intersection with 127 (if car not pulled up to stop line, a flashing yellow arrow is displayed

rather than dedicated green arrow); at intersection with Heineberg Rd from traveling south on North Avenue; turning left on to Staniford Rd from traveling north on North Avenue. I see everyday cars passing on the right (invading the protected bike lane) to by pass left turning cars in the last two examples. I have seen once a week, drivers using the third lane to pass cars on the left to accelerate their travel on North Avenue. Maybe turning left, mostly not.

- The project is a huge improvement -- albeit somewhat over-engineered. Some suggestions: remove tall and short barriers between lanes, add more bike lane icons northbound from 127 to Ethan Allen Pkwy, continue to improve signal timing (changes too often at 127 when there is long line on NB North Ave yet only a few cars coming off 127).

- We have a bike path that runs parallel to North Avenue. Why are we spending money to create new lanes for the same route?

- At least remove the plastic warts (hedgehogs?) on the road, I have observed residents having problems parking in their drive ways, and they preclude effective street sweeping,

- Before the change driving on No Ave was stressful because of other drivers, now it is stressful because of bikers. I don't like the fact that bikers have the right of way. I'm happy to share the road, but feel that motorized vehicles should have the right of way (no yellow light at Ethan Allen Dr for example-the bike's should have the yellow light). I feel the centre lane is beneficial both for reducing speed and ease of turning (in to Ethan Allen shopping centre for one). Commuting seems more smooth. It's just the bikes I have issue with. Until there are laws regulating helmets, lights, safety of operator-I strongly feel that bikes need to yield to cars. Again, my worry is that some rainy night I am going to make a turn on the blinking yellow light from No Ave to Ethan Allen Pkwy and hit a bicyclist that is wearing black and has no lights or reflectors.

- I like having safe bike lanes on North Ave even if I primarily drive to and from work on the avenue.

- All of the objects placed on the road are very distracting to me. I travel on North Avenue daily and have noticed a huge increase in traffic, which is backed up unnecessarily. There are very few people on bikes.....certainly not enough to justify the changes and expenses incurred. I am very upset with the fact that we voted in the new North End against these changes, and yet they were put into place regardless of our votes and concerns. I am very concerned about what will happen in the winter with snowplowing and safety! This project is unnecessary and has caused more harm than good!!!!

- I use the bike lanes regularly, and like them a lot. I feel safer on the section of North Ave between the high school and my street (Village Green) than anywhere else in Burlington. There are many unsafe bike users, however, (not using lights at night, riding the wrong way in a lane) and I think it might be helpful if rules about these safety hazards were enforced more strictly. I notice this mostly in the UVM part of town though, so it is not entirely relevant to the New North End.

- Our daily commute has increased about 5 minutes each way. That means at least an additional 50 minutes each week (usually more). That's almost an hour a week less that I get to spend with my family. An hour more a week spent idling and using gas. While taking walks we still have to dodge bikers on sidewalks because a majority of the people in the 2 wards affected by this pilot project are protesting and riding on the sidewalks. I've had to yell and jump in front of my wife and 6 week old child in a stroller because people are not using the bike lanes. Maybe the police should be pulling people over for riding bikes on the sidewalks...could be good income for the city. People don't understand how to utilize the turn lane. 7 out of 10 times you see someone turning they use the regular lane instead of the turn lane. I don't understand why there is need for the bike lane when

the bike path is less than a mile away. Maybe the city should have spent the money more effectively by lighting the bike path (low lights just enough so people could see the path) and commit to plowing it during the winter. I'm so mad at the city for wasting money on this project and disregarding the people in wards 4 and 7 when they voted overwhelmingly against the project. I'm all for making things safer but why not make the existing bike path more accessible.

- Completely unsafe, bad traffic, traffic congestion, takes twice as long to get to your destination. Only have seen a handful of bikes in the lanes.....not sure what the purpose was for changing the traffic pattern.....completely unhappy

- At times, turning left going North on North Avenue onto Shore Rd. is difficult because the light changes before the, now, single stream of traffic gets through. Also, going right on Shore Rd. from the north of North Avenue seems unsafe for everyone....bikers, pedestrians, and cars. And, what will happen in the winter when we have these few lanes. It worked very well before, and bikers have the bike path which is being repaired.

- many bicyclists still bike on the sidewalk; there needs to be an advanced green light to turn left from North Ave onto Shore Rd and to turn left into the Hannaford Shopping Plaza; police need to patrol people who are on bikes to make sure they obey traffic

- There are improvements and modifications that could be made that might provide a compromised solution. For example timing of the traffic lights and offering advanced turn signals at the shopping center and shore road are a couple in particular. It appears that there wasn't much thought to some of the driving implications/pressures prior to instituting the pilot and advance information/education regarding the driving pattern changes was minimal at best.

- Now all we need is parking in the ONE so that we can ditch the parking on North Street and have some safe bike lanes there as well!

- People drive faster now than before the road changes. They also drive in the center lane way before they are going to turn. I have not seen many bikes using bike lane. There is a bike path a block away.

- The north ave project seems to serve a few alternate sources of transportation. This also makes drivers of vehicles feel like second class citizens. What makes this horribly thought out project even worse are the addition of the pylons and armadillo barriers between 127 and BHS. It makes the travel lanes too narrow and increases the risk of safety to drivers. This will be multiplied tenfold when the winter months arrive.

- 1) the central lane is incredibly dangerous. 2) The section near the police station is the most dangerous part of the road for a cyclist. Why didn't they eliminate the street-side parking? 3) I ride more often on the sidewalk than the road...it feels safer.

- I feel much safer and at ease driving each day along North Avenue without fear of being pushed off the road by a careless driver or someone trying to race ahead of traffic. For the most part the flow feels much better. It does seem as if people need a public service reminder about the rules of driving - ex: when and how to pass a bus; if a driver without a turn lane crossing traffic can be passed on the left by driving into the bike lane when safe to do so etc. Some people are clearly confused.

- The turn from North Avenue to Ethan Allen Parkway is now quite awkward with the numerous markers in the road. I have found people increasing speed through yellow light/running red lights on North Ave at the Ethan Allen Parkway and Heinenburg Rd intersections.

- I initially was for the lane change but now am not for it. Painted lines, armadillos, or poles do not provide adequate protection to pedestrians in the road. Also, on several occasions I have witnessed bicyclists not following the rules of the road when in the road such as stopping at red lights, yielding at cross walks. I was almost run over by a bicyclist who did not stop at a red light like the cars were as I was legally crossing the road at a crosswalk with a pedestrian signal. It was very sobering. I know that the pilot was

- designed to slow down traffic which it did but has created other problems such as congestion and wreck less behavior due to a slight increase of bicyclist use.
- During any time of the day it is a nightmare to exit my driveway and it takes much longer to get back and forth from work, especially during rush hour. Every day I see very few bicycles using the bicycle lane to justify this project; and particularly considering it will most likely not going to be used at all during winter time it makes this project a complete waste of tax money. Additionally, of the very few bicycles I see, most of them continue to use the sidewalk and not the bicycle lane. This is not Europe where these projects have proven effective because most people use bicycles, most people here still have cars they regularly drive and those people are the majority on the road.
 - The pickets and hedgehogs are not necessary in my opinion. The hedgehogs were confusing when I had to pull over in my car for a fire truck. Wasn't sure if I should drive over them or not. I also think they're going to be problematic in the snow.
 - I think I would be fine with 3 lanes but the bike lanes and the signal lights that have been adjusted for them seem like a huge mistake. Someone is going to get seriously injured the way they are being used and 5 lanes of traffic(including the bike lanes is in no way safer)
 - Very difficult to turn left onto North Avenue almost any time of the day. I used to think I had to wait a long time before the change but in retrospect, it was nothing. It is much easier to turn onto Killarney Drive now coming from the south.....I am amazed that so many of the cyclists who use the bike lanes do not wear helmets. Do they think that somehow now that there is a painted line they won't get hit by a distracted driver?I do not feel I have the biking skills to use a bike lane safely, I'll stick to the bike path, side streets or side walks when on my bike. I think the bike lane gives people false confidence that it is safe, but it isn't...car vs. Bike in an accident --car wins every time!
 - I both ride my bike and drive North Ave. I do not find that the changes have made me feel safer on my bike. I have notice longer lines of traffic during higher traffic times. People pulling out in front of others, not using the turning lanes as intended. At one point the road is so narrow {heading south just before the high school} there is just enough room for two cars to pass. Just a matter of time until there is a head on accident. I think it was a GREAT WASTE of money for Burlington to invest in a "Pilot Program". How is it going to work this winter when we get snow and the roads need to be plowed? Will the plastic barriers need to be removed? I feel that my tax money is being mismanaged by Burlington!
 - Positive - armadillos , negatives - that bike lane intersects 127 when turning into north ave. people are looking at lights and not bike lane could be dangerous section. Maybe bike lane and light could work together.
 - I've lived in North Burlington for about 7 months. I think there is a big difference in safety and convenience between the previous 4 lane setup and the new one, the new one being much better. Don't be discouraged by the crabby old people who can't stand any change!
 - Very pleased with the changes. Takes an amorphous section of road and makes traffic patterns clear. Makes the neighborhood nicer and likely will raise property values out this way. It used to be that anyone visiting or new to the area was completely confused making behavior unpredictable. Current lanes much safer. Also appreciate the added bus pull in at the shopping plaza. That was a problem. Overall safer for all, especially kids riding bikes up to the high school during the morning commute. Thank you.
 - There should be some (re)education of bikers in new north end area. There should police presence that reminds bike user to obey the traffic law same way the car drivers do, as well as use safety gear (helmets...). I think that there should be a separate light for

bikes on crossing of North Ave and 127 and on crossing of North Ave and EA Parkway (to many close calls so far that I witnessed).

- I believe there is a lack of enforcement of the rules of the road. It would be interesting to see how many bikers have been ticketed for violations of the rules of the road.

- How about encouraging use of the bike path by creating more access points to / from North Avenue and other locations. Consider widening the sidewalk on one side of North Avenue for walking / running and biking. Return North Avenue street configuration to pre -pilot project layout.

- I am really happy with the changes. The middle lane actually makes it easier to pull out onto the avenue, and the bike lanes have made me more likely to commute to work.

- I live on Van Patten Parkway and turn onto North Avenue from either Village Green or Saratoga Avenue every morning. The congestion of traffic is insane. It now takes at least 5-10 minutes before I can turn onto the Avenue each morning. In addition, of the traffic being congested, when the light is red by Ethan Allan Park, cars do not leave an opening for folks trying to turn onto North Avenue, Drivers are very inconsiderate and can cause anger and road rage. It is not a safe environment for new drivers and this winter will be extremely worse because cars will not be able to even pull into the turning Lane when attempting to pull out on North Avenue. We see a minimum of three bikers each morning and MANY more people are affected with 3-lanes vs. 4-lanes for a few bikers and 10M people having to make a change. The only way this ill work for Saratoga, Village Green and Killarney Drive streets, is putting up a stop light near those streets so people can pull out. Otherwise there could possible be bikers getting hit when folks are trying to pull out because they are focusing on the car lanes and not the biker lanes.

- This is a great project and a great way to collect data. I hope that you are looking at Strava data to get a sense of bike/ped usage.

- when you make Williston Road and Shelburne Road with the same bike path configurations, I might agree with North Ave, but until that happens, I didn't appreciate the methods that this configuration proceeded with the New North End voting this down. There is a bike path already available. Thank you

- What I've noticed most, is turning onto North Ave. from either the West or East side of the road, and regardless of time of day, it has become increasingly more difficult to merge into traffic. Mainly because the additional bike lane and buffer area, along with the car lane and suicide turn lane, creates a lane that is two and half normal car lanes wide, that must be crossed before you can get into the lane you want to travel in. When traffic is heavy, other drivers do not let you into traffic. And, when traffic is lighter, most cars are spaced about two to three car lengths apart, which causes you to have to dangerously speed up to time your entry onto North Ave. between cars traveling at speeds of 25 to 35 mph. And, all of this seems to be for nothing. Because, I really haven't noticed that bikers use North Ave. any more now than before the pilot project. Also, bikers can turn down nearly any side street on the west side of North Ave., travel approximately 1/2 mile to get to a bike path designed for bike travel. I vote to return North Ave. to it's original 4 lanes of automobile traffic.

- Having almost gotten hit turning on to North Ave. from Credit Union (left turn) when the on coming driver sped up to stop me from turning. Another time I was coming off the belt line and going to Hannaford. Unfortunately for me another car going the alternate direction wanted to turn into the Chittenden Bank. We both accessed the center turn lane at the same time luckily I could turn back into my lane to avoid an accident. The other driver had no intention of giving up the center lane. I think the turn lane should run the length of North Ave between 127 & Plattsburg Ave. getting stuck behind someone turning left at rush hour is a pain. Also drivers need to know how to use the turning lanes and to not pass on the right by going into the bike lanes when someone is turning left. I prefer the original way with 4 lanes for traffic.

- The bike lanes are dangerous. Bikers are hard to see. Shouldn't have to stop coming off Rt 127. The avenue was fine before the pilot. Cars seems to drive faster.
- The safety level has increased at crossing now that my kids and I can predict both lanes of traffic instead of guessing the intentions of additional lanes of traffic. The morning commute is slower - we need to leave earlier to get kids to school (Edmunds Elementary), however, it is a safer drive now that people are not weaving in and out of traffic, and anticipating inside lane drivers stopping short to turn. The accordion effect of traffic with three lanes is better than the free-for-all of aggressive drivers (who will not be happy regardless of what you do!). I feel we have joined the civilized world by not only giving North Ave a road diet but also having a dedicated turning lane.
- Please add intersection markings for the bike lanes -- green paint through the intersection, with bike stencils on top of it. The intersections are the least safe part of the corridor for biking.
- The only thing that I would like to see modified is the light at Shore Road. It would be great if there was a left-turn signal. Because traffic north of Shore is now funneled into one lane, then during high-traffic times, there can be a long delay for making a left-hand turn--and, alas, the de-facto speed limit is now 35 MPH. But, as I expect any traffic-monitoring data to show, this is a problem for a grand total of about 30 minutes a day, M-F (ie, our horrific rush half-hour!) It may be my imagination, but it sure *seems* like there is more bike traffic, and those cyclists are using their lanes, not the sidewalks--better for all. Finally, I hope that the strident opposition to this process and project is not allowed to prevail, simply out of their white-hot conviction that the system was rigged against them (where have we heard that lately?): in other words, it's your basic conspiracy-theory mindset and there simply is no arguing against it, and once it became clear that they simply were a concerted, but very small minority, continual progress became evidence (in their minds) that they were being systematically disenfranchised. It's very awkward, though, as it's a small town. Good luck!
- I have been rear ended in a car twice on North Ave prior to the pilot project. I feel that the pilot project has increased car safety since going into effect. I feel that the location of this road has a lot of potential to be a great resource to promote cycling and pedestrian traffic and really open up the community in the new north end. The beltway already serves as an alternate and effective car route.
- 1) Need an advance green arrow for left turns from No. Ave onto Ethan Allan Parkway. Current situation is a real safety hazard. 2) Turns onto and off from No Ave are too sharp. They throw you into the oncoming lane to avoid hitting the lane poles. 3) Lane poles and armadillos leave no room to pull over for emergency vehicles. I hope the city plans to pay for vehicle damage when a driver has to hit the poles or armadillos to avoid the emergency vehicle or the emergency vehicle hits an automobile unwilling to plow into the barriers.
- Some intersections are worse now, however it is safer for bikes. I'm still on the bubble about this. I was against it previously as I don't think there are that many bikers to justify the cost. However, I feel it's safer for bikers. I still use the sidewalk most times when I bike. As a runner, I use the bike path but at times, use North Avenue. I don't think people see me when driving so I try not to run there. Longer advance signals are needed at 127 and onto Shore Road. I've waited a couple light changes trying to get off North Avenue unto route 127. The line of traffic at the end of the work day makes it difficult to do. Also if you get behind someone going downtown, who drives below the speed limit, you then have to follow them all the way down North Avenue and cannot get past them. If this is already paid for, leave it as is. I'm not sure what is planned for winter as it will be difficult to plow and sand the bikeways to keep them safe. My kids ride their bikes to school but use the bike path.

- dont like the "armadillos" and the sticks
- I think overall the changes have made drivers go slower and drive less aggressively. I love everything about this pilot.
- The tall delineators look cheap and temporary but the "armadillos" look good and seem like they would be effective in the event of a car passing into the bike lane. The turn lane to Shore road is too short and I often begin merging earlier using the suicide lane. The early hour blinking red arrow at the 127 intersection seems unnecessary. Why would it blink yellow when there is more volume but force you to stop when no one's around?
- I LOVE the bike lanes. I have two kids and feel that they are now safer. I bicycle commute to work daily all year and feel much safer. The only thing I would change would be to have the high delineators/poles that are north of Burlington High School along the entire length of North Ave. The double painted lines is not enough buffer. Cars can still go into the bike lane when in a hurry or impatient. The poles would make it much safer. I'm happy to be contacted for additional feedback.
- Traffic is slower and somewhat more congested. Not all people know how to use the central "suicide lane."
- I am very satisfied with the changes on North Avenue. I live on North Avenue, within the area that had the lanes reduced from 4 to 3. There has been some impact to queues on the signalized intersections, they haven't been substantial, and the 1 or 2 extra minutes of driving required are worth for having a safer North Avenue. I can say that both as a driver and as a cyclist, North Avenue feels safer with the new configuration.
- I'm thrilled with the reduction of speeding happening on the Avenue, it has been an issue for years. The only piece that I feel needs to be teased out a bit; the timing of the lights on the intersection of North Ave and the beltway. Not sure they are at the right synch to reduce back up and stagnation during the morning commute. Mainly traveling south towards BHS.
- The changes to North Ave are an absolutely objective improvement. Please don't take the rage of motorists with an irrational hatred of cyclists too seriously.
- Thank-you for being so systemic and thoughtful about your implementation of this additional bike route for our city. I am personally very much in favour of increasing the number of bike paths/routes throughout the city. My only concern regarding the safety of the bike route on North Ave is that I fear there is not enough of a physical barrier between car traffic and bicycles. Might there be a way to widen sidewalks by narrowing the green space and creating bike and walking path on the sidewalk instead? Thanks!
- With our back of our property on North Ave, we experienced a huge change in noise pollution-- with the traffic sounds calming. My experience is driving traffic has slowed on average 5-10 miles per hour with the added buffers having people be more cautious. The biking experience is a night and day improvement, so much so, I have now allowed my 11-year old children to bike with me on the bike lanes to get into town -- before I would not, and the sidewalk biking was sketchy. It seems safer to pull out of Lakewood onto North Ave with only one lane of traffic to cross. The come-on-demand pedestrian light changes are HUGE -- it actually makes it so much easier to visit friends across North Avenue and walk. I see them sending their children via bike or walking more than they did to visit us on the lakeside of North Ave. Areas that could still be improved: the Rite Aid/ Lakewood shared lane/ pulloff period is too short; I've experienced cars pulling in from both directions to the short footprint, trying to navigate who goes first. Also, the Little Eagle Bay / intersection lights with North Ave still needs work - drivers seem confused and are not sure how to navigate bicycles. I would love to see the buffers be even more robust than the armadillos; the buffers make that top of the hill crest so much safer from the point of view of the bicycle. There may also be continued education to do around staggering when people leave for work and remembering not to "block the box" -- or the intersections with side streets- sometimes early morning drivers in the line up block

across intersections. I have seen more families take their children on the streets - as when they come from elsewhere in NNE and head to the bike path via the North Avenue - it's wonderful to see them out using the streets. My children use the streets more on their bicycles. I will try to have them fill out surveys to be heard. Thank you -- I am already seeing more human scale community interactions on North Street -- keeping working on it; we're headed in an important direction for a healthier community.

- I really think that it hasn't been that bad and if the bikers are more safe than it should continue.

- Making Burlington a bike-friendly city is a great thing!

- Wide shoulders are the best way for allowing space between cyclists and cars

- I drop my son off at a home daycare in the NNE right at the intersection with 127. We live in the South End. Because of the pilot I have been able to bike for dropoff! Also, when driving (always at rush hour) I see negligible increase in traffic and have not found it harder to pull out onto North Ave. I LOVE the physical barriers and really hope we can make this happen in the South End soon (pine st!!!). Great job to everyone involved in the pilot!

- I have had 2 incidents in the past week. One was someone turning into the Elms club but didn't use the turn lane. The second was someone passing me by using the turn lane while I was turning on to Ethan Allen Parkway, the posts there make it difficult to maneuver. Please go back to 4 lanes.

- I support the Pilot and its eventual permanent implementation. I hope that the bike facilities can be made as separate as possible from the road facilities to maximize the number of people who will feel safe and therefore use them as an alternative to driving.

- Since the pilot program has started and the extra time it takes during heavy congestion my wife and I travel less to the area to shop.

- The section near the park and rite aide is really scary my mom lives on James Ave and at least twice since this has been this way a biker has come flying through the intersection going straight as I have been turning on to Ethan Allen pkwy some one is going to get hurt I look prior to turning but I shouldn't have to slam on my brakes to let some idiot on a bike cut me off if they have to ride in the road they should follow the rules of the road

- DO NOT revert to 4 lanes. That was incredibly shitty for bikers. I was almost hit multiple times even though I was on the shoulder.

- great project---now there needs to be more connections between North avenue and the bike path, especially south of bhs

- The majority of people that live in this area and have to use North Avenue realize what a terrible idea this has been. Bikers not adhering to rules of the road makes this a very dangerous idea. Having a citywide vote is like letting Mexico vote for our President, does not make sense. We need a complete realignment of the Burlington Mayor and City Council.

- Nice work, DPW. It makes North Avenue safer for all!

- My sense is that we need to find an alternative route for bikes away and apart from cars. We are mixing two modes of transportation that increase the risk of injury to both.

- The only part of the project I'm wholly dissatisfied with is the intersection of north Ave and 127. On two separate occasions I've nearly gotten hit there on my bike (both times coming from the direction of the high school. And I certainly don't think the reflective poles help-- I think they decrease visibility.

- The majority of people that live in this area and have to use North Avenue realize what a terrible idea this has been. Bikers not adhering to rules of the road makes this a very dangerous idea. Having a citywide vote is like letting Canada vote for our President, does not make sense. We need a complete realignment of the Burlington Mayor and City Council.

- You guys handled this well
- While I'm not an avid cyclist (I drive a lot of miles for work), I'm a rational person who has been convinced by the research that the 3 lane option with bike lanes makes more sense. I'm yet to hear a sensible argument against the new system. Each person I've met against the program seems to be hung up on a narrative of wanting to fight progressive ideas/take VT back/Make the NNE great again. These aren't progressive ideas, they are just a modern, well-researched mode of moving people around. Please don't waste my tax dollars converting the Avenue back to an outmoded, inefficient system.
- I like the protected bike lane but I find the low "armadillo" separates and the high pole separators to detract from the beauty of the street. Are there other options? Like having a very little green space to separate? Or would the curb interfere with snow removal? If poles or armadillos are the only option, I vote armadillos. Also, I walk up and down North avenue often and absolutely love the additional safety I feel with the new configuration. Having the cars not so close to the sidewalk has allowed me to feel safer and now allow my kids to walk with me on North avenue. It was too dangerous before with cars going 40+ miles per hour only an arms length away from sidewalk. I love the new light signal and protection at the corner of North Avenue and Ethan Allen Parkway.
- worried about the bumpy things in the snow.
- The only problems I've had with congestion is in the morning, now that school is in session, traffic can get backed up from just before St Marks, all the way up to the light at Ethan Allen Dr/Park. I also sometimes have trouble making a left turn out of my st (Gosse Ct) because traffic isn't as spread out as it was when it was two lanes; now the string of cars is more concentrated for longer stretches and I have to wait longer.
- The protected bike lane is brilliant. I ride that road all the time and it makes me feel so much safer and makes the ride more enjoyable.
- It seems much safer to make left-hand turns from a dedicated lane! Love it!
- I like the changes, except for the reflective poles and "armadillos", I find that they make it very difficult to get out of the way of emergency vehicles. I've almost been sideswiped at the curve by the rock cliff by the high school by large trucks coming north over the center line because it's too narrow through there. There's no way to get out of the way without damaging your car on the posts. Glad to see some of the posts are gone and the drivers who have lost hubcaps to the "armadillos" will be glad to see them all gone, too. People aren't tailgating and speeding as badly as before the changes. Overall happy with the new configuration, but again, would like to see all the posts and "armadillos" removed, don't believe they are necessary at all. More of the painted bicycle signs on the pavement in the bike lanes would help. I've seen people on bikes riding in between the 2 white lines and not in the bike lanes.
- I
- This project is a huge step in the right direction. THANK YOU!
- Protected bike lanes are rad 😊
- Going on the beltline, I had to stop for a red light, light was green for cars coming off the beltline on North Ave. and 3 people on their bikes went right in front of them. They were lucky the person in the car saw them. My question is why didn't they stop for the red light? I thought that was the law for the ones on bikes also. They were just lucky that time. They seem to think that they have the road and don't have to obey the laws. They don't carry insurance and they don't have to register their bikes. So who pays for your car getting fixed if it happens they run into you? We put all this money into the bike path, why don't they use it. Getting back to the roads on the Avenue I have seen, many times the line coming onto the Avenue from the beltline as far down as you can see. It never was like that before this change.
- Still many bicyclists riding on the sidewalk and the occasional car parked in a bike lane.

- The amount of money that is needed to fund this project does not hold up to the necessity of using this road for bike travel. I own a business on North Ave where I'm consistently monitoring the flow of traffic up and down the Ave from 630 am. to 6 pm. I see very little bike travel everyday. There are two bike paths that run the length of North Ave on either side. Why would we put bikers in harms way when they have a perfectly safe route to travel. Something has to be done with the northbound intersection of North Ave. and 127. Dangerous!
- open up the belt line exit that closed
- Couple of issues/ commentary on the NPA meeting regarding the study. 1) Even though there are signs, people still bike in the wrong direction in the lanes. would it be possible for the police to at least talk to people they see doing this and educate them about the laws? 2) There were complaints about the noise from people hitting the armadillos. I would like to point out that this means the armadillos are doing their job. People hitting the bike lane protection means they are doing their job. This is the fault of drivers, not the fault of the inanimate object.
- I ride the bus on several occasions and there have been many many close calls of people getting off the bus including myself where a cyclist has collided with myself or someone getting off the bus, because Now the bus drivers don't pull up to the curb they stop in the middle of the road to pickup and drop off pedestrian 's it's a lawsuit waiting to happen
- I don't understand why the city can't light and plow the bike path - a beautiful means for bikers to commute. I commute 45 minutes each way to work and the morning traffic congestion has added another 10-15 minutes to my already long commute. Furthermore, I have not seen more than two bikers on N. Ave. during any travel since last summer. Now, skate boarders are using it- not sure if it is intended for them or not.
- Driving in the NNE is AWFUL! And the things stuck in the road to "protect" cyclists almost made me crash because I thought it was an animal. Just leave things alone already
- Prior to the work being done, I anticipated that it would cause more congestion, slow traffic and otherwise be inconvenient. Since experiencing the change - every day of the week and at every conceivable hour - I am amazed at how much more smoothly everything runs (even when compared to the original configuration). I absolutely love the segregation of the cyclists in their own wide and clearly delineated lane. It's safe, clear and eliminates a great deal of stress and anger between drivers and cyclists.
- The black rubber bumpers that separate the road from people riding their bicycles is a complete danger for people that ride motorcycles. What happens if a car cuts a motorcycle if they have nowhere to go except to hit the black rubber bumpers
- It doesn't feel safe at the parts where there aren't double painted lines separating bikers from the traffic.
- We already have 2 bike paths off North Ave. When I walk on the Ave I rarely see any bikes using the bike lanes on the road. If you meet an emergency vehicle near the high school you cannot pull over. The belt line was built to relieve congested traffic on the ave. Now we are back in that situation. Bikers would be safer if they were made to obey the rules of the road! The city could receive additional revenue if bikes had to register and be inspected for safety equipment-such as lights, horn and helmet.
- We could use protected bike lanes on the whole avenue!
- Take up all objects you put on the roadway, and tell Local Motion to keep their nose out of the new north end business
- Overall, North Ave. is improved beyond comparison. My only dissatisfaction is that the bike lane currently houses the storm drains, which are often surrounded by potholes or rough pavement and are not usually level with the lane. My natural reaction when approaching these is to swerve towards the lanes of traffic. I'm sure that if North Ave is

re-paved at some point, these issues will be diminished. Thank you very much for making North Ave safer for me and my kids!

- Love the new bike lane. Need more traffic control to help people learn. Watched an elderly woman drive up the turn lane toward rite aid and almost had a head on collision. Drive in the wrong lane to avoid being hit. Lucky no one was killed. Folks also use the turn lane like an express lane from hannaforde to shore and have seen issues.

- I have seen alot of close calls

- I was amazed at how "calming" the reconfiguration was when driving... I found myself actually driving under the speed limit, without even realizing it. Whereas before I found often found myself going faster than I'd like to admit.

- I think the changes to North Ave are for the better. I taught at Hunt Middle School for 6 years and was a bike commuter. I would have felt much safer every morning had these changes been in affect years ago.

- There is no question that the pilot has calmed traffic and made it more predictable. I do not believe that it has slowed traffic at all. I think it has improved the efficiency, but most important its much, much, much safer. Drivers are no longer darting back and forth between lanes to get ahead. There is a steady, orderly progression of traffic. I sincerely appreciate the leadership of the DPW and Major to improve the quality of life in the NNE. Thank you for having the courage to do the right thing.

- The bike lanes are fine. The cars keep hitting the buffers and it wakes me up at night. Remove the buffers and it will be okay!

- Like the center turning lane especially

- My observation is that percentage of cars to bike on N Ave is about 500 to 1 so why make so many accommodations to bikes?

- Bikes don't follow rules of the road and aren't held accoutable. The crossing at the co-op trailer park and shopping plaza is harder now that the light is the same as both directions. Turning onto the beltline while heading north now interferes with heading south entering.

- The road system is much neater now. Less zig zagging between lanes. Feels calmer. No change in the time it takes to go to the shopping center or the dog park.

- I have seen a lot of courteous bikers...but I have experienced a few that are not following rules and not staying in the lanes made for them...they have shot through intersections, and made me brake to avoid hitting them. I am finding myself avouding the avenue and using the beltline when I can. God...that is cut off pass and speeders also!!!

- I love seeing the amount of bicyclists increase on the avenue.

- North Ave. used to be terrifying to ride as a bicyclist! While not perfect (you still have to watch for bad drivers), I definitely feel a LOT safer with the changes. Hopefully they will be permanent!

- The armadillos and bollards between 127 and the high shool are obnoxious. There is no way to pull over for emergency vehicles. Bike lanes with pavement markings are sufficient

- it seems like the car traffic is moving more smoothly than before. under this new traffic configuration the bikes on No. Av. do not seem to be impacting traffic flow.

- I'm totally satisfied with the north ave project and prefer it other than trying to turn left off of village green which is quite miserable during morning commute.

- Those poles and bumps need to go!!!! They cause problems when pulling over in an emergency, for emergency vehicles and will be an snow removal issue. Not to mention they are really ugly.

- I see very few bikes on the bike lanes, and the car traffic congestion is much worse.

- There needs to be more barriers to protect more of us biking on road. There are some spots that don't have any barriers. Thanks

- I would like to see a left turning lane onto Goss Court. If not possible, I would like to see one at the intersection with St. Marks. It's difficult to get to the "other side" of the new north end. I am a member of St Marks.
- Traffic has been more congested in areas. Taking longer to get down North Ave. Turning into Rite Aide has become impossible at times with all the traffic coming through. Waiting to get off 127 at the light is longer. I don't care for any of changes! During the winter no one will be riding bikes, why do it for the bikers to only use it 7 months out of the year!
- I think the changes are great and I'm willing to put up with the minor annoyances of feeling like it takes more time to enter the Avenue.
- The one-third of Burlington's population that actually lives out here, and have to drive North Avenue every day, should be the ones to determine changes to the traffic pattern.
- love the armadillos! I feel so much better w/ them there!
- traffic backs up going north at shore rd, the light needs to be longer for traffic going north. It makes it difficult to get in the left turn lane for Shore rd
- Traffic flow is backed up from 127 on north ave to cemetery by. BHS. 5-5:45. Belt line is smooth and easy
- One of my observations of the pilot project is that it would be more successful if lanes, etc were properly utilised. Bikes remain on the sidewalks, people neglect to use the turning lanes and turn from the travel lane, holding up traffic. People are impatient and pass on the right, crossing into the bike lanes. User misuse is greatly contributing to some of the problems.
- I am not sure this survey really gets to the issues regarding the changes on North Avenue. I think of the changes in three phases: Shore Road to the light at Ethan Allen Parkway, Ethan Allen Parkway to the 127 interchange and the 127 interchange to BHS. Regarding Shore Road to Ethan Allen Parkway - this seems to working the best. I have noted it is harder and takes longer to turn on to North Avenue, but certainly it is not a hardship. From the light at Ethan Allen Parkway to 17 going south, I have no concerns. In the other direction, 127 to Ethan Allen Parkway - the stripping on the road for the bike path is just confusing. Also, coming off the beltline and heading north the turn is too tight - I worry about how this corner will handle traffic when there is snow on the road and am concerned about the snow plows. It seems there is plenty of room to make the travel lane for cars and plows wider here. The no turn on Ethan Allen Parkway is an impediment. The portion of the road from 127 to BHS I do not like at all. The driving lanes are quite narrow and with the impediments to the bike lanes, there is no where to pull over when emergency vehicles are present. This happened to me in this area and it was quite scary. I am sure the vehicle lanes meet some industry standard, but they feel very narrow. I also worry here about how the snow removal will work with the "lumps" and posts.
- very pleased with the changes, particularly as a biker, but as a driver, do not feel like the changes have caused any problems, holdups, congestion. THANK YOU!
- Coming off the belt line turning right onto North Ave, the white polls are too far out causing not enough room between the car turning and a car waiting for the light to get on the belt line. A car Turning onto Ethan Allen Parkway from North Ave has to make too wide of a turn so not to hit the white polls. Again, they are too far out. Black stones with white stripes are too distracting. Bike lanes are way too wide causing the driving area of the road to be too narrow.
- please add more protected bike lanes.
- The lights at 127 are nonstandard and confusing
- I have largely good things to say about the reconfiguration. However the redesign, and your survey, completely ignore the needs of motorcyclists. The tall lane separators are

fine, however the small black ones (the ones that look like armadillos) are very dangerous to motorcycles. If an emergency avoidance is required in a car, the worst that will happen is it will ride up and over the lane separators. However, if a motorcycle were to do that and it hit the small black separators, the wheels would be taken out from under the motorcyclist, and the nasty accident would occur resulting in an in at least an injury if not death.. They are very dangerous. They are so bad that I've written to the AMA (the American motorcyclist Association) to get them to weigh in on them because I'm certain that they'll have a strong opinion about them as well.

- As someone who drives and/or rides his bike everyday on North Avenue, turning on and off of the realigned section, I am much happier with the new configuration than the previous one. Things feel much more sane, and knowing that I can turn into the turning lane before merging when heading southbound have made my peak hour commute much more manageable. I hope that the only changes made to the avenue at this point are the adding of crosswalks.

- I like the new configuration MUCH better. So far I've only used it as a driver, and it feels much safer. I always disliked the part of the road with four lanes. I think it is better for drivers and for bikers. I see no down side to it at all. I know there has been a tremendous (and surprising) amount of controversy about this project, but as someone who has lived in the New North End for almost 30 years, I think it is great!

- I would like to say that I have witnessed more people trying to race through red lights. The good thing is that more students are using the road and more adults are riding to work. I hope we see more people out during the winter, too.

- I'd prefer to see the speed limit changed to 40, which should work fine if usage by intelligent drivers, pedestrians and cyclists. Some pedestrians choose not to cross at crosswalks. I choose to avoid the businesses on North Ave because of the slower traffic. I try to take the beltline as much as possible.

- I would like to have more protective barrier between cars and bike lane. Overall, I think the pilot has greatly improved safety because cars are not barreling so fast down North Ave.

- As a high school student who bikes to and from school every day, I would like to say thank you for doing this pilot project. It's been very helpful for me. I used to ride on the sidewalk because there wasn't room in the road for me to feel comfortable, and the pilot project has really improved my commute. Thank you!

- Please put north ave back to the way it was. The bikers arw not even using the new lane and I almost get hit on the sidewalk with them closing to ride on them.

- The use of part of the road for dedicated bike lanes was a bad idea to begin with and has been carried out poorly. There is not sufficient bike traffic to justify taking 25% of the drivable roadway and during most of the year there will be significantly less bike traffic then during the pilot project period. Snow will only make the project and restricted space more dangerous for vehicular traffic . The bike path really is sufficient for bicycles and if you think there is enough use plow that in the winter.

- Although I do not live in Burlington, I do own a business in Burlington and ride my bike on North Ave. On the whole I am very satisfied with the changes as a cyclist. Previously, I largely avoided N. Ave and am now very comfortable riding there. The only intersection that is an issue is the three way intersection leading to the Beltline (the northern most major intersection) which remains tricky to navigate by bike.

- When traveling south on North Avenue and turning left onto 127 vehicles do not obey the traffic signals- I have very very often seen cars make the turn on red. It seems this light needs more enforcement or a change to a blinking light to reflect how it is currently, and apparently safely, being used.

- It seems like early in the conversion people don't know how to handle the changes very well, I've witnessed a few close calls

- I like the changes when I am biking. I hate them when I am driving. Also not sure how the reviewers will hold up over the winter. I guess the question comes down to which group will get preference.
- I think the pilot shows that this is a success! Especially like the timed light changes. I was surprised to see that congestion wasn't bad during peak hours, and also how much easier and safer it is to turn left onto North Avenue by car. I wish DPW had mailed a letter to every household in the area explaining the pilot and why things are as they are, the goals, etc. I've talked to many people who are confused about the different barriers, double paint lines, etc. You cannot only present info online and expect people to find it. You have to "spoon feed" info to people, especially older residents who may not be computer savvy and frankly are the folks most likely to complain.
- I would like to see the North Avenue the way it used to be.
- It has become a total hassle to drive on North Ave. It is difficult to pull out from side streets and from in front of St Marks. Lines of traffic line the street regardless of the time now. Traffic turning from the belt line must wait a long time, while traffic is delayed on North Ave. Due to the red lights being tripped on. It is a royal pain to turn onto the belt line going north and worse for people caught behind you. Hating those ugly steel sticks sticking up as barriers and the snails are like rocks. Looks like it might be difficult for homeowners that have the snails right outside their driveways to swing into their yards. I'm not a fan at all. I see long lines of cars and rarely see a person on a bike and when I do see one, half of the time they are riding on the sidewalk.
- Hard to see where to drive. Cluttered. We need all the lanes. Otherwise too slow. We won't want to crush bikers and pedestrians but reducing lanes and adding painted lines is confusing.
- Bikes ride only during summer time and even then do not respect the traffic laws
- Turn light at Heinberg/North Ave is great. Two months to repave Heinberg is outrageous. The light schemes at North Ave/127 are confusing. Morning congestion on North Ave is very frustrating.
- Turning out of my complex takes forever. The congestion due to the fewer lanes gets out of hand in the morning and unless I leave 15 minutes too early, I end up late for work. The change in lights turning into the shopping complex makes it almost impossible to turn without sitting through 3 lights at least. Coming off the beltline is also a huge hassle due to the light change. The posts set up at that turn are dangerous to drivers. I do not believe that the bike lane was beneficial because there is the Burlington bike path 1 block away that would be much safer. North Ave is not a good place for bikers when the congestion gets bad and we see bikers choosing the sidewalk during those times anyway. We need 4 lanes. For all those who live on North Ave, we need 4 lanes. The pilot program may be good for those passing through, but life got harder for residents.
- Turning on to the belt line every morning at 630 is terrible and coming home from work trying to get off the belt line takes so much longer and going through the intersection turning into Hannafords without the left turn light is impossible. The new way is very hard to navigate if you live on North Ave. This may benefit travelers. But the people that live in the area get screwed.
- The armadillos are a great idea. Not quite euro-great in terms of cycling, but an improvement nonetheless here in VT. Why don't we have those all the way up the ave in the "dead space" lane between bikes and cars? Opinion: Get rid of the "city strip" and put an actual bike path there. Who cares about a worthless strip of grass that we have to pay to maintain, anyway??? I like the lakefront bike path, but it is impractical during winter months. Mimic the Dorset St, SB setup. PHYSICALLY separate bikes from 3,000 vehicles driven by ill trained, unattentive, high on their horse motorists. I love riding my

bike as much as possible, but it's legitimately scary around here to do so anywhere but the bike paths. What happened to being environmentally friendly, Burlington????

- It's SCARY being on North Avenue these days. It's confusing and congested all the time.

- Good to see a reduction/elimination of the speedy weaving/lane changes that use to be quite common. This makes the drive a lot calmer. It is very challenging to make a left turn onto North Ave from Saratoga Ave. There's frequently a backup getting off of 127 and the signals are unclear/confusing. No cars can go north at the intersection with Ethan Allen Parkway when the first car wants to turn right onto EAP and there are pedestrians crossing using the signal(The light is green but there's a red light for the right turn). Bad things that I have seen: 1. People jogging in the bike lanes 2. Bikes traveling in the wrong direction in the bike lanes 3. A delivery vehicle "parked" in the center turning lane. 4. Cars using the center turning lane as a merge lane in order to help make a left turn onto North Ave from Saratoga Ave

- I do not think the barriers are safe, or the stupid armadillo things either. Bicyclists are not stopping at traffic lights and still riding in the turn lanes. Cars are travelling in the bike lanes, it seems a huge, hot mess and I have used biking, car and bus for my travel. No one is patient with a bicyclist getting their bikes on and off the racks on the buses either. I also would like to do future surveys and it would not accept my email address in the field provided. It is andrea_brett@comcast.net

- I like the high divider poles best!

- I LOVE the changes. It has made our commuting to and from the dog park much easier. Previously, the lane changes were confusing and I used to get cut off all the time. Since the changes, I have felt much safer driving on North Ave. Thank you!

- It is frighteningly narrow by BHS! There is nowhere to go when an emergency vehicle needs to get through. I see no more bikers then before. Its a mess as far as im concerned.

- I greatly prefer two travel lanes and one shared turning lanes to the previous four-lane configuration. I always found myself stuck in the left lane behind a car waiting to turn, and never felt comfortable changing lanes just to get around them. I've noticed an increase in the number of adult cyclists on the sidewalks, however, which is dangerous for them, drivers and also pedestrians. I've also seen multiple cyclists driving the wrong way in the bike lane. The new bike lanes seem like such an improvement -- I don't know why people insist on riding on the pedestrian sidewalks!

- I find the new traffic signals in turn lanes to be very confusing! I have never seen this kind of turn signal set up & do not find it intuitive -- adding signage or changing to the "usual" signals found everywhere else in this area would be helpful. (I am referring to the signals to turn left onto Rt. 127 from North Ave & signal from Rt. 127 to turn right onto North Ave.) When the solid signal is green & the arrow flashes yellow, for example, I find it confusing. I have actually turned thinking I had the right of way on more than one occasion & was lucky the oncoming traffic was able to adjust speeds so there was no accident.

- Getting of Killarney onto north Abe is a nightmare.

- This shouldn't be up to everybody in the City of Burlington it should only be the ward's that are involved. But I will say this it makes it very difficult going down North Avenue on a day-to-day basis thought this was the reason why we had the bike path so that people had bikes use the bike path

- The improvement in North Ave are the BEST things to happen since the stree bridge over the Winooski was removed for the Belt line, now turn the lights back on. IT is sad the bikers have been the focus, it is mor about SAFE streets, WE CAN'T go back to the System in the past where North Ave was a race track,ever with the new system people never d the sped limit and if you do they are right on your tail.KEEP UP THE GOOD WORK

- The tragic congestion near Hunt Middle school is pretty bad at morning drop off time. Maybe adding the third lane in that area would solve the problem.
- It doesn't make sense to me. Traffic is more congested and no one is even using the bike lane. I am all for supporting bikers as my father in law rides all the time however we have a bike path parallel to north ave and should be used.
- I like the concept and it has slowed the speed of traffic a little bit I think there were more unintended consequences than planned. Too many visual distractions with so many lines, armadillos and poles in the road. Additionally as a driver, I'm terrified to turn right because I no longer have the known clearance to turn right because a bike may come up from behind me and I could turn right into them. That is a terrifying feeling. On a positive note I am finding bikers are starting to be safer themselves, which is really what I think was needed all along. They are stopping at lights, using arm signals and being more responsible. Most bikers are locals and if the rules of the road are enforced on them by police in the same manner they are on drivers, it wouldn't take long to effect change. Drivers were penalized in order to bring bikers into safer compliance.
- I no longer live in Burlington, but have lived near N. Ave. in the past. As someone who used to bike extensively in Burlington, I applaud anything done to make riding safer for riders, pedestrians and drivers and feel the N. Ave. project achieves that goal.
- It won't take my email address which is makjar9@msn.com to take other surveys. There aren't enough people who use North Ave on bicycles to spend all the money for bike lanes especially when roads like Plattsburg Ave are horrible. Plus Plattsburg ave is dangerous on a bicycle with it being so dug up. All the lane changes did was slow traffic up on North Ave. I've lived in the new north end most of my life except 15 years in Colchester.
- As a biker, I feel much safer biking on North Ave with these changes. And as a driver, I think the changes make driving safer. There is no reason to have 4 lanes on North Ave. It only encourages people to drive erratically and too fast for the area. (I have witnessed drivers racing each other and weaving in and out of lanes.) Anyone who wants to drive fast should be encouraged to use the belt line. I think these changes are more related to making it safer for everyone - the changes are not just for bikers.
- The email see cation would not accept my email address. It can't accept .org addresses.
- The bagel shop, the barber shop, the grocery store and the post office, all once regular destinations in my routine, are no longer part of my day. It has turned out not all that difficult to find alternatives elsewhere, and now there's no need to deal with obstacle course that North Avenue has become. Burlington's loss is Milton's gain.
- The pilot is horrible I've lived on north ave my entire life and never see bikers in the road at all. That's why we didn't want it in the area! It is unsafe and is causing people to rush when trying to cut out into traffic because there are no gaps in the car space now with one lane it's bumper to bumper. This is horrible! Please take it away.
- I have noticed an increase in congestion within the area.
- Our street, park street, is no longer easy to use in the mornings to go to work since all the north Ave traffic now uses the belt line to avoid the congestion on north Ave. This north Ave change has negatively affected our neighborhood. Never understood why bikes can't use the bike path. What is the point of the bike path? I rarely see bikes on north Ave. all that money and effort and not much bike traffic. What a waste.
- Very, very happy with the new pace of automobile traffic on North Ave. I can now drive the 30mph limit and not be hounded by tailgaters and lane-weavers. Gives this stretch of North Ave, which previously was no more than a traffic corridor, much more of a "part of the neighborhood" feel. I am extremely happy with the changes.
- Please keep it, it is so much better. There are so many more people biking now. It's great to see. It has also reduced harassment of bikes from vehicles. previously cars,

especially pick up trucks, would harass you for being on north ave by yelling and driving closely.

- North Ave is so much safer to bike now! I now use it instead of the bike path when I have to get to Colchester (3-5 times per week). Please make this type of improvement wherever you can.

- Before the pilot I would have a close call (cars coming too close for comfort) or have to listen to people shouting to me to "get on the bike path" during every ride. Riding in the new bike lane has eliminated both close calls and people shouting at me. I also bike to school with students and the designated lane makes our trip so much safer. I have seen so many more bike riders in general. Thank you all for attention to monitoring the traffic lights and traffic flow. I would also love for the students at my school to be able to help with biker education for example stopping with the lights and other laws that cars follow.

- I would like to see The bike lane of north south be on the lake side of the road. So to bike lanes next to each other on the Lakeside

- I feel as though there is not enough bike usage there is a bike bike path to spend money on this project at this time ,i did not see one bike on the road ,it was unsafe for cars and the flow was horrible, in the time of more cars on the roads it's not good to take lanes away there for I'm against the change of the road at this time ,for the bike path is the option for bike riders not a road for cars thanks for letting me express my thoughts on this, this also makes me think of not shopping North ave the lanes are so slow I can go else wheres and not get in that mess

- **PUT THE ROAD CONFIGURATION BACK TO FOUR LANES. THE DELAYS AND INABILITY OF PEOPLE TO UNDERSTAND THE USE OF THE TURNING LANE HAS MADE DELAYS RIDICULOUS AND THE ROAD VERY UNSAFE**

- I would prefer to see more protected bike lanes like they have in Montreal and Ottawa. I would like to see more projects to improve the quality and safety of cycling. This is a great start! My recent trips up and down the avenue have been very smooth, the bike lanes were not inconvenient in the least.

- I am completely disappointed with the new changes. Part of the push for the change was to slow traffic down. Well traffic is slower, like a crawl during rush hour, I average 17 mph on my way home around 5:00 pm! I might be able to live with that change but my main concern is the safety issue with the new lanes. On a daily basis I see people using the center lane for a passing lane, not a turning lane! This is confusing at best for the average driver, and very dangerous at the worst. The buses and delivery vehicles manage to block both lanes resulting in drivers using the turning lane again for their drive on the avenue. Never in the history of the pilot project have I observed BPD being a part of this project.

Where are they??? As a biker I don't feel very safe on the new lane and continue to use the bike path when available. I pose this question: Why do we need this divided lane on North Avenue when we have a bike path running parallel to this very busy road?Currently we are improving the bike path at a fairly decent clip and I don't see our tax payers willing or able to spend money when we already have an alternate solution for bikers and walkers.

- For the amount of bikes that actually use this , this was not worth the taxpayers money and it was a waste of time. There are way more months that no bikers are out riding around then there are months that they are out. The roads are no safer because bikers don't follow rules and cars just whip around cars where there are no turning lanes. The while thing is dumb and you were told that by the people this whole project effected before you implemented it. The money spent on this should have been spent on upgrading our sidewalks which are used 1,000x more a day by the locals.

- When you turn off of 127 onto North Avenue the last two bollards are very far forward and make it difficult to turn right without turning into the opposite lane. I love the changes but this has been challenging to navigate, especially at night.

- Right turns off North Ave, especially when heading south, especially at Shore Road and at the North Avenue Alliance Church are dangerous for the bikers, as you have to turn across their lane. In addition, the section where there is only one car lane in each direction means that if you are behind the bus in a car, you are never able to pass the bus and you stop at each bus stop and wait until the bus starts again. The existing bike path is adequate, and I have used it for years, including for commuting to Shelburne Rd. in the past.

- 1) The path needs to GO somewhere, like downtown! How many drivers would you have on N ave if it ended abruptly 2 blocks short of battery park??? 2) Intersections at Plattsburg Ave jut dies. Why not carry it through the intersection instead of having each cyclist make it up? 3) The traffic light at 127 and N Ave is STILL not optimized!! Ive sat at a red light with NO oncoming traffic! Also, given the states "right on red" law, what does a blinking red right arrow mean? Confusion reigns.. just watch a few drivers.

- Physical dividers near BHS are extremely dangerous. Wide vehicles cross center line and there is no where to pull over for emergency vehicles to pass. Snow removal in winter will be troublesome. The bike riding season is only, at best, five months out of the year and these car traffic obstructions will plague transportation year-round. In Florida they have converted the sidewalk on one side of the road to a walking/biking path by widening it. I would suggest widening the sidewalk on the west side of North Ave and keeping the bike traffic out of the road altogether.

- I've lived down here for many years and I've never had traffic backed up from the light by high school all the way down to Hannafords while driving north. This pilot program does not work just like the one on Williston rd that is now a traffic jam hell. People in the South and should not be voting for what happens when there never gone this way

- I absolutely LOVE the change to 3 lanes and I hope it STAYS!!! The first time driving down the corridor after the changes were made, I noticed IMMEDIATELY that traffic had SIGNIFICANTLY slowed down!!! Before the change, vehicles would speed 45 to 50 mph down the corridor making it VERY unsafe!!! It is also MUCH easier to make a left turn onto the corridor and I feel MUCH SAFER doing so!!! I have noticed a lot more bicycles using the corridor in the designated bicycle lanes (and less on the sidewalks). I think it has definitely made the corridor MUCH safer for ALL who use it (vehicles, bicycles, and pedestrians), which was the intent of the project. I do not, however, like the armadillo and post buffers; being that we live in the New England area where we get lots of snow during the winter months, they are not ideal for snow removal, etc. It also makes it very hard to pull over (in particular just before the high school) to allow emergency vehicles to safely pass. I think something different needs to be done there, but I'm not sure what. ALL in all I really, really, really LOVE the 3 lanes and hope it stays this way!!!

- I believe safety and usability are both important along with multi-use. Both safety and usability can be measured but I am not sure that the techniques used and presented give at the public forum give an accurate depiction of the improvements. Turning onto and off of North Ave in the 0.8 mile stretch is much safer for those turning and for the oncoming traffic. I am always turning onto or off of North Ave in the 0.8 mile stretch and find it much more usable and safe with 3 lanes. I am not happy that a public opinion survey is a part of the decision process. It feels like there is a large contingent of anti-bicyclists and pro-bicyclist driving the conversation, ignoring the problems those of us who live off of the 0.8 mile stretch have with 4 lanes.

- traveling on no. ave. I have seen more bicycles on the sidewalk than in the bike lane. Money wasted!!!

- Good for you guys!

- Just a note that I didn't used to travel up North Ave very often but now that I have a high school student who plays at Leddy as a family we have been biking and driving north ave often and I feel so much more comfortable biking with a bike lane.
- I dont like the bike lanes as a driver because the bikes when they are using the bike lanes dont show respect to stop or slow down when cars are making a righy turn, as a driver you see them further back in you right mirror then they speed up and make like the driver hit them purposely. When there is bike traffic there isn't much theres very little, and most people use the side walks not the lanes. Why waste all that money for bike lanes when they rarely get used? Talk about blowing money that shouldnt have been touched and waisting our tax payers money. The armadillos and plastic blockers near BHS... if theres an emergency vehicles that need to get by the drivers have no place to move over. Which brings me to the safty of the bikers on north ave when drivers need to move over and driver dont see the biker til its too late.
- I feel that turning off of North Avenue onto Ethan Allen Pkwy seems akward ,I'm worried about bicyclist in bike Lane it also seem like it adds conjection right there without its,own seperate turn lane.
- I think that the pilot project is making changes in the right direction. I would like to see the sections of divided bike lanes use more visible dividers, particularly in the sections that use armadillos. If it is possible to get more visible/reflective armadillos, it would make it more visible for drivers and cyclists alike. I also think that the traffic signal near Hannaford and the Post Office on North Avenue needs a little bit of work, as it still feels a bit hectic; I hope that as this project moves forward, that intersection could be assessed and adjusted a bit to make it more safe.
- I feel that the north that pilot project was done illegally because it was done against the will of the voters please convert it back
- The change to North Avenue is terrible. There are almost no bike riders to be seen and in any case they already have the bike path to use! The road is now dangerous and congested and should be returned to its previous state of four lanes.
- This armadillos are really unsafe for cars; I have rarely seen bikers using those lanes; travel time is significantly slower; now all of the kanez, for cars and bikes, are too narrow.
- Please change North Ave back to the way it was it is it was done illegally and it was also done against the will of the voters
- The congestion and travel time have significantly increased to a level where it's absurd. I am not against the bike lanes but I don't like the new configuration. It would obviously be ideal to have 4 lanes and the bike lanes. Like many others, I've seen way too many bikers riding in a non-responsible way so it doesn't help people in feeling positive. The line configuration coming off the beltline appears to have been done by someone who was drinking on the job! I don't care if this was copied from another city's plan...it's just ridiculous. If this stays, I hope it's changed up a bit and the poles and armidillos (or whatever name they are given) are taken down. To ask people to pull over to next safest spot for emergency vehicles is not always possible. You should consult with the EMT's about that plan if you haven't already.
- Wish I still lived there to get more exposure, but while in town I drove it quite a few times and was impressed.
- I love the bike lane. We need to test it during winter plowing. I see many people who use the lane. Driving by bike riders use to be stressful. Now I can pass them safely without putting my self in harm's way by swerving into another lane.
- Nobody wants to drive on North Avenue because of the congestion. Now the belt line is constantly congested from everyone trying to avoid North Avenue. What happens in the winter when plow trucks will try to go through? The roadway is no longer wide enough up near BHS for a plow truck and a car to go through at the same time. There was

plenty of room for bikers before this pilot project. Whomever thought of this clearly doesn't travel those roadways on a regular basis.

- There's no need to have a bike lane when you have a bike path two blocks down, waste of taxpayers money and time.

- Since the beginning of September car traffic congestion seems to have increased and speeds slowed significantly, especially at certain times of the day (like mornings), between Shore Road and Institute Road. It has also become more difficult, with increased wait time, to get onto North Avenue from Shore Road at times. There are spots (like north of Institute Road and coming off the 127 exit near Alliance Church) that feel like tight, narrow spots for cars.

- I noticed that especially trucks drive much slower!YEAH!!!!

- If the lane stays in the pilot stage, bikes need to be registered with a license plate and insured. Plus follow the direction of the road.

- The new road is terrible, worst idea anyone has had yet!

- We have a summer home off of North Ave. You only have a place for one address and I think there is a lot of people with summer homes on the lake that might find it important that you understand that.

- Emergency vehicles cannot get through. You can't turn left. Traffic backs up way to often. And there are very few bikes in the bike lanes. Also, this is Vermont, where you really only have 3 months to ride your bike out of the year.

- It has become so unsafe to travel on North Ave. Why do we put so much money into the bike bath if the bikes are just going to use the roads more now. A very small percentage of them abide by any of the rules of the road yet they want to share. If they want to use roads and have all these changes made for them then I think they should have to register just like an automobile, why should the motorist share the road with someone who does not follow the laws and does not pay for any of the changes. A bit one sided I think.

- # of bikes I see on a daily basis traveling No Ave in the bike lanes... very few,

- The right turn off of Route 127 onto North Ave is a little more harrowing as a car now because it's sharper than expected. As a bicyclist, I absolutely love the new changes and feel much safer as well as less of a burden on drivers. Thank you!

- The changes made were ridiculous, unnecessary and most importantly unsafe. Huge waste of taxpayer dollars

- I am very pleased with the project and want to see more safe bicycle accessibility.

- My email was not accepted so I skipped that portion but I am interested in doing more surveys. My email is wcorrmac@yahoo.com

- I love in Lakewood Estates on North Ave across from Rite Aid and i work n downtown Burlington. The new turning lane for Rite Aid and Lakewood Estates has been become increasingly dangerous to pull into and out of. I have been almost hit head on (on multiple occasions) when waiting to turn in Lakewood Estates by cars attempting to turn into Rite Aid. Most cars do not following the turning lane lines when turning south bound into Rite Aid. Most cars do not following the turning lane lines when turning south bound into Rite Aid. North Avenue feels so much SAFER for driving (central turn lane) and biking. Drivers are far more "alert" to bikers with the features in place.I see far more bikers on North Avenue---of varying ages and fitness levels. More people biking promotes fitness---and long-term health. Thank you for promoting safer driving and biking.

- Bikes belong on the bikepath or the sidewalk. Bikes need to be held accountable, just as cars & drivers are, for their actions. Most bikes have a holier than thou attitude that excuses them from following the rules of the road. If they want to use our roads, they need to be licensed, insured, inspected, and have all safety equipment. Ans law enforcement needs to stop, ticket them, and enforce that bikes follow the rules of the road, just like cars are required to do.

- The whole bike lane idea is a complete waste of time and money since we've put so much effort into the beautiful bike path not even a 1/4mi away. It honestly looks like the Ave look cluttered and not pleasing to the eye
- Bikes should have lights for day and night .
- I've seen some Drivers are being HIGHLY unsafe as a result of their personal objection to the project. There need to be consequences for driving into bike lanes or driving straight through the turning lane all the way down. I'm sad to see my neighbor endanger bikers/runners and each other.
- This change is awful and has ruined commute to and from this area of the city. This change was unwarranted and needs to be fixed as soon as possible. The changes in favor of bike traffic has in fact made the traffic and biking situation much less safe in general.
- The bicyclists I encounter and in EVERY story I hear from other drivers, seem to operate with an overinflated sense of immunity and disregard of basic safety. They constantly make lane changes and cross streets directly in front of moving cars.
- I am buying a house on Staniford rd very shortly. I do find that taking a left of Staniford is a longer wait than when I was younger growing up in that neighborhood. I always have to pull past the stop sign into the cross walk in order to see traffic coming from the left because of a beautiful tree that shouldn't be taken out to solve the problem. You can't see to pull out safely from behind the stop line.
- I think it will be a real shame to get rid of road lanes, specially with how many more people are coming into Vermont and the over congestion of our road ways, this will just slow traffic down more and more. Doesnt matter how many bike lanes you put in bikers do not follow the rules of the road and don't use the bike paths and lanes they all ready have.
- If you can say the flow of traffic on north ave is better now, you are a LIAR. I'm on North Ave 3 to 4 times a day and I've never seen traffic this bad.
- I have come head on with cars in the two what turn lanes on several occasions. Village green and Saratoga are very hard to turn out of now!
- I love the 4 lanes made into 3. Driving is safer and there is a bit more room for bikes. It is much better than allowing bikes to be in the car lanes as an equal to cars (very foolhearty from a safety point of view), but is still not completely safe for bikes. I have occasionally driven on North Ave when there is a back-up at the high school, but this is only one time per day, I believe. Otherwise all is good.
- Turning left onto Ethan Allen parkway from north Ave southbound can take a while during periods of heavier traffic. Not sure if anything can be done about that but it would be nice to improve somehow
- I prefer the tall white barriers over the small zebra bumps. The tall white barriers are a more visible barrier between the bike and car lanes.
- Walking: As a walker, I've been frustrated that I still regularly encounter bicycles on the sidewalks. I'm actually not sure whether this is technically okay for cyclists to do, but if cyclists get free use of both dedicated lanes and use of the sidewalks, that seems pretty out of step with the actual ratio of cyclists to cars+pedestrians. Cycling: No complaints, and I do enjoy the protected lane, although I didn't mind using the right lane for cycling prior to this study, for what it's worth. Driving: Making a left turn from Saratoga/Village Green onto North Ave continues to be a harrowing experience. To be sure, it was not great prior to the pilot (during rush hour), but I do think removing a lane has made it worse. I do like that one lane has removed all the weaving traffic and slowed it down.
- Left turns onto north avenue are nearly impossible now. Try getting out of the credit union.
- I just want to elaborate a bit. I am both a bike rider and a driver and I've lived in both NYC and Burlington. While I am all for both (and other) methods of transport cohabiting I think North Ave signage and paint is messy, unclear and too bulky. Double-paint strips

to separate the bike lane is not necessary especially given the bike path. A single, more narrow bike lane is enough. And at certain intersections it's not even clear whether one is allowed to turn into a street or not (by car). I think you guys are trying to do a good and the right thing here but please have a city planner/architect, etc. re-evaluate and make necessary adjustments.

- I think some of the Seniors living in the Senior Housing need a course in how to access the turn lanes. I see a lot of them half in and half out of the turn lanes. I figure they don't know how to drive into them for the turn.

- Overall a good improvement. But slower traffic has made for continuous lines of traffic that are harder to turn across or to get out of your driveway in the morning.

- Completely unsafe and backed up traffic. The original 4 lanes were fine. Just ask people that have lived here.

- I like the calming effect. I do not think the turtles are necessary by the high school to 127.

- This needs to change back to 4 lanes soon. Accidents are going to be high turning on to Ethan Allen because you are head on with the on coming lane making that turn. Getting on and off the belt line is a hassle and takes up more time now more than ever. Bikes do not need a full lane. Traffic needs to be the number one priority and in the 11 years I've been driving this is the worst I've seen it on north ave. Stop wasting tax payer my money for bikes and just fix the sidewalks for them. The side walk is MUCH safer for runners, walkers, and bikers than them competing with 4 thousand pound vehicles that can actually go the speed limit.

- I don't like the traffic, but it's still a good project overall.

- I wonder why the TWO bike paths running parallel on either side of North Ave were not sufficient for the, what, 4 months out of the year you can ride a bike in VT. They are called "suicide lanes" for a reason, bang up job throwing the new north end back 40 years! Ridiculous!!

- Bicyclists don't obey the rules of the road, I've had a few swerve into the car lane in front of me and almost hit them.. This is an accident waiting to happen!! Bring the 4 lanes back!

- Since the bike lanes have been put in I have seen more biker riding on the sidewalk rather than in the lanes. Also traffic is especially high in the morning while everyone is trying to get to work and school. Lastly it is very hard to pull over for emergency vehicles. Thank you

- The bus doesn't seem to follow the schedule as well as it should. The posts on Ethan Allen Parkway make it difficult for the bus to turn right onto the parkway. The extra crosswalks near Plattsburg ave are a big help when trying to get to the bus stop.

- I live on North Ave. Getting in and out of my driveway has become a nightmare. I rarely ever see anyone in the bike lanes.

- The idea of exempting a church from parking removal is ridiculous. A center turn lane increases the likelihood of head on car accidents which are more dangerous. Some of the areas on north ave are too narrow for people to pull over to allow emergency vehicles to pass. Tax dollars paying to decrease the functionality of north ave for the benefits a few people (bikes) for a few months out of the year is obscene.

- I like the change at the intersection at St Mark's. I would cross the street at the light there and someone would always go through a red light and I have parkinson's disease and moving fast is an issue I have almost gotten hit more times I feel much safer with everything

- Any bike lanes have been improved I have felt the value, safety and ambiance of the neighborhood increase.

- I don't know why you are doing to survey as you have already decided on the project and intend to continue to make travel in the north end increasingly difficult.
- Why do bike paths have to be in the road side of the side walk??? Out then on the outside, walkers/runners in the middle and traffic in the center
- Several concepts o help "single lane" left turns onto No. ave heading north: 1) Line off intersections so that traffic will understand not to block these intersections. 2) place well designed signs stating "do not block intersection" and "allow turns from the left." Consider placing both bike lanes on the west side of no. Avenue with vertical markers so the bike lanes could be maintained by sidewalk plows thru the winter. Conduct education of BHS students so they understand and use lanes correctly. **DO NOT REVERSE THIS DECISION** if data shows decrease in traffic accidents during the pilot compared to last 7 or 8 previous 6 month periods. May of the left turn problems heading north were always there. The question regarding those left turns is: are they safer (i.e. accident data) and how can they be made safer still. I know there were many accidents at Killarney drive and my perception is that they have been significantly reduced.
- In general, I love the changes to North Avenue. However, I greatly dislike the turn lands around Ethan Allen Parkway/Killarney Drive and with it were configured as two lanes with a middle turn lane like the rest of the avenue. The current configuration has made it more difficult make a left turn from Killarney Drive.
- Keep the changes!
- I see no good reason to close the North Ave ramp north bound onto 127
- Here are just a couple examples of the many traffic issues that I have either seen personally or have been told about. I have observed the right hand lane being partially blocked (Northbound) in the area around the entrance to Ethan Allen shopping plaza. In one case it was a UPS truck that was parked in the lane. Another time a bus was stopped in that same area and some cars in the right hand lane were angled at a 45 degree angle trying to get into the center lane so that they could get around the bus. Safe travel was definitely compromised. Using a dedicated bike path which we have in place is a much better solution for bicycle traffic. The number of bicyclists using the bike lanes appears to be very limited.
- The white pole dividers placed at the entrance/exit to 127 make it difficult to turn safely when turning either on to North Ave or on to 127.
- Please change it back
- I was very disappointed while driving by/around the high school the black and white marker and the white poles made it impossible to pull over on both sides for a fire truck and cop I was flustered and worried for both myself and the person needing assistance the car in front of me also feeling flustered just stopped in the road and as there is no where to pull over what was he suppose to do the car on the opposite side did the same thing leaving the fire truck honking at them to move I was very stressed and mad as to what are we suppose to do there was NO where we could pull over! Only way up ahead at the school entrance!
- My son and grandson won't use bike path because it is unsafe. Considering the heavy traffic, it is dangerously narrow. Also the road surface is very rough and hard to ride on. For cars coming up from intervale and turning onto North Ave it is a confusing jumble of stripes and lines. It is hard to predict where cyclists and pedestrians are likely to be. Very unsafe. Turning north on the avenue it is too sharp of a right hand turn. Scary. Needs to be made a more gently turn. The bike lanes are being used by skateboarders and I don't think it is legal, and is definitely unsafe. Vehicle traffic morning and afternoon is sluggish or stop and go. The bike lanes are empty, mostly. Quite a few cyclists still ride on the sidewalk and I don't blame them. They are safer there.

- I've been very patient but it took me 12 minutes or 4 traffic lights to get off Ethan Allen parkway in the morning causing me to be late for work.
- I drive on North Ave at least twice a day most days of the week. The pilot has been frustrating as it was obviously designed for bikers with no thought on how much more dangerous it has been for cars - who are the majority of the traffic. Also, the bike path runs parallel to the entire section of road you changed, so there was never a need to change it in the first place. There are not more bikers using the road then before and since the pilot has started I have seen more bikers using the sidewalk. The lanes for cars are narrower, making me feel less comfortable driving, and I have a small car. Bikers are closer to cars then before, and many of them ride right on the line to avoid grates. This is a problem that's only going to get worse, since the winters/snow plows usually tear up the sides of the roads (just look at the condition they were in before the pilot started). For some reason, bikes are given just as much room in the sections where there are only 2 lanes, which makes no sense to me. The posts and bumps that you placed in the road are a really big problem. It's like driving through an obstacle course. Again, the lanes are really narrow, and its difficult to see the black bumps on the road, even with the white striping. Someone I know hit one of those bumps by accident, and she got a flat tire and lost 2 hubcaps. Also, where are we suppose to pull over to when an emergency vehicle needs to get by? Not to mention, that they're only going to get in the way during the winter when we have snow and the snowplows can't get through. When turning right off of the belt line, the last white post you placed makes the turn way too tight. It feels like you're going into the turn lane, which is usually filled with cars waiting to turn on the belt line. I once had an out of state car stop in the middle of the turn because of how tight it is. During the busy times of day (when I'm going to work and coming home), the 3 lanes makes one long line of cars going both ways. This makes it really hard to turn onto North Ave if you don't have a light to help. I've seen more and more cars pulling out right in front of ongoing traffic. My mom has had to wait 5+ minutes to turn right out of Beserys. Driving on North Ave there is any traffic feels really unsafe right now. It's also frustrating and it makes me grumpy. Even after writing all of this, I have no confidence that anything will be done about the many issues the pilot has.
- what a waste of money
- As a business owner in the north end of Burlington this pilot has been an absolute nightmare. I have a been almost involved in several car accident in the middle suicide lane. There is not enough room for people to turn in the lanes. Your average commute up north Ave is several minutes slower and the bike traffic up the Ave is absolute minnimal. Also I live in the first house on shore road ever since you moved the parking sign in front of my house cars go around the corner faster then they did before which is completely unacceptable and flat out dangerous. I got the emails literally two people complained about the sign and they moved it. It's completely ridiculous just because two people complain you move the sign? There wasn't a single other parking sign moved in the north end I don't know why you found it necessary to move it right in front of my house. It also takes parking spots away from the church... Not that it matters because people still park 2 to 3 spots behind the sign anyways. Which is nice because the traffic slows when people enter our neighborhood!!! I really hope the city of Burlington listens to the residents of the north end who have already voted this no and made it clear WE DONT WANT IT! The mayor will not get my vote along with several people in the north end of Burlington
- You have returned North Avenue to the congested traffic situation it was in before the beltline was constructed. The suicide lane is a real killer. I'd like to meet the genius who decided to implement this whole plan.
- Get rid of the flashing yellow arrows - they only confuse people. Red and green lights are what people understand best.

- Pearl Street needs bike/skateboard lane to where Colchester Ave has it and Church St blocks do as well...
- There are rarely people on the sidewalk. I don't understand why car drivers need to be so inconvenienced. It would seem the use of sidewalks would make more sense for the maybe 100 bicyclists per day at most during the good weather which will be much less in the winter.
- North avenue was a lot better and easier travel when it was four lanes. This new pilot project has been nothing but a problem not only for drivers but bicyclists as well. 4 lanes had its issues but it has worked for so many years and it shouldn't have changed. Bring back the four lanes for north avenue!!!!
- 1) It would increase safety for bicyclists if there was no on-street parking between the Boardman Fire Station and the Burlington Police Station. The removal of this on-street parking would help the police and fire departments navigate with more safely and with less delay through traffic when responding to emergencies. 2) North Avenue needs to be swept by DPW more frequently. Debris/litter/gravel/glass collects in the bike lane area, which leads to flat tires and safety issues. 3) The CCTA buses speed along North Avenue. Police should ticket speeding bus drivers.
- I am very unsatisfied with the new lane change and no parking and bike lane. I have been working at a job site for a house that had a fire with NO parking available I have to walk a 1/4 mile and some times more just to do my job because you decided to take parking away for BICYCLES....
- Turning onto North Ave exiting the Beltline is a horror story. Too many posts, the Lane is too narrow and the rush hour congestion is too much. There is no room to pull over when an emergency vehicle is trying to get through!
- I live on North Avenue and I only seen the bike lanes used about ten times. In return, it slows down traffic, makes crossing North ave on foot a lot more dangerous. Please go back to four lanes for safety for those who cross North ave on foot and for those who drive on this road on daily bases
- Why was this so overcomplicated? Regular one lane bike lane leaves room for cars and bikes. On Some areas on the ave it appears bikes are the primary user based on road design.
- During the school week I leave Sunset Drive and travel up Plattsburg Ave and then onto North Ave to drop 2 of my kids off at Hunt. THEN I take a right out of Hunt and travel back towards Sunset Drive and continue on to the Beltline and Drive to IAA to drop off my two other kids. I have times this trip at least 10 times in the last couple weeks and backtracking to the Beltline to get to the ONE takes 12 minutes less than going up north Ave to get on the Beltline to reach the ONE... this is not acceptable
- the bike path should work just fine. most streets will lead to the bike path. that is what my & others tax dollars paid for. thank you.
- I've had conversations with a few North Ave-area residents and businesses whose skepticism of the changes seems partly based in the perception that because they didn't actually witness a lot of people using the bike lanes, their existence is superfluous. With this in mind, I feel it's important to stress the importance of not just apparent use/usability but ACCESS. Our city's roads and the service they provide need not be the proprietary domain of cars/etc. Having a safe way of travel for those taxpayers on bike, whether by necessity or choice, is an issue of not just convenience but social and economic EQUALITY.
- this project has caused a lot of safety issues. the lanes are narrower especially near the high school. the dead zebras and white poles are very dangerous especially when emergency vehicles are trying to get through. it causes vehicles in the road to have no place to go except stay in the lane which is illegal and can cause further accidents. the bikes being allowed in the road is a huge mistake!!! there is no way around them when the

lanes are narrow...you are basically stuck behind them going their speed which causes more traffic delays. the bikes DO NOT obey the rules of the road. they fly through red lights and stop signs which is illegal and causes more accidents. if the bikes are allowed to be in the road then they should be forced to obey all of the rules, which include having to register their bikes with the DMV, have insurance on their bikes and lights. if cars need to have all of this to be in the road then the bikes should be forced to also. they should also be forced to have motors on their bikes. otherwise the cars should be allowed to drive on the sidewalks!!! with the single lanes, if you get behind the city bus, you are now on their schedule and have no way around it which causes more delays. the speed limit is 30mph for most of the avenue, but drivers only go around 20-25 especially in the mornings which also causes delays and no way around this. i remember when the avenue was made into 4 lanes and now it's put right back to 2 lanes. what was the point of making 4 lanes to begin with then? i don't believe that this is just a "pilot project" and that if it doesn't work that it will be put back, people are being told that just to shut them up and the city will do what they want anyway no matter how much damage this causes. you know the old saying "if it ain't broke, don't fix it"well it ain't broke so put it back the way it was!!!!

- The low/high delineators are more dangerous to drivers and bikers than just having painted lines. The closure of the belt line on and off ramps creates congestion and increases the risk of an accident. Turning on to north ave is more dangerous now since traffic is now swerving into the turn lane to avoid traffic turning on to north ave.

- Like it

- The "armadillos" and pylons are dangerous. This should be two lanes on each side and a center turn lane. Bikers ride on the sidewalk anyway and early anyone uses the bike lanes. I don't understand why these bike lanes are needed when we paid a lot of tax money for the waterfront bike path?

- I have lived in area for most of my life and the changes on North Ave after bhs r dumb and should be put back the way it was some times change is good not this time

- Love the bike lanes and the traffic flow when I drive has not been an issue.

- The traffic light at North Ave+127 intersection is not timed effectively - consistent issues with cars coming from New North End getting onto 127 going at same time as green light indicates a left turn onto North Ave (towards town) is viable. Regular honking and almost-collisions. Also better bike law signage at this intersection would be useful since there are lots of inexperienced cyclists who aren't sure how to proceed or navigate that intersection.

- I have gotten stuck behind a bus numerous times and in the new configuration it is nearly impossible to pass them which can almost double my driving time. The two lanes tapering into one bike lane is extremely confusing for drivers. I still see bikers regularly using the side walk rather than the bike lanes and I understand because I find it more comfortable for everyone involved. Also it is very frustrating as a driver to have my comfort compromised for the very few bikers in this end of town, when we have a perfectly good bike path running parallel to North Ave. This project is a very frustrating waste of resources and money. I am so disappointed.

- The turning lane arrows are all pretty off with the actual turns. Some places theres just not enough room, like turning into rite aid for example. Also I am a frequent driver on north ave at all different times and the traffic/congestion is pretty bad at all times but especially at peak times in the morning and the evening. Since I live off of north ave I drive up and down several times a day an I hardly ever even see people using the bike lanes, some days I dont even see one biker. One last thing, between vt 127 and bhs where the 'Armadillos' and sticks are is very unsafe if a emergency vehicle needs to get through, theres just not enough space to pull over. Thank you.

- I regularly visit friends and shop on North Avenue. I rarely see bikes using the lanes that so many changes have been made to accommodate. The posts and zebra rocks seem unsafe.
- I moved to North Ave/Little Eagle Bay in May 2016 from the ONE. When I moved I was impressed how well everything flowed on North Ave - but that was in May. Now all the changes have been made and I am seeing a lot of safety issues with traffic being tighter together. Living in Little Eagle Bay we have to drive in to on-coming traffic to turn in here. Winter roads will make this intersection more dangerous. I don't think LEB needs a light - no light - just maybe back to the way it was. It seems like there is plenty of space for a bike-lane without taking away a full lane for cars. Thank you for accepting public input. I have empathy for how challenging this puzzle is to solve.
- Well done
- I'm all for making commuting safer for bicyclists, but they do already have a bike path to use that runs parallel to North Ave. And those armadillo-like lane divider lumps bolted to the pavement in some areas are potentially deadly to motorcyclists, who deserve consideration themselves. I've already heard of plenty of damaged cars from these things because they had to swerve to avoid a collision; if a motorcyclist has to swerve and hits one of these things, it could literally kill him/her. Does the city want to be responsible for killing legal, licensed, registered users of the road? At the very least take these time bombs out, but better yet return North Ave to what it used to be and encourage bicyclists to use the bike path that's been available to them for years. But if you are going to cater to bicyclists and make life miserable for drivers and dangerous for motorcyclists, then at least hold bicyclists accountable for the rules of the road -- ticket them citywide for running stop signs and red lights, cutting off motorists, turning illegally, etc. They're welcome to share the road, but they should also share the responsibility.
- The biggest problem is the bike lanes. They are not always used by the bikers and 99% of all bikers do not follow traffic laws. They do not stop for traffic lights. The bike path was built many years ago for biker safety and now they don't want to use it. As a car driver if I hit a biker I will be at fault no matter if they are following the law or not. Get them out of the streets.....
- I find it very irritating that we voted NOT to do this and the city did it anyway. I feel that the bike path is already there and we certainly don't need this foolishness on a state route that we fought for years to accommodate the flow of traffic we have. I just feel that the city "fathers" did not serve this huge community well.
- Still not easy to cross North Avenue when walking. No pedestrian markings. When are they coming. I hear complaints about the intersection with North Avenue and the entrance to the Beltline. I have no trouble but others don't like it. Intersection at North Avenue and Institute Road is odd. The bike lane going south seems to disappear.
- Why do thus survey the city will do what ever they want no matter what people say.
- The whole setup makes no sense. The new dividers make it impossible to pull over for emergency vehicles making me feel very unsafe while driving around the curve near the High School. I thought North Ave was fine how it was and it looks like the city spent a ton of money and I actually feel less safe driving on the road now. Overall extremely negative first impressions.
- 90% of bikers should be using our terrific and recently upgraded bike path. It could be lit and plowed removing these arguments for the need of the north Ave bike lanes
- We have a nice bike path running parallel to North Ave. It seems like it would be safer and more efficient for travel along this corridor to utilize separated 'motorized' and 'non-motorized' routes, since they already exist. Climate and weather conditions make bike travel impractical for most people a substantial portion of the year.
- It would expedite traffic if the ramp was still open to enter 127 heading north on North Ave.

- The city always fails to consider fire and police vehicles when recreating the city's structure. This was a very bad program. Nowhere to pullover and come winter no one will use the Biermann Lane therefore making the lane useless
- I am very concerned about the barrier (posts and bumps) during the winter. They have to be removed we can't take them in and out each season. Also I rarely see bikers on the ave.
- I see more red light running. Bicyclist not obeying traffic laws which puts cars at risk. This is really an issue. The light at Ethan Allen parkway when green is dangerous for right hand turns and bikers. Suicide lane being used incorrectly
- 1. The "pilot" changes are a mistake. Biasing the entire infrastructure away from 'car traffic' severely inconveniences the large majority of users of that infrastructure - that is exactly what has resulted. 2. Turning from and onto North Avenue at many times is now much more frustrating and delay-filled, increasing unsafe actions.
- In general, I quite like the way the lanes have been configured and have not experienced delayed traffic, though I'm usually not driving up North Avenue during high traffic times. I do not like the turn off of the belt line onto North Avenue though, as it's too sharp. Having the center lane reserved for turning, has made me feel much safer both making left turns off the Avenue and back into it, and traffic flow feels better and safer; cars are no longer speeding to pass and zigzag and zag in out of traffic. I have seen much grumbling about bikers on the road and how dangerous they are and how this doesn't justify having protected bike lanes on the road for them. I disagree with the second part of that sentiment. Bikers should be on the road and should have safe lanes in which to ride. However, many bikers in Burlington are incredibly dangerous about they ride and do disregard many traffic laws: riding through red lights and stop signs, not stopping for pedestrians in crosswalks, not using hand signals to indicate turning, riding the wrong way in traffic or not wearing adequate reflective gear. This doesn't mean that streets should be made even more dangerous for bikers, but rather that the city needs to do a better job of reaching out to bikers and educating about how to safely ride on the road, as well as having follow-through consequences/penalties for those who don't.
- Some of the changes of 4 to 3 lanes are similar to Rte 15 from Susie Wilson Rd to 5 Corners in Essex Junction. They work well there and have stood the test of time. The changes to North Av follow a similar logic for turning traffic which are not radical. Change is hard for some. Having safe bike lanes is also great. Bikes in the road without them is dangerous. Also, allowing bikes to ride in the center of a lane as on some other roads creates real tension for drivers due to the speed differential. A bike lane, where possible, benefits drivers and bikers. The city also needs to raise bikers' awareness as to road rules. Many bikers forget they are subject to same rules as a car at lights, stop signs and when turning.
- I am pleased with the changes, they slow traffic down a bit. More importantly, if the changes keep even one person from getting run over it is worth it.
- I drive from the Old North End to the New North End along North Ave to visit the parks in that area of Burlington. I understand that the changes have been done to make it easier to walk and bike, but I find the drive to be so much easier and more pleasant now. In the past, it seemed like there was so much pointless lane switching. As someone who drives, I like the new design much better.
- I was surprised there was not a question about bus stops. The busses hold up a lot of traffic now that they can't pull over to the side.
- as a driver, I feel safer with one lane- I no longer have speeding drivers trying to pass me in narrow lanes.
- negative: heavy congestion at 127 southbound 8am, north bound 5pm. difficult to turn left onto north ave (cross lane) during congestion periods. positive: very

few bikes seen, still think bikes on north ave are unsafe. average speed during light traffic periods is higher. easy to travel 35 mph, even following a string of cars at 40 mph is not uncommon. i think drivers feel safer with the buffer of the middle lane.

- Turning left from Saratoga ave onto north ave during high volume times is difficult, many times I have to turn right and turn around at the pharmacy.
- When emergency vehicles come through several sections of North Ave there is no way to pull over due to the polls seperati g the bike lane. It is very dangerous and often clogs up traffic.
- Multiple times I have encountered a neighbor driving in the center lane southbound all the way from Village Green to the belt line, this seems unsafe. Turning into Village Green I narrowly misses a bicyclist because she came past stopped vehicular traffic as I was turning left. She was not visible. Also, seems like more bicyclists are not wearing helmets while in the bike lane. I do appreciate the bicyclists who have the proper gear and are using hand signals and proper lighting and reflective clothing.
- Getting into No Ave from 127 needs a traffic light. Getting onto Shore Rd from North Ave needs a light. Had to wait 3 lights to get over. When deliveries are made to Bessery where do the bikers or cars go to? When deliveries are made for the Chinese Restaurant at the shopping center they park on the Ave. When an emergency vehicle comes along where does the car go? All valid questions to a stupid solution. Bikers still use the bike path and when they use the streets they do not abide by traffic laws
- When trucks are making package deliveries to residences between Institute Rd and Rt 127 it is unsafe to pull over because of the barriers.
- Bicyclists are not being held accountable for the rules of the road also.
- I take care of my parents, ward 4. Entering and exiting any street from BHS to Shore Rd. Is risky and difficult. Traffic is continual without breaks. I grew up in the New North End. I saw the development of 2 lanes to 4. The residences of the north end is high. We need 4 lanes for our safety! Tax payers also paid for a bike path and changing the curbs to ramp down for bikes. Cars are not a minority in this high traffic area. My life matters also!
- After the first week of adjustment, changing the pattern of driving was easy. I have not felt that school starting has made much difference. I drive the Avenue sometimes 2-3 times per day. Has there been any repercussions of the barriers when people need to move to the side for emergency vehicles?
- Extend bike lanes into Burlington!!!!
- The lane changes between the 127 intersection and Shore Road are an improvement. This area of North Avenue is much less of a raceway during my commute.
- This new plan has made it more difficult to pull out on to North Avenue and potentially more hazardous. Also if we're going to have bike lanes we should stop people from riding on the sidewalk, especially in the wrong direction. With split second opening in car traffic it can be almost too late to see the cyclists coming the wrong way on the sidewalk. Last weekend there were more cyclists on the sidewalk than in the bike lane.
- Biggest problem is no one understands how to use the new bike lines (going against traffic) and the lights at 127 are very confusing for most people. The right hand turn off 127 is way too tight.
- There still needs to be more education on the part of drivers and bikers. Bikers should know how to use the bikes lanes (understanding that they should not travel the buffer zone, should wear helmets and use hand signals in addition to the perennial problem of not stopping at red lights and stop signs) especially now that there seems to be more bikers using the Avenue. Drivers should know that they cannot park in the bike lanes or stop in the bike lane to drop off their school children because its easier than going through the school drop off areas. I would like to see police presence to help with those drivers who continue to pass buses and other drivers who they deem too slow especially between the shopping center and Shore Road.

- I think that the city of Burlington has already gone above and beyond for bikers by creating bike paths on both sides of the Avenue. I have great concerns about the Zebra Shells near the high school. Those are going to cause more accidents than they will prevent. My daughter just got her permit and has been driving these last 3 weeks. She is most uncomfortable around that corner because cars are pulling away from the shells and crossing the line. I also have great concerns about the winter. Bikers don't bike in the winter. Rt 127 often gets closed for bad roads. The traffic is going to bottle neck worse than usual on the avenue with one lane going in each direction. Everyone I've talked to hates the "Pilot" which seems to have been voted for by those who don't live in our area of Burlington.

- If bikes are making this much of an issue on our roads, they should somehow pay towards maintaining and changes on the roads. Maybe thru bike registrations? Also, I have seen many bikers not obeying the rules of the road. Are they being stopped? What about skateboarders I have seen in the lanes? I am also ashamed of the obstacles placed as you come into our community? Really? How is snowplowing going to work?

- It would be nice to have a left turn green arrow off of North Ave onto Ethan Allen Parkway. It seems that bikers have to still navigate over the pot holes and the water run off drains that force them to either go out into the road or onto the sidewalk. Bikers are not following the rules of the road. Bikers are using the side walk and the pedestrian crossing lights when it suits their needs. Pedestrian cross walk are for pedestrians not bikers, unless they are children, but still they should walk their bikes across the road.

- I have a safety concern about the sporadic use of the "middle lane" as a passing lane by vehicles clearly ignoring the posted speed limit. This appears most frequently between Ethan Allen Parkway and the Rt 127 intersection.

- Get rid of those zebra stripe bumps in the road and poles. They are unnecessary and unsafe! There is no space to pull over for emergency vehicles and will be issues during the winter, not to mention and eye sore.

- We love the new bike lanes, and the improvements have made North Ave easier to drive. I have fewer motor heads making bravado moves or riding my ass. In general, almost everybody on West Road seems to love the lanes, or is basically fine with it because it is equal representation for other modes. I have noticed, however, that a very pissed off and vocal minority is making this situation ugly. I believe that there are times to respond with commensurate bile - we are fucking sick of small-minded and uneducated individuals impeding any sort of infrastructure improvement because it doesn't align with their extremely limited life experiences. We are equally sick of how shitty automobiles make society and would love one hour of life without some asshole lighting up their exhaust pipes. It's a neighborhood. We don't want to live in sprawl next to a highway. DR, Ph.D

- I'm puzzled about the reference to making the street safer for pedestrians. As far as I can see, there were no improvements added for walkers, only bikers. And just as many bikers are on the sidewalks as ever. On most of my trips I have seen maybe one or two people using the bike lanes, and sometimes none. But always there are several bikers on the sidewalk. Also, the congestion for cars at the high school intersection and the 127 intersection, and the idling which causes more air pollution, seems to me a net loss. I would think that, with the millions put into the bike path, which parallels North Avenue, that would suffice for bikers.

- People do not know how to use the turning lane which makes it incredibly dangerous when people enter at the same time going opposite directions and encounter head on collisions or people not being able to turn into the two lane road so they blindly pull into the turning lane in an attempt to merge while other drivers are trying to use the turning lane or people getting in the turning lane way too early and riding it down causing extreme

confusion and danger. There is also a bike path that goes the entire length of North Ave that is 100x safer than encouraging bikers to bike on a busy road and causing congestion by taking lanes away for them. Also, those lane dividers by BHS are also unsafe for when an emergency vehicle needs to get through and nobody can pull to the side of the road because there are barricades. I've lived in the new north end of Burlington my entire life and drive through this multiple times a day and it's ridiculous, I have studied transportation engineering and this makes no sense for the situation. Oh and when school starts in the morning North ave is backed up past fire station 4 in inching traffic. You don't solve a speeding issue by creating road rage and dangerous scenarios. As far as number of collisions I wonder how many were driver error rather than system issues, because the new system has a lot more causes of collisions.

- More cross walks on north avenue between bhs and Ethan Allen shopping center
- Travelling the section of road where the changes were made are a disaster . I have personally seen on several occasions autos making contact with both the upright and ground level markers causing the vehicle to temporarily lose control ! There is a bicycle path already in existence . In one week the # of bicycles I have counted on this strip was 50 over 7 days . Retain the good parts and scrap the rest . Besides what we don't need is more cost .

- Adding a line for people who bike to/from where they are going has not stopped them from being in the car lane at all. It was a complete waste of time. I personally feel that there is no reason why they can't use the bike path or sidewalks. When I used to ride a bike I always used the sidewalk. They get in the middle of the lane like their "special" lane isn't good enough. It creates more traffic now than there's one lane for cars. It should have been left alone. In order for cars to be on the road they have to be registered, inspected and insured. Does that mean we can expect this for the people who bike as well?? A road was made for cars not bikes.

- This pilot has been successful in slowing vehicle traffic and dramatically improving safety in the corridor for all modes of transportation. Hope it stays!

- As a bicyclist, I love all of the changes, and for the most part, I love the way that the traffic flows while I'm on North Avenue. Without a doubt, though, the single worst impact is my ability to turn left onto North Avenue from Saratoga Avenue. In the morning, cars have been queuing up, waiting for a break in southbound traffic when the light at Ethan Allen Parkway changes. Folks from Killarney Drive and Village Green jump into what little break there is, and the result is a steady stream of southbound traffic. The reverse is true around 5pm during the week, as the northbound traffic is heavy (even worse than in the morning), and with the right on red at 127, there are hardly any gaps in traffic at all - and you can't even pull into the center lane to wait for an opening. I think the morning issue could be solved by a longer length of time where all lights are red at Ethan Allen Parkway, but not sure what can be done for the afternoon. I am also worried about what happens when snow comes and traffic is even slower - will I be able to turn onto North Avenue at all? Overall, I do like these changes - it's just that getting onto North Avenue has been negatively impacted.

- Since the "Pilot" Project has been implemented I have personally observed and/or been involved in the following situations. First, I have observed more bikers using the sidewalks than before the Pilot Program. Also have noticed that a number of bikers have been going in the opposite direction in said bike lanes. While stopped (going in the North direction) at Ethan Allen Parkway because the red no turn arrow was in effect I have had cars pass on the left using the turn only lane just to move quickly through the intersection. I find this to be unsafe. While travelling South on North Ave after leaving the Ethan Allen Shopping Center I observed a female biker (30-40) also travelling South approximately 1/2 block ahead of me. As we were approaching the intersection of Lakewood I noticed that the light at Ethan Allen Parkway had turned red, thus stopping the traffic. The biker

also noticed and made an abrupt left hand turn (without any hand signal or notice) so as to get to the Rite Aid side of North Ave where she moved onto the sidewalk. Question? It was understood that as part of the PP(Pilot Project) additional crosswalks were to be established for the safety of pedestrians (and in this case bikers) Had there been a crossing walk at that location (Lakewood) she could have crossed safely as traffic must stop for pedestrians in the crosswalk not controlled by a light. This is also the case for Killarney Drive and Village Green, Saratoga Ave in addition to Lakewood Estates. Theoretically if you were a pedestrian or biker that resides on these streets you would have to turn right (Village Green, Saratoga Ave) to walk or bike North to Ethan Allen Parkway, Little Eagle Bay to safely cross so that you may travel South on the Avenue. The same can be noted regarding the residents of Lakewood and Killarney in the opposite (North) direction. I am glad to see that the DPW has removed some of the Picket fence type barriers by the curve before BHS heading South. My husband and I were travelling south at that location when we saw an emergency vehicle (ambulance) coming in our direction. There was no where for us to pull over so we just stopped. Had there been traffic on the North bound side they would have had to locate a spot to get over the armidillos. I find this situation highly unsafe. Although there are fewer barriers there it would still be impossible to pull over to the side of the road. Another problem that I have encountered is trying to turn left coming from the Credit Union near the intersection of Lakewood. Even during the daytime (not even heavy traffic hours) it takes a bit to get out to make the left turn. I also have these concerns: Even though last winter was mild with not much snow and/or severe weather conditions as in ice conditions, anyone who has lived on this end of town for as long as I have (46 years) is aware that we have had frequent closures of the Beltline in the winter because of high wind and or ice conditions. During these times and especially if it occurs during high traffic times North Ave can become a "parking lot" with traffic from Colchester forced up onto the Avenue....and that was with TWO lanes that could be utilized! Also with regards to winter, I am looking at the additional expense to the taxpayers to keep the bike lanes free of snow. DPW's first priority would be to clear North Avenue which will push snow into the bike lanes (times 2..both sides of Avenue) which would have to then be cleared and after that then the sidewalks can be cleared. It seems we would be paying double for the PP (Pilot Project) area in snow moving expenses. In summary: I don't believe that this project has increased the overall safety of the North Avenue corridor...It has made more obstacles for drivers to negotiate and that is NEVER a good thing! In addition many bikers "drive" their vehicles with reckless abandon, never following the rules of the road, IE: stopping for red lights as cars must do, Many of them just quickly look both ways and continue on their way. If a driver were to do the same in a situation where no traffic was coming there would surely be a ticket involved as there should be. Why should bikers do no less as their actions could be the cause of an accident also? These are called "Rules of the Road" for a reason! Before the PP Burlington already had two well established bike routes into the city. One along the waterfront and another along the Beltline, which was costly and is severely underutilized. Perhaps we need to promote those options to those who choose biking as their mode of transportation. If we are going to the additional expense of maintaining the two bike lanes on North Ave particularly in the winter months, perhaps those funds could go towards maintaining those two paths thus making North Avenue a bit more safe and providing a safer biking environment for the biking community. I look forward to hearing what the DPW decides in the near future. I do admire that many bikers enjoy the health benefits of biking and the cleaner alternative to driving and if I were able physically I might be joining them, however if that were the case it wouldn't be on the unsafe and congested North Avenue under the current PP conditions. Thankyou

- Retired from the State and used to work at DCF where the Motor Vehicle Dept. was on North Avenue for 7 years so familiar with how the "old" road used to be with congestion, speeding, etc. Recently moved to North Avenue and think this new pilot project with 3 lanes is more comfortable, traffic seems to flow evenly, lines are clearly marked and I regularly go back and forth several times a week and have experienced no problems...good job!

- The redesign has created even more unpredictability, congestion, displacement of traffic to the Beltline during rush hour times. The center lane creates dangerous scenarios with cars trying to utilize it while traveling in opposite directions. Turns, especially left turns, onto North Ave have become very challenging (sometimes dangerous) with some forced to turn right and then turn around to continue their trips. All of this is occurring against a backdrop of very light, often non-existent, bicycle traffic using the newly created lanes.

- It's dangerous and I really hope that it goes back to the way it was before .

- I like how it has reduced the rapid lane changes - I feel safer! Also the previous lanes were too narrow. One small problem - When headed north, I have seen a couple instances of people jumping in the center lane to turn left on to Shore way too early. Hopefully that will stop.

- One of our biggest concerns is the area near Institute Road, Burlington High School, and the Beltline regarding the lack of space to move a vehicle, etc off the road or out of the lane for fast or slow moving emergency vehicles approaching this area from either direction, our experience with this has not been positive. Also the concerns of snow removal and plans for such in this same area?

- Turning north from Lakewood Estates onto North Avenue is much more difficult and can take several minutes, sometimes as long as three light changes. The winter snow will likely make it even longer. The wait time can be so frustrating at times as to cause one to make risky maneuvers just to find an opening in traffic. I think a traffic light at Lakewood Estates is necessary with this new traffic pattern.

- I really appreciate the city's efforts to make North Ave safer and more accessible to bikes and other modes of transportation. I know many people still ride bikes on the sidewalks, but I think it's largely out of habit and being unfamiliar with riding in bike lanes. The more lanes we have throughout the city, the more people will use them!

- I feel that all the work on North Avenue has not helped in anyway with safety. The few people that I see using the bike path are going in the wrong direction or not wearing helmets. I also noticed that more bikers use the sidewalks.

- Though the congestion and longer travel time has been stressful, I do prefer increased safety for cyclists and pedestrians. Turning off North Avenue has been very challenging with the yellow flasher only.

- The beltline changes seem very dangerous especially with all of the barriers and the wide turning off the beltline. Traffic seems backed up more than ever in the morning and afternoon. Taking left turns onto North Avenue is not as easy as it was before. Why do taxpayers have to give up parking in front of their homes? The parishioners at St. Marks did lose parking that many elderly used on North Avenue across from Messiers gas station. Lifelong New Northender-since the circle is never going through (as my parents thought it was when they bought a house out here 46 years ago) this pilot has made our commute anywhere longer from the new north end. While I do find light traffic times in the middle of the day okay with this project, the barriers seem like an accident waiting to happen. What happens when snow plows start up?? Why was the rest of the city allowed to vote on this? It seems most people who live here and work here are the ones who use the bulk of it. Most people really don't have to use this road otherwise-it certainly is not a corridor (except for Mallets Bay residents-perhaps they should've been allowed to vote!) for commuters or frequent traffic. Backups are very frequent and I drive this road every single day -that lead light onto the beltline is yellow arrow going south-why isn't it

green???? the wide turns off of Ethan Allen Pkwy and onto Plattsburg Ave are not well constructed. Overall I am very disappointed with the amount of people in wards 4 and 7 being ignored by the agenda our city has pushed down our throats. We pay for a bike path-how about sprucing that up and plowing it for bikers in the winter to use? I haven't seen a lot of bikers since this project began, except on sidewalks and frankly I would have my kids use sidewalks if they wanted to bike on the Avenue-seems like a Williston Road or Shelburne Road-a route for vehicle traffic. Williston Road did this same thing and I never see bikers there either and I'm on that every day as well. Not impressed with this at all and I really hope you read this because I have said nothing as this debate has brewed the past several years and torn apart our community. I do feel there is a majority of people being ignored and I hope you read everything they say on these surveys although from what I've observed, this is another agenda and done deal and the few who are loud and happy with it get what has been forced on the rest of us.

- I am personally more comfortable driving with this new system. It is easier to get out of side streets such as Village Green and various streets in that general area. Traffic seems to be slower with no cutting in and out of drivers. I would like to see it stay this way.

- I still feel that we need more separation of cars and students walking to school. So a car can't veer into a crowd of students, a jersey barrier at the Rock area.

- More crosswalks would be great (especially by Bessery's) and pedestrian flashers would be so helpful! Thank you for this project

- Comments: 1) Traffic congestion is crazy in the AM (7:30-9am) and rush hour (4:30-6:30pm); 2) Not sure why the speed limit is 30 mph anymore because the most you go is 25 at best during the day and 20 mph during rush times - which is creating an extra 5-10 minutes for me to get to work in Winooski (almost 30 minutes now!) - The traffic needs to get back to 30 mph...period; 4) Hate that there is no lead green arrow when turning onto the 127, only a yellow flashing arrow shows after the light turns off from red...never used to be like that...backs traffic up 4) Bikers need yield signs near 127! BIKERS SHOULD NOT ALWAYS HAVE THE RIGHT OF WAY! Cars coming off 127 onto the avenue should not have a flashing yellow or red arrow when turning right....so confusing and the bikers need to yield to cars coming off 127..put up signs to tell them. 5) Cars continue to use the middle lane as a travel lane and not just a turn lane....dangerous, (example: when traveling south, to get onto 127, cars are not supposed to get in the turn lane until the white striped line but you REALLY need to look as I have had numerous cars in the turn lane well before the turn lane onto 127. 6) To be honest, for the amount of time I spend on North Avenue, I cannot understand why the change was made when I don't see many bikers on the avenue. In fact, my neighbor, a HUGE proponent of the darn bike lanes, continue to use the bike path.....so why is that?! 7) Going North, the bike lane merging into the turn lane onto Plattsburg Avenue is not well designed... 8) I have had to get onto North avenue from Ethan Allen parkway a few times and it takes forever for the light to turn green...were the road sensors removed at this intersection? It's terrible...and when you need to turn onto the avenue when it is flashing red, not easy and not safe! 9) The one positive comment is related to the white poles coming off 127 and going onto Ethan Allen parkway....after a few months someone finally smartened up and moved them back so the turning right in both cases is much better (meaning you don't feel like you are going to hit the poles or cars in the other lane. 11) The exit/entrance from the shopping center near Smitty's needs to have the island removed. Since people have the middle turn lane, they should be able to use that street when heading north and wanting to pull into that entrance into the shopping center. 12) The parking that was removed on the avenue going north past St Marks did limit the parking for older/elderly people that go to St Marks. Yes you left spots directly in front of the church but the spots that were removed were used too. Overall: I get what

people were trying to do with the change but it is not working. People who live in the new north end already feel like 'they can't get there from here' easily and this change to satisfy a very small fraction of bikers in the city is crazy.....the bike path runs PARALLEL to North Avenue and is made for bikers....if the bikers want year round bike commuting, plow the bike path in the winter. That should be a heck of a lot cheaper than the pilot project and probably a lot cheaper than how long it will take worker to take up/replace those ridiculous armadillo things every year. I ask that you please reconsider this pilot project.

- I was on the fence on the whole thing and ended up voting no. Wasn't sure if it was the right choice at the time but if I would have known the outcome I would have hit the no button so fast and hard. It was my understanding along with everyone by the discussion on Front Porch Forum that the problem was the 4 lanes between the beltline and the shopping center,so the proposal was to turn it into 3 lanes. There was no discussion about messing with 2 lanes as that was not the problem. I think that if anyone knew that they you were going to mess with the 2 lanes as well with post and armadillos most everyone would have said no. It is absolutely ridiculous and a safety hazard for cars. Surprised there hasn't been an accident yet. At night passing by the post at the high school you better be ready. The car lights coming at you makes you want to move a over a bit but you cant because your like 3 feet from the post. Especially going north up the hill by the school, cars appear and you feel like the lane is so narrow because of the damn post. Speaking of post the ones that are there turning right off the beltline are not placed properly. The last two stick out further and to avoid them when I turn right my left tire hits the yellow stripe of the suicide lane. I mean really. all that had to be done was change the lanes to 3 between beltline and shore road as we were told. Absolutely no need for a double stripe. I envisioned 3 lanes with one line painted like 7 or 8 feet from the curb case closed and that's it. Why go to extremes and think before the city and these supposed traffic engineers change things. You cant even think of little things like for years people complained about the issue of turning left onto Ethan Allen parkway so they turned into Rite Aid. There was/is a reason for that. You have to wait and hope for an opening so you don't have to wait for another light. With added congestion it is worse. Try turning at 4:30 to 5:30. If I am first in line as soon as the light turns red I turn, so am taking a left turn on red. How about a left turn green arrow for like 15 seconds like they have where there is a bit of traffic..Anyway neither here nor there bottom line is all that was needed was a single stripe further away from the curb with the three lanes which was the plan. Works just fine just like that after shore road. Bikers would have loved the extra width vs the foot they had. No reason to mess with the 2 lanes which were not the problem. Remove the damn post which are just making it harder and less safe for drivers with the narrowing of a two lane road.

- Aesthetically, the changes look terrible (especially the high polls near 127 and North Ave intersection. The three lane change wastes a lot of space and slows traffic.

- I think the changes to North Ave make the road considerably less safe. It is very difficult now to turn onto North Ave since there is only one traffic lane. Also I see very little bike traffic. In my travels on North Ave there are few if any bikes on the road. Why do we have to put up with this all year long. when in the winter there will be virtually no bike traffic.

- Since these changes were made, I have made an effort to count the number of bicyclists on the avenue when I'm out. There are too few, in my mind, to warrant the big changes that have been made to accommodate them. During rush hours, turning left out of Lakewood is frustrating. Instead of waiting for shorter, double lanes of cars to pass in both directions, I have to wait for a long string of single lanes of cars. Often when one lane clears, there are cars coming in the opposite direction. By the time they pass, cars in the once freed direction now come again. We have lived in Lakewood for 50 years. The

number of cars on north avenue has ballooned whereas the number of bicyclists has risen very slightly. I understand that the city is trying to be bicycle-friendly. The bike path parallels North Ave. Steer bicyclists there and off the avenue!

- No place to pull over in case of fire truck or ambulance due to barriers. Left turn onto North Avenue takes FOREVER due to steady uninterrupted stream of traffic in single lane. That's very dangerous due to people losing patience. Bike lanes in places are only 2 feet wide and it's all pot holes and / or storm drains = impassable. Very few bikers. It would be safer for all to put bikers on the sidewalks.

- I understand the need for multi modal roadways, but the humps and posts increase the risk to drivers of cars making the car lanes awfully narrow and make turning off the Avenue more of an inconvenience. If you want to make bike lanes as safe as possible separate them from car lanes by a median, give them their own traffic lights (which bikers should follow) and then look to the Netherlands for extremely well thought out bike lane infrastructure.

- The barriers installed near the high school to protect cyclists have reflected negatively on the pilot as a whole. Many people feel that this short section of the pilot is over-engineered, a wasteful use of funds, and especially ugly. If this section of road simply separated cars and cyclists with painted lines, like is the other 95% of North Avenue, then the pilot would be received more positively.

- For the bike part of the survey, it might be helpful to ask questions about specific parts of the North Avenue route -- i.e., the parts where the nature of the bike lanes change. For example, I feel that safety in the area around the Ethan Allen shopping center has been significantly improved, while the area south of the High School is still quite unsafe. Questions that treat all of North Avenue as though it were all the same may not give you the kind of feedback you need.

- I run a car & limousine service as well as drive for Uber. I don't mind the reduction to three lanes, I actually think it works to reduce "left turn frustration". My main issue is with the modifications between the high school and 127. There is literally no place to pull over for emergency vehicles. The delineating posts and humps are ugly! What were you trying to accomplish by eliminating the on/off slip lanes to 127?

- I object to the fact that the corridor ends when Ward 3 is reached and there is on street parking that pushes all of the bicycles that have been encouraged into the only lane for cars. Get the parked cars off the street! I almost had a head on collision when I turned into the turn lane for Shore Road and was almost hit by a car going south that wanted to turn left into a curb cut just south of Shore Road. Also, while traveling north on North Ave, at the elevation just next to the grave yard below the high school, I was almost clobbered by a police car traveling south at high speed going south in my lane coming up out of the low part of the road. I had to dive right and was lucky not to have had a biker in the lane. Fortunately, the car just behind me saw the police car at the same time and pulled right as well. Finally, the DPW is now investing on the lake side bike path. That's wonderful and over due. It is also the natural and appropriate solution to the whole mess. It goes to the same place downtown!

- Although I don't agree with the lane change at all for me the worst part is the barriers. The first week they were in it was bumper to bumper traffic and an ambulance was trying to get through. There was no way to pull over because of the barriers, it was scary and unsafe and I really hope no matter what the outcome with the number of lanes that there will be no barriers.

- I have lived in Vermont for 60 years and make frequent trips to Burlington to visit my daughter and the lanes changes are awful! Traffic in Burlington is horrible and making this change makes it that much worse. A change to make traffic more congested makes visits from rural areas not want to come to Burlington and take business away from Burlington

shops. Not only was the lane a poor decision in regards to traffic and congestion but I cannot understand

- I feel as though I am still stepping aside for bikes on the sidewalk all the time. Between two bike paths, a great portion of the road, why shouldn't bikes have the sidewalk, too?

- I would hope you extend the bike lane to at least JJ Flynn if not the whole avenue. For kids biking to school it makes no sense that it stops before the school and the busy intersection of Plattsburg Ave. Also if you could make plans to allow for pulling over for emergency vehicles and for the buses to be able to pull over to pick up people without impacting the flow of traffic. I love the new bike lanes and hope to see them stay and improved.

- Traffic backs up exiting the Beltline...and it's so much less efficient with no right lane for constant easy merge entering north bound. I rarely see bikes using lanes. Eliminating two lanes at the north bound intersection with Ethan Allen Parkway causes congestion. Interaction with other motorists is tense, people scream, wave fists, flip fingers...it's has divide the community. Bicyclists that use the roadways in the city flagrantly ignore stop signs and all traffic laws. It is insulting that they carry no insurance, pay no registration, and have such an entitled attitude. I own a bicycle, pay attention to traffic, respect traffic laws, and only use the public roadways to access the Burlington Bike Path...I refuse to use ride on North Avenue.

- I hate everything about it. It was not thought out at all in the process of making and designing. The barriers near bhs are not safe at all. You cannot pull over for emergency vehicles at all. And I'm not about to blow out a tire or damage a rim on them. If you wanted to do it right with 3 lanes. You should have had someone with a brain design it. Go take a drive over to IBM. They have three lanes at the entry. During morning hours they open two going in and one coming out. During evening hours it switches. They didn't need line changes to make this happen. All done by lights. Not saying it would work that way for North Ave but morning hours for example 6:30 am to 9:00 am should be two lanes south. Then after 9:00 am it goes back to the way you have it with the middle being a turning lane only. Then at 4:00 pm it should be 2 lanes north bound from 4:00 pm to 7:00 pm. All you need to do to make this happen is a extra double sided light over the middle lane that changes from a green arrow to a red x. That would be using your head. And further more. The lanes are way to skinny. Driving my full size truck and trailer every day. My trailer is wider the any other vehicles on the road and my tires both passenger and driver side touch the lines at the same time. I have no room to swerve out of harms way if needed and if I did I'd probably get someone killed or seriously hurt.

- Hi. I am troubled about the lack of space to move overwhelm an emergency vehicle needs to travel many parts of north ave. I have been stuck with no where to pull over when an ambulance needed to go by. My second thought is that bikers should be required to wear helmets on the road to give them more protection. As drivers, I am required to wear a seat belts but bikers want to be on the road without this requirement. Thank you.

- My only complaint is exiting and entering the beltline - it is too confusing

- In the winter how will people know about the lane configurations. Anyone not familiar with it is going to treat it as 4 lanes with snow covering lines.

- I would like to have seen a widening of the sidewalks and repairs made to the bike paths. The bike lanes will be not be utilized in winter and traffic is going to be impacted by the pace of much slower drivers who are afraid to drive in snow causing lots of motorists to be late for work or appointments. Before this implementation it felt like the roads facilitated a new north end community. Now it feels like the character of the neighborhood has changed and not for the better and the street looks like a street that you

would expect to see in New Jersey or some other state, and does not fit the character of our community. It really is quite ugly.

- This is the worst thing that could have ever been done to north ave! Traffic is awful I can't even get out of my driveway at 5pm

- I live off of North Ave and work at C.P. Smith Elementary School. I take a right off Village Green on to N.Ave and make a right on Ethan Allen Pkwy twice daily. In the mornings between 7:30 am 7:45 . I have seen children biking to school or walking at the intersection of North Ave and Ethan Allen Pkwy. What I have witnessed is cars racing to beat the "no turn on red" arrow, making it more dangerous than it already was, and it has been dangerous for a long time. I have seen bikers using the lanes in the wrong way and are not following the rules of the road, and I see very few bikers in the mornings. I also have witnessed drivers becoming impatient and dangerously passing busses and cars in the center turn lane. The light at Shore Rd is very unsafe with cars frequently running red lights. I feel like a tragic accident is going to happen before anybody responds to our concerns here in the New North Ave. There is also a section of the corridor as you approach BHS from the north where the lanes curve and narrow so tightly that a head-on collision seems inevitable. This is a big mess and we would like it returned to the previous version. Also, the idea of adding crosswalks without signals is absolutely absurd! Someone would have to be crazy to risk crossing North Ave without the flashing lights that have been installed on Pine Street. This is a very bad idea. Who is coming up with these concepts?!!

- Bike lane dividers are being used as obstacles, bikers are weaving in and out of them.

- I bike to work from Starr Farm to College St year-round. I prefer to use the Island Line path as much as possible to avoid vehicle traffic, but since the path isn't maintained in the winter (which would be nice...), this pushes the year-round bike commuters onto the surface streets. For me, this is North Ave. I greatly appreciate the effort that's been made to improve safety for cyclists on North Ave, because it was a pretty harrowing experience commuting on that road prior to the changes. That said, when I'm heading north, passing through the intersections at the 127 interchange and Ethan Allen Parkway has been stressful given the possibility that drivers will not look before making a right turn into the bike lane. This is especially concerning at the Parkway since it is still a relatively high-speed right turn for vehicle traffic. Although I believe the project on the whole is a huge improvement and that it was desperately needed (I'd be embarrassed for the city if it was abandoned), speaking as a bike commuter, these intersections need a little more work to improve cyclist safety. Perhaps more salient reminders to drivers to check for cyclist traffic when turning right at these intersections? Thanks!

- Harder to get on and off of north avenue. Middle lane is dangerous. people are not sure when to hop into it and some don't and try to turn without going to the middle. This is in good weather and what will happen in bad weather? Sometimes you have to wait one or two lights just to get onto Shore Road. Beltline entrance is poorly designed when driving both ways. It is always congested at this point and I hope I never encounter bike at this point.

- I have not seen many bikes using the bike way?...Waste of money! We need more crosswalks from Poirier Place to other side of No Ave...near bus stop! People young and old have a hard time crossing to make the bus or shopping!

- My biggest concern is when traveling north or south between Institute Rd and the Beltline on ramps. The white vertical dividers and black and white "footballs" create a significant hazard when either a Emergency vehicle is approaching or trying to pass or when oncoming traffic needs to enter your lane to pass road work, etc. There's simply no place to pull over without risking damage to your vehicle. Also, there has been a few near misses when traveling north and trying to enter Lakewood Estates when a southbound

vehicle is pulling into the Rite Aid parking lot. The duration of the traffic light signals at the Rt. 127 on ramps could be improved as well. They're fine during regular hours but need improvement during rush hour.

- Complete waste of taxpayer money ! We have the bicycle path that they can use . Very very light bicycle traffic no worth the tiem or money . Fix the pot holes in the city .

- I've started bike commuting to work from Burlington to Shelburne and the bike lanes have made the stretch in Burlington safer and more convenient. I also feel like the lanes have encouraged more people to try cycling more.

- I actually feel safer driving in separate lanes from bikes, but what happens when an emergency vehicle needs to come through?

- The poles and 'armadillos' are unsafe because it is hard/sometimes impossible to clear the way for ambulance and fire trucks, or getting out of the way from a drunk driver

- I am surprised to admit that the three lane configuration makes things more safe. I do have some problems with the new configurations however. The turn onto North Ave from Ethan Allen highway has become very stressful. Because you expanded the pedestrian zone you now have to turn right before turning left. And the curved dotted line you put in stresses me out. I see no need for this change. Likewise, turning onto Ethan Allen from North Ave is stressful. You have to take a very wide turn into the path of the oncoming cars. PLEASE return this configuration back to normal. Also the standing poles and tires between 127 and Burlington High are annoying and block your ability to go around a turning vehicle. Please remove them. Please extend the dotted line on North ave from the turn onto 127. It needs to be much longer. The same can be said for the dotted line from the turn onto Plattsburg Ave. Those short dotted lines make it much more stressful. Also, please tell the bikers not to use their strobe lights or flashing lights. We see them fine with a steady light. I am a migraine sufferer who has neurological difficulties. The strobe and flashing lights are incredibly stressful. They can literally ruin my week. The bikers overdo it. And I think you should study the relative safety of allowing bikers to use strobes. They can make things unsafe for auto drivers. Please check this out. Call me at 802-540-0779 if you wish to speak further. Sincerely, Scott Taylor

- I fully support efforts by the City to make North Avenue safer and more inclusive for all types of users, including drivers, bicyclists, pedestrians, and public transportation users. Previously, with the 4 lane configuration, the avenue was not safe for all users. Drivers drove too fast and too close to bicyclists, and they almost never stopped for pedestrians in crosswalks. With the 3-lane configuration, the avenue is safer for all. I would like more to be done to assist people as they try to cross North Ave to access to the lake and the wonderful parks in the area.

- I have a number of comments and suggestions for the project. The new configuration seems to aim to create congestion as a way of slowing down traffic. The roadways should facilitate transportation, not impede it. Cars are the predominant mode of transport using the avenue yet the changes have made the roadway less safe for drivers, particularly the use of the barriers between Ethan Allen Parkway and Institute Road. What will happen with the barriers in the winter when there is snow? Will these obstacles be removed so that the plows can clear the roads effectively? In some places, particularly between the Rt 127 interchange and the high school, the combined area of the shoulder and the bike lanes are wider than the lanes for cars. This makes no sense. I have seen bicyclists riding side by side here - because they can - when I in the car have to sit behind car after car heading up North Avenue. Cars sit behind the buses because no one goes around the bus. Cars slow down when one car wants to turn right or left because there is no room to go around it. The lanes at the Rt 127 intersection don't line up so when I'm sitting at the light waiting to make a left turn on to the Beltline, cars heading north are driving right at me until the last second when the lane lines jog to the right as the cars go through the intersection. At the top of the hill by the high school, the narrowest point of North Avenue, the roadway

includes a bike lane, a marked off shoulder, the barriers, and then the narrow car lanes that have a more articulated curve to the left when the road curves to the right. How is this configuration safer for car drivers, let alone anyone else? Cars make up 99% of the traffic on the avenue and all the changes have been made to accommodate bicyclists. I cannot support these lane changes. If this configuration remains, changes must be made. A turn lane on the southbound side of the avenue at Shore Road and Heineberg Road must be created so southbound traffic doesn't get backed up there. Why were parking spaces left for the Catholic church? Why were these spaces not eliminated like other parking spaces along the avenue or why was not a curb cut created? A better turn lane is needed for cars making a left turn in to the Rite Aid parking lot. There is no middle turn lane here and so many cars (more cars than are turning on to Ethan Allen Parkway) don't know where to wait to turn so they stop in the travel lane. Again, this holds up traffic and makes for sudden stops that create unsafe conditions for cars. Why the barriers at the northbound turn on to Ethan Allen Parkway? These barriers force cars to make an exaggerated right hand turn when the roadway was previously nicely constructed to facilitate a turn from the avenue on to Ethan Allen Parkway. Similarly, why were the ramps onto and from the Beltline to North Avenue eliminated? These were designed to facilitate traffic flow and the new design aims to impede traffic flow. I don't understand why the city would want to do that. It is already difficult to get to this end of town and this project has only made it more difficult. Now we have the North Avenue slog, I try to avoid it as much as possible and that is unfortunate. The new bike lanes have not ensured that bicyclists are making better driving decisions. I still see bicyclists driving against traffic (heading south on the northbound side), cutting across traffic, driving through red lights, riding without lights or reflectors at night. All the same behaviors I saw previously - now they just have more space to do it in. Again, I do not support these changes. Make space off the roadway for bicyclists. Facilitate traffic flow for the modes of transportation that use the road the most - cars. Get rid of the barriers that make the road an obstacle course and that will only make the road more difficult to travel this winter. Thank you.

- I LIKE the new green arrow when turning left onto North Avenue from Heineberg. Otherwise, I haven't noticed any benefit from the changes. Overall, the road is more frustrating to drive on, both because traffic is now slower going BOTH directions during the morning commute, and because the bike lane markers are horribly confusing to bikers and car drivers alike. I am much more stressed out driving North Avenue now, especially in the area south of Ethan Allan (where there are raised bumps and poles now to delineate the bike lanes). Also...what are cars to do if there is an emergency vehicle trying to get through in this area? There is now nowhere/no way to pull over!!

- Change can be difficult & sometimes hard to accept as best for the greater population. I understand opposition to safety when \$ might be spent on sidewalks etc. Suggest more "factual" details on cost, traffic/ accident data etc.

- I love to bike and take bike path 4x a week to town Etc and choose to avoid the road chaos on North Ave. I can not understand why, with a terrific safe bike path in parallel , we do not simply make several bike- safe perpendiculars from path up to North Ave at intervals, rather than crowd the street? As a health care provider, I truly worry about the safety of bikers., and winter worries me even more as armadillos Etc are removed and cars slip and slide.

- Entire process has been handled skillfully and professionally. Thanks for improving North Ave. traffic for both motorists and bicyclists.

- Turning left out of Lakewood Estates onto North Avenue is dangerous and there are not enough "traffic openings" to make the left turn during the morning & evening rush arrows. Cars wanting to turn right have to wait a long time (at times close to 5 minutes) while waiting for cars ahead to make the left turn. In addition, the North Ave shared

turning lane makes for confusion to cars trying to turn left on to the avenue. In general, there's too much visual distraction with the lines, the poles, the bumps and my worry is that for someone who is not familiar with driving in this part of town, or for new teenage drivers, it is NOT intuitive and creates more risk for the safety of the cyclists. Also, there should be a stop sign for cyclists heading north at the point where North Ave & 127 intersect. This project makes no sense to me. We have a beautiful bike path and for the quantity of bike traffic on North Ave, this project is unnecessary and dangerous due to the confusion it creates on the road. In theory it's a nice idea. In practice, it's a mess!

- This project is very unsafe. There are not enough bikers that use it and when they do they still ride in the road not in the bike patch. The traffic is so bad I don't shop at hanifords anymore or eat at restaurants on north ave. I avoid it as much as I can and shop and eat in colchester. When I do take north ave bikers are disrespectful do not follow the rules of the road such as stopping at lights or stop signs they also doing say in there lane many time I see bikers in the center turning lane biking all the way down the street. I hate the changes over all and the poles and bumps by bhs are horrible they are unsafe and that area will be impossible to plow in the winter time. As I said before I hate the changes and want the old traffic patters back

- Used to be proud of the openness of North Av in comparison to City Center. Not as much now. All plastic "behavior modification" items installed on the project are an overreach as far as changes are concerned, with the plastic tube pylons possibly more of a distraction, than a safety device. The "dead skunk" lumps between Alliance Church and B.H.S. are impractical and really strike me as more of a of a retribution tool to the more vociferous opponents of the project, than safety dividers. The Ethan Allen Parkway south entrance demarcations are overly complicated and truly not intuitive - even if re-landscaped by curbing - vs. the plastic stakes. Three lanes appear to not materially slow traffic -- although I may prefer four. Mine is not a reactionary take. This person's opinion is not to "ban the bike lanes", as I've biked them, and have walked THE SIDEWALKS for 40 years. To all who put many hours of effort into this, it is appreciated, but less so the subtle propaganda. I envision North Avenue as a major artery for growth of transit in the future, leaving the less traveled side streets to - the sought after quaint country thoroughfares of others.

- Much much safer. No slower for cars other than a few seconds going from 127=>North Ave, but so much safer. Prefer the vertical sticks to the tires, both are better than paint, but ALL a big improvement.

- The changes on North Ave have made it safer for vehicles and bikers and I think it should be made permanent.

- I have mixed feelings about this project. I do wish other alternatives, better access to the 2 existing bike paths or widening of sidewalks, was given more consideration-I don't like building new infrastructure, when there is already an existing one. Mostly, I still see unsafe behavior on everyone's part-bikers still enter the traffic lane to avoid the sewer drains, motorized bikes use the bike lane and cut off bikers, and cars are not any more careful. I am trying to be objective and have been biking, walking and driving on North Avenue to see if it feels any different, but I can't quite decide. Mostly, if you could do one thing for me please get everyone to stop with the signage on public property. I am so sick of it all. 'Keep calm' signs are very patronizing and do not keep me calm. Thank you. I appreciate your efforts.

- I live in Ward 4 and primarily ride my bicycle in the neighborhood to go from our house (near Plattsburg Ave) to the Ethan Allen Shopping Center for shopping for dinner. The changes have made cycling 1000% better. I also believe that the 3-lanes for car traffic is much much safer. It is going to take people (especially drivers) some time to get used to the new configurations and get comfortable with them. I hope that the City properly weighs some of what I believe is complete short-sightedness on the part of the motorists

that are against the changes with the long-term benefits to the community out here. I went to the public meeting on Sept 20th and I know the "anti" crowd was very very vocal, but my actual impression at that meeting was that the crowd was much much more evenly split and perhaps more people were even in favor of the changes (though they were definitely not the loudest). I just bought a house in this neighborhood because I think there the New North End has tremendous potential. If you turn this neighborhood back into a car-dominated environment where cyclists don't feel safe and the pedestrian env. is unpleasant, then you've sealed the fate of this neighborhood to stagnate. A couple of additional specific thoughts: (1) I think that near the bend in the road (south of 127, you could actually probably give the car lanes a little bit more room so they might feel safer (especially because there are so many of the armadillos and reflectors in that area). (2) it seems like most of the negative comments have to do with areas south, no matter what the fate of the bike lanes in that area, I hope you'll separately consider keeping the new configuration between Ethan Allen Park and Plattburgh Road. These are providing extremely important connections in this neighborhood, even if they don't connect all the way downtown. Thank you!!

- Bike lanes should subject to bikers only, not joggers/walkers, pedestrians and pedestrians who are wheelchair/motorized wheelchair bound. Also the traffic of bikers using the lanes should travel in the direction of automobile traffic and follow the laws/rules of the road, ie. Stopping for red lights and stop signs and continuing when it's their turn. The amount of space the bikers have is wider than the lane the automobiles have, not sure how that is logical. Also some car drivers are driving well UNDER the speed limit causing traffic delays, as well as some people not knowing how to pull completely into the center turn lane has danger of being hit from behind or just plain causing an accident. Also seeing a biker on the sidewalk is ridiculous, spend all this tax money for bikers to use the sidewalk instead? Another unlogical reason.

- I have a hard time turning out of my neighborhood now because of the congestion of only two directional lanes. I feel unsafe turning left because of the congestion and I feel unsafe turning right and left because I am nervous that bikers will be focused on their biking rather than looking for cars blinkers showing the direction they are turning.

- Should have left it alone

- I cannot believe that the City of Burlington thinks that there are a lot of accidents on North Avenue. And to add obstacles that would have potential for accidents is pure rubbish. I have lived in the City of Burlington all of my life . Why not prevent accidents on the Beltline, Shelburne road, corner of Shelburne road and Home avenue including a SUV rollover on that corner not to long ago. These are some areas in Burlington that need traffic studies. Who conjured up this study? Bicyclists need to adhere to the rules of the road through out the City Of Burlington. I can't believe how many I have seen on my way to work and home both on North Ave and North St darting out in front of traffic and not wearing proper equipment or proper lighting on their bikes maybe you guys need to study on them. Makes me sick to think of the kind of "accident" they would be in.

- Thank you for using money to build lanes for people who don't abide by traffic laws.

- Been riding my bike on North avenue for decades . This is a huge improvement for pedestrians and will help encourage more people to bike. Just seeing what's happened in NY City the past 10 years after they started putting in more bike lanes makes this improvement a no brainer. Short term pain long term gain.

- I really appreciate the barriers to the bikers and flashing turn signals. As a driver, it makes me more aware of the bikers and more comfortable with where I should be and where they should be.

- I think the project is wonderful! I appreciate having a safe byway for my children to ride their bikes to school and having a safe option for commuting downtown by bike!

- I feel that the high/low delineators (stanchions, armadillos) work well to establish the buffer zone at intersections, but are generally unnecessary in between. Their role could be played by street-level reflectors without hampering traffic's ability to clear the way for emergency vehicles. Perhaps a few stanchions at the apex of the curve by the high school would help keep cars out of the buffer zone and bike lane without otherwise impeding emergency pull-offs. Thank you for being responsive to comments in that area and especially in the creation of the bus pull-off area by the shopping center.
- Just because I'm dissatisfied with traffic, doesn't mean I want to go back to the way it was prior. Just highlighting that we have a traffic issue in the new north end, and for that matter, all of Burlington, that needs a holistic approach to address. I do not want to roll back bike lanes because of it. That is short-term thinking. The problem with traffic will just continue to get worse as more people move to Burlington and more development happens. The former Burlington college development is just going to exacerbate things. We need to start talking about an all encompassing plan to make our streets safer, more bike/pedestrian friendly, and deal with traffic.