

September 20, 2016

Comments at during Public Forum

Notetaker: Nicole Losch, Sr. Planner

Facilitators: Cindy Cook, Adamant Accord; & Chapin Spencer, DPW Director

Bicycle data: 4 intersections

Armadillos: backing out is difficult, difficult when emergency vehicles pass, they are loud when a vehicle hits them

127 intersection: trailers can't make a right turn

Bicyclists: run red lights

North Ave is access to shopping, hardware - working well

Bike and car commuter: feels safer, slower traffic, no major backups, understand frustration with protected lane

Online survey: April brainstorming with Task Force and Council = mail, shopping center, knock on doors - without this it is difficult for seniors and others without FPF, Facebook; paying for study that won't be complete

Survey: why such a tight deadline, why not March ballot? Survey allows more questions about modes and different parts of the corridor. There are other ways.

4' passing law: applies to North Ave? Yes, applies to all vulnerable users. Officers can use discretion to determine what is unsafe or reckless

Feels safe on North Ave for 1st time. Calming effect on traffic. Pilot is a test and learning process for everyone. Will take time and cooperation.

Bike commuter, pedestrian in winter, no car: before pilot cars did drive too close and was unsafe; project has helped

Bikes to Sr. center: sees more courtesy, esp. truck drivers, more space around bikes; drivers let cars in at intersection

Safety: center turn lane doesn't make drivers feel safe, unsure of what to do when passing a bike and making a right turn, making a left turn southbound is difficult near shopping center - near head-on collisions, need enforcement

How did this all come about when bike path exists and majority of population resides in Burlington?

Lakewood resident: loves road diet, peaceful to walk, bike; not just for bikes but to slow traffic and ease turns

Data: find a way to visualize, use heat map, hour of day - show slower/speeding traffic; leverage data in a way that everyone can grasp

Concern: NNE voted to not bring this forward; a lot of money being spent on this project; city also proposing bike path upgrades in same area; path is safer and redundant

Project needs trust in city government - language from pilot required public support from NNE - current survey won't answer that - proposing short survey in all NNE mailboxes - advancing resolution to extend survey deadline - would allow everyone to complete survey - without mailer would need vote from NNE

Biker on sidewalks: concern for conflict of interest from DPW and RPC - should have ballot vote, paying attention to NNE

Feedback is mixed, frustration with trying to get data - all information should be posted on website

BPD: will see notes and encourages direct feedback, crash information will be posted on BPD website with thorough audit of parking lots/streets; public safety: hasn't made streets more unsafe for anyone, expects data will show safer for everyone - balancing safety vs. other data

Lakewood, frequent driver: feels unsafe driving with 40' ROW and 10' lanes, esp. next to trucks; 2 lanes with center lane feels much safer and slows traffic

12 y.o. bikes - space near high school feels much safer with separation from cars, feels they won't be hit by a car

Village Green: has always had to wait to turn onto North Ave, appreciates only crossing one lane for left turn now; may take 20-30 seconds longer but safety outweighs additional time; feels unsafe by those disregarding traffic patterns, passing in center lane, driving in bike lane - very concerning for children

DPW: arrogance with this project, goes against other process like resident parking; pilot programs like dog park become permanent

Data: takes an extra minute to travel but doesn't match up with neighborhood anger

Sometimes biker, sometimes on sidewalk - felt very safe, this feels like too much

Process: meeting not warned very well, electronic signs advertise survey by phone but didn't advertise meeting, small meetings let DPW develop their own consensus

Drive, bike: dislike this has become bikes vs. cars issue, is about safety and livability; only limiting to NNE doesn't consider others who pay taxes for North Ave; pilot is working - data

results; was highway through neighborhood, could be thriving neighborhood street with more activity

West Rd: 90% happy with whole project - 2 lanes and turn lane, bikes have more room; problem with protected lane - how was decision made? How will these not be destroyed during winter maintenance? Why not rumble strips; already have dedicated lanes with paint

Lakewood, was on Task Force: shocked at how good this is working, thanks to Jason; borrowed radar gun and witnessed several cars 40mph+, but no longer - doesn't match with data, doesn't see high speeds anymore; never too soon to remove bollards

Concern for safety of children riding in protected lane, when protection is removed; sidewalk riding is just as safe

Questions to opponents: what would victory mean - 4 lanes return or proof to city hall? About bike lanes or stopping rising costs of living in NNE? Will it remove hostile attitudes toward bicyclists? Bicyclists currently biking may choose driving.

Lakewood, primarily car commuter: loves pilot study - calmer, safer for children walking along Avenue - more separation from vehicles; sees more bicycles, easier to turn left; thanks for time and consideration

Lakewood: situation week of school resuming with 911 emergency - stuck next to protected lane, couldn't pull aside anywhere, was more scared than any other situation; unsafe for BPD, BFD and drivers - how will this be addressed

Bike commuter, prefers lake path but appreciates bike lanes - daughter to Barnes and bikes to school, drives to school - likes 3 lanes, people are more civil driving; seconds others' thoughts on improved safety; asks for education about how to use center lane to use as a lane to merge when turning left; Avenue needs more crosswalks - update?

NNE resident for 35 yrs - has never biked on North Ave, children at Hunt and BHS - only use sidewalk; Trust issue: 2 main Wards voted against this but it happened anyway - not about taking bike lanes away but listening to the majority and respecting the voice of the people; has no faith in survey accuracy - not transparent; data seems like an abnormality - sees bikes on sidewalk still

Emails received: how many for/against, how will survey weigh into decision; if the vote was turned down by residents once, why would it still go forward and why are we asking again

When bollards are removed, what will they be filled with? Grease?

Appletree: growing up was told to ride in street after age 12, path is not plowed or lit - unrideable half the year - leads to waterfront but not many other options; family, friends others who work in NNE and should have opinions about project

Stress about opposition and animosity - supports project, drives Avenue 24 hrs/day - sees kids riding to school - is safety and community issue - yes bicyclists need lights and to obey laws, etc. but takes time

Data: % of survey results if paper vs. online? RSG: online and paper surveys - predominantly online now, national surveys show accurate and adequate representation of demographics and population - appropriate # of different age groups, paper surveys over represent certain populations

NNE lifelong resident - always had room for bike lanes before but weren't put in; 4 lanes before didn't have room for 4 lanes; feels safer with buffer space esp. with texting and driving; bike path expenses are a separate issue - more recreation and not efficient; North Ave and beltline are options for cars

Representation: 10% response rate in NNE is amazing - this meeting is largest meeting in this room; uses Avenue to walk, bike, bus - feels like neighborhood street

Hartnett: initially opposed project, added amendments to resolution, didn't support ballot last March but wanted 2017 to hear from NNE; 1st week of project and still wants protected lanes removed; don't need protected lanes in that area - have enough room, creates other issues; asks for patience going forward and have NNE weigh in 2017; Council will ask for more time for survey in fall

Bike lanes are safer than sidewalks, esp. for older children; works much better driving and biking now; easier to access stores, etc.

Protected bike lane: would be disappointed to see it removed; spacing now seems wide; no real demonstration of impact to BPD/BFD; North Ave is wider than Pearl St, etc. with parking on both sides; long term options would be more aesthetically pleasing

Bike commute and drive: with 4 lanes took 127 because stressful; feels safer now; biking feels safer with lanes; bike lane ends at Washington, Bikes May Use Full Lane sign but people don't know what that means

Claire Point resident, walk and bus, rarely drives: bus pull-off was helpful - can also go into east side? Still issue northbound trying to pass bus

Crash data: 2014 doesn't add up in Types