Public Opinion of the North Avenue Pilot Project

Complete results from the follow-up opinion survey, May 8 through June 9, 2017

Prepared for Department of Public Works, City of Burlington, Vermont

by

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Introduction

The Castleton Polling Institute, at Castleton University, was hired by the Burlington Department of Public Works to conduct a follow-up study to one conducted in September and October, 2016 by the Resource Systems Group (RSG). The study focused on public perception of the North Avenue Pilot Project, which redirected traffic on a segment of North Avenue in the New North End. The project overview states that the project, "involves signal improvements, measures to make North Avenue safer for vehicles, pedestrians, and bicyclists, and temporary restriping and intersection changes between Washington Street and Plattsburg Avenue" (accessed online on June 8, 2017 at https://www.burlingtonvt.gov/DPW/North-Avenue-Pilot-Project).

Survey Instrument

The survey questions on the North Avenue Pilot Project Follow-Up Survey were modeled after the first survey on the project conducted by RSG in 2016. The project sponsor and funder, the City of Burlington Department of Public Works (DPW), provided the Castleton Polling Institute (CPI) with a list of requested additions and item deletions to the survey instrument and asked that CPI ensure that any changes would still allow for the majority of the data collected to be comparable to the initial survey results. CPI reviewed the requested changes and provided suggestions. DPW and the Burlington City Council reviewed and approved the final survey before distribution.

A copy of the instrument is provide in Appendix E.

Methodology

The survey did not employ a probability sample. Instead, the objective was for as much inclusion as possible. The population targeted for this survey was adult residents of the City of Burlington. Because DPW had an interest in responses specifically from residents located near the Pilot Project (City Council Wards 4 and 7), registered voters in those two Wards were invited to participate in the survey via postcards sent via first-class U.S. Postal Mail (Appendix F). The list of registered voters was provided by the City of Burlington (via direct download from the State of Vermont's Voter Registration database) to CPI. A total of 8,344 initial postcard invitations were mailed on May 5, 2017. By the end of the study period, 1,327 of the initial invitations were returned undeliverable by the U.S. Postal Service.

To allow for participation of those not living in Wards 4 or 7 or who did not receive a postcard invitation, the survey was also made available through other means. The survey was advertised on Facebook, through Front Porch Forum, through a link at the end of the survey for people to share with others, and through other efforts by the City of Burlington, including two city-wide Front Porch Forum postings, social media postings, the DPW website, and on two roadside electronic message boards along North Avenue. Copies of some of the advertisements for the survey are in Appendix F.

For administrative purposes only, two surveys were running (a closed survey for those with the invitation from Wards 4 and 7 and an open survey for all others). The open and closed surveys were identical except that the open survey asked all respondents whether or not they received a postcard in

the mail about the survey. The links distributed to the open survey directed respondents to a webpage on Castleton University's website that provided similar information to the postcard and had a link directing respondents to the web survey site. Screen shots of the survey are presented in Appendix E.

The survey opened for collection on May 5, 2017 and the final survey was accepted on June 8, 2017. The original timeline for the survey was extended from May 29, 2017 to June 4, 2017 per DPW request. During the weekend of June 20th, the survey was inaccessible due to a server issue. To help accommodate any respondents who were unable to access the survey at this time and in response to citizen requests, an additional reminder postcard was sent by DPW to those in Wards 4 and 7, whose initial postcards had not yet been returned by the U.S. Postal Service undeliverable and those who had not yet completed the survey on the closed survey site (n=5,821). For ease of use, this postcard directed respondents to the open version of the survey. With this additional postcard, respondents were also informed of the survey deadline extension to June 4, 2017. The reminder postcard can be found in Appendix F.

The reminder postcard was mailed by the vendor May 31, 2017. In order to accommodate those who contact the Polling Institute who could not complete the survey via web after the reminder postcard before the deadline, Polling Institute staff offered to complete the survey via the telephone and allowed survey completions past the June 4, 2017 deadline until June 8, 2017.

Demographics of Respondents

Data cleaning

In total, we had 3,739 responses to the survey, 1,427 took the survey through the closed, password-protected version set up for residents in the New North End (NNE, Wards 4 and 7), 2,228 took the survey online on the open version (many of these respondents also being in the NNE), seven people took the survey over the telephone (with Castleton staff reading the questions), and an additional 77 responded by mail. The survey was only administered in English, but respondents could request a translator by contacting the Polling Institute (which only occurred once during the field period).

Table 1. Method of taking the survey, includes valid and invalid cases

Survey Method	*Count*	*Percentage*
Online	3655	98%
Telephone	7	0.2%
Mail	77	2%
Total	3739	100%

In order to ensure that any resident responded to the survey only once, we required either that (a) respondents use their unique access codes provided by mail (for Wards 4 and 7 only) or that (b) respondents enter their name and address on the survey form. We also only included responses from adults, age 18 and above. In conforming to the need for verifiability, we removed 46 duplicate responses, 346 responses without valid name and address, and 11 from respondents under 18 years old.

The most common duplicate response was from people responding on both the open and closed survey (29 cases); in these cases, we retained the submission on the closed survey provided it was a fully completed survey. For duplicates on the open survey, we retained the first completed response. In addition to identifying duplicates by name and address, we also analyzed duplicate IP addresses, to find survey responses that were identical. In total, we removed an additional 17 records, judged to be duplicates.

In order to validate a survey response, it was necessary to have the respondent's name and address; 346 cases did not include this data or included invalid addresses, making it impossible for the research team to recognize the response as unique (non-duplicative). Consequently, those records were removed from analysis.

Table 2. Valid cases and reasons for removal from final data set

	Count	*Percentage*
Valid responses (no duplicates)	3336	89.2%
No name and/or address to verify	346	9.3%
Duplicative response	46	1.2%
Under 18 years old	11	0.3%
Total	3739	100.0%

Population data

Our data closely matches the population distribution in the New North End (NNE), although our city wide data does not reflect the overall city's population well. The survey respondents in the New North End are representative of the broader NNE population in terms of age and gender (see Table 3); on the other hand, the survey respondents from non-NNE under represent younger adult residents, particularly residents aged 18-24.

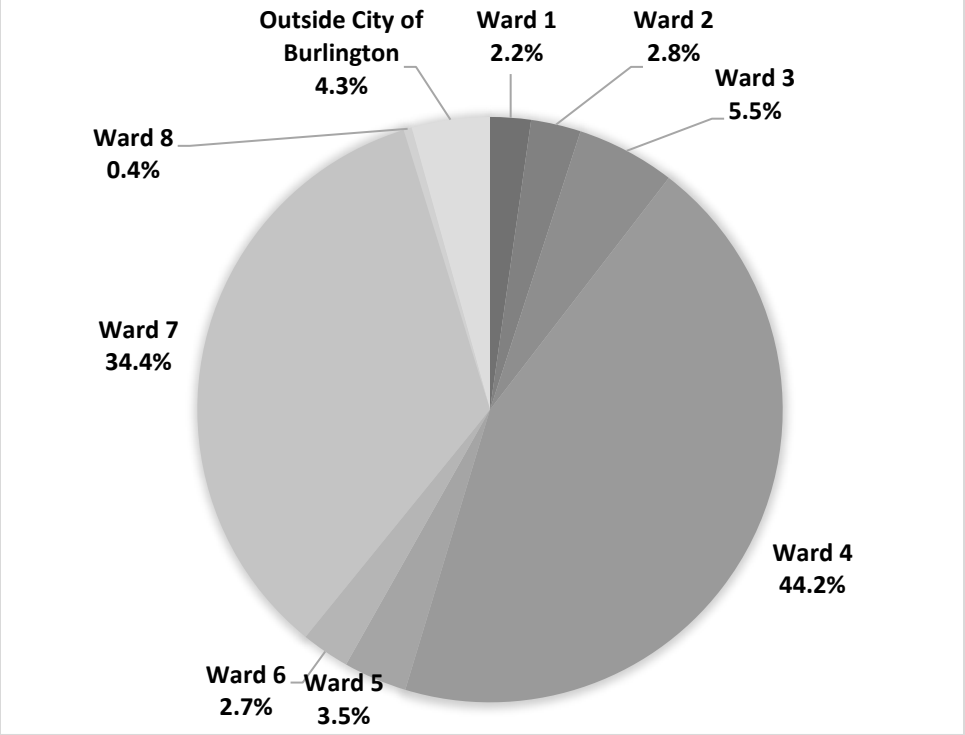
Table 3. Comparison of population distributions and survey respondent distributions, by area, gender, and age

		Non-NNE		**New North End**		**All Burlington**	
		Population	Survey	Population	Survey	Population	Survey
Male	18-24	19%	2%	2%	2%	16%	2%
	25-34	12%	11%	5%	6%	10%	7%
	35-44	6%	12%	9%	8%	7%	9%
	45-54	5%	12%	10%	10%	6%	10%
	55-64	4%	8%	10%	10%	5%	10%
	65-74	2%	5%	6%	8%	3%	8%
	75 or older	2%	1%	4%	4%	2%	3%
Female	18-24	18%	2%	5%	2%	15%	2%
	25-34	11%	11%	7%	6%	10%	7%
	35-44	5%	10%	9%	8%	6%	8%
	45-54	5%	12%	8%	11%	6%	11%
	55-64	5%	7%	10%	12%	6%	11%
	65-74	3%	5%	7%	10%	4%	9%
	75 or older	3%	1%	8%	4%	4%	4%
	Counts	25,474	673	7,531	2,462	33,005	3,135

The counts in Table 3 above do not match the total valid survey counts because some respondents do not identify as either male or female (13) or did not provide their age and/or gender on their survey response (43) and 145 do not live in Burlington.

The vast majority (78.6 percent, 2,622 respondents) of survey respondents are from the New North End (Wards 4 and 7). Seventeen percent of respondents (569 cases) are from the other six wards within the city, and 145 cases (4 percent) are from residents outside of the City of Burlington.

Figure 1.Respondents by area of residence.



For the sake of comparison, the fall 2016 survey conducted by RSG had 2,723 valid completes, and the ration of NNE to non-NNE is much greater in the current survey than in the fall; this difference is likely explained by the direct outreach (mailed invitations) to NNE residents employed in the latest survey. Table 4 shows the differences in sample between the two studies.

Table 4. Comparison of fall survey and spring survey respondent numbers, by area

	Fall 2016	*Spring 2017*
NNE residents	1,822	2,622
Burlington, non-NNE residents	669	569
Non-Burlington residents	232	145
Totals	2,723	3,336

These data are not weighted to match the city's adult population for two reasons: (a) the responses from residents in the New North End so closely match population demographics on age and gender to make weights unnecessary, and (b) the population data from the remainder of the city came from a convenience sample (self-selected) rather than from a probability sample, so that weighting is unlikely to make the respondents representative of the greater population. Consequently, the survey results should be generalized only to the responding population, not to the city as a whole.

Additionally, because we did not employ a probability sample for respondent selection, it is not appropriate to provide margins of error for the survey results. Margins of error for survey data are

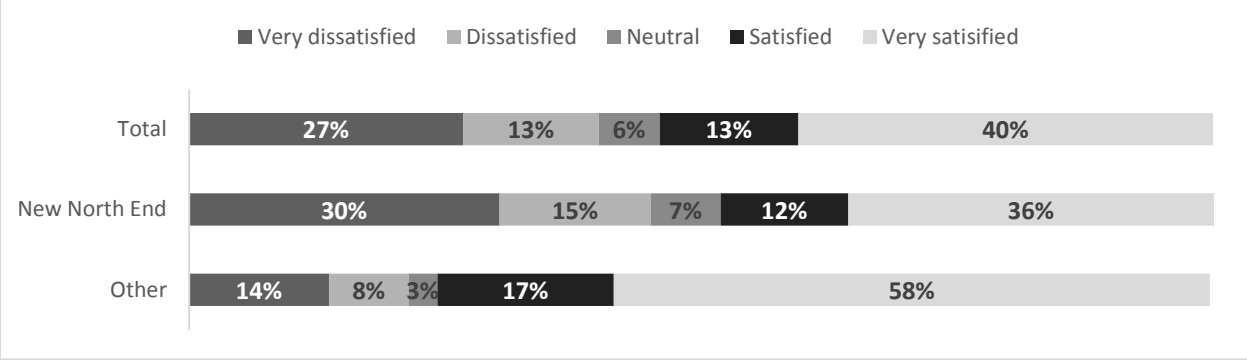
based on the Central Limit Theorem which is applicable only in probability sampling: http://www.aapor.org/Education-Resources/Election-Polling-Resources/Margin-of-Sampling-Error-Credibility-Interval.aspx.

Survey Results

General satisfaction with modifications

The survey asked respondents to express their levels of satisfaction on a number of aspects of the North Avenue Pilot project between Washington Street and Plattsburgh Avenue. Initially, we asked about the overall reconfiguration from four lanes of traffic to 3 lanes. A plurality of respondents overall (40 percent) said they were "very satisfied," with the pilot reconfiguration; a slight majority (53 percent) are satisfied overall. On the other hand, 40 percent are dissatisfied with the reconfiguration, with 27 percent very dissatisfied. It is instructive that a large majority of respondents select extreme responses (very {satisfied/dissatisfied}), indicating the polarized views on the pilot reconfiguration on North Avenue.

Figure 2. Responses to "What is your opinion of the 4-lanes reconfigured to 3-lanes in the North Avenue Pilot Project?" by area



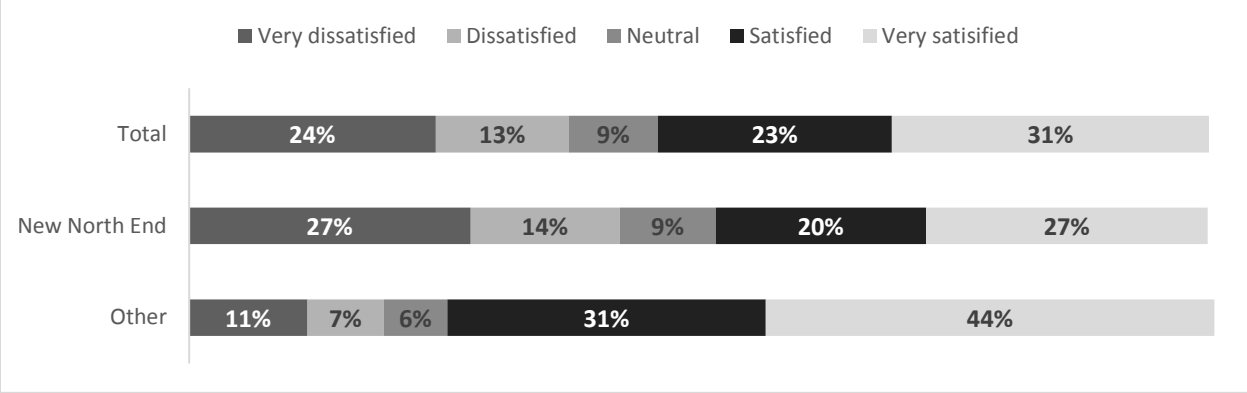
Residents in the NNE register higher levels of dissatisfaction and lower levels of satisfaction than city residents generally, although it is clear that opinion within NNE is extremely polarized, with 45 percent dissatisfied and 48 percent satisfied, and 66 percent taking an extreme position ("very {satisfied/dissatisfied}). Outside of NNE, a full majority (58 percent) are very satisfied, and only 22 percent are either very dissatisfied (14 percent) or dissatisfied (8 percent) with the pilot reconfiguration.

These patterns continue as we examine satisfaction with sections of the North Avenue pilot project. The next four graphs show the levels of satisfaction related to bike lanes, the VT127 intersection, and the removal of parking in two separate sections of North Avenue. Like Figure 2, the following figures (3-6) show opinion from the NNE residents, non-NNE residents, and the total of all respondents. In response to every modification, the residents of NNE express higher levels of dissatisfaction than do non-NNE residents, although for questions regarding the bike lanes and parking, the levels of satisfaction in the NNE are higher than levels of dissatisfaction.

Opinions about the bike lanes are closely divided, with a slight majority overall (54 percent) expressing satisfaction with the reconfiguration for bike lanes on North Avenue. Among NNE residents, however,

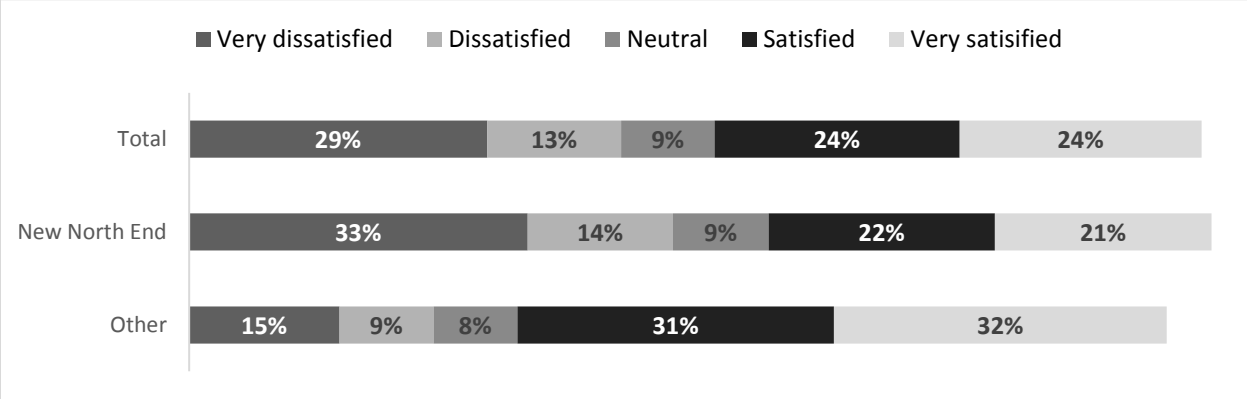
satisfaction was considerably lower and dissatisfaction considerably higher for NNE residents than that found for the non-NNE population.

Figure 3. Responses to "What is your opinion of the bike lanes buffered from traffic by two lines of paint in the North Avenue Pilot Project?" by area



Again, it is worth noting the large differences between NNE residents and non-NNE resident related to opinions about the modifications to the North Avenue intersection with VT127; NNE residents are more likely to express dissatisfaction (47 percent), while 63 percent of non-NNE residents are either satisfied (31 percent) or very satisfied (32 percent).

Figure 4. Responses to "What is your opinion of the intersection modifications at North Avenue and VT 127 in the North Avenue Pilot Project?" by area



When the subject of parking is raised, what is most notable is that the level of neutral opinions increase substantially. About a quarter of all respondents are neither satisfied nor dissatisfied with the changes made to parking on North Avenue. Additionally, levels of satisfaction are much higher than levels of dissatisfaction overall and for the NNE residents, as illustrated in Figures 5 and 6 below.

Figure 5. Responses to "What is your opinion of the removal of parking between Shore Road and Plattsburgh Avenue (except in front of St. Mark Catholic Parish) in the North Avenue Pilot Project?" by area

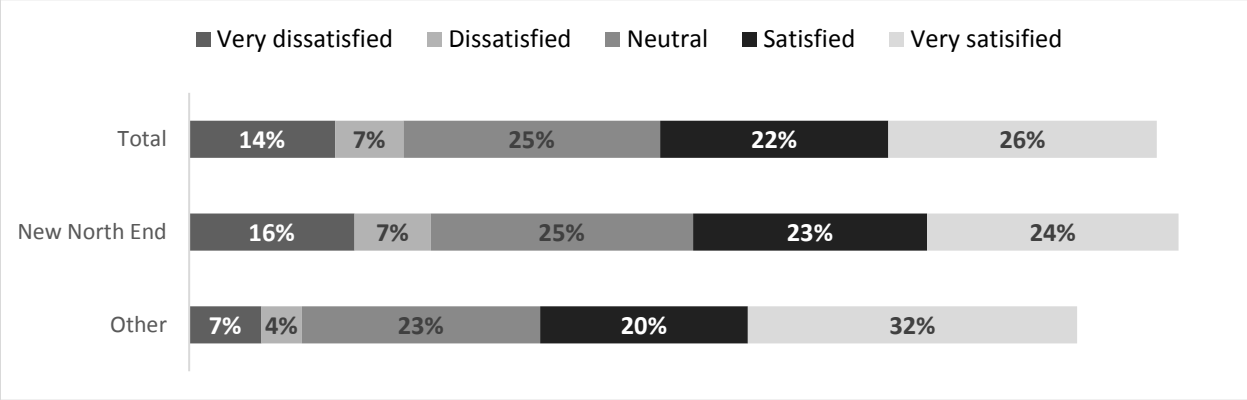
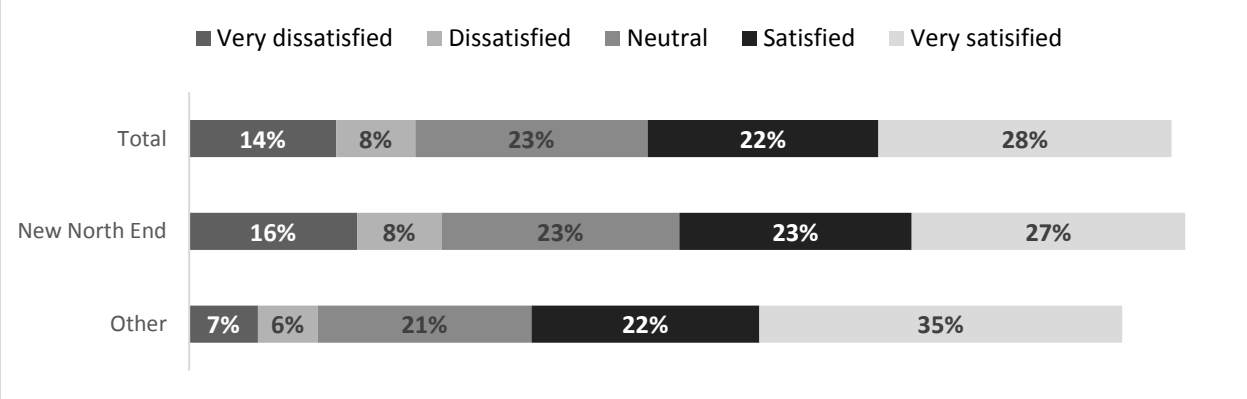


Figure 6. Responses to "What is your opinion of the removal of parking between Institute Road (High School/North Beach) and VT 127 in the North Avenue Pilot Project?" by area

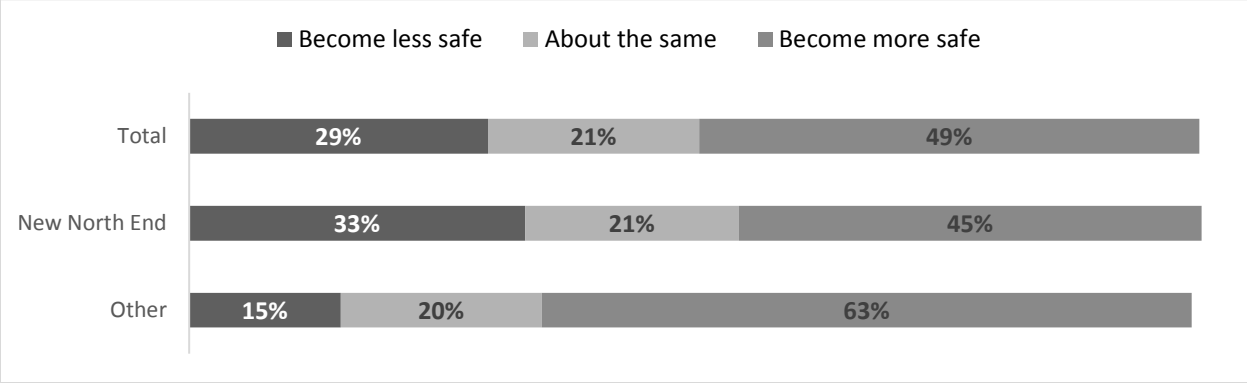


Perceptions of safety

While data on collisions will suggest the degree to which the North Avenue pilot project has effected safely on that stretch of road, public perception of safety is often independent of the empirical data. The survey asked respondents whether the changes in the pilot project has made the area more safe, less safe, or no different for driving, biking, walking and running, and traveling by bus. Only those who reported driving on North Avenue were asked questions about driving safety (n=2,695); only those who reported bicycling on North Avenue were asked questions about bicycling safety (n=944); only those who reported walking or running on North Avenue were asked questions about walking and running (n=1,272); and only those who reported having ridden a bus on North Avenue were asked questions about bus travel (n=363).

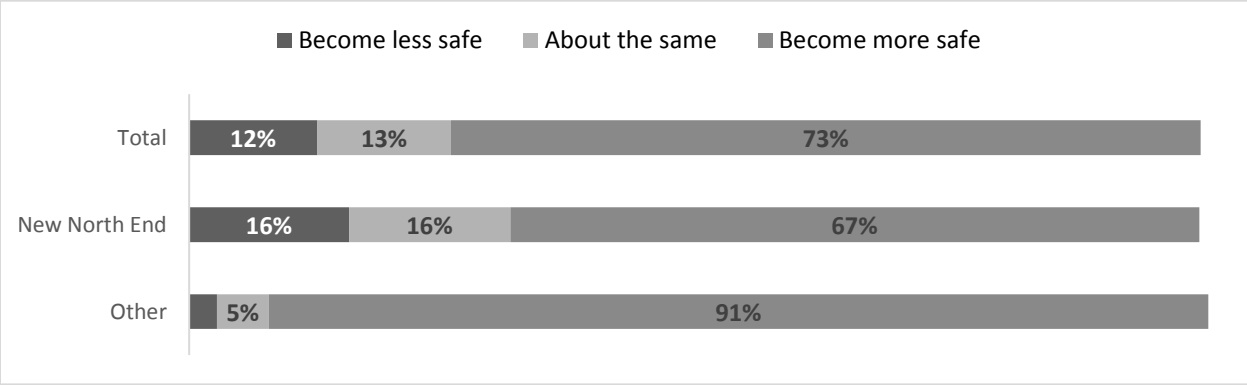
While a plurality of NNE residents believe that the pilot project has made driving more safe (45 percent), non-NNE residents were far more positive in their perception of safety changes as a result of the project, as illustrated in Figure 7.

Figure 7. Responses to "Since the North Avenue Pilot Project started in June 2016, how has your perception of safety driving on North Avenue changed?" by area (n=3,243)



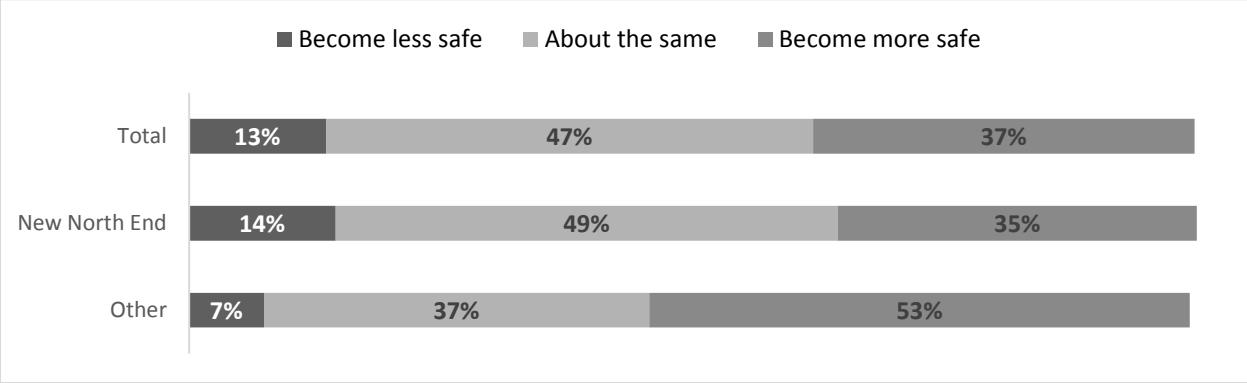
A majority of respondents (73 percent) believe that the modifications have made the area more safe for biking, with only 12 percent saying that it is less safe and another 13 percent saying that it is about the same. Even a clear majority of NNE residents (67 percent) said it has become more safe for bikers, and among non-NNE residents, 91 percent said it has become more safe.

Figure 8. Responses to "Since the North Avenue Pilot Project started in June 2016, how has your perception of safety biking on North Avenue changed?" by area (n=1,203)



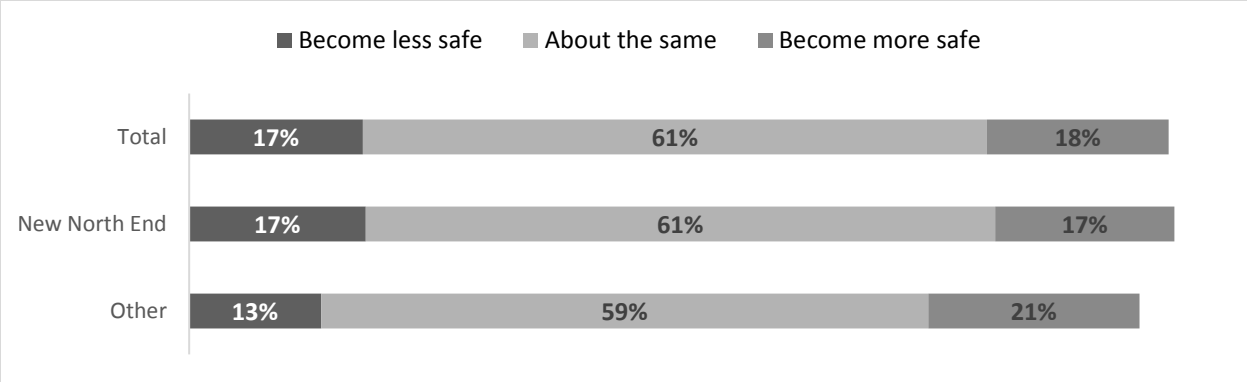
There is less sense that the pilot project has made North Avenue safer for those who walk or run on it, although only a small minority overall (13 percent) believe that the modifications have made North Avenue less safe for walkers and runners. As illustrated below, the plurality from respondents believe that there is no difference in the safety for walkers and runners on North Avenue.

Figure 9. Responses to "Since the North Avenue Pilot Project started in June 2016, how has your perception of safety walking/running on North Avenue changed?" by area (n=1,414)



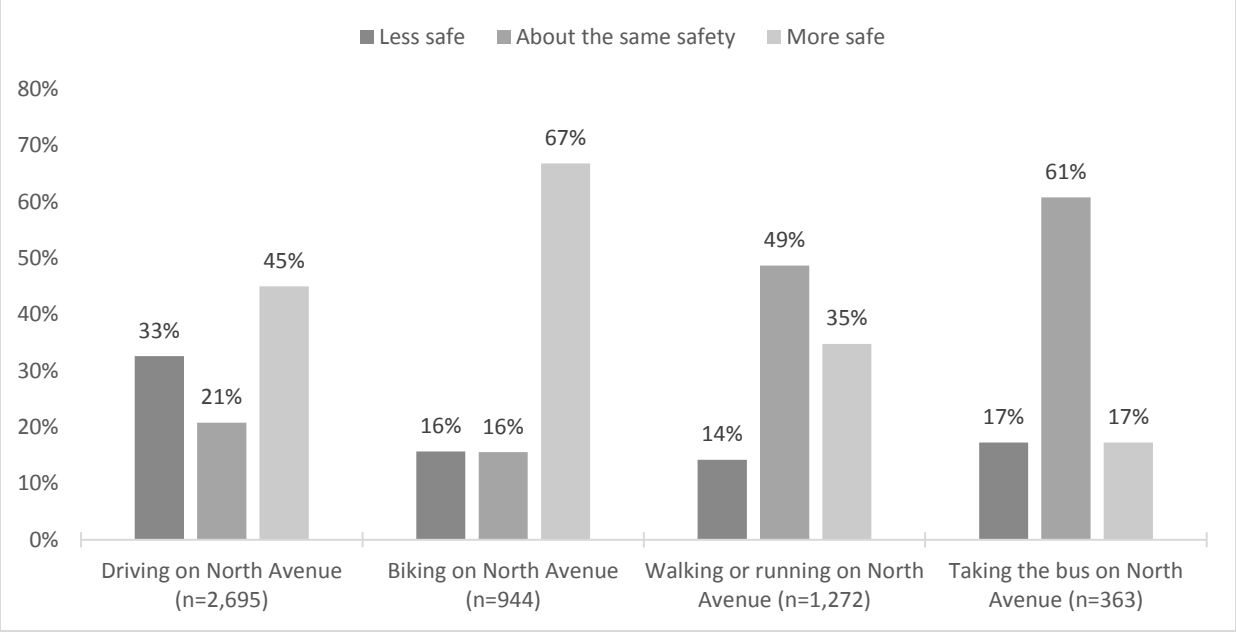
While respondents were just ask likely to say that using the bus on North Avenue has become less safe as they are to say more safe in light of the pilot project, the majority of respondents overall (61 percent) say that there is no difference.

Figure 10. Responses to "Since the North Avenue Pilot Project started in June 2016, how has your perception of safety using the bus on North Avenue changed?" by area (n=391)



In general, NNE respondents are less optimistic about safety improvements from the North Avenue pilot project, although the figure below illustrates that in no instance do a majority or even a plurality of NNE residence believe that the changes on North Avenue have made it less safe for drivers, bikers, walkers, runners, or bus riders.

Figure 11. New North End residents' perceptions of safety on North Avenue, by mode of travel



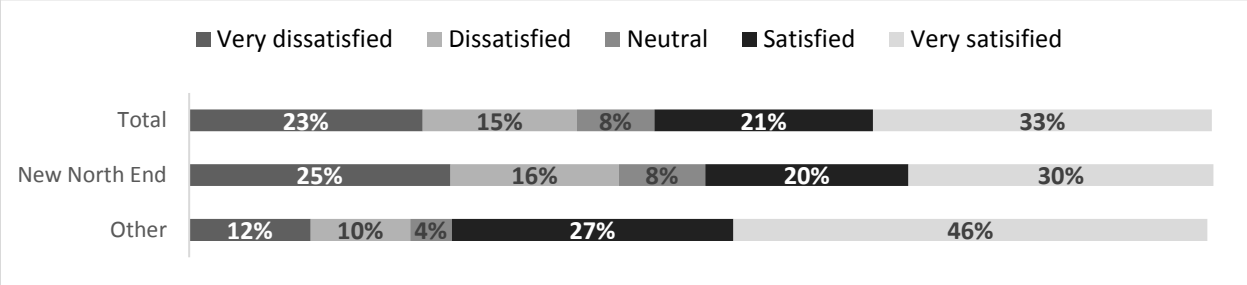
Satisfaction with changes by mode of travel

Driving on North Avenue

Those who had driven on North Avenue within 30 days leading up to the survey (n=3,243) were given a series of questions about their experiences driving with the modifications made in the pilot project. In general, the views about driving in the pilot project area are closely divided, although those living outside of NNE are far more positive in their views of the project for driving than are NNE residents. These differences are illustrated in the following figures related to driving on North Avenue.

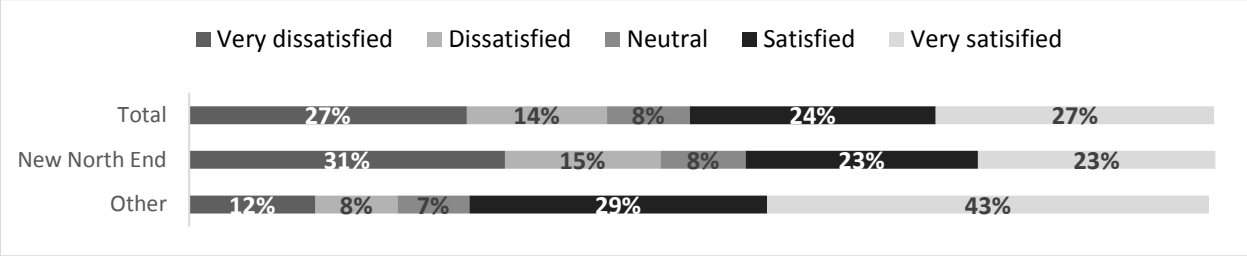
Just over half of all drivers, overall, are either very satisfied (33 percent) or satisfied (21 percent) with the level of comfort driving on North Avenue, although 41 percent of the NNE residents express some level of dissatisfaction, with a quarter of them being very dissatisfied.

Figure 12. Responses to "Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the level of comfort?" by area



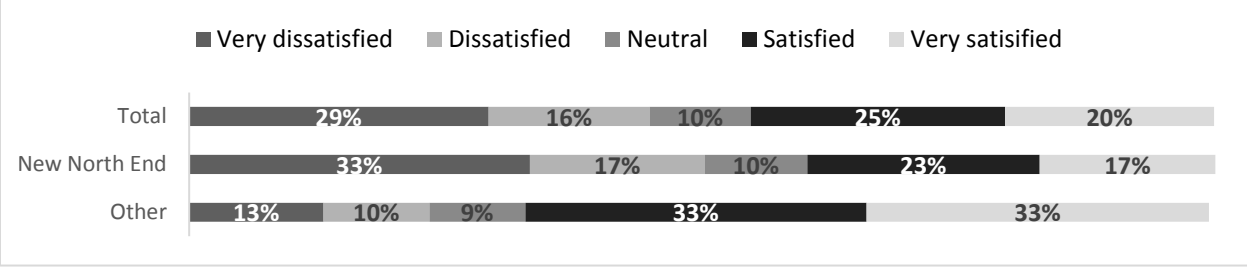
Survey respondents felt similarly about the travel times on North Avenue, again with 41 percent of NNE residents expressing some level of dissatisfaction, and the majority of that at the extreme end of very dissatisfied (31 percent).

Figure 13. Responses to "Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the travel times?" by area



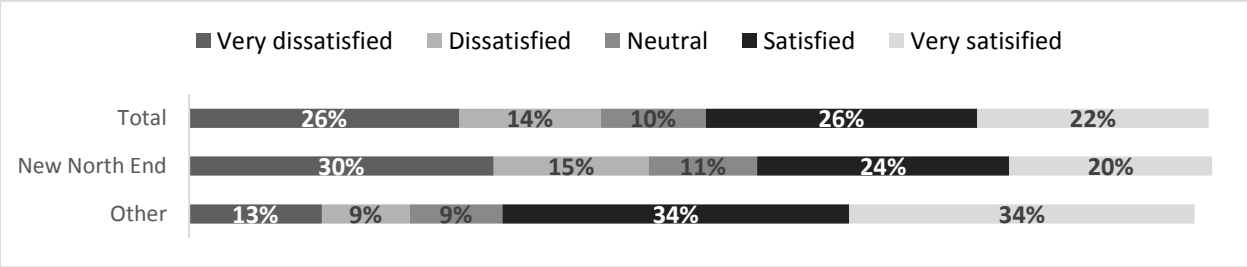
Closely connected to travel times are perceptions of congestion; responses about congestion on North Avenue are very similar to responses about travel times, although non-NNE respondents are less satisfied with the level of congestion than with travel times.

Figure 14. Responses to "Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the congestion?" by area



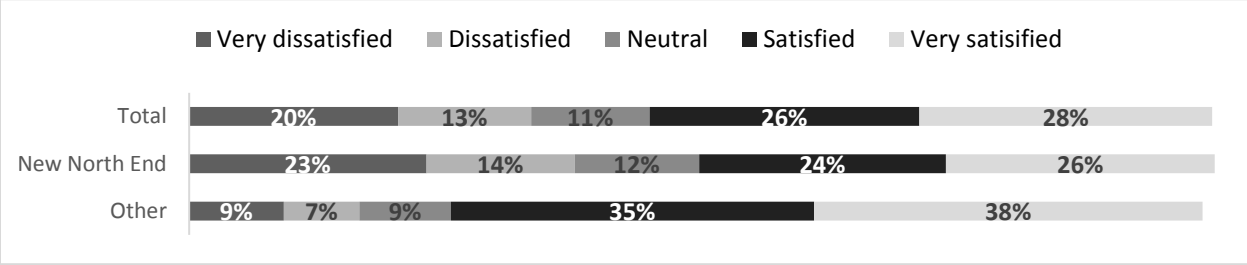
Residents of the NNE are about evenly split in their views about turning onto North Avenue in light of the modifications, whereas about two-thirds of non-NNE respondents are either satisfied (34 percent) or very satisfied (34 percent), as illustrated in Figure 15.

Figure 15. Responses to "Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning onto North Avenue?" by area



Half of NNE residents with experience driving on North Avenue are satisfied with turning from North Avenue, while just under three-quarters of the non-NNE respondents (73 percent) expressed satisfaction with turning from North Avenue.

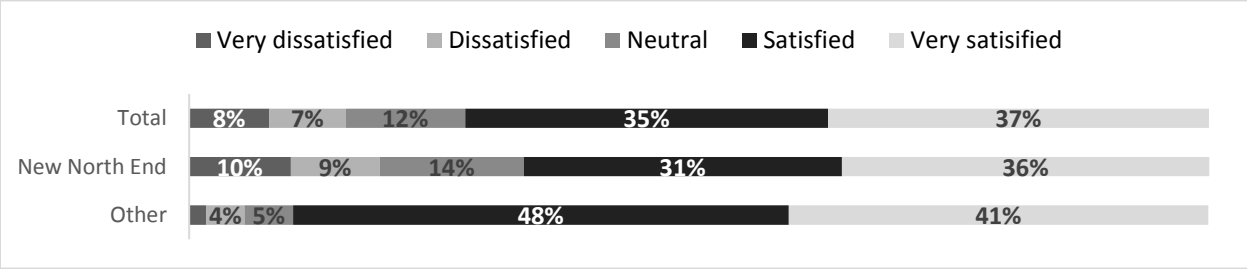
Figure 16. Responses to "Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning from North Avenue?" by area



Biking on North Avenue

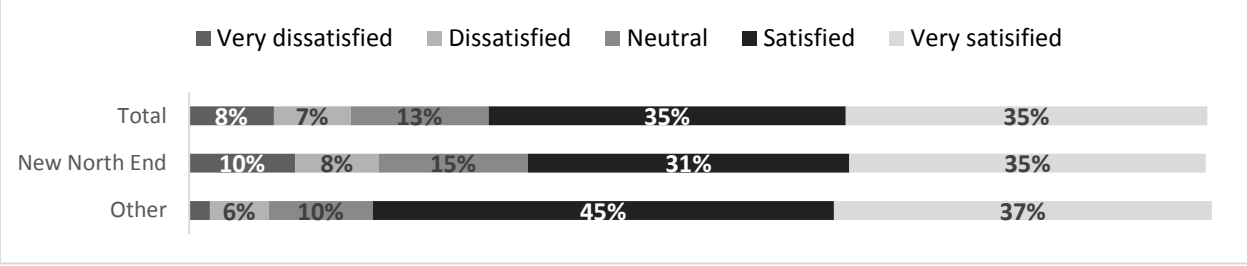
In general, those who ride a bicycle on North Avenue are far more positive in their views of the modifications of the pilot project than are drivers of automobiles. A substantial majority of those who have bike on North Avenue (n=1,178) in the last 30 days are satisfied with the level of comfort; only 19 percent of NNE residents and six percent of non-NNE said that they were dissatisfied with the comfort biking.

Figure 17. Responses to "Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the level of comfort?" by area



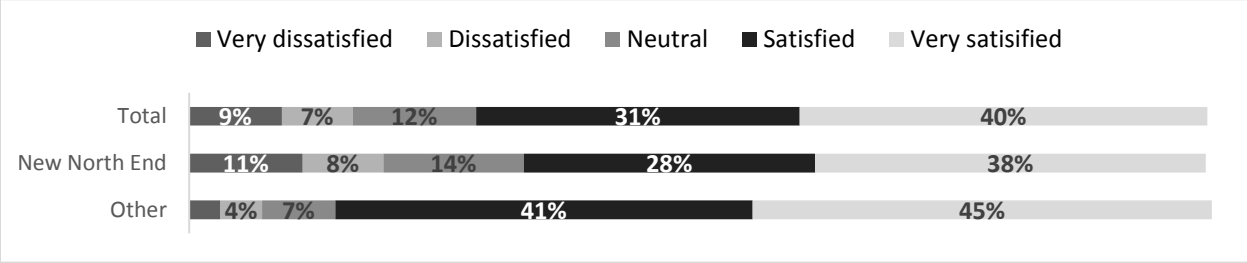
Similarly, a majority of cyclists express satisfaction with the separation from traffic on North Avenue, again with those residing in the NNE less positive than those from elsewhere.

Figure 18. Responses to "Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the separation from vehicle traffic and pedestrians?" by area



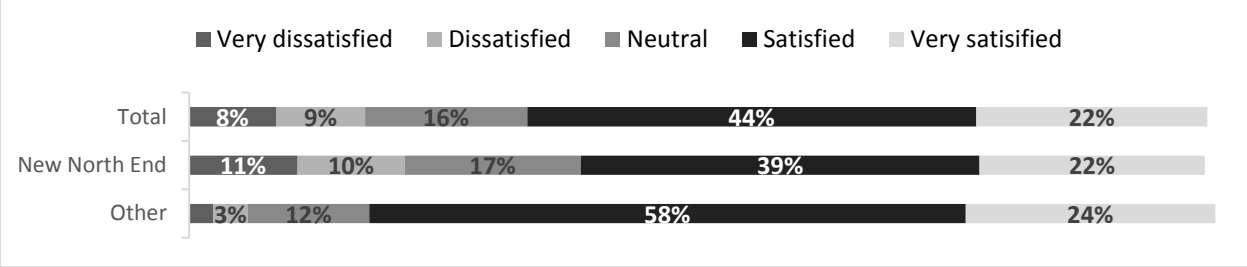
A large majority of bicycle riders are satisfied with the painted buffer between bike lanes and traffic; only 19 percent of NNE respondents who have ridden bikes on North Avenue in the last 30 days expressed dissatisfaction with the buffered lanes.

Figure 19. Responses to "Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the bike lanes buffered from traffic by two lines of paint?" by area



Lastly, most cyclists are satisfied with the safety of biking through intersections on North Avenue, although the level of those selecting "very satisfied" is lower than it is for other aspects of biking along North Avenue.

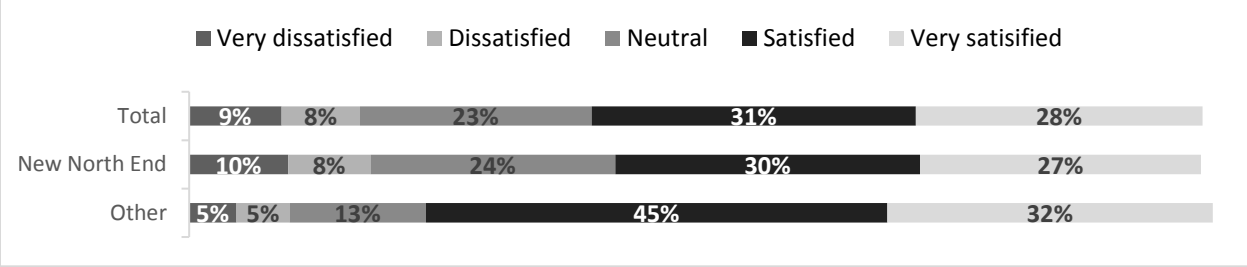
Figure 20. Responses to "Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the safety of biking through intersections?" by area



Walking and/or Running on North Avenue

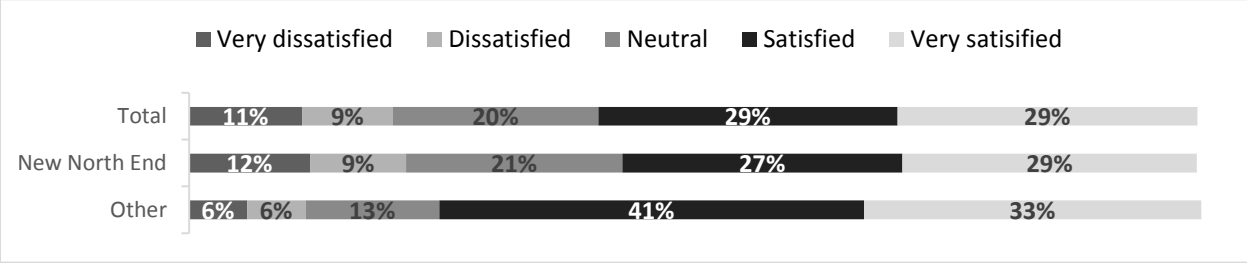
As in the case of bicyclists, pedestrians and runners are more positive in their assessments of the North Avenue pilot project modifications than are drivers.

Figure 21. Responses to "Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the level of comfort?" by area



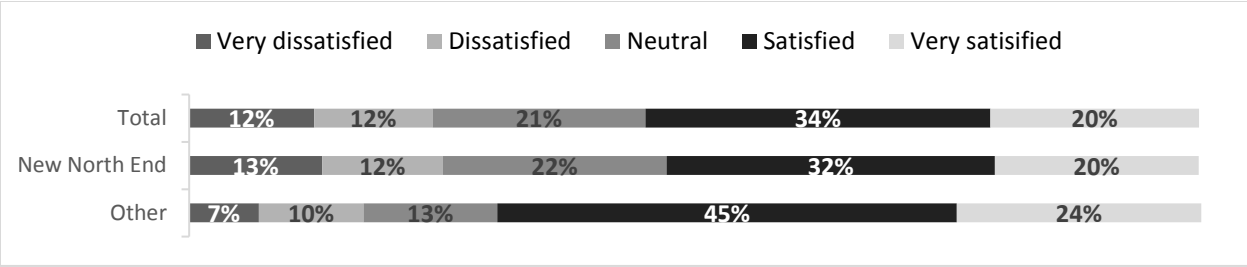
As for the separation of pedestrians from bikes and cars, there is a similar level of satisfaction, as illustrated in Figure 22.

Figure 22. Responses to "Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the separation from bikes and cars?" by area



In general, those who have walked or ran on North Avenue in the past 30 days are also generally satisfied with the crossings at intersections. As in all of the questions put to the runners and walkers, those from the NNE are less positive in their level of satisfaction than are the non-NNE respondents.

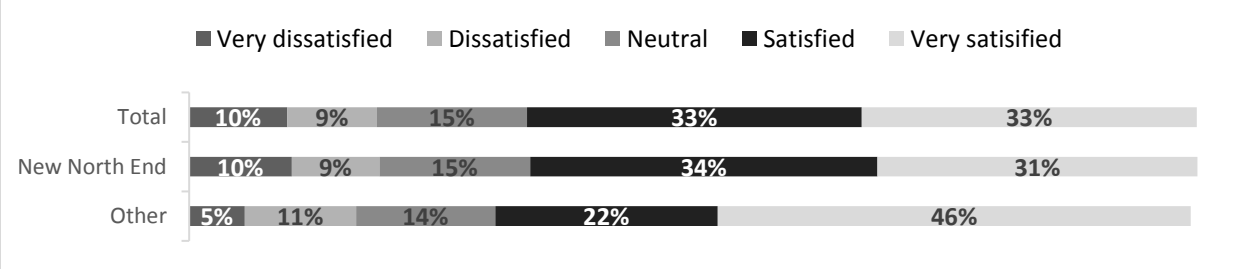
Figure 23. Responses to "Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the crossings at intersections?" by area



Riding the bus on North Avenue

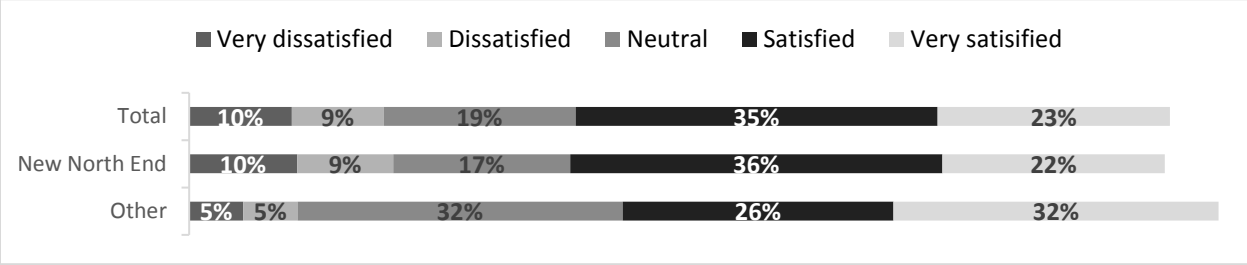
Only 377 respondents to the survey (11 percent) said that they have ridden the bus on North Avenue in the past 30 days; we asked those respondents about the travel time, schedule, and comfort as impacted by the pilot project. A majority of respondents said that they are satisfied with the travel time.

Figure 24. Responses to "Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the travel times?" by area



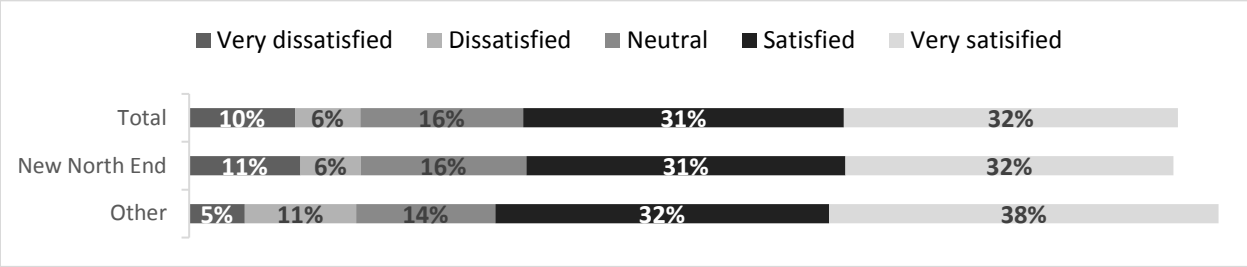
On the question of busses keeping on schedule, the NNE residents are just as satisfied as the non-NNE respondents (58 percent), but the latter have a higher level of being very satisfied.

Figure 25. Responses to "Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the adherence to schedule?" by area



A similar majority expressed satisfaction with the comfort of getting on and off busses without interference from traffic or bicycles.

Figure 26. Responses to "Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the comfort from traffic and bikes when getting on/off buses?" by area



Preferences for pilot versus prior configurations

Lastly, we asked respondents whether they preferred the modifications of the pilot project or if they would rather have the previous configuration along North Avenue. In general, more respondents prefer the pilot configuration to the prior configuration, falling shy of a majority, although when added to the respondents who prefer the pilot with some adjustments to the prior configuration, there is majority support for the pilot overall.

A plurality of respondents overall (46 percent) and NNE residents (40 percent) prefer the three-lane pilot configuration for North Avenue between VT127 and the Ethan Allen Parkway; 35 percent of NNE prefer the four-lane previous configuration. It should be noted that a plurality of those who drive on North Avenue five or more days per week (39 percent) actually prefer the prior four-lane configuration.

Figure 27. Preferences for North Avenue section between VT127 and Ethan Allen Parkway, by area

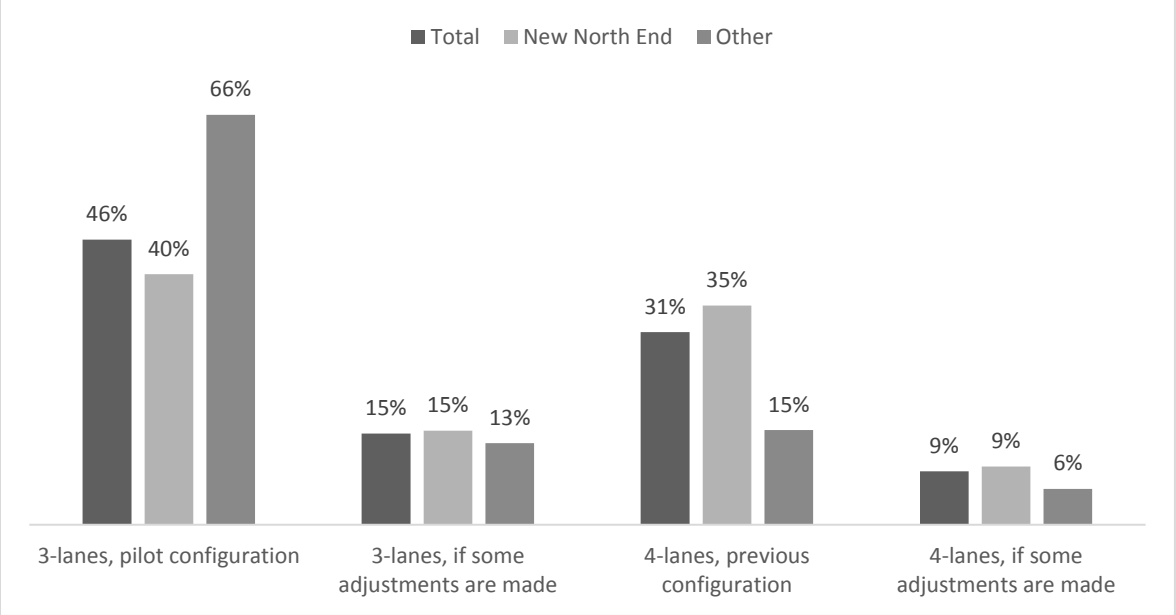
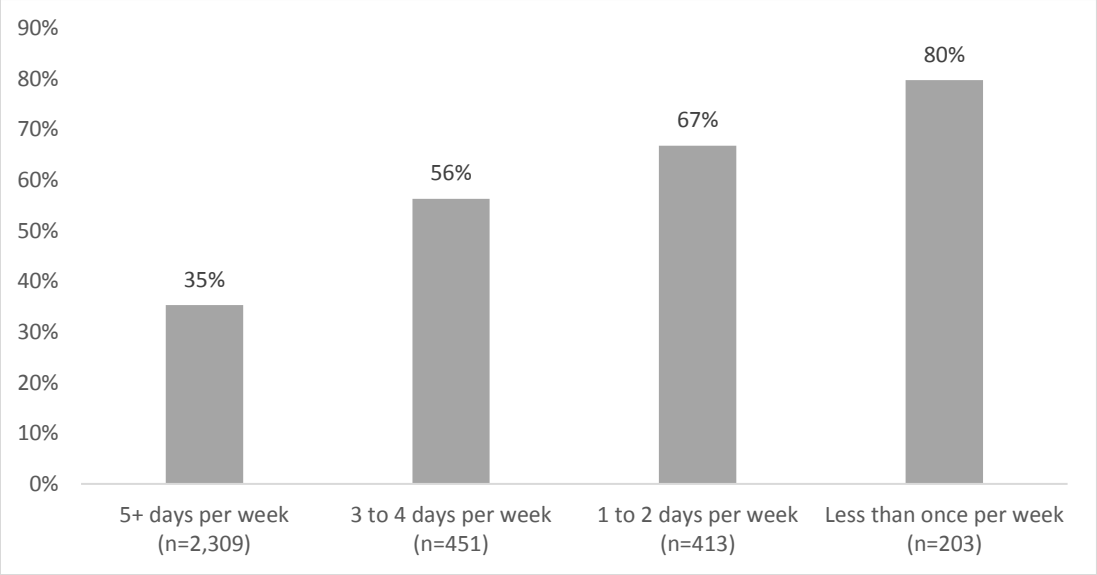


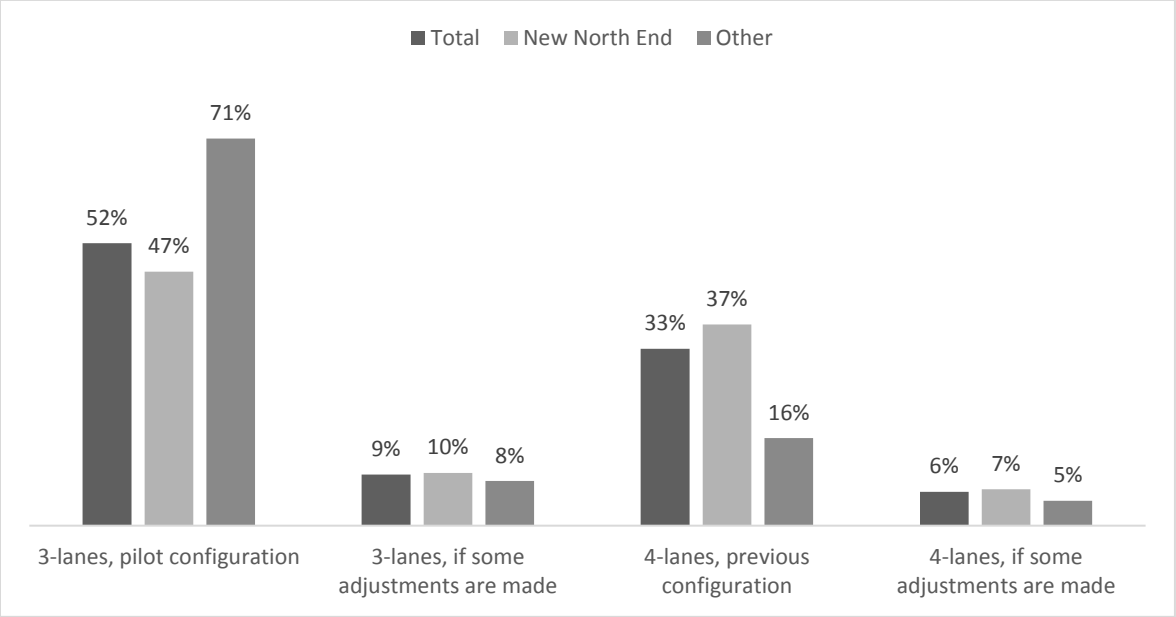
Figure 28 shows that support for the pilot project configuration declines as frequency of driving on North Avenue increases.

Figure 28. Preference for 3-lane pilot configuration between VT127 and Ethan Allen Parkway, by frequency of driving on North Avenue



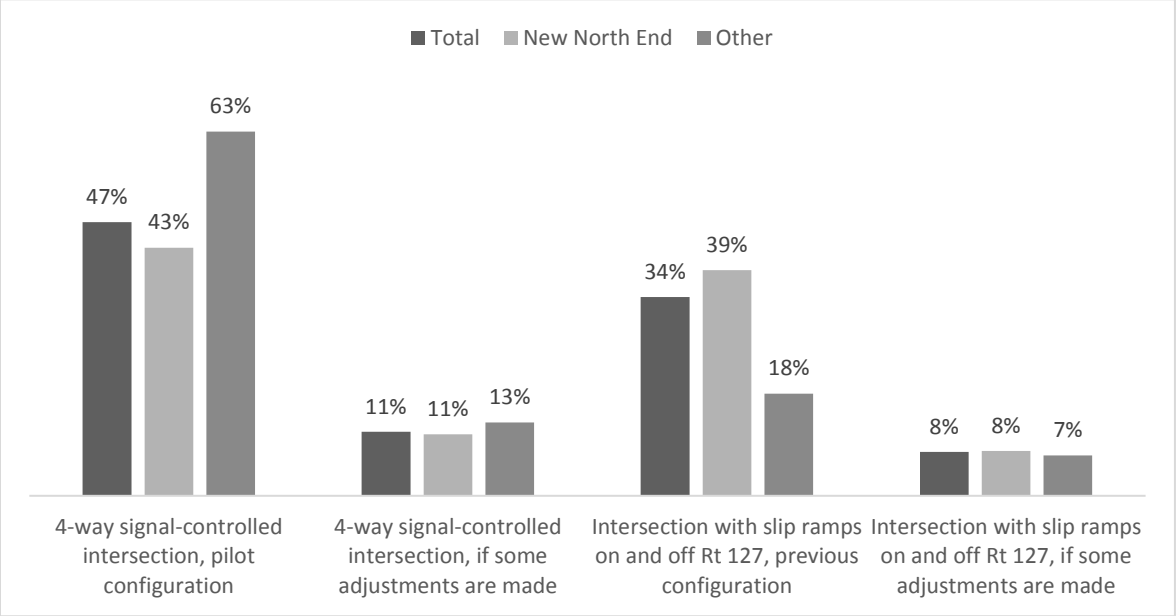
A slim majority of respondents overall (52 percent) prefer the pilot configuration to other options for North Avenue for the area between the Ethan Allen Parkway and Shore Road; a plurality of NNE residents (47 percent) and a large majority of those from outside of the NNE (71 percent) favor the pilot configuration for that area.

Figure 29. Preferences for North Avenue section between the Ethan Allen Parkway and Shore Road, by area



Finally, a plurality overall, as well as a plurality of NNE residents, prefer the four-way signal-controlled intersection at North Avenue and VT127 as configured in the pilot project to other options, although the opinions within the NNE are closely divided by only 4 percentage points.

Figure 30. Preferences for the intersection of VT127 and North Avenue, by area



Conclusions

Overall, survey respondents are more positive than negative about the North Avenue Pilot project, but opinions are both intense and often closely divided, particularly within the New North End. Respondents from beyond the NNE were far more positive about the pilot project than were NNE residents, but they also comprised a minority of our survey respondents (21 percent). Because the respondents from outside of NNE were not individually invited to participate in the survey, we may surmise that they are motivated by a strong interest in that road.

We also found that bicyclists are much more positive about the pilot project modifications than are automobile drivers, and the more frequently one drives on North Avenue, the less positive one is about the pilot project. Additionally, younger residents, overall, are more likely to prefer the pilot project configurations than are older residents.

Appendix A: Survey Responses by Area of Residence

North Avenue Pilot Follow-up Survey, June 2017

What is your opinion of the 4-lanes reconfigured to 3-lanes in the North Avenue Pilot Project?

			New North End vs. Others	
		Total	New North End	Other
The first set of questions will ask your opinion about the individual components of the North Avenue Pilot Project. What is your opinion of the 4-lanes reconfigured to 3-lanes in the North Avenue Pilot Project?	Very dissatisfied	27%	30%	14%
	Dissatisfied	13%	15%	8%
	Neutral	6%	7%	3%
	Satisfied	13%	12%	17%
	Very satisfied	40%	35%	58%
	Not sure	1%	0%	1%
Total	Unweighted Count	3328	2615	713

North Avenue Pilot Follow-up Survey, June 2017

What is your opinion of the bike lanes buffered from traffic by two lines of paint in the North Avenue Pilot Project?

			New North End vs. Others	
		Total	New North End	Other
What is your opinion of the bike lanes buffered from traffic by two lines of paint in the North Avenue Pilot Project?	Very dissatisfied	24%	27%	11%
	Dissatisfied	13%	14%	7%
	Neutral	9%	9%	6%
	Satisfied	23%	20%	31%
	Very satisfied	31%	27%	44%
	Not sure	1%	1%	0%
Total	Unweighted Count	3329	2615	714

North Avenue Pilot Follow-up Survey, June 2017

What is your opinion of the intersection modifications at North Avenue and VT 127 in the North Avenue Pilot Project?

			New North End vs. Others	
		Total	New North End	Other
What is your opinion of the intersection modifications at North Avenue and VT 127 in the North Avenue Pilot Project?	Very dissatisfied	29%	33%	15%
	Dissatisfied	13%	14%	9%
	Neutral	9%	9%	8%
	Satisfied	24%	22%	31%
	Very satisfied	24%	21%	32%
	Not sure	2%	1%	5%
Total	Unweighted Count	3326	2614	712

North Avenue Pilot Follow-up Survey, June 2017

What is your opinion of the removal of parking between Shore Road and Plattsburgh Avenue (except in front of St. Mark Catholic Parish) in the North Avenue Pilot Project?

			New North End vs. Others	
		Total	New North End	Other
What is your opinion of the removal of parking between Shore Road and Plattsburgh Avenue (except in front of St. Mark Catholic Parish) in the North Avenue Pilot Project?	Very dissatisfied	14%	16%	7%
	Dissatisfied	7%	7%	4%
	Neutral	25%	25%	23%
	Satisfied	22%	23%	20%
	Very satisfied	26%	24%	32%
	Not sure	6%	4%	14%
Total	Unweighted Count	3325	2612	713

North Avenue Pilot Follow-up Survey, June 2017

What is your opinion of the removal of parking between Institute Road (High School/North Beach) and VT 127 in the North Avenue Pilot Project?

			New North End vs. Others	
		Total	New North End	Other
What is your opinion of the removal of parking between Institute Road (High School/North Beach) and VT 127 in the North Avenue Pilot Project?	Very dissatisfied	14%	16%	7%
	Dissatisfied	8%	8%	6%
	Neutral	23%	23%	21%
	Satisfied	22%	22%	22%
	Very satisfied	28%	27%	35%
	Not sure	5%	3%	9%
Total	Unweighted Count	3279	2575	704

North Avenue Pilot Follow-up Survey, June 2017
Travel on North Avenue in past 30 days, by means of travel

			New North End vs. Others	
		Total	New North End	Other
Means of travel on North Ave in past 30 days	Made trip by Car in past 30 days	97%	99%	90%
	Made trip by Bike in past 30 days	36%	34%	42%
	Made trip by walking or running in past 30 days	42%	47%	25%
	Made trip by Bus in past 30 days	11%	13%	5%
	Have not made any trips in past 30 days	1%	0%	4%
	Unweighted Count	3318	2605	713

North Avenue Pilot Follow-up Survey, June 2017

Since the North Avenue Pilot Project started in June 2016, how has your perception of safety driving on North Avenue changed?

			New North End vs. Others	
		Total	New North End	Other
Since the North Avenue Pilot Project started in June 2016, how has your perception of safety driving on North Avenue changed?	Become less safe	29%	33%	15%
	About the same	21%	21%	20%
	Become more safe	49%	45%	63%
	Not sure	2%	2%	3%
Total	Unweighted Count	3243	2598	645

North Avenue Pilot Follow-up Survey, June 2017

Since the North Avenue Pilot Project started in June 2016, how has your perception of safety biking on North Avenue changed?

			New North End vs. Others	
		Total	New North End	Other
Since the North Avenue Pilot Project started in June 2016, how has your perception of safety biking on North Avenue changed?	Become less safe	12%	16%	3%
	About the same	13%	16%	5%
	Become more safe	73%	67%	91%
	Not sure	2%	2%	1%
Total	Unweighted Count	1203	906	297

North Avenue Pilot Follow-up Survey, June 2017

Since the North Avenue Pilot Project started in June 2016, how has your perception of safety walking/running on North Avenue changed?

			New North End vs. Others	
		Total	New North End	Other
Since the North Avenue Pilot Project started in June 2016, how has your perception of safety walking/running on North Avenue changed?	Become less safe	13%	14%	7%
	About the same	47%	49%	37%
	Become more safe	37%	35%	53%
	Not sure	2%	2%	3%
Total	Unweighted Count	1414	1235	179

North Avenue Pilot Follow-up Survey, June 2017

Since the North Avenue Pilot Project started in June 2016, how has your perception of safety using the bus on North Avenue changed?

			New North End vs. Others	
		Total	New North End	Other
Since the North Avenue Pilot Project started in June 2016, how has your perception of safety using the bus on North Avenue changed?	Become less safe	17%	17%	13%
	About the same	61%	61%	59%
	Become more safe	18%	17%	21%
	Not sure	5%	5%	8%
Total	Unweighted Count	391	352	39

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the level of comfort?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the level of comfort?	Very dissatisfied	23%	25%	12%
	Dissatisfied	15%	16%	10%
	Neutral	8%	8%	4%
	Satisfied	21%	20%	27%
	Very satisfied	33%	30%	46%
	Not sure	1%	1%	1%
Total	Unweighted Count	3229	2586	643

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the travel times?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the travel times?	Very dissatisfied	27%	31%	12%
	Dissatisfied	14%	15%	8%
	Neutral	8%	8%	7%
	Satisfied	24%	23%	29%
	Very satisfied	27%	23%	43%
	Not sure	0%	0%	1%
Total	Unweighted Count	3201	2558	643

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the congestion?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the congestion?	Very dissatisfied	29%	33%	13%
	Dissatisfied	16%	17%	10%
	Neutral	10%	10%	9%
	Satisfied	25%	23%	33%
	Very satisfied	20%	17%	33%
	Not sure	0%	0%	1%
Total	Unweighted Count	3219	2576	643

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning onto North Avenue?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning onto North Avenue?	Very dissatisfied	26%	30%	13%
	Dissatisfied	14%	15%	9%
	Neutral	10%	11%	9%
	Satisfied	26%	25%	34%
	Very satisfied	22%	20%	34%
	Not sure	1%	1%	2%
Total	Unweighted Count	3222	2578	644

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning from North Avenue?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning from North Avenue?	Very dissatisfied	20%	23%	9%
	Dissatisfied	13%	14%	7%
	Neutral	11%	12%	9%
	Satisfied	26%	24%	35%
	Very satisfied	28%	26%	38%
	Not sure	1%	0%	2%
Total	Unweighted Count	3214	2573	641

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the level of comfort?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the level of comfort?	Very dissatisfied	8%	10%	2%
	Dissatisfied	7%	9%	4%
	Neutral	12%	14%	5%
	Satisfied	35%	31%	48%
	Very satisfied	37%	36%	41%
	Not sure	1%	1%	1%
Total	Unweighted Count	1178	881	297

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the separation from vehicle traffic and pedestrians?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the separation from vehicle traffic and pedestrians?	Very dissatisfied	8%	10%	2%
	Dissatisfied	7%	8%	6%
	Neutral	13%	15%	10%
	Satisfied	35%	31%	45%
	Very satisfied	35%	35%	37%
	Not sure	1%	1%	1%
Total	Unweighted Count	1179	882	297

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the bike lanes buffered from traffic by two lines of paint?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the bike lanes buffered from traffic by two lines of paint?	Very dissatisfied	9%	11%	3%
	Dissatisfied	7%	8%	4%
	Neutral	12%	14%	7%
	Satisfied	31%	28%	41%
	Very satisfied	40%	38%	45%
	Not sure	1%	1%	1%
Total	Unweighted Count	1177	881	296

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the safety of biking through intersections?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the safety of biking through intersections?	Very dissatisfied	8%	11%	2%
	Dissatisfied	9%	10%	3%
	Neutral	16%	17%	12%
	Satisfied	44%	39%	58%
	Very satisfied	22%	22%	24%
	Not sure	1%	1%	0%
Total	Unweighted Count	1181	884	297

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the level of comfort?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the level of comfort?	Very dissatisfied	9%	10%	5%
	Dissatisfied	8%	8%	5%
	Neutral	23%	24%	13%
	Satisfied	31%	30%	45%
	Very satisfied	28%	27%	32%
	Not sure	2%	2%	1%
Total	Unweighted Count	1404	1230	174

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the separation from bikes and cars?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the separation from bikes and cars?	Very dissatisfied	11%	12%	6%
	Dissatisfied	9%	9%	6%
	Neutral	20%	21%	13%
	Satisfied	29%	27%	41%
	Very satisfied	29%	29%	33%
	Not sure	2%	2%	2%
Total	Unweighted Count	1404	1227	177

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the crossings at intersections?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the crossings at intersections?	Very dissatisfied	12%	13%	7%
	Dissatisfied	12%	12%	10%
	Neutral	21%	22%	13%
	Satisfied	34%	32%	45%
	Very satisfied	20%	20%	24%
	Not sure	2%	2%	2%
Total	Unweighted Count	1408	1231	177

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the travel times?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the travel times?	Very dissatisfied	10%	10%	5%
	Dissatisfied	9%	9%	11%
	Neutral	15%	15%	14%
	Satisfied	33%	34%	22%
	Very satisfied	33%	31%	46%
	Not sure	2%	2%	3%
Total	Unweighted Count	378	341	37

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the adherence to schedule?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the adherence to schedule?	Very dissatisfied	10%	10%	5%
	Dissatisfied	9%	9%	5%
	Neutral	19%	17%	32%
	Satisfied	35%	36%	26%
	Very satisfied	23%	22%	32%
	Not sure	5%	5%	
Total	Unweighted Count	381	343	38

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the comfort from traffic and bikes when getting on/off buses?

			New North End vs. Others	
		Total	New North End	Other
Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the comfort from traffic and bikes when getting on/off buses?	Very dissatisfied	10%	11%	5%
	Dissatisfied	6%	6%	11%
	Neutral	16%	16%	14%
	Satisfied	31%	31%	32%
	Very satisfied	32%	32%	38%
	Not sure	4%	4%	
Total	Unweighted Count	379	342	37

North Avenue Pilot Follow-up Survey, June 2017

Over the past 30 days, how often have you traveled on North Avenue using a car?

			New North End vs. Others	
		Total	New North End	Other
Over the past 30 days, how often have you traveled on North Avenue using a car?	5+ days per week	69%	82%	17%
	3 to 4 days per week	13%	13%	16%
	1 to 2 days per week	12%	5%	41%
	Less than once per week	6%	1%	27%
Total	Unweighted Count	3235	2591	644

North Avenue Pilot Follow-up Survey, June 2017

Over the past 30 days, how often have you traveled on North Avenue using a bike?

			New North End vs. Others	
		Total	New North End	Other
Over the past 30 days, how often have you traveled on North Avenue using a bike?	5+ days per week	5%	6%	3%
	3 to 4 days per week	15%	17%	9%
	1 to 2 days per week	39%	40%	38%
	Less than once per week	40%	37%	50%
Total	Unweighted Count	1210	913	297

North Avenue Pilot Follow-up Survey, June 2017

Over the past 30 days, how often have you traveled along North Avenue while walking/running?

			New North End vs. Others	
		Total	New North End	Other
Over the past 30 days, how often have you traveled along North Avenue while walking/running?	5+ days per week	12%	13%	6%
	3 to 4 days per week	22%	24%	8%
	1 to 2 days per week	38%	38%	38%
	Less than once per week	29%	26%	49%
Total	Unweighted Count	1429	1250	179

North Avenue Pilot Follow-up Survey, June 2017

Over the past 30 days, how often have you traveled on North Avenue using a bus?

			New North End vs. Others	
		Total	New North End	Other
Over the past 30 days, how often have you traveled on North Avenue using a bus?	5+ days per week	8%	7%	10%
	3 to 4 days per week	7%	6%	10%
	1 to 2 days per week	28%	29%	26%
	Less than once per week	58%	58%	54%
Total	Unweighted Count	413	374	39

North Avenue Pilot Follow-up Survey, June 2017

My preference for North Avenue between Route 127 and Ethan Allen Parkway is:

			New North End vs. Others	
		Total	New North End	Other
My preference for North Avenue between Route 127 and Ethan Allen Parkway is:	3-lanes, pilot configuration	46%	40%	66%
	3-lanes, if some adjustments are made	15%	15%	13%
	4-lanes, previous configuration	31%	35%	15%
	4-lanes, if some adjustments are made	9%	9%	6%
Total	Unweighted Count	3309	2599	710

North Avenue Pilot Follow-up Survey, June 2017

My preference for North Avenue between Ethan Allen Parkway and Shore Road is:

			New North End vs. Others	
		Total	New North End	Other
My preference for North Avenue between Ethan Allen Parkway and Shore Road is:	3-lanes, pilot configuration	52%	47%	71%
	3-lanes, if some adjustments are made	9%	10%	8%
	4-lanes, previous configuration	33%	37%	16%
	4-lanes, if some adjustments are made	6%	7%	5%
Total	Unweighted Count	3285	2589	696

North Avenue Pilot Follow-up Survey, June 2017

My preference for the intersection of North Avenue / Route 127 is:

			New North End vs. Others	
		Total	New North End	Other
My preference for the intersection of North Avenue / Route 127 is:	4-way signal-controlled intersection, pilot configuration	47%	43%	63%
	4-way signal-controlled intersection, if some adjustments are made	11%	11%	13%
	Intersection with slip ramps on and off Rt 127, previous configuration	34%	39%	18%
	Intersection with slip ramps on and off Rt 127, if some adjustments are made	8%	8%	7%
Total	Unweighted Count	3192	2504	688

Appendix B: Survey Results by Age of Respondent

North Avenue Pilot Follow-up Survey, June 2017

What is your opinion of the 4-lanes reconfigured to 3-lanes in the North Avenue Pilot Project?

			Age		
		Total	18 - 44	45 - 64	65 and older
The first set of questions will ask your opinion about the individual components of the North Avenue Pilot Project. What is your opinion of the 4-lanes reconfigured to 3-lanes in the North Avenue Pilot Project?	Very dissatisfied	27%	23%	30%	26%
	Dissatisfied	13%	11%	13%	16%
	Neutral	6%	4%	6%	8%
	Satisfied	13%	15%	12%	15%
	Very satisfied	40%	47%	39%	34%
	Not sure	1%	1%	0%	1%
Total	Unweighted Count	3328	1166	1374	755

North Avenue Pilot Follow-up Survey, June 2017

What is your opinion of the bike lanes buffered from traffic by two lines of paint in the North Avenue Pilot Project?

			Age		
		Total	18 - 44	45 - 64	65 and older
What is your opinion of the bike lanes buffered from traffic by two lines of paint in the North Avenue Pilot Project?	Very dissatisfied	24%	19%	27%	27%
	Dissatisfied	13%	10%	14%	16%
	Neutral	9%	8%	8%	10%
	Satisfied	23%	26%	21%	22%
	Very satisfied	31%	37%	30%	23%
	Not sure	1%	0%	1%	2%
Total	Unweighted Count	3329	1166	1375	756

North Avenue Pilot Follow-up Survey, June 2017

What is your opinion of the intersection modifications at North Avenue and VT 127 in the North Avenue Pilot Project?

			Age		
		Total	18 - 44	45 - 64	65 and older
What is your opinion of the intersection modifications at North Avenue and VT 127 in the North Avenue Pilot Project?	Very dissatisfied	29%	24%	33%	29%
	Dissatisfied	13%	12%	13%	15%
	Neutral	9%	8%	9%	9%
	Satisfied	24%	26%	22%	24%
	Very satisfied	24%	27%	22%	21%
	Not sure	2%	2%	1%	1%
Total	Unweighted Count	3326	1167	1372	755

North Avenue Pilot Follow-up Survey, June 2017

What is your opinion of the removal of parking between Shore Road and Plattsburgh Avenue (except in front of St. Mark Catholic Parish) in the North Avenue Pilot Project?

			Age		
		Total	18 - 44	45 - 64	65 and older
What is your opinion of the removal of parking between Shore Road and Plattsburgh Avenue (except in front of St. Mark Catholic Parish) in the North Avenue Pilot Project?	Very dissatisfied	14%	13%	16%	13%
	Dissatisfied	7%	4%	7%	9%
	Neutral	25%	27%	23%	26%
	Satisfied	22%	18%	24%	25%
	Very satisfied	26%	29%	26%	23%
	Not sure	6%	9%	5%	4%
Total	Unweighted Count	3325	1165	1372	756

North Avenue Pilot Follow-up Survey, June 2017

What is your opinion of the removal of parking between Institute Road (High School/North Beach) and VT 127 in the North Avenue Pilot Project?

			Age		
		Total	18 - 44	45 - 64	65 and older
What is your opinion of the removal of parking between Institute Road (High School/North Beach) and VT 127 in the North Avenue Pilot Project?	Very dissatisfied	14%	13%	16%	14%
	Dissatisfied	8%	5%	9%	9%
	Neutral	23%	23%	22%	23%
	Satisfied	22%	20%	23%	26%
	Very satisfied	28%	32%	28%	25%
	Not sure	5%	7%	3%	3%
Total	Unweighted Count	3279	1158	1356	733

North Avenue Pilot Follow-up Survey, June 2017
Travel on North Avenue in past 30 days, by means of travel

			Age		
		Total	18 - 44	45 - 64	65 and older
Means of travel on North Ave in past 30 days	Made trip by Car in past 30 days	97%	96%	98%	98%
	Made trip by Bike in past 30 days	35%	45%	37%	17%
	Made trip by walking or running in past 30 days	42%	49%	43%	30%
	Made trip by Bus in past 30 days	11%	14%	11%	8%
	Have not made any trips in past 30 days	1%	1%	1%	1%
	Unweighted Count	3415	1218	1418	779

North Avenue Pilot Follow-up Survey, June 2017

Since the North Avenue Pilot Project started in June 2016, how has your perception of safety driving on North Avenue changed?

			Age		
		Total	18 - 44	45 - 64	65 and older
Since the North Avenue Pilot Project started in June 2016, how has your perception of safety driving on North Avenue changed?	Become less safe	29%	24%	31%	34%
	About the same	21%	20%	21%	20%
	Become more safe	49%	55%	47%	43%
	Not sure	2%	1%	2%	3%
Total	Unweighted Count	3243	1126	1344	744

North Avenue Pilot Follow-up Survey, June 2017

Since the North Avenue Pilot Project started in June 2016, how has your perception of safety biking on North Avenue changed?

			Age		
		Total	18 - 44	45 - 64	65 and older
Since the North Avenue Pilot Project started in June 2016, how has your perception of safety biking on North Avenue changed?	Become less safe	12%	9%	14%	17%
	About the same	13%	10%	14%	16%
	Become more safe	73%	79%	70%	62%
	Not sure	2%	1%	1%	5%
Total	Unweighted Count	1203	535	507	150

North Avenue Pilot Follow-up Survey, June 2017

Since the North Avenue Pilot Project started in June 2016, how has your perception of safety walking/running on North Avenue changed?

			Age		
		Total	18 - 44	45 - 64	65 and older
Since the North Avenue Pilot Project started in June 2016, how has your perception of safety walking/running on North Avenue changed?	Become less safe	13%	11%	15%	15%
	About the same	47%	47%	47%	51%
	Become more safe	37%	41%	37%	31%
	Not sure	2%	2%	2%	3%
Total	Unweighted Count	1414	571	591	242

North Avenue Pilot Follow-up Survey, June 2017

Since the North Avenue Pilot Project started in June 2016, how has your perception of safety using the bus on North Avenue changed?

			Age		
		Total	18 - 44	45 - 64	65 and older
Since the North Avenue Pilot Project started in June 2016, how has your perception of safety using the bus on North Avenue changed?	Become less safe	17%	17%	18%	12%
	About the same	61%	61%	61%	59%
	Become more safe	18%	17%	18%	20%
	Not sure	5%	5%	3%	9%
Total	Unweighted Count	391	164	153	69

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the level of comfort?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the level of comfort?	Very dissatisfied	23%	20%	26%	21%
	Dissatisfied	15%	11%	15%	20%
	Neutral	8%	6%	8%	9%
	Satisfied	21%	23%	20%	21%
	Very satisfied	33%	40%	31%	28%
	Not sure	1%	0%	1%	1%
Total	Unweighted Count	3229	1124	1343	733

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the travel times?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the travel times?	Very dissatisfied	27%	25%	31%	23%
	Dissatisfied	14%	11%	14%	16%
	Neutral	8%	7%	7%	12%
	Satisfied	24%	25%	23%	25%
	Very satisfied	27%	32%	25%	23%
	Not sure	0%	0%	1%	1%
Total	Unweighted Count	3201	1123	1330	720

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the congestion?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the congestion?	Very dissatisfied	29%	26%	33%	26%
	Dissatisfied	16%	12%	15%	21%
	Neutral	10%	9%	10%	11%
	Satisfied	25%	28%	23%	23%
	Very satisfied	20%	25%	19%	17%
	Not sure	0%	0%	0%	1%
Total	Unweighted Count	3219	1123	1335	733

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning onto North Avenue?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning onto North Avenue?	Very dissatisfied	26%	22%	29%	27%
	Dissatisfied	14%	11%	15%	15%
	Neutral	10%	10%	9%	12%
	Satisfied	26%	27%	26%	27%
	Very satisfied	22%	28%	20%	18%
	Not sure	1%	1%	1%	2%
Total	Unweighted Count	3222	1124	1337	733

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning from North Avenue?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning from North Avenue?	Very dissatisfied	20%	18%	23%	19%
	Dissatisfied	13%	8%	14%	17%
	Neutral	11%	11%	11%	12%
	Satisfied	26%	28%	24%	27%
	Very satisfied	28%	34%	27%	23%
	Not sure	1%	1%	0%	1%
Total	Unweighted Count	3214	1120	1337	729

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the level of comfort?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the level of comfort?	Very dissatisfied	8%	6%	9%	9%
	Dissatisfied	7%	6%	8%	9%
	Neutral	12%	9%	13%	13%
	Satisfied	35%	36%	34%	35%
	Very satisfied	37%	42%	34%	31%
	Not sure	1%	1%	1%	3%
Total	Unweighted Count	1178	532	511	127

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the separation from vehicle traffic and pedestrians?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the separation from vehicle traffic and pedestrians?	Very dissatisfied	8%	6%	10%	9%
	Dissatisfied	7%	6%	9%	6%
	Neutral	13%	12%	13%	18%
	Satisfied	35%	35%	35%	33%
	Very satisfied	35%	39%	33%	30%
	Not sure	1%	1%	1%	4%
Total	Unweighted Count	1179	534	509	128

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the bike lanes buffered from traffic by two lines of paint?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the bike lanes buffered from traffic by two lines of paint?	Very dissatisfied	9%	7%	11%	9%
	Dissatisfied	7%	5%	9%	8%
	Neutral	12%	11%	12%	17%
	Satisfied	31%	31%	33%	29%
	Very satisfied	40%	46%	35%	33%
	Not sure	1%	1%	1%	4%
Total	Unweighted Count	1177	534	508	127

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the safety of biking through intersections?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the safety of biking through intersections?	Very dissatisfied	8%	7%	11%	8%
	Dissatisfied	9%	7%	10%	9%
	Neutral	16%	14%	16%	19%
	Satisfied	44%	45%	42%	45%
	Very satisfied	22%	26%	21%	17%
	Not sure	1%	1%	1%	2%
Total	Unweighted Count	1181	534	511	128

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the level of comfort?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the level of comfort?	Very dissatisfied	9%	9%	10%	7%
	Dissatisfied	8%	5%	9%	11%
	Neutral	23%	21%	23%	26%
	Satisfied	31%	33%	30%	32%
	Very satisfied	28%	31%	27%	21%
	Not sure	2%	1%	2%	2%
Total	Unweighted Count	1404	569	591	235

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the separation from bikes and cars?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the separation from bikes and cars?	Very dissatisfied	11%	9%	12%	14%
	Dissatisfied	9%	6%	10%	10%
	Neutral	20%	18%	20%	23%
	Satisfied	29%	32%	28%	26%
	Very satisfied	29%	33%	28%	24%
	Not sure	2%	2%	2%	3%
Total	Unweighted Count	1404	567	592	236

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the crossings at intersections?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the crossings at intersections?	Very dissatisfied	12%	9%	13%	17%
	Dissatisfied	12%	9%	13%	12%
	Neutral	21%	21%	19%	22%
	Satisfied	34%	34%	34%	31%
	Very satisfied	20%	23%	19%	16%
	Not sure	2%	2%	2%	2%
Total	Unweighted Count	1408	568	593	238

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the travel times?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the travel times?	Very dissatisfied	10%	9%	10%	8%
	Dissatisfied	9%	9%	10%	5%
	Neutral	15%	11%	16%	20%
	Satisfied	33%	35%	29%	34%
	Very satisfied	33%	34%	32%	31%
	Not sure	2%	2%	3%	2%
Total	Unweighted Count	378	160	154	61

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the adherence to schedule?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the adherence to schedule?	Very dissatisfied	10%	9%	12%	8%
	Dissatisfied	9%	12%	6%	10%
	Neutral	19%	22%	17%	15%
	Satisfied	35%	34%	34%	40%
	Very satisfied	23%	20%	25%	23%
	Not sure	5%	4%	6%	5%
Total	Unweighted Count	381	162	154	62

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the comfort from traffic and bikes when getting on/off buses?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the comfort from traffic and bikes when getting on/off buses?	Very dissatisfied	10%	9%	13%	8%
	Dissatisfied	6%	7%	7%	3%
	Neutral	16%	11%	18%	23%
	Satisfied	31%	32%	30%	32%
	Very satisfied	32%	37%	28%	31%
	Not sure	4%	4%	5%	3%
Total	Unweighted Count	379	161	153	62

North Avenue Pilot Follow-up Survey, June 2017

Over the past 30 days, how often have you traveled on North Avenue using a car?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the past 30 days, how often have you traveled on North Avenue using a car?	5+ days per week	69%	61%	74%	69%
	3 to 4 days per week	13%	12%	10%	19%
	1 to 2 days per week	12%	16%	11%	8%
	Less than once per week	6%	10%	4%	3%
Total	Unweighted Count	3235	1125	1343	742

North Avenue Pilot Follow-up Survey, June 2017

Over the past 30 days, how often have you traveled on North Avenue using a bike?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the past 30 days, how often have you traveled on North Avenue using a bike?	5+ days per week	5%	6%	6%	2%
	3 to 4 days per week	15%	15%	15%	13%
	1 to 2 days per week	39%	42%	40%	28%
	Less than once per week	40%	37%	39%	57%
Total	Unweighted Count	1210	535	511	155

North Avenue Pilot Follow-up Survey, June 2017

Over the past 30 days, how often have you traveled along North Avenue while walking/running?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the past 30 days, how often have you traveled along North Avenue while walking/running?	5+ days per week	12%	11%	13%	11%
	3 to 4 days per week	22%	20%	24%	19%
	1 to 2 days per week	38%	40%	38%	34%
	Less than once per week	29%	29%	25%	35%
Total	Unweighted Count	1429	570	596	253

North Avenue Pilot Follow-up Survey, June 2017

Over the past 30 days, how often have you traveled on North Avenue using a bus?

			Age		
		Total	18 - 44	45 - 64	65 and older
Over the past 30 days, how often have you traveled on North Avenue using a bus?	5+ days per week	8%	8%	8%	6%
	3 to 4 days per week	7%	4%	10%	6%
	1 to 2 days per week	28%	34%	27%	22%
	Less than once per week	58%	54%	55%	67%
Total	Unweighted Count	413	164	156	88

North Avenue Pilot Follow-up Survey, June 2017

My preference for North Avenue between Rt 127 and Ethan Allen Parkway is:

			Age		
		Total	18 - 44	45 - 64	65 and older
My preference for North Avenue between Rt 127 and Ethan Allen Parkway is:	3-lanes, pilot configuration	46%	54%	42%	41%
	3-lanes, if some adjustments are made	15%	14%	15%	15%
	4-lanes, previous configuration	31%	25%	34%	36%
	4-lanes, if some adjustments are made	9%	8%	9%	9%
Total	Unweighted Count	3309	1167	1370	747

North Avenue Pilot Follow-up Survey, June 2017

My preference for North Avenue between Ethan Allen Parkway and Shore Road is:

			Age		
		Total	18 - 44	45 - 64	65 and older
My preference for North Avenue between Ethan Allen Parkway and Shore Road is:	3-lanes, pilot configuration	52%	59%	49%	47%
	3-lanes, if some adjustments are made	9%	9%	10%	10%
	4-lanes, previous configuration	33%	26%	35%	38%
	4-lanes, if some adjustments are made	6%	6%	6%	6%
Total	Unweighted Count	3285	1158	1360	744

North Avenue Pilot Follow-up Survey, June 2017

My preference for the intersection of North Avenue / Rt 127 is:

			Age		
		Total	18 - 44	45 - 64	65 and older
My preference for the intersection of North Avenue / Route 127 is:	4-way signal-controlled intersection, pilot configuration	47%	51%	44%	48%
	4-way signal-controlled intersection, if some adjustments are made	11%	13%	11%	9%
	Intersection with slip ramps on and off Route 127, previous configuration	34%	29%	38%	36%
	Intersection with slip ramps on and off Route 127, if some adjustments are made	8%	7%	8%	6%
Total	Unweighted Count	3192	1147	1341	688

Appendix C: Survey Results by Frequency of Use

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the level of comfort?

			Over the past 30 days, how often have you traveled on North Avenue using a car?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the level of comfort?	Very dissatisfied	23%	29%	12%	7%	4%
	Dissatisfied	15%	17%	14%	10%	3%
	Neutral	8%	9%	7%	3%	3%
	Satisfied	21%	18%	26%	28%	36%
	Very satisfied	33%	27%	41%	50%	51%
	Not sure	1%	0%	0%	1%	4%
Total	Unweighted Count	3229	2213	428	388	193

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the travel times?

			Over the past 30 days, how often have you traveled on North Avenue using a car?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the travel times?	Very dissatisfied	27%	35%	14%	8%	2%
	Dissatisfied	14%	16%	12%	8%	3%
	Neutral	8%	8%	10%	7%	6%
	Satisfied	24%	21%	29%	29%	38%
	Very satisfied	27%	20%	36%	48%	48%
	Not sure	0%	0%		1%	3%
Total	Unweighted Count	3201	2189	427	387	193

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the congestion?

			Over the past 30 days, how often have you traveled on North Avenue using a car?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with the congestion?	Very dissatisfied	29%	38%	15%	9%	3%
	Dissatisfied	16%	17%	18%	10%	3%
	Neutral	10%	9%	11%	11%	11%
	Satisfied	25%	21%	30%	32%	41%
	Very satisfied	20%	15%	26%	38%	38%
	Not sure	0%	0%		1%	3%
Total	Unweighted Count	3219	2205	427	388	193

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning onto North Avenue?

			Over the past 30 days, how often have you traveled on North Avenue using a car?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning onto North Avenue?	Very dissatisfied	26%	34%	15%	8%	3%
	Dissatisfied	14%	16%	13%	8%	2%
	Neutral	10%	10%	12%	9%	9%
	Satisfied	26%	22%	34%	33%	46%
	Very satisfied	22%	17%	26%	40%	36%
	Not sure	1%	1%	1%	2%	4%
Total	Unweighted Count	3222	2208	426	389	193

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning from North Avenue?

			Over the past 30 days, how often have you traveled on North Avenue using a car?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience driving on North Avenue, how satisfied are you with turning from North Avenue?	Very dissatisfied	20%	26%	12%	6%	4%
	Dissatisfied	13%	16%	12%	5%	1%
	Neutral	11%	13%	10%	9%	7%
	Satisfied	26%	22%	32%	33%	46%
	Very satisfied	28%	24%	33%	45%	40%
	Not sure	1%	0%	0%	1%	2%
Total	Unweighted Count	3214	2201	428	386	193

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the level of comfort?

			Over the past 30 days, how often have you traveled on North Avenue using a bike?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the level of comfort?	Very dissatisfied	8%	28%	4%	7%	7%
	Dissatisfied	7%	3%	9%	9%	6%
	Neutral	12%	8%	8%	10%	15%
	Satisfied	35%	23%	31%	34%	40%
	Very satisfied	37%	38%	47%	40%	30%
	Not sure	1%				2%
Total	Unweighted Count	1178	65	178	474	456

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the separation from vehicle traffic and pedestrians?

			Over the past 30 days, how often have you traveled on North Avenue using a bike?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the separation from vehicle traffic and pedestrians?	Very dissatisfied	8%	26%	5%	7%	8%
	Dissatisfied	7%	6%	10%	8%	6%
	Neutral	13%	8%	10%	12%	17%
	Satisfied	35%	22%	31%	36%	36%
	Very satisfied	35%	38%	44%	36%	31%
	Not sure	1%			0%	3%
Total	Unweighted Count	1179	65	178	474	457

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the bike lanes buffered from traffic by two lines of paint?

			Over the past 30 days, how often have you traveled on North Avenue using a bike?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the bike lanes buffered from traffic by two lines of paint?	Very dissatisfied	9%	28%	8%	8%	7%
	Dissatisfied	7%	5%	5%	8%	7%
	Neutral	12%	8%	12%	10%	15%
	Satisfied	31%	18%	24%	31%	37%
	Very satisfied	40%	42%	51%	43%	31%
	Not sure	1%				3%
Total	Unweighted Count	1177	65	178	474	455

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the safety of biking through intersections?

			Over the past 30 days, how often have you traveled on North Avenue using a bike?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisfied are you with the safety of biking through intersections?	Very dissatisfied	8%	29%	6%	8%	6%
	Dissatisfied	9%	8%	9%	8%	9%
	Neutral	16%	5%	9%	15%	21%
	Satisfied	44%	32%	41%	47%	43%
	Very satisfied	22%	23%	35%	22%	18%
	Not sure	1%	3%			2%
Total	Unweighted Count	1181	65	179	475	457

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the level of comfort?

			Over the past 30 days, how often have you traveled along North Avenue while walking/running?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the level of comfort?	Very dissatisfied	9%	25%	9%	6%	6%
	Dissatisfied	8%	11%	11%	7%	4%
	Neutral	23%	17%	21%	24%	24%
	Satisfied	31%	21%	28%	35%	34%
	Very satisfied	28%	26%	30%	26%	29%
	Not sure	2%		1%	1%	3%
Total	Unweighted Count	1404	170	306	538	387

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the separation from bikes and cars?

			Over the past 30 days, how often have you traveled along North Avenue while walking/running?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the separation from bikes and cars?	Very dissatisfied	11%	25%	11%	8%	8%
	Dissatisfied	9%	13%	10%	7%	8%
	Neutral	20%	15%	21%	21%	20%
	Satisfied	29%	16%	26%	35%	30%
	Very satisfied	29%	29%	32%	26%	31%
	Not sure	2%	2%	1%	2%	3%
Total	Unweighted Count	1404	170	306	538	387

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the crossings at intersections?

			Over the past 30 days, how often have you traveled along North Avenue while walking/running?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience walking/running along North Avenue, how satisfied are you with the crossings at intersections?	Very dissatisfied	12%	32%	14%	8%	8%
	Dissatisfied	12%	9%	13%	15%	7%
	Neutral	21%	15%	21%	21%	23%
	Satisfied	34%	23%	31%	35%	38%
	Very satisfied	20%	21%	21%	19%	21%
	Not sure	2%	1%	0%	2%	3%
Total	Unweighted Count	1408	170	306	540	389

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the travel times?

			Over the past 30 days, how often have you traveled on North Avenue using a bus?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the travel times?	Very dissatisfied	10%	40%	4%	11%	5%
	Dissatisfied	9%	10%	11%	12%	6%
	Neutral	15%	13%	11%	10%	18%
	Satisfied	33%	23%	19%	36%	34%
	Very satisfied	33%	13%	56%	31%	33%
	Not sure	2%				4%
Total	Unweighted Count	378	30	27	113	208

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the adherence to schedule?

			Over the past 30 days, how often have you traveled on North Avenue using a bus?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the adherence to schedule?	Very dissatisfied	10%	43%	7%	10%	5%
	Dissatisfied	9%	10%	11%	10%	8%
	Neutral	19%	10%	19%	17%	21%
	Satisfied	35%	23%	26%	36%	38%
	Very satisfied	23%	10%	37%	24%	22%
	Not sure	5%	3%		2%	7%
Total	Unweighted Count	381	30	27	115	209

North Avenue Pilot Follow-up Survey, June 2017

Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the comfort from traffic and bikes when getting on/off buses?

			Over the past 30 days, how often have you traveled on North Avenue using a bus?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
Over the last 30 days, based on your experience using buses on North Avenue, how satisfied are you with the comfort from traffic and bikes when getting on/off buses?	Very dissatisfied	10%	40%	4%	11%	6%
	Dissatisfied	6%	10%	7%	10%	3%
	Neutral	16%	3%	19%	11%	20%
	Satisfied	31%	23%	37%	27%	34%
	Very satisfied	32%	20%	33%	38%	31%
	Not sure	4%	3%		2%	6%
Total	Unweighted Count	379	30	27	115	207

North Avenue Pilot Follow-up Survey, June 2017

My preference for North Avenue between Route 127 and Ethan Allen Parkway is:

			Over the past 30 days, how often have you traveled on North Avenue using a car?				Over the past 30 days, how often have you traveled on North Avenue using a bike?				Over the past 30 days, how often have you traveled along North Avenue while walking/running?				Over the past 30 days, how often have you traveled on North Avenue using a bus?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
My preference for North Avenue between Rt 127 and Ethan Allen Parkway is:	3-lanes, pilot configuration	46%	36%	57%	68%	80%	60%	72%	63%	55%	41%	46%	49%	52%	35%	56%	56%	53%
	3-lanes, if some adjustments are made	15%	15%	16%	13%	12%	6%	8%	15%	15%	9%	19%	18%	16%	3%	26%	13%	13%
	4-lanes, previous configuration	31%	39%	22%	15%	4%	28%	12%	15%	21%	40%	26%	24%	23%	52%	11%	22%	23%
	4-lanes, if some adjustments are made	9%	11%	4%	4%	4%	6%	7%	7%	9%	9%	9%	9%	9%	10%	7%	9%	10%
Total	Unweighted Count	3309	2209	424	390	195	65	178	475	489	169	307	542	406	31	27	117	238

North Avenue Pilot Follow-up Survey, June 2017

My preference for North Avenue between Ethan Allen Parkway and Shore Road is:

			Over the past 30 days, how often have you traveled on North Avenue using a car?				Over the past 30 days, how often have you traveled on North Avenue using a bike?				Over the past 30 days, how often have you traveled along North Avenue while walking/running?				Over the past 30 days, how often have you traveled on North Avenue using a bus?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
My preference for North Avenue between Ethan Allen Parkway and Shore Road is:	3-lanes, pilot configuration	52%	42%	64%	73%	83%	58%	73%	68%	63%	44%	54%	55%	58%	30%	63%	61%	60%
	3-lanes, if some adjustments are made	9%	10%	9%	7%	9%	9%	8%	11%	10%	6%	12%	13%	11%	7%	22%	9%	10%
	4-lanes, previous configuration	33%	41%	23%	16%	5%	29%	15%	16%	21%	41%	27%	26%	24%	60%	7%	24%	22%
	4-lanes, if some adjustments are made	6%	7%	4%	3%	3%	3%	3%	5%	6%	9%	8%	6%	7%	3%	7%	6%	8%
Total	Unweighted Count	3285	2199	422	383	193	65	177	474	483	169	306	534	403	30	27	116	238

North Avenue Pilot Follow-up Survey, June 2017, My preference for the intersection of North Avenue / Route 127 is:

			Over the past 30 days, how often have you traveled on North Avenue using a car?				Over the past 30 days, how often have you traveled on North Avenue using a bike?				Over the past 30 days, how often have you traveled along North Avenue while walking/running?				Over the past 30 days, how often have you traveled on North Avenue using a bus?			
		Total	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week	5+ days per week	3 to 4 days per week	1 to 2 days per week	Less than once per week
My preference for the intersection of North Avenue / Rt 127 is:	4-way signal-controlled intersection, pilot configuration	47%	38%	57%	65%	78%	62%	67%	64%	57%	40%	49%	51%	54%	27%	62%	60%	62%
	4-way signal-controlled intersection, if some adjustments are made	11%	11%	10%	11%	13%	5%	10%	11%	11%	10%	11%	12%	10%	19%	12%	15%	11%
	Intersection with slip ramps on and off Rt 127, previous configuration	34%	43%	24%	16%	5%	26%	17%	20%	22%	43%	32%	30%	24%	50%	23%	17%	22%
	Intersection with slip ramps on and off Rt 127, if some adjustments are made	8%	8%	9%	7%	3%	7%	6%	5%	10%	7%	8%	8%	11%	4%	4%	8%	6%
Total	Unweighted Count	3192	2137	409	376	186	61	176	466	444	164	298	526	365	26	26	108	200

Appendix D: Additional Comments from Respondents

Q31a. "What adjustments would you like made to North Avenue between Route 127 and Ethan Allen Parkway?"

1) Heading toward downtown Burlington, at intersection of No. Ave and Ethan Allen Pkwy, we need an advance left turn arrow to turn onto Ethan Allen Pkwy. The current situation is a safety hazzard.2) Heading out of Burlington at intersection of No. Ave and Ethan Allen Pkwy, the poles on right side of No. Ave need to be removed. They essentially push your car into the oncoming lane exiting Ethan Allen Pkwy. This is an accident waiting to happen, especially in slippery conditions like rain or winter driving. I have seen several near collisions.3) The intersection of No. Ave and Rt 127 needs to be changed back to its original configuration. The right turn, heading north on No. Ave onto Rt127 is a very difficult and sharp turn.
1) Remove white posts and put in something permanent 2) make better pull-off areas for buses As a driver I think that other drivers are doing their best to adhere to the pilot rules. I do notice that not all cyclists adhere to the rules of the road and have noticed some very dangerous moves. The bus drivers do an amazing job keeping to their schedule. It is my opinion that cars need to be able to get around busses safely when picking up or dropping off passengers(for all) so that traffic does not become more congested.
1. traffic circle for the 127 and north ave interchange
1. Eliminate bike lanes on North ave. Replace with lighting and access to the bikepath2. My biggest complaint is lack of consideration for pull of'fs at bus stops. No consideration was made for this. Therefor, when a bus stops it interrupts not only automobile traffic, but stops bike traffic as well. quite often the bike traffic swerves around the stopped bus creating a hazardous situation. If a bus pull off area could be created to not cause blockage of all one lane traffic one way each time a bus stops it would reduce the hazard and provide for a much less congested traffic situation at each bus stop.3. Rush hour traffic seems worse with the new configuration. I live just off the extreme North End of North Ave. and avoid using it as much as possible during rush hour. 4. Also, I find riding my bike on North Ave unpleasant and dangerous. I would never choose to ride on North Ave. instead of the bike path. With t
1. From a walking/running perspective, when I hit the button to cross 127, the south bound traffic and traffic coming off 127 stop, but the north bound traffic does not seem to stop and I have to be very careful to not get hit!2. From a driving perspective, I exit from 127 daily. When the light turns green to move from 127, the right-hand signal is a blinking yellow whilst the straight/left turn lane gets a solid green. The vast majority of traffic coming off of 127 is turning right/north. The blinking yellow confuses people and slows people down. I cannot understand why it is not a solid green arrow. When the light for straight (into the church) and left/south bound go red and the southbound traffic has a right-hand turn onto 127, the light then goes to a green arrow...then traffic moves off of 127. This overall results in a frequent back-up of traffic from 127 at the end of the day.
1. I do not think bikes should be encouraged to use North Avenue for commuting and transportation. I think they should only be on it to access stores, gas stations, and to cross in order to get to their residence. We built the bike path for a reason and it's to keep cyclists and pedestrians safe. It is close enough to utilize and far enough away to be safe (and the views are stunning). With the number of emergency vehicles using North Ave (I live ON the avenue, and hear these sirens multiple times a day) it's ridiculous to have a bike lane and encourage it's use. When you are focused on an emergency vehicle you want to get to the side of the road as quickly and safely as possible. Having many cyclists on the road is unsafe and takes time away from getting out of the way of emergency vehicles. If North Ave wasn't used by emergency vehicles so frequently this wouldn't be as much of an issue. 2. The traffic delays I now experience on a daily basis have added 20 minutes to my commutes at times, 10 at others (if I'm lucky). I enjoy driving the Avenue and seeing the all the houses and families, (I live far enough down the avenue I could take the belt line but I prefer the neighborhood feel of North Avenue. I do not enjoy bumper to bumper traffic with no ability to move past someone going below the speed limit (which many New North End residents do - I think they should be allowed to, of course, but it would be nice to carry on about my day by being able to move safely around them without entering a turn lane.3. The turn lane by the RiteAid/Merchants Bank parking lot is deadly. There in order to safely pull into that turn lane for that parking lot entrance, you have to cross the double yellow, or move into the turn section so quickly that you have to
1. Making the bike lane solid green as it crosses the entrance and exit of 127. 2. Making the bike lane a solid green with a yellow dotted line for cars to turn into the shopping center.3. At the summit of the hill, (north of the HIS), a solid green bike lane all the way past the entrance to the HS and the bus stop to the south of the HS entrance.
1. Removal of the poles2. do not like the flashing light at head of street
127 on / off could be improved -- get rid of Armadillos by BHS
2 lanes each way the whole way. no need for such a wide single lane in parts like it was before.
3 lanes between 127 and Shore Road and remove posts at Ethan Allen Drive and entrance to beltline.
3 LANES ONLY. TURNS FOR
4 LANE PREVIOUS CONFIGUR
4 lanes from institute rd to Plattsburgh ave
4 lanes plus space for bikes

4 lanes should remain same. If we could make the side walk little bigger and shared with bicyclist. Thus, it is both safe for car driver and bicyclist. Some bicyclist crossing the bike lane towards the road and it is way risky for both drivers and bicyclist.
4 lanes with a bike lane, if possible
4 lanes, cautious of bikes however
A barrier between cars and the bike lane
A better traffic flow situation for those coming off of 127 and onto the Avenue. Perhaps those lights connected to the crosswalks for foot traffic. The large yellow, flashing ones
A different signal for the turn from 127 to North Ave (the flashing arrow is confusing).
A lot of wasted space, coming off 127, traveling North. I'm all in favor of sharing the road with all manner of vehicles, but bicycle lanes seem to be taking precedent over other modes of transportation. Also, improved signaling for pedestrians at the 127 interchange on North Ave., as well as changes all around, at Ethan Allen Parkway intersection.
A protected bike lane off of the Ave. is it tricky making turns onto Ethan Allen going south on north Ave with three lanes. Dislike how 127 was set up- it flowed better before. Turning traffic causes sudden stops on north Ave because of the middle lanes not always being for turning both ways on north Ave. the polls and armadillos make turning a stop and go seance instead of a nice flow and merge.
A right turn lane onto the belt line at the light at the belt line.
A roundabout at North Ave and 127 instead of the pilot configuration.
a second lane for turning onto EA parkway would be good
A turn lane for Rite Aid and Merchants bank.
A turning arrow from north avenue on to Ethan Allen parkway when coming from shopping center (left turn).
a turning lane for rite aid instead of for saratoga ave
A yield or caution sign for bikes at Ethan Allen Park. And remove the posts. More green belt and less lines for bikes.
a) Allow left turn from either Saratoga or Village Green to use turn lane instead of trying to merge with single south bound North Avenueb) Step up effort to educate North Avenue drivers to be considerate of turning onto and turning from the Saratoga and Village Green side streets
Access ramps to Rt127 should be opened to facilitate traffic flow.
Accomodate the buses. As far as bikers, why not light the bike path and plow during the winter. Honestly, I drive N. Ave at least twice daily, usually four-five times and I have never seen more than a couple of bikers. I never understood the money, time and effort that went into this when Burlington has a beautiful bike path - especially with the recent improvements (i.e. paving). I am an avid biker and would never bike on North Avenue for many reasons, but especially because we have the bike path. I commute 30 miles each way to work and this new configuration has literally added fifteen minutes to my commute making it an hour each way.
Add a recreation path to the west side of North Ave
Add bike lanes
Add pilons or some significant buffer between cars and bikes going north. It's confusing for cars with all the extra space and so many lines.North Ave/Ethan Allen Parkway intersection light needs to be changed. Don't use a blinking red right arrow when the other light is green. I have gotten confused several times and almost run the red light (into pedestrians crossing Ethan Allen Parkway) because I was looking at a green light. Just make the entire intersection stop when there are pedestrians crossing to be safe.
Adding sensors to traffic lights and widening the road back to 4 lanes. It is unacceptable that we do not have sensors on lights. I shouldn't have to wait at the 127 intersections when there is no traffic to turn. Also, the Ethan Allen Parkway light needs to be reconfigured. I find myself waiting up 4 minutes before it turns green which is totally unacceptable for a light to change NO ONE WAITS THAT LONG ON A RED. Often times you see traffic cutting through Rite Aid to avoid waiting for the light to turn green.
addition of crossing areas with warning lights
Additional barriers (like flexible delineator posts) to keep bikers safer would be great! But I love the turning lanes (left turns in a car felt very dangerous before) and having a bike lane is amazing! It felt very unsafe before!
Adjustments made so that is it easier to turn onto the avenue, especially to the very dangerous intersection coming out of Little Eagle Bay.
Adjustments to the traffic lights. I don't mind the tree lane config, but the light timing at times causes a bit of congestion.
Advanc Left turn signal onto ethan Allen pkwy
After passing Saratoga Ave-heading towards the belt line, cars should be able to get in the suicide lane to turn left onto the beltline much sooner than the road lines allow. Also, glad to see the poles that were either taken down or plowed down removed as it was causing a vehicle to turn wider and into oncoming traffic. The on ramp should be re-opened to elieviate traffic congestion. Both bikers and drivers are already trained and are aware cars turn off. No-brainer!
All bike lanes should be buffered by a real barrier, not just lane striping. This is the only real way to make it safe.
Allow bicycles on a wizened sidewalk
Allow right turn at Ethan Allen pkwy -- remove the no right turn signal.
Although I am not traveling north from the high school to 127, I am aware that the evening rush hour traffic is very slow.

am not sure how to address the adjustments. The traffic is very backed up in the mornings and evenings and during the summer months. Perhaps adding another light might help alleviate the traffic flow but 3 lanes is not solving the heavy congestion
Anything to increase bike safety.
arrows in right lane for right turn or forward only. Also, blinking yellow light at Ethan Allen can be confusing, not all know it means "proceed with caution"...
As a 3-lane road, I have seen too many inappropriate and scary things happen (cars using the turn lane to pass and travel a long distance on it; people very impatient to wait behind a city bus and almost crashing into someone; and folks who are obviously texting. Consequently, the bike land in this configuration worries me. I would like to see the sidewalks widened and have that be where the bikes ride. I don't understand why that wasn't done in the first place. And don't tell me it wouldn't be safe for pedestrians because bicyclists sure use the sidewalks downtown and they are much skinnier than the present ones on North Avenue.
As a driver, I don't like the reflective posts that are at the entrance to Ethan Allen Parkway - they are too "busy" and freak me out. I would like to see them removed. Bicyclists can flow with traffic and make a right turn.
As a long-time resident and avid cycler based near the end of N Ave, expanding the greenway near the sidewalk for bicycles as was done on Dorset St while maintaining four lanes for automotive traffic would provide separation for bicycles and cars without hindering traffic flow as the current 3-lane pilot configuration does.
As an avid supporter of biking, and making our city as environmentally friendly as possible, I think that this system has decreased the sustainability of our city. It increases wait time in cars which increases our carbon footprint. I lived in Copenhagen Denmark, where the city is very efficiently designed around bikes. I think thAt our biggest mistake was changing the roads versus changing or sidewalks along north ave. if we changed one of the sidewalks to a two way bike path, bikers could safely and efficiently bike down north ave. I think that our biggest obstacles that are preventing us from becoming a more sustainable city is that biking is currently not safe or time efficient. If we make a bike path where one of the sidewalks are, bikers would not be sharing the road with cars, cars would have less waiting time, and hence have a smaller carbon footprint, AND biking would be a more time efficient option. Having biking be a more time efficient means of transportation was one of the biggest factors in transforming Copenhagen into a biking city. In the US, biking as a way of commuting is either done by those that are incredibly in shape, or as more of a political statement. If we can make a bike path that decreases travel time, a larger population will be attracted by merely trying to get from a to b as fast as possible.
As cars turn right onto North Avenue from 127, have a dedicated lane for those vehicles. Also, a right turn only lane from North Avenue onto Ethan Allen Parkway. Having a dedicated right turn lane onto the parkway will help ease congestion for traffic waiting to turn. Also, the timing of the light at North Avenue and Ethan Allen Parkway needs to be adjusted, especially during the morning/evening commute. Traffic backs up on Ethan Allen Parkway to turn left onto North Avenue well past the Rite Aid driveway on the parkway.
At the intersection of 127 and Ethan Allen Parkway, traffic flow would be aided by a right turn lane on to Ethan Allen Parkway.
BACK O WHAT IT WAS...WIT
BACK TO 4 LANES IMPROVE
back to 4 lanes with the bike path on each with about 6-12 inches more than it was originally, but less space than there currently is
BACK TO PRIVOUS RULES
Back to the old right hand lane that alound you to turn right going north to merge on to north ave.
Back to the previous 4 lane configuration with the elimination of the parking mentioned in the pilot program
be sure intersections are safe for bikers - signage for both cars, bikes; painting and markings to clarify
belt line on ramp opened bqack ethen allen park drop the poles
Better buffering between bike and car lane (diagonal stripes between? rumble strips between?). Also, eliminate the flashing yellow arrow on the turns at the 127-North Ave intersection. Either have red or green. Flashing yellow is confusing; nowhere have I ever seen a flashing yellow turn arrow.
Better configuration of the Rt 127 and North Ave intersection to alleviate congestion. Something to alleviate congestion at the Ethan Allen Park/North Ave intersection; it gets really backed up in the morning.
Better coordination of traffic lights all the way through. Better pedestrian crossing. Better access to the EA shopping center.
BETTER CURBING AT THE PA
Better Cut outs for the buses.
Better delineation between buffered bike lane and vehicle lane, whether it is paint or bollards. I have observed many cars (and buses) avoiding potholes and raised manhole covers in the travel lane by veering into the bike lane.
Better flow from 127 onto North Ave. while ensuring safety of those walking and riding.
Better left turn configuration
Better marking - improved signage
Better protected bike lanes - I would like to commute to work downtown by bike in good weather and added safety measures will help with that.
Better signage
Better signals for crosswalks (i.e. flashing signs) Return to the previous method of exiting Rt 127.
Better traffic light and exit ramp onto North Ave. from Rte.127. Better traffic flow from 7:30 a.m. to 9:00 a.m. on school crossings and turn ins during week days to deal with congestion as students and buses go to and from schools off North Ave. (e.g., Flynn school).

Light at corner of Starr Farm Rd. and North Avenue and at corner of the old Merola's store and turn onto North Ave. Left hand light turn signal from North Ave. for those wanting to turn left onto Plattsburgh Ave.
Better turning lanes some streets don't have a lane.
better use of lights to prevent congestion at rush hour
Better use of space (i.e. Open the 127 off ramp again) and sineage to avoid confusion
between the bike path on North Avenue and the entrance to Ethan Allan Homestead park, a bicycle path on the north side of the access road to Rt 127 should be built.
Bicycle lanes/riders should not be on the street (North Ave). Sidewalks should be widened to accommodate cyclists and pedestrians on North Ave. (similar to Dorset Street in South Burlington) instead. Northend residents are accustomed to sharing the bicycle path alongside lake Champlain. This would be safer for all. Drivers have been confused by all the new and irregular lanes and gadgets on the Avenue. Morning and evening Traffic have been slower for commuters because cars are now back to back while those who live in adjacent neighborhoods "hop" onto North Ave whenever they see a somewhat "bigger space" between cars. Aggressive drivers continue to be aggressive and hesitant drivers continue to be hesitant. No improvement here. So few bicycle riders use the North Ave. corridor compared to car users. It doesn't make sense to impose such a big change to Northend residents. Our existing bicycle path by the lake is in di
Bike lane eliminated. We just spent a fortune on the bike path by the lake and that should be a much safer path for bikers
Bike lane on one side of the road even if it means putting the side walk on only one side. Bikers need safety drivers need to drive.
bike lane on only one side of North Ave
Bike lane separated from car traffic by more than paint. Needs a physical barrier that is illuminated all the way to Ethan Allen Ave. I do like the gap between bike and car lanes created by the two lines of paint, but the traffic is much heavier in between those two point with the added traffic coming off the beltline and there are several side streets with cars trying to cross over the bike path to get on North Ave.
Bike lane should be a certain distance from the curb throughout area. In some areas the bike lane begins several feet from the curb. The lane separation bollards on the corner of North Ave and Ethan Allen Parkway should be removed, they serve no purpose other than to push vehicles turning onto the Parkway into oncoming traffic exiting the Parkway.
Bike lanes are fine, but cars need to be able to pass safely around other vehicles as well.
Bike lanes are good
Bike lanes do not need t be that wide, there seems to be more room for bikes than vehicles
BIKE LANES NOT NECESSARY
bike traffic on one side of road only
BIKES AND WALKERS USE TH
bikes need to somehow follow the lights ,avoiding collisions,and it's turning onto Ethan Allen prkway,when the bikes are nearing the corner..sometimes they don't yield and it dangerous .you either have to wait til they decide or cut in front of them
Bikes use sidewalks and allow for two full lanes of northbound traffic to enable turning onto Ethan Allen Parkway AND to keep traffic flowing.
Bring back armadillos & pylons!
Bring back parking. At least on one side. It sucks for everyone that lives on north Ave that there is no parking now. There are no crosswalks cars still don't stop for pedestrians. I don't really care if it's 3 lanes or 4 people still act stupid either way. People use the turn lane as a passing lane or travel in the turn lane. Turning into and off of the belt line gets very congested now. Bicycles still use the sidewalk and there are months when you are lucky to see one person using the bike lane.
Bring back the 127 off ramp with a traffic light and CCTV control for traffic calming.
Bring back the easy-on, easy-off ramps to the beltline
Bring back the parking on North Avenue. Residents that live between Institute Road and 127 have no options in terms of side street parking for cars that do not fit into our driveways. I am not adverse to a bike lane but am VERY disappointed it negative affects my life and any guests that come to my home. The suggestion that we have our guests park at the high school or Alliance Church, but only if there isn't an event at either location is rude and dismissive, especially for guests that are elderly or with very small children. Also remove the white poles at 127 so the on-ramp can be used. Rush hours get backed up because folks traveling north on North Avenue cannot enter 127 because folks continuing to travel on North Avenue stop the flow of traffic by not allowing others to make a right on red. You made it "safer" for bicycle riders but not people that have to carry small children or are elderly to come to my home is just terrible, especially since the residents of the NNE voted to NOT have to Pilot Project implemented!
Bring back the protected bike lane with the bollards
Buffered bike lanes. Clear advances notoce of turning lanes especially if the tirning lane takes up one of the two lanes. It sounds like some sacrifices are needed so ignore the haters and do what needs to be done. Thabk yoy
By Car: Drivers continue to pass when traffic is stopped or backed up on the right in the bike lanes. Some do not even slow down or proceed with caution when making this move. Is it illegal? Can vehicles be ticketed? My view it is dangerous it primarily happens by Bessery/the Butcher Market and Staniford Rd. The same also happens but not as frequently when people pull out into the middle turn lane and pass stopped or turning right traffic.By Bike: The bike lanes are rough with ruts, holes and areas where water accumulates. It is dangerous for bikers to travel under these conditions safely because the lanes are fairly narrow in most places on North Ave. with some exceptions. When vehicle traffic is traveling at the speed limit (30mph) or above it feels unsafe in my opinion as the bike rider. I do not have a solution to this situation - I prefer to travel on the bike path which is safer.

change bike lanes to the suggestions made for the 4 lane proposition that was "offered" during the original drafts
CHANGE IT BACK T ITS REV
CHANGE IT BACK TO ON RAM
Change the light timing so that entering North Avenue from side streets in this area is easier.
Change the traffic light at the intersection of 127 and North Ave. The yellow arrow is confusing.
Changes to the turn onto Ethan Allen Parkway and at intersections especially those with traffic lights. The present set-up causes congestion during heavy traffic times. Takes 30 minutes to travel from Battery Park to Shopping Center during rush hour 5-6 PM due to heavy slow traffic that cannot move at intersections when traffic lights are red. The present set-up does not allow for right turn-on-red.
CITY BUSES(CCTH) HAVE NO
clarity turning from Saratoga or Village Green onto North Avenue heading south. I use the middle lane; however, it isn't clear we're "permitted" to be there.
CLEAR CUT DIRECTIONS ABO
clear directions as to the desired flow of traffic. When backed up by traffic drivers will always pass if there's room regardless of lane markings. Problems when cars going in different directions are both using the middle lane for turns in opposite directions
Clear lane division
Clearer, easier to understand line markings. The intersection to the belt line near BHS is so busy with information, posts, etc. that people just do whatever they want.
Clearer, more bold striping.
Clearly marked crosswalks
COMING NORTH AVE NEED AR
Coming off 127 should be improved. Turning unto Ethan Allen Prkway needs adjustment. Traffic is unnecessarily slowed at the light because right turn has been limited. You should be able to have a lane similar tonright turn on Plattsburgh Ave.
Coming out of North Avenue Co-op at the light - it is very unsafe. I have lived here for 51 years and have seen several people hit by cars here, some fatally. The new pedestrian crossing at the bus stop makes it even more confusing. There should be one or the other. I think it should remain the one on the side of the Vietnamese Restaurant / Pub and perhaps turned into one of the pedestrian crossing with the flashing lights and loud bells (whatever). There is a gentleman who lives in the mobile home park who is legally blind and hard of hearing who walks to both Hannaford and to Snap Fitness (and probably other stores as well). The light configuration needs to go back to allow mobile home park residents (and bottle redemption and Vietnamese restaurant / pub customers) to come and go separately from the Hannaford Shopping Center customers. The new signs asking drivers to yield when turning left doesn't help - the
Convert the sidewalks to multi modal corridors with two lanes one for bikes and one for peds. You are putting bikes and cars too close together. You are wasting far too much space in the auto-travel lanes
Correct the intersection at the belt line entrance, remove all of the barriers and posts, they make turning difficult for passenger cars and nearly impossible for large tracker trailers, work trucks or anyone who is towing a boat or trailer, etc. Fix the turn lane into Riteaid/Merchants bank, the turn lane is almost non-existent as it is nearly past the driveway.The "turn lane" in front of Frankin Square is a mess, the bike lane and the turn lane becoming one is an accident waiting to happen.Completely remove parking on North Ave in front of St, Marks church, they have a parking lot and a side street that will not interfere with Avenue traffic flow.Fix the roads, they have holes and dips that cause cars and bicyclists to swerve and weave in an effort to avoid them.The police need to more actively enforce the laws of the road with bicycle riders, they are utilizing the road and as such should be made to follow the law.
Crossing for bike and walk at Saratoga Ave.
Crosswalk with flashing lights around Village Green. Will make it easier to cross as as pedestrian and biker, and also to turn left onto North Ave in a car.
Crubings moved closer to Bike lane to make more green space for trees between sidewalks and bike path (road)
Cut back sides between sidewalk and road to make lanes wider to compensate for 4 lanes and bike lane. Open back up right turn onto beltline.
Do some thing different with the bollards. Don't use the ballards to bump out the turns onto ethan allen pkwy.
Do something about the traffic in the Rite-Aid, Lakewood Estates entrances/exits on No. Ave Provide bus stop cutouts the length of the Ave to minimize traffic delaysDo something to eliminate the traffic delays coming off the Beltline onto the Ave. in the evening commute
don't have to put up with all the changes daily like the people that live out here.
double lines for bikers...stop signs for bikers
during busy times it is hard to turn across traffic(left turn) unless you turn into the middle turning lane, which can be dangerous and I am not sure legal.
Each bus stop should have a pull out spot for the bus. You can't go around the busses anymore and it holds up traffic, or you have people using the center turn lane to go by a bus which is dangerous. The lines need to be repainted and the old lines removed. You can still see the lines from the four lane configuration on parts of the route which is very confusing for drivers. The new lines from the pilot project are already faded. Turning lanes for RT 127 need to be longer as people are moving to the center turn lane too early and those waiting for it to turn into a designated turn lane have come very close to running into each other it's the same scenario for

the designated turn lane for Shore Rd. The "armadillos" and poles for the bike lane barriers should never come back. They were horrible for drivers and bikers alike causing too much visual distractions and having fallen off a bike due to a pothole are not fun to land on. The bike lanes need to be better maintained and not have potholes or debris scattered along it. Turning onto RT 127 is a nightmare the on ramp should be reopened as it helped with the flow of traffic now you have a hold up because everyone is trying to turn onto the belt line either going into Burlington or heading towards colchester before it was a nice flow and now it gets backed up. As far as slowing down traffic those that choose to speed now just use the center turn lane to go by slower cars and are weaving in and out of the travel lane which is terrifying. I have also witnessed people going into the bike lane to turn right onto RT 127. In order to slow down traffic there needs to be a larger police presence no amount of lane configuration or physical barriers will solve that. I live off Staniford Rd and have witnesse
Ease the congestion
easier access to the belt line getting on and off
easier to turn left onto North Ave.
Easier turning on and off 127
EASY RIGHT HAND TURN FRO
Education! Espically on how to use the center turning lane! Too many people use the center lane from Little Eagle/ Ethan Allen/ Killarney/ Village Green all the way to 127. I have encountered cars twice(A car in both lanes) in the center lane while leaving the Elk's Club and making the turn to head north on the Avenue. Frightening!!
Either have this section be four lanes or adjust the traffic light timing. I come our of Killarney drive a lot as my parents live there. I live on Grey Meadow so I have to turn left. Since the 3 lanes I have had to turn right and then turn around several times. I NEVER did this when there was four lanes.
Eliminate at least one green strip to increase the bike lane.
Eliminate excess buffer lanes. Adjust waiting periods on traffic lights at Ethan Allen Parkway.
Eliminate more parking for bike lanes. Figure out some adaptation to account for congestion times.
Eliminate parking in front of Church. Improve striping consistency/lane width consistency.
Eliminate the cones (stanchions) to ease the turn. What is in place now is frustrating and slows traffic.
Eliminate the parking for St. Mark's. You need a left turning lane there. You also need one on Goss Ave.
Eliminate the poles blocking the right hand turns and revert back to the original configurations. Install Stop signs for bike traffic; much like the bikes do at the intersections of the bike path
Eliminate the tall fence poles. Stop bikers from using bright white strobe lights that induce seizures and migraines, and make it hard for drivers to see. I don't feel safe driving my daughter up and down from North Ave because of these flashing white lights. Please tell them to stop flashing these lights! We see them just fine.
Enable the center lane between Killarney Drive and Ethan Allen Parkway to become bidirectional. During busy travel times it can be nearly impossible to turn left onto North Avenue from Killarney Drice.
Enforcement to stop people from using the center turning lane as a travel lane. Local residents are frequently using this lane to turn onto the street and then force their way into traffic (they don't have the right of way, and should not be doing this, no matter how long they have to wait.), or alternately, entering the center lane FAR in advance of where a turning lane is marked... dangerously far, travelling up to a quarter mile illegally. If there is a way to increase the number of barriers or create islands in the center to enforce the use of the center lane for TURNS ONLY, not TRAVEL, then by all means, do that.
Enough room for bikers, but because North Ave is such a main pass to go to Burlington, there really needs to be 4 lanes.
Even with 3 lanes + bike lane, the car lanes are too narrow, particularly when entering North Ave. from a side street.I suppose that may not easily be adjustable, but returning to four lanes would be disaster.A lower speed limit and/or more speed enforcement would enable the concept to work better.We visit a two affluent rural towns in Idaho (Ketchum & Hailey) where their main streets are also a state highway (Rt. 75). In both towns the street are 4 lanes, some intersections have turning lanes, and the speed limit in both is 25 mph. Whether the traffic levels match North Ave. I do not know, but the streets are the only major north/south highway in a very large area. Drivers in both towns obey the speed limits. Whey cant our drivers?
EXPAND SIDEWALK TO BIKE/
extend the turning lane onto 127 at present time it is not long enough and blocks straight thru traffic during heavy traffic times. Also the turn lane light should be longer.
faster light, easier to follow lines
Feed from 127 and north on north ave--open into 4 lanes where 4 lanes changes into 3 at intersection of ethan allen. Wish i could draw it out. There is ALWAYS a bottleneck at the intersection of ethan allen feeding onto north ave and because of 1 or 2 bikers (I include myself here), the single lane can not handle the traffic north bound in afternoon nor southbound in AM. I have found i have put myself and others in danger driving a car when passing a stopped bus who decided the bus was going to muscle into traffic. All the signal lights need responsive trip pads and sensor not timers. the 3 lane config does not take into account the volume of taffic coming out of the Ethan allen parkway area--there is really no better exit than down ethan allen parkway and viola, a bottle neck from intersection of ethan allen to 127. Then there is the parked cars on north ave closer to north street...WTF, That area needs NO PARKING.
fix potholes and sidewalks so biking and walking are easier, bikes swing into other lanes to avoid potholes. also enforce bicycle safety, most do not observe traffic lights or signs.
Fix the timing of the traffic lights. Get rid of the bollards on Ethan Allen Parkway. Maybe create ONE bike lane, which should be more than enough to accommodate the very few bicycles that use North Ave,

Flashing crosswalk at Village Green. Pavement grid in front of Village Green and Kilarney that indicates to motorists not to block access from these streets onto North Avenue. Improve traffice light timing at intersection of North Ave and Ethan Allen Parkway to allow motorists more time to take left turn out of Village Green. Repaving of North Avenue. Create Right Turn lane and Left Turn/Straight Ahead lane at entrance to Village Green to expedite exiting of cars onto North Ave.
Flashing red right turn arrow at Beltline to turn north on to North Avenue confuses people - they tend to sit right through it even though there is no traffic coming from the south. This causes traffic to back up. There is too much "stuff" (lines, white poles) at the North Avenue intersection with Ethan Allen Parkway which also seems to confuse people.
Four lanes and widen the bike lane just a little . If cars are going to park on the Ave . The bike lane should be on the inside of the parked car closet to the curb
Four lanes keep congestion down and the way the 3 lanes work it is confusing and the bike lane takes up too much space. There are few people that bike and making such a change for the small amount of people that bike does not justify the sweeping changes that have taken place. I do believe that as there are bicyclists, and I do bike, there does need to be a lane for us to feel safe and can still accommodate the traffic in the North End of Burlington.
Four lanes make it easy for people to navigate smoothly on both sides. I've almost been hit multiple times by drivers in the middle turn lane. With the bike lane blocked off, it feels too constrained. As a driver I feel like I have no options if I were to come upon an object that I would need to try to avoid. Some of my cyclist friends have admitted to using the bike lane less just because they feel it's more dangerous now. Maybe to reduce speeding, add more businesses and stop lights. People won't slow down just because it's one lane. They'll get mad and try to speed around just so they can get to hannnaford quicker. Also, it should be easier for people to get on and off north ave. Try a shorter traffic light.
Get bikes and pedestrian traffic OFF north ave.
Get rid of all the extra lines and markers.
get rid of the armadillos and white traffic swords also re open the northbound entrance to the belt line and reconfigure the traffic flow there for easier use of that ramp. I ride the Ave every day and we spent all that money to accommodate the 1-3 bicyclist i may see a day but on most days that is a big fat 0 BICYCLIST.
Get rid of the bike lanes and use the existing bike paths that are already in place. Make North ave more vehicle and mass transportation friendly.
Get rid of the bike lanes, improved road maintenance (patching potholes, lane marking, coordinated traffic signals and police officer patrols), safer and more pedestrian crossings.
Get rid of the Bollards. We do not need Bollards.
Get rid of the crazy bike lane ecoutrements, like the posts, improve the paint markings in the turn lanes, and enforce some discipline in the bikes lanes. I drive, bike and walk on North Ave. I find that bikers feel that they can pick and choose which road rules they abide by. They don't stop at red lights unless they are forced to, and then they are happy to ride through cross walks. Having a rider sitting on a bike, ahead of a line of cars, trying to stay balanced on their pedals is so dangerous, and yet they feel entitled. When I bike, I obey the rules. If a motorist ran a red light or a stop sign, they would get a ticket. Start handing them out to bikes. Also, reopen the right turn onto the belt line, going North off of North Ave. you can have a "Yield to Bikes" sign, or a yellow blinking caution light. The turns onto and off of the belt line are so bunchy now. Share the Road means just that! Don't give away t
Get rid of the poles, at EAPKWY, and make a right turn lane. Find , evening traffic, that traffic backs up, because, those wanting to turn onto EAPKWY, end holding up traffic, because have to wait for the light to turn.
Get rid of the skimpy bike lanes. Pave the sidewalk on one side of the street (as was done on Riverside) for wheeled traffic.
Get rid of the white poles at Ethan Allen Pkwy. They are distracting and force you to swing way out toward cars waiting to turn onto North Avenue
get rid of the white poles at the exit of 127 and entrance of Ethan Allen Park which are just an announce. None of these poles are necessary anywhere on No. Ave
getting rid of the white poles, it makes it difficult in an emergency situation, if a fire truck is coming you can't pull off.
Give preference to traffic. People have to get to work. There is already a bike path not far from the road.
GO BACK TO WHAT IT WAS
greater clarity for northbound drivers that right turns on Ethan Allen Pkwy are allowed
Green paint at intersections of bike Lanes
Have left turn lane at the higher traffic intersections
Have the bikers crossover at the high school make a bigger 2 way bike lane on the west side and then have pedestrian and bikers cross again at hannafords at the light
Having a turn only lane for left turns is an excellent idea. I feel safer and it is easier to turn when you only need to watch for one approaching car and not worry about cars ramming into you from behind. I don't think the bike lanes are necessary. Just widen the sidewalks and make them a walking/cycling path. This configuration would allow for a turn only lane.
Headed south there should be a left turn lane on to Heineberg Dr. Also headed south the light from the Ave to 127 Doesn't change often enough.
How about one two way bike lane going down one side of the street.
I am all for the biking Lane. Traffic just doesn't flow smoothly since the pilot was initiated. And it seems by now people would have adjusted. I worry some about biker safety given the proximity to moving vehicles, and the 127 interchange definitely needs improvement. Traffic definitely backs up there during peak times. I'd like to see continued analysis and adjustments before finalizing e configuration.
I am not a traffic expert. I just know I liked the old structure better. It seemed safer and there was less car traffic. There are not enough people biking along North Ave to need those bike lanes instead of the car lanes. The bikes can safely use the bike path.

The middle yellow lane in the 3 lane system is confusing to some people - they travel along it for great distances instead of using it as a turn lane. Turning into Leddy is dangerous now.
I am not sure how to do it. Evening congestion is awful. Traffic backed up all the way to old Burlington College. Maybe the lights need to be timed better. I have chosen to use the beltline to avoid North Avenue but if have to go to the store then adds time and frustration sitting in traffic. Maybe avoiding North Avenue and the stores would be better - Colchester has stores as well.
I am terrified of hitting a bicycle rider because of not being used to having to constantly check for them before I make either a right turn or a left turn.
I am VERY concerned about making right handed turns FROM North Ave when cyclists are traveling in same direction on my right. There is a blind spot and some uncertainty who has the right of way. In other words, how far back or behind should a cyclist be on my right before I can make a right hand turn onto a street. I'm afraid of them crashing into the side of my car as I make my turn.
I appreciated barriers between bikes and cars. Cars too often use the "extra space of a bike lane" when no barrier exists. As a bike commuter, I would feel much safer with something between me and the cars. Please bring back the whale backs...
I assume you are traveling north?? Question is not well formed..turning into lakeview or the bank is risky..will the guy behind you stop?? Also cars coming out of businesses north of Hanaford cut into traffic trying to get into lanes...turn lane from North Ave into Ethan Allen drive needs to be returned to previous status...causes unnecessary backups at light.
I believe adding a bike lane in the greenbelt by doubling the sidewalk makes more sense. As a biker, I do not feel safe biking on North Avenue. I prefer the bike path -- and do use the bike path to commute. Also, there are both drivers and bikers who do not respect the lanes as configured: Bikers are forced to bike over grates, so they come into traffic to avoid. Drivers use bike lanes to pass (sometimes aggressively and often unsafely). We could add more police to patrol this, but I do not think that is the best investment of policing resources. Also, I see far more cars on the road that bikers, year-round -- even now with the nice weather. I saw the most bikers I have ever seen on North Avenue on a nice day in the past two weeks; there were 3 bikers in the morning (7:30-8:30 timeframe), and one biker on the way home (5:30-6 p.m.).
I couldn't say specifically, but the Hannahford exit area needs some looking at
I do not find it necessary to close the on ramp for 127 going north on North Ave. I feel the sharper turn is more hesitant and provides more stressors and congestion for drivers. As a bicyclist, I still need to watch carefully and pay attention at this intersection, just as I would if the on ramp were still open.
I do not have any answers All I know is that it is a nightmare trying to get out on to North Ave (either direction) from Saritoga Ave or Village Green. People will not let you in and the traffic lights work causing a SINGLE CONTINUOUS line of traffic. It needs to change from what there is now. The current situation is not the best. The is not right for people who do not live in the north end vote on telling us what we should or should not do etc.
I do not know
I do not see many bikers using the lanes. Is it practical to keep the lanes in such a cold climate? However, I am not a commuter every day but do go into Burlington four or 5 times a week at various times of the day.
I don't believe anyone should be biking out on North Avenue in the road. Too dangerous. I fear for these people and once saw parents allow small children to do this as this project had promoted it. NOT APPROPRIATE. STILL TOO MANY SPEED DEMONS TRYING TO GET AHEAD OF THE OTHER GUY. I think the bike lanes are not well utilized and should be eliminated, I feel safer with bikers on the sidewalk or the bike path.
I don't feel the bike lane needs to be wider then the traffic lane.
I don't know. But the congestion between 127 and Ethan Allen Parkway is ridiculous. Also, exiting from 127 onto North Avenue is very backed up - sometimes 9-12 cars waiting to turn onto North Ave. This was not the case when there were 4 lanes. I don't mind the bike lanes - couldn't there be 4 lanes and still have bike lanes? This would require eliminating the extra boundary between car and bike lanes. Frankly, I don't see enough bike riders to justify this new configuration. And I also see joggers using the bike lanes and competing with bike riders. So while I am sympathetic to the concept of safety for bike riders, the primary purpose and use of the road is for cars and this new configuration has disadvantaged the vast majority of people who use cars this road to commute to work and just to get where they need to go. The New North End has a single access road: North Ave. This commuters should be given priority use of this road. Perhaps another and obviously more expensive alternative is to widen the road so that there can be four lanes and a bike lane that can fit comfortably. That would be the best long term solution, not the current configuration that reduces access to everyone trying to drive up North Ave. t
I don't like the cones near the park entrance. it's difficult to turn onto Ethan Allen Pkwy and at times you need to go into the other lane. I understand it makes a shorter crosswalk, but just lengthen the crosswalk light.
I don't like the turn from the beltline onto North Ave., where there is often a red flashing light. I would prefer a full traffic light to clarify things. Also don't like the barriers, but I assume they are temporary.
I don't love the white posts for traffic control. They are distracting.
I don't mind the 3 lanes, except that it is MUCH harder to get off of Killarney and Village Green if you're turning across traffic ... there must be a better way ... Also, that fast entrance onto the beltline (for cars traveling North) needs to be restored--the traffic congestion there is totally unreasonable and easily fixed, and I think can be done without endangering bikers.
I don't see why we don't have an exit anymore?
I don't think we need 2 to 3 bike lanes there.
I drive on North Ave only when the high times of congestion are over. It is a choice that I make not to be part of that driving experience. I realize that I am in the minority of people who are able to make that choice. That being said, I did live at the very end of North Ave for years and I have done my traffic time with all of the other frustrated drivers. The weather and the high school cause lots of problems. I like that people have to slow down with the lanes like they are now. The frustration that drivers feel is from the inability to break out of the queue. Bottom line, I have no idea what else you can do about the roads. They were not situated to take care of the amount of traffic that must use them. Some cities make the roads one way during certain times of the day or the beltline could be made to funnel traffic in a better way. Or, make it a toll road and people will find another way to get to where they ne

I feel that the auto lanes are 'tight' in the bend, near the rock ledge, by BHS. The auto traffic, travelling south, in the morning, at schoolopening time, gets backed up until you near Institute Road..

I feel the amount of traffic there there should be a dedicated turn lane for traffic turning onto it. I rarely see traffic using the turn lane to turn into Eagle Bay. If that is not an option then i would remove the dedicated turn arrow from the light as it has no function in the current setup.

I find the poles at the exit to be kind of distracting. Not sure how to explain it but a little awkward turning.

I fully and enthusiastically support this type of traffic lane configuration. That said, there are too many painted lines, and that can cause confusion. One white line to signify the car lane and then the curb is all that is needed. The extra space provided by the 3 lane configuration is all cyclists need. Also, I'm not sure who's bright idea it was to put all the posts and those damned striped bumps in the road, but they should be ridiculed and fired immediately. Center turning lane, two single traffic lanes, and two shoulders wide enough for bikes to have safe passage is all that is required, the extra lines and posts and bumps are not only a waste of time and money, but also a potential hazard.

I have lived in the NNE for over 25 years and travel to work via car each day. I also use the Avenue to travel to shopping, errands, etc. I think a wider, paved multi-use sidewalk could be the answer. I have seen people roller skiing down the current bike lanes only to turn & ski back down the center lane. I've seen bikers and runners going the wrong direction. Very often bikers unexpectedly swerve into traffic to avoid debris, puddles, or potholes which causes cars to swerve into the (hopefully) unoccupied center lane to avoid them.I saw someone on a moped using the lanes, as well as several skateboarders. I often witness people in motorized wheelchairs utilizing the bikelane, which speaks to a much larger issue--wheelchair bound folks have limited mobility and seem to have no choice but to use the bikelanes because of their relatively smoother surfaces as compared to the current concrete slab sidewalks. A raised, w

I have ongoing concerns about the safety of the bike lanes. I have had many experiences as a driver where there have been close calls with bikers, joggers and even pedestrians in the bike lane. There are 2 basic issues that concern me:1) People using the bike lane (assuming they have the right of way for cars turning right at intersections) have no regard for car traffic. I have had to wait a number of times for joggers or walkers to stroll/jog at a leisurely pace through an intersection so I can make a right hand turn from traffic. This in itself is frustrating but it also holds up the traffic behind me. Given that we are down to one lane- irritation is prevalent.2) The other concern I have is people using the bike lane going the wrong direction. I turn out of Shore Rd. frequently making a right hand turn (several times per day.) As you know this is a very busy intersection. I can't count the number of "almost" accidents that I personally have barely avoided by people walking/jogging/biking north in the bike lane from the south-bound lane. There is nothing to raise your adrenaline level besides getting ready to turn, looking both ways and suddenly be faced with someone directly in front of your car as you are getting ready to turn into the lane of traffic. Users of the bike lane do not seem to understand that they DO NOT HAVE THE RIGHT OF WAY WHEN THEY ARE TRAVELING THE WRONG DIRECTION. I have seen this as an ongoing problem since the pilot began. In trying to address it with the city, their response was to increase education. I can tell you right now that education will not work unless it is followed up with consequences such as police issuing tickets to offenders. Must we wait until someone gets killed for this to change? This

I have used bicycling as my primary transportation in Vermont, New Hampshire, and Oregon, and for fun in Washington state. The lane markings used in this pilot project are by far the most confusing markers I have ever seen or tried to drive through. The biggest problem was probably the almost complete lack of information provided to the public on how to use these lanes PRIOR to installing them. So much more could have been done through the local papers, televisions stations, Back Porch Forum, community meetings, talking with kids at schools, etc. Many automobile drivers in this city lack the skills to keep their vehicles in the drive lane - it is common to see people driving with their passenger side tires in the bike lanes, or their driver side wheels in the turn lane. Rumble strips would be a nice addition (only half way kidding here.)

I just wanted a forum to voice an opinion, in my opinion you are breaking this road down into too many sub-divisions. What happens between 127 and Ethan Allen Pky is just as importat as what happens to the rest of North Ave. This road needs an overhaul to manage the increased numbe of occupants in this area of town. With 500 units going in up the street, whatever you decide today will be obsolete tomorrow. Plan for an additional 5000 cars per day and you'll come up with a better plan. On top, require residents to pass a road test every 10 years. These Northenders don't have a clue how to use a 3 lane system (which is why they oppose it).

I like how bikers have a lane but I also feel North Ave really needs to have 4 lanes for cars. I feel like traffic is only going to get worse with the new development at the old Burlington College. I have noticed that students that go to BHS have been late all year because the bus and cars have been stuck in traffic. I'm not sure if there is a safe way for a bike lane with 4 lanes of traffic, but it might be safer then no lane at all. I guess, If I wanted to ride my bike in the road I know I would be taking a risk. I would prefer to safely ride the beautiful bike path myself, but I guess that's just me.

I like the 3 lanes in the summer. There is too much congestion due to school traffic during the year. I don't know what the answer is.

I like the bike lane idea but the middle turning lane has made it dangerous to turn onto North Ave. I also think the 4 lanes made traffic move much better than the 3 lanes

I like the idea of going back to the entrance ramp so that cars have the ability to turn onto North Ave without the light. Not sure if that can happen with the bike lanes. Bike lanes are more important to me than the ramp.

I like the right turn only light and can see opening up to 4 lanes but changing the far right lane into a turn only for Ethan Allen Pkwy. Those who are coming off of Ethan Allen Pkwy onto North Ave. are complaining of not being able to make the light during their morning commute because the light is too short and therefore traffic is backed up too far. The light needs to be longer especially for morning commuters.

I live at the southern end of the new north end so this area impacts me the most. The large steel overpass bars at the 127 interchange should be removed to visually signal to drivers that they are entering a neighborhood, not passing through a highway interchange. I believe that the changes have been for the better for a variety of reasons and vote to keep them. With some more permanent visual adjustments, I believe that this area can be improved upon more. dig up the asphalt roadways that are no longer being used, turn some of this into pretty, landscaped green space with a more prominent visually appealing sign and lighting. This area does not indicate that you are moving into a set of neighborhoods. If you are between 127 and Ethan Allen Parkway, there is a

long way between protected pedestrian crossings. Crossing north ave from the neighborhoods to the wooded pathways that go straight to the bike path, does not fe
I live in the neighborhood off from Village Green and Saratoga avenue, so this is my particular area of interest.1. Turning left out of Village Green and Saratoga Avenue has become much more challenging during commuting times, particularly in the evening. I've seen the "wait time" studies, and I'm sorry to say that I don't believe them, based on my personal experience at peak traffic times. A couple of solutions to this would be: a) Going northbound, make the North Avenue/Ethan Allen Parkway intersection have both a straight lane for North Avenue vehicles and a right turn lane for Ethan Allen Parkway vehicles. Model this after the intersection going southward at BHS, where the bicycle lane forms between the straight lane and the turn lane. b) I have mixed feelings about this since they're "ugly", but perhaps paint those "do not block intersection" lines at the end of Village Green and Saratoga Avenue. Se
I live on Van Patten Parkway. It is very difficult to cross North Avenue to get to the bike path. I think we need more safe pedestrian crossings.
I often see a driver use the center lane for passing; I'm not sure how you can control this except by the presence of police.Also, I am concerned about cyclists who do not follow road regulations. My biggest concern is that cyclists are often invisible, e.g., when I am turning from North Avenue to a side street or from a side street onto North Avenue.
I open the slip lane to 127. Make sure the paint in the middle lanes have start and ends for middle turning areas.
I really liked the other bike lanes that had barriers. I feel like there are some pretty agressive drivers who are spitful and pose a danger to bicyclists. I believe we should go for the gold and not settle. We need to elevate our bicycling access and safety in Burlington and not settle.
I really wish the bike lane was between parked cars and sidewalk! Same amount of space taken, but less risk from car doors, and a big steel buffer between bikes and moving traffic.
I regularly have to pull onto North Avenue from Saratoga Ave. If allowed to use the middle lane, I can get onto N. Ave heading south without too much delay. However, since I plan to then turn onto Rt. 127 it is ridiculous to move from the middle lane over to the right lane and then back to the middle lane again before the light (all within a block). Can the middle lane in the section be clearly marked for drivers heading to Rt. 127 to stay in? Also, it seems the length of the lights on N. Ave just south of Saratoga Ave could be decreased. I spend a very long time waiting for that light to turn red so that I can safely pull out onto N. Ave.
I still feel it is unsafe to bike on North Avenue. I would like barriers between the cars and the bike lane. This is an important thoroughfare, my kids go to school on the Avenue, and I won't let them bike there as it does not seem safe.
I still have concerns regarding the safety for bikers. Largely with cars that swerve into the lane.
I still have reservations biking around intersections and cars leaving and entering onto North Ave when on my bike. I do not see as many people speeding when in my car. Getting rid of the street parking in those areas listed above I think has made things safer.
I think adding the turn lanes back into 127 would be better.
I think additional crosswalks and fully protected bike lanes are a must for North Avenue in the long run. I would like to feel safe biking it, as one of our major north-sound roadroads in the city, but currently its one I tend to avoid. Overall, I like the direction of the pilot project, as someone who regularly walks and drives it.
I think an entrance lane from RT 127 onto northbound North Ave need to be re-incorporated into the set-up. This might help alleviate the bottleneck that occurs there during busy periods.
I think crosswalks like they have on Pine Street and in the rotary of Winooski where the pedestrians hit the button and a flashing strobe light tells traffic to slow down so he can cross the street would be best
I think it is important to have bike lanes but the car congestion in my opinion is worse. Especially in the winter time. The bikers do not always stay in the bike lanes which is dangerous and I find the majority of them do not care that they are traveling alongside cars, they do whatever they want.
I think sharing the roads with bicyclists is dangerous. They frequently disregard road laws and basic safety. I think bicyclists should be forced to use the bike path instead.
I think that 4 lanes is the best choice, but I can appreciate the more common bikers point of view. Perhaps there is a way to widen the previous "bike lanes" a bit, but get back to 4 lanes.
I think that there are absolutely modifications that can be made for safer travel along north ave as a biker on north Ave. The largest of which is the road being properly maintained. When the road isn't maintained while on bikes you must swerve to avoid potholes and un-level surfaces. Which is a risk to everyone. The 127 intersection is FAR more dangerous on a bike as that the streetlight indications @ 127 is ambiguous to the those turning right onto north Ave as to who has the right of way. The turn off to Ethan allen Parkway [turning right] regularly stops traffic unexpectedly from the no right red, with green straight. I have been rear ended in this situation already, not to mention if I can start my right turn here I have to verify a bike isn't trying to pass me on the right.On a bike both intersections headed away from downtown I walk my bike due to how messy these intersections are.
i think that turning left onto rt 127 headed south in the morning around 7:45 , there might be a need to have a longer left turn single, perhaps one or two more cars timed. That seems to be the only point of congestion headed south, it's that time of day that needs a little more thought after looking at the data.
I think the intersection is difficult for drivers and cyclists. In current configuration, both modes have to be extra careful to look out for each other. I'm wondering if a roundabout pilot project will slow both modes of transportation.
I think the light coming out of shopping center and trailer park should be alternating. As people don't always let people going straight do so and cut them off.
I think there ought to be some sort of color filled in for the buffer between the bike lane and driving lane. With so many extra lines on the road now, it's very visually confusing. Other than that, I think the pilot project has gone great!
I think there should be slip lanes back at 127 for a better flow of traffic and remove stantions at intersections.
I think we need 4 lanes because drivers don't understand how to use the turning lane. We can keep a bike lane, it doesn't need to be wide because bikes need to be single file and can use the bike path if nervous around traffic.

I understand that during high traffic times of day traffic lights need to favor traffic flow along North Avenue.However during low traffic points in the day the light at the intersaection of North Avenue and Ethan Allen Parkway is often exceptionally and needlessly long. Would prefer if it where to be shortened or a sensor installed to regulate traffic flow.

I want the on off ramps on the 127 intersection removed and maybe a turning four lane section for a couple of hundred feet going north from the 127 intersection. Maybe the space from dismantling the on off ramp could house the bike lane.

I woud recommend a series of roundabouts at each of the areas where there tends to be high levels of congestion -- getting off the beltline onto 127, at the Hannaford's plaza, and where North Ave and Rt 127 diverge. 3 lanes may be possible if roundabouts are configured. Also, prior to the configuration, I used to ride by bike 3-5 times per week on North Ave, I have not ridden since the new configuration was implemented due to safety concerns -- motorists are too agressive, the bike lanes are insufficiently wide, and potholes on the extreme right of the bike lane make it impossible for me to use my road bike.

I would keep the exit from 127 the same. Also if bike lanes can be marked with 4 lanes I would do that. My overall opinion is that 3 lanes has made it more congested and coming off of Killarney Drive for a left turn is very, very difficult. If someone wants to commute why not use the bike path? As is I seldom see bikes on North Ave.

I would like adjustments made to allow for more time for us to pull out of Village green or Saratoga Ave. Maybe put up a red light that senses cars are at the intersection waiting to pull out causing traffic to stop to allow us out of our road, there is a similar light at the Curtis Ave off Plattsburg Ave. If nothing is done about added a red light them more needs to be done so motorist do not block our intersection. I like how the traffic has slowed but it does seem more painful pulling out into the traffic heading towards downtown.

I would like for it to be easier to exit from Rt 127 onto North Ave. heading north. With the present (pilot) configuration, traffic often backs up at the intersection. Traffic is also congested and slow heading north from the intersection.

I would like more of a buffer between the bike lane and the auto lanes. I've seen a lot of autos encroach on bike lines, and often with puddles, debris, etc piling up at the edges of the roads, bikes are forced too close to the car lanes.

I would like to have a protected bike lane. Some kind of barrier that is more serious than painted lines. Some drivers do not heed the lines.

I would like to see a longer LEFT TURN LANE for South Bound travel trying to enter Route 127 in front of the Alliance Church. I also think the "Flashing Yellow" when turning Right off of 127 (onto North Bound North Avenue) when there is a Green Circle for the straight & left turn travel is causing confusion. Suggestion for the "Flashing Yellow" --- have that be "blank / no signal" when the Green Circle is up, then a sustained Right Turn Green Arrow when the South Bound North Avenue Traffic has a Left Green Arrow.

I would like to see clearer bike traffic controls(Stop signs, slow signs) Since the pilot project has begun I have noticed erratic bikers in the bike lane which is a distraction for drivers, such as bikers biking through stop lights/signs without stopping or even slowing down. In addition many operate their bikes on the wrong side of the road going in the opposite direction. This too is a distraction for drivers in cars, trucks, busses, etc. I believe they are supposed to follow the rules of the road as a driver of a car/motorcycle must... but most (not all) do not follow. The addition of these lanes seems to have embolden them to drive their "vehicle" any way they see fit. Fast and zig,zag driving has been observed along with illegal crossings. Example: While traveling south from the Shopping Center towards the beltline my husband and I observed a biker travelling in the same direction. She was about a half a block ahead of us when she approached the entrance of Lakewood Estates. Without notice or indication she abruptly made a sharp left hand turn directly in front of us to cross to the other side of the street to get on the sidewalk heading to RiteAid, Ethan Allen Pkwy. We were fortunate to have had the space needed to apply the brakes and allow her to cross, although she seemed oblivious to our presence. There should be a pedestrian crossing at that point anyhow and were led to believe that there would be additional crosswalks as part of the Pilot Project to make North Ave safer for "all." There have also been other issues that we have observed. We saw a FEDEX truck trying to make a delivery , presumably to Chira Orthodontics as that is where we saw the truck parked in the turn only lane...We don't know how long the truck was there

I would like to see fully protected bike lanes, with the pylons (No more "armadillos!") to separate cyclists from automobiles. Also, enhancements need to be made to North Ave all the way to Battery Park terminus. Remove free parking now!! Streets are for transit to enhance the economy, not to provide residents and taxpayers alike with free, taxpayer-subsidized parking!!Overall, I'd like to see better protection from the bike lane and traffic. Also, we need to make it easier for cars to get on to Rt 127 beltway. The more cars we can remove from North Ave (and place on 127) the better we all are.

I would like to see more "armadillos" that provide an additional barrier between cars and bikes. These were removed for the winter. I would like to see a more aesthetic set of barriers at the North Ave Route 127 intersection. Consideration should also be given to a 1-lane traffic circle to replace the light at the rt 127/North Ave intersection. There is plenty of space for this, it would look much better than the current view and provide a smoother flow of traffic which would eliminate the long line of cars - from being held at the light - that makes it very difficult to make a left onto North Avenue from the side streets during the morning and evening rush hours. Another circle should be considered for Ethan Allen Parkway and North Avenue too.

I would like to see more signs up that say that bikers need to signal turning every time they turn and wear protective gear. I think biking is a great mode of transportation and helps our environment but bikers need to adhere to the same safety standards as cars. Most of the time they do not signal. At night I have seen several bikes with people in full black clothing on them with no head lamp, helmet or neon gear. Also, bikers with children in back seats or in small trailers dragging them should have more safety measures taken. I love biking but I am scared of hitting someone.

I would like to see more than just painted lines separating bicycle lanes. Some form of physical barriers would improve the safety and comfort for cars and bikes.

I would like to see more than lines separating the car and bike lanes. The poles and "armadillos" weren't the right solution either, perhaps a slight rise in the pavement, akin to a speed-bump in profile with grooves or "knobs" to alert in-attentive drivers, and give cyclists an extra second to respond to a car crossing the divider. The hump would be low enough to drive over when entering/exiting driveways or street parking, the only potential issue I can think of would be interaction with snowplows. perhaps come late fall a small number of flags can be used to denote the path of the "dividing riser" to minimize damage to both equipment and infrastructure.

I would like to see North Ave widened, to accommodate 4 lanes plus SOME areas for bike lanes. Having parking spots gone is fine.

I would like to see some modifications around the turn onto Ethan Allen Parkway from North Avenue when traveling toward the shopping center. I live on James Avenue so make that turn daily. I don't think there is a stop sign for bicyclists and I think there

needs to be one. I do make sure to look multiple times but I am afraid of missing a biker at that area. Would also love to see a change in the light with the turn onto Ethan Allen from the opposite direction. There should be a left turn signal as you can be waiting there a very long time. This should happen if you want to avoid cars taking a short cut through Rite Aid.Also the configuration for the left turn into Rite Aid is just short of the actual turn so this needs to be changed.
I would like to see the all of the "Road Closed" and reflective barriers removed from on-ramp closure onto 127 and replace with full curbing and the road grassed over to make look a little better.In addition, REMOVE the HUGE steel monstrosity where the signs to turn onto 127 use to hang. It makes our end of town look like an entrance to an interstate, not a neighborhood.
I would like to see the on-ramp reopened.....I see no reason for its closure.....in 34 years of driving on North Ave., I have never crossed paths with a cyclist at that spot,and if I ever do I would yield the right of way.
I would like to see the traffic lights at Ethan Allen shopping center and the light by Ethan Allen Park coordinated because I have a difficult time getting out of Lakewood parkway and having to drive over 2 lanes when I am going north since these two traffic lights are not synchronized. I am glad they also removed the white poles when you pass the high school on the right side.
I would like to see the traffic lights be synchronized in favor of the direction of traffic so that in the AM rush hour, the lights favor in-bound traffic and in the afternoon/evening rush hour, the lights favor out-going traffic. This should help with the lines and wait times at lights. The lights are approximately spaced correctly so that a platoon of cars can move along at a steady speed without having to stop at each light. I understand this will require some added improvements to the traffic lights but it should help traffic flow and reduce congestion.
I would prefer a merge lane when getting off 127 onto North Ave. and an exit ramp when getting off North Ave onto 127.Sometimes the bike lanes are confusing especially around the High School. However, I don't see many bikes using these lanes.
I would put the bike lane between the parked cars and the sidewalk.
I would think the green space could used to widen the sidewalks and to pave the sidewalks with blacktop, thus making it a more attractive option for bikers. I would also like to see commuter bikers pushed to the bike path.
I would want to see some kind of barrier between the bike lane and traffic for the entirety of that stretch of road.
I would wish for a curb separation between the bikes and the automobiles. I would also wish for a traffic circle ,near the Alliance Church, that would keep traffic moving at a slow but steady pace.
I.would like the entry into North Ave from 127 to be a little smoother. It is an awkward right turn onto the avenue.
I'd like a more physical barrier between bikes and cars. Paint is great, but it erodes quickly, and is easy for a distracted/careless driver to ignore.
I'd like to see more enforcement as many cars still use the center turning lane as a passing lane or a way to move ahead in traffic. I also see many cars veer into the bike lane and would prefer protected bike lanes. Lastly, we need more pedestrian crossings.
Ideally I would like to see a physical barrier separating the bike lanes. I also think areas with lots of extra pavement should have the pavement removed, the sidewalk reconfigured, and more green space added.
If I make a right turn on to 127 or go straight ahead north, or coming off 127 to go north, bikers are a problem. It is especially hard to see them when making a turn on to 127. Don't know how to solve.
If the edges of the road are better maintained (potholes and sand and rocks) than bikers would feel more safe
If you have a bike lane, Bike riders need to obey the rules of the road. Many times they cut in front of you and do not stop at red lights and stop signs.
I'm not sure what adjustments could be made -- it's not my area of expertise. However, I would like something done to make it easier to turn left off Village Green or Saratoga. I find I am sometimes forced to take dangerous chances to get across the road, especially at rush hour.
Improve access to and from Route 127.
Improve access to belt line
Improve and/or widen the sidewalks so that they can be used by walkers, runners, and bikers. I think they are fine now for biking, but if widening the sidewalks is what it takes to satisfy other bikers, I'm o.k. with that.
Improve safety for cars and walkers exiting the park.
Improve the intersection at Rt 127 to make it easier to make a right onto North Ave. Improve ability to cross North Ave as a pedestrian, especially around the intersection at Rt 127, and also near the shopping center and near Kilarny Dr. It is difficult to turn left from my neighborhood (Village Green) to go south on North Ave. I use the center turn lane to make the left when traffic is coming southbound. But it feels a bit iffy.There is some congestion going northbound between 127 and Ethan Allen Pkwy at the evening commute. It might help if there were a right turn lane onto Ethan Allen Pkwy to help ease that congestion. But it's not bad, really. The congestion adds a minute or less to the commute.
Improve the timing of the lights, add a police presence or speed cameras in the high-speed zones to discourage speeding and reckless lane changing, reopening the access lanes to lessen congestion at Rte 127. Basically allowing traffic to flow and function as it would literally anywhere else in the country. This has been over thought and planned by a committee! Just look at the street and you'll see how to fix it.
Improve the timing of the traffic signals during morning/evening rush hours. Make it easier and safer for cars to make left turns onto North Avenue during these times. For example, turning left onto North Ave. from Saratoga or Village Green is unsafe (difficult to get to the median) at these times (often having to rely on other drivers to stop).
Improved traffic signal in-laws a flashing red right turn light is confusing!
Improvements to turning out of village green
In the old configuration the light going straight on north ave has been green while there was a red arrow for those turning right onto Ethan Allen parkway. This meant cars turning would have to stop while anyone else coming up behind them going straight only paid attention to the green light. Very unsafe. Called city multiple times about it.

Increase access to Ethan Allen Pkwy, change access to North Ave from Belt Line. At times, traffic backed up to the access to Ethan Allen Farm
Increased physical buffer between car and bike lanes.
Increaseq size of car lanes by decreasing size of bike lanes - the scale doesn't seem right . Exiting Rt.127 onto North Ave,,is awkward With narrow lane feediing slow traffic onto busy intersection. Sharp narrow lane feels much more unsafe than previous configuration.Bike lane in the middle of previous car lane may work well for bikes but has made turning left off North Ave. unto side streets much more difficult. How many people drive as oppose to bike North Ave.? I think you got it backwards.
Install a barrier (flexible posts) between bike and car lanes.
Install and keep more physical barriers in the buffer between travel lanes and bike lane.
It could be a little wider, the previous configuration always felt really narrow.
It gets backed up-- I'd like there to be pull-over places for bus stops and a turn lane for the parkway.
It is confusing. You are not sure what is going on. The light is one color, cars coming at you. It isn't red or green it is blinking. Not sure what's going on.
It is very challenging to turn on to North Avenue from a side stree going the opposite direction. From Killarney going north it can take 10 minutes to turn left, unless I turn right and do a loop around Village green. I do this fairly often. The lights are not well timed, and those coming out of Etyhan Allen Parkway often race out so there isn't enough time between the red on North Avenue and the green for the Parkway. Also, not only at this area, but by the Ethan Allen Mall, cars use the turning lanes to pass and also as a second lane, especially to pull around buses which often means I cannot see them coming around until it is too late. This has happened the last thirty days 3 times and once I almost was hit directly. Motorists are not slowing down, or if they are are furious by it and tail gating to show their discontent.
It is very difficult to turn South onto North Ave from the Village Green neighborhood to bring my student to school at BHS (and pick him up). It is quite scary to try to get over to the southbound lane in the mornings and the afternoons. Going into the middle lane and moving over sometimes works, but I've noticed people from our neighborhood go into the center lane (from Saratoga) and stay in the center lane to go onto 127.It is also difficult to leave the neighborhood to go North to drop off/pick up my student at Hunt as there is rarely a break in traffic at these times and when the light at the park turns red often people don't leave space for us to turn out of the neighborhood. (It looks like Kilarny may have some of the same issues.)Perhaps a painted box on the ground like in a city that goes across the width of the road would help. It would also be nice if the people in the Village Green neighborhood only used Village Green to turn north (it is very difficult to see oncoming southbound traffic to turn southbound due to the tree to the right and the line of cars) and Saratoga to turn south as there is better viability.
It isn't just the physical adjustments made to North Ave. A serious lack of educating the drivers and bikers as to what is and what is not permitted. Too many white lines become confusing. Use signs to remind drivers that the bike lanes are "Off Limits" . Some drivers seem to feel that the biker lane is there for them to squeeze by a turning vehicle. This is an accident ready to happen. An adjustment that I see as pivotal is to educate the people (drivers and bikers) as to what is or is not acceptable. I was almost hit on North Ave and the corner of the 127. As I was driving north (at night) a driver (coming south) was using the left turn lane to pass a car and had to cut fast to the right and I had to cut left to avoid hitting head on. I am a good driver - with NO accident history. ANY configuration on North Avenue would be safe if the drivers using the roadways abide by the rules of the road. We need a stronger Police presence - and fines for those taking dangerous chances that are severe enough to curb bad behavior.
It needs a roundabout at Ethan Allen road and no light and thee lanes would then be perfect along with traffic conditions. Three lanes is nice but traffic is awful I can't get out on north ave in the morning from my road.
It seems there is extra width here and although it doesn't impact me personally , I wonder about the possibility of providing some street parking for people who live there where possible . Your survey doesn't ask what time of day we travel on North Ave . and I know that impacts people's experience of the whole thing.
IT SHOULD REVERT BACK TO
it takes too long to merge onto North ave from 127 at 5pm.
It very congested coming into the nne in afternoon. Bumper to bumper traffic, which I believe is dangerous. I do not believe we have had many accidents or occurrences prior. I find coming off beltline a very sharp right turn. I believe this could be more gradual. If I lived on north ave and had off street parking taken away that may be hard on both sides. Signs say no parking on this side of street, yet they do not allow on either. I feel there are people starving and without basic needs met in our town and it is ridiculous to think about the cost of money for paint to keep the lines painted each year. If you let cyclists ride on street they will adhere to the right. Drivers generally will not hit them, etc. It just all seems wasteful and not needed. There are points in the middle lane that do not give enough time to turn into the left point, in places. The light by Plattsburg Avenue if walking on side houses are cars turn right on red even when there is a walk sign on. This is very dangerous for walkers, dogs and children. Coming out of the Mobil gas station to go to Plattsburg Avenue is also dangerous. In Winter Plattsburg Ave was not plowed for 3 days when streets like Buell in town were plowed on both sides for sidewalk. This was when school was open and people had to walk to school on road. Sidewalks on one side should be plowed. I would consider in town to cut off many of the small streets with two side walks and reduce to one. This would make sense in reducing a lot of future costs to town. I would like to see a bike path connector from Colchester around the beltline access to connect cyclists into downtown easier as it is a couple miles to get on the bike path from Plattsburg Avenue otherwise. This would be a better use of tax dollars.
It would be great to not have to wait over two minutes on the light on Ethan Allen PRkw.
It's been a year so I don't remember exactly how it was. I would prefer to have 4 lanes there but am open to safety adjustments.
It's very congested with the bike lanes near Stanford and Goss Ct particularly during scholil pick up and drop off. I can't get out of my driveway and cars cut around those stopped causing safety issue."
Just put it back as it was. Waste of time & $ that was never needed. Just moves slower at congestion times now and biking seems no safer. I use the sidewalk in the busier times and stretches of the road.

Keep the 127 intersection and maintain 2-lane configuration between Ethan Allen Parkway and 127 turn-off. Return all else to previous configuration. Bicyclists rarely use "their lanes" and the congestion in the morning is out of hand. The only thing that's alleviated the congestion is the reconfiguration of 127's intersection. All else is causing more congestion, increasing travel times, and increasing overall traffic safety risks.
Keep the bikes off the streets , cars and bikes don't mix well . That's what the side walks are for .
Keep the intersection of 127 and N. Ave. with a stop light when exiting 127 headed south and a merge ramp headed north.
Keep the lights at the intersection of 127 and North Avenue and add pedestrian lights at the intersections of North Ave. and Heinenberg Road, Ethan Allen Road and the former Burlington College.
Keep the parking you mentioned off of North Ave
Keep the reconfigured exit/entrance from 127 to North Ave by stopping trafic from 127.
keep the right hand lane merge and entrance to Route 127 South
Keep the right turn into the right lane flowing like before. Stoping at the light is unecessay and slows down traffic. Not worried about safety and speed on that stretch. Bikers can still flow with traffic through the 127 light. Only issue is turning left out of van patten
Lane set up is confusing and I hate the white posts
Larger middle lane to make turning on to north avenue easier
larger safety margin for bicyclists. Feel uncomfortable with bicyclists. We have a bike path don't we? Why do we need bike lanes on North Avenue when the bike path so near.
LEAVE IT AS IT WAS, WHY
LEAVE IT LIKE IT WAS
Left turn lanes south bound at lights. People going around stationary cars attempting to turn left by going into bike lane
left turn light at Ethan Allen Pkwy going south on North Ave; a crosswalk at the Lakewood Estates neighborhood, and clearing out the rest of the ugly bollards to make the whole Avenue look nicer
Left turn signal at Hannaford Entrance
Left turning signal into ethan allen shopping center. Make sidewalks wider, for walking and biking, instead of taking road space away from flow of traffic.
left turns during peak drive times is impossible. Causing people to take chances to get into traffic.
Left-turn arrow for cars turning Left (West) from North Avenue onto Shore Road. Indented turnoff for Northbound #7 bus at the bus stop serving Hannaford's Shopping Center, so it will not need to stop and receive/discharge passengers while in the main traffic lane (similar to what was done for the Southbound lane at this location)..
Lengthen lane for turning onto Rt 127; turn into drugstore/bank coming from the NNE is very short and awkward
Less bollards and lane delineators. Overall I like the 3 lane configuration, it makes it more of a neighborhood.
less wait time getting off my street onto No.Ave.
Lights needed on Saratoga Avenue
Lights on Shore and North Ave to turn onto ShoreTraffic backed up to the end of North Ave in morning before schoolPeople passing in 3 Rd lane on acct of back upVery few bicycles on road
Living on Saratoga ave it's almost impossible to enter north ave during busy times people still speed on north ave. Don't know what the solution is. Unless you have speed monitors to video the speeders and they get tickets in the mail I don't know what else you could do.
Living on Saratoga Avenue, it is extremely difficult to pull out onto North Avenue and the turning lane does not seem wide enough to feel confident pulling out into. Also light on North Ave at Ethan Allen PKWY is a nightmare if you are wanting to turn right onto Ethan Allen Pkwy....sometimes you are stopped because someone is crossing holding up all the traffic behind you that want to go North (and also congesting cars trying to turn onto North Ave from Village Green) Also if light is red and you want to turn right onto Ethan Allen Pkwy, you have to wait. With 4 lanes you could go into the far right lane and turn right on red. That is a very difficult intersection for pedestrians also, too many factors.....Little Eagle, Ethan Allen Pkwy, Ethan Allen park.
Location A referenced in the aerial image of the VT 127 intersection should remain open. I understand the other two adjustments, which require the right-hand lane turning onto North Ave to use the light, however the "high-speed" on-ramp should remain open. It does not really slow down speeds all that much, and introduces a turning issue at the light due to the tight curb-line.
longer turn lane by rite aid/merchants
Maintain consistent 3-lane configuration at Killarney Drive/Village Green
Make (eventually) a nice roundabout at 127, and something like armadillos (but better) where those were for the lane separation. Make the bumpout at EA Parkway a proper sidewalk with curb. All curbs should be 'mountable,' i.e., s-shaped in section, so a biker forced off the road needn't crash on hitting the curb.
Make a separate bike lane by changing the sidewalks or making the bike path more accessible. Bikes should not be on the same roadway as cars. Also, the Rt 127 intersection is still terrible. The lane lines do not match up driving north to south. The bike lanes are too wide while the car lanes are too narrow. It takes too long to turn on to the Beltline at that intersection. Bring back the ramps at the Rt. 127 intersection so cars can more easily turn on and off North Avenue. There is no reason to make driving to the North End more difficult than it already is. I avoid the Rt 127 intersection as much as possible because it is currently so poorly designed. The pilot study configuration remains aggravating. The intersection at Ethan Allen Parkway is also confusing with the white stick

barriers; take them out! The white stick barriers remain as obstacles in the roadway at the Rt 127 intersection as well; they need to be r
MAKE ADJUSTMENT TO LIGHT
MAKE ADJUSTMENTS O LIGHT
MAKE IT 4 LANES
Make it easier to merge onto north ave.
Make it easier to turn on/off 127 Beltine from North Ave. Beltline is meant for cars. It should be easier for cars to get on beltline so they don't cause congestion on North Ave. North Ave needs to be multi-modal, to serve walkers, cyclists, cars and--once we can more development--an electric street car route.Also, bring back the plastic pylons that separated the bike lanes from the car lanes. Bike lanes alone don't do much. Need separation.
Make it feel more permanent. Clean up of the 127 on and off ramp - ideally a rotary would go in there instead of a light.
Make it four lanes from Ethan Allen Pky all the way to Plattsburg Ave. No parking on either side of street. For bike use widen the sidewalks or use the bike path that intersects most streets on North Ave. I travel North Ave daily both with a car and walking. If I ride my bike I use the Bike Path. I rarely see a bicycle on North Ave even in the warm months and never in the the colder months.
Make it less confusing. Visually it is a jumble at the. 127
Make it less difficult coming off 127
Make it two lanes. One car lane in each direction. The same as the segment from North Street to 127. Make a median and plant flowers. Make it safe and make it nice. It's a residential neighborhood. Commuter travel time is not the concern of the local, tax-paying, residents. Synchronize the traffic lights so that there are reasonable gaps in the traffic flow to allow cars to turn onto and off the roadway. Right now, you can't even cross North Ave. to get to the bus stop.
Make north bound lane right turn only.
Make the beltline intersection more efficient wit easier access
make the intersections less confusing.I think concentrating money and time on improving intersections and bus stop areas would be more beneficial to a larger population of people than improving conditions for a smaller percentage of people using bike lanes. The sidewalks on North Ave going toward Battery Park are in some places not safe to use. I think a renovation of the sidewalks would allow more diverse groups of people (handicap,geriatrics,children walking/biking,strollers) to have the benefit of safe,accessible sidewalks. The bike path which is being renovated is a great mode of transportation for bikers and would allow a busy North Ave. for the automobiles.
make the sidewalk area a combo of walk and ride like in south burlington
Make the sidewalk wider so that a bike can travel there instead of having a dedicated bike lane. South Burlington (or for example, the sidewalk/bike path along Riverside Avenue in Burlington that is paved) has many examples of these paved, wider pedestrian/bicycle paths and they seem to encourage bicycle and pedestrian traffic and keep a safe distance from cars and up above curb level for clear separation. The sidewalk could be slightly widened and paved (or the concrete fixed so it lies flat) such that bicycles can ride there instead of having to ride in a designated lane on the road).
Make traffic flow on/off directly onto north ave without stop light...as if they were same road. Stop sign for traffic from high school.
Make use of the closed entry and exit ramps by the beltline. Plant trees or retail/office space
Make wider, divided sidewalks for bicycle travel
Making some left turning lanes available
Many Bikers seem to hug traffic side of bike path. Since the changes were made to accommodate bikers, I feel like I need to be an owl while driving, turning on and off north ave, because while I'm watching cars coming at me while I'm turning, bikers just go whenever. It feels like too much for drivers to watch for.
Many car drivers still seem not to understand the two white lines and end up driving on or over the white lines. Maybe paint the entire area between the bike lane and the car lane white or put cross-hatches or diagonal lines between the two white lines to indicate a car should not enter there. Or, just make a single white line since cars will be less likely to confuse this. Additionally, at the intersection between North Avenue and Ethan Allen Pkwy, the bike lane is sort of blinded to traffic (from the biker's perspective) coming from behind to turn right onto Ethan Allen Pkwy. The flashing yellow for cars is not helpful on that turn as they are mostly looking for car traffic and not expecting a bike to proceed straight. Maybe the arrow should be flashing red arrow such that traffic has to stop before turning onto Ethan Allen parkway or paint a solid bike lane (with green paint) across the intersection to show a b
Many divets and gouged pavement.....a very poor job of surfacing!
Mark the bike lanes better. Maybe even paint the bike lane bright green so that it is blatantly obvious it's a bike lane.
maybe you could have a bike lane. on the side but still have 4 lanes ....and being back the merge traffic onto north ave. it stops congestion
Median turn lanes need to be safer, longer (e.g. Green Street entrance) and better defined.Bus stops have to be figured out better. A space for buses to pull out of the lane has to be created. It is unsafe to pass and with the loss of 4th lane traffic delays are guaranteed. Bicyclists need to be patrolled more. Many bicyclists behave both as pedestrians and as drivers.They hop on and off sidewalks as they see fit and do not follow traffic flow and signals.
merger onto North s scary
Modification to the light at Ethan Allen Parkway, which I believe is what causes congestion in the afternoon. Turning off 127 to go North on North Ave is difficult during rush hour.
More and safer crosswalks ...

More Barriers for bikers, so cars aren't able to use the bike lane to pass and larger barriers to make it safer for bikers
More buffering for the bike lanes - reinstall the armadillos and bollards, especially at 127 interchange.Officially reduce traffic speed to 25mph - as it is in the rest of the city. The traffic calming with reduction to 3 lanes seems to have reduced speeding some, but I would like to see it down to 25.
More clarity in painting the bike lane compared to other areas... maybe some planters could go in the area that no longer takes traffic, or maybe the bike lane could even have a bit of a buffer from the traffic lane since that space exists. (I'm thinking mostly of the north bound route.
More crosswalks should be added at points were there are many j-walkers. Pull offs should be made for buses at busy stops. A wider shoulder on the road to accommodate a bike lane if possible.
More crosswalks so that kids or people getting off buses are able to cross safely. I don't like driving and all of a sudden someone runs out trying to cross the road. Way too much traffic between these intersections, some mornings I'm stuck at Ethan Allen intersection for 3 light cycles before am able to get thru the stop lights that is un-acceptable.
More distinct and obvious barrier required between vehicle traffic and bicycle lane. Since vertical barriers didn't survive initial trial, a minimum of RUMBLE STRIPS or something similar (that emergency vehicles/residents parking can easily navigate) should be installed.
More green space instead of double lines for bikes. Reopen the lane for belt line coming from BHS. Remove white markers near Ethan Allen Park on EA Pky and ad a sign for bikes to yield there or caution. And PLEASE put some topsoil and grow grass on the unused exit lane from belt line to No Ave.
More parking and more car driving room
More protection than just paint for the bike lanes please! The pilot is far, far better than the original configuration, but I have to ride with small children in a bicycle trailer to get to school and work and paint is not enough to keep them safe. My preference is for beautiful flowers in planters and hardscaping to provide protection from cars because the concrete can actually stop a car from crossing into the bike lane and hitting my children, but a 'Jersey Barrier' works just as well--just isn't as pretty. I also prefer the plastic bollards and 'armadillos" to just paint, but they offer no physical protection. P.S. Use the sidewalk plow. Our childrens lives are well worth the expense of building and maintaining permanent, physical protection from cars.
More reference to bike path availability.
More safety for bikes- crosswalk alert lights? More attention-grabbing alerts for drivers who need to be reminded that northbound bikes have right of way.
More signage for the bike lanes, both on the pavement and posted
More space for buses to pull out of driving lane near Hannaford. Ramp to merge on to 127 coming high school re opened
More space for buses to pull over
More space turning onto Ethan Allen Parkway from North.Ave .Keeping access to Ethan Allen park is crucial, but turning right onto E A Drive with oncoming exiting traffic to North Ave is somewhat precarious at times.Do not have solution to this narrow corner by gas station,just making an observation.
Morning and evening / going to work returning home traffic buildup problem
Most of the traffic congestion is due to the traffic light by 127. I would like the on and off ramps back and a lane to merge into the 3 pilot lanes. This would resemble the way highways have a extra lane coming on or off. Having a flashing light would help provide awareness to driving to look for bicycles too. This would help with stop and go and North Ave being backed up. Also maybe traffic lights for bicycles. I feel we should adopt a lot of the bike friendly ways that are done in Europe. Moving forward if bikes are to now have lanes in the road then bikes should be registered (small fee). In doing this it would help find stolen bikes, keep bikers accountable for not following the rules of the road, help pay to keep bike lanes in good condition, and promote safe riding/driving. Also a bike safety class would be nice.
Move bike lanes up onto west side greenway
Much narrower bike lane, takes up too much of the road, in my opinion...
Narrower bike lanes. Bike lanes only on one side not both sides as now.Turning lanes only where space will permit, or taking more space to allow for turning lanes.
Need a dedicated turn lane northbound onto Ethan Allen Parkway. If the arrow is red any North Ave traffic stops for someone turning right onto Ethan Allen Parkway even if North Ave lihht is green. Flashing yellow arrow unless pedestrian activated similar to Pearl St./North Champlain St. intersection.
Need a solution in the winter when someone gets stuck in front of you because of snow and can't move...you're stuck at that point.... Can there be break down area or maybe a pull off near the HS for drivers that can't climb the small hill in deep snow. This causes drivers behind someone who is stuck to sit for a long time.
Need another crosswalk - last weekend we waited over 15 min trying to cross. We need to be better at east/west connections and increase the amount. The distance from Ethan Allen crosswalk to the 127 is too far for the Saratoga Ave neighborhoods.
Need to pay attention to where traffic merges, so as not to add to congestion. A turning lane so drivers don't try to go out into another lane to be caught behind a bus or a car turning. An area for the bus to pull into/more side on road so that cars aren't trying to swing around bus picking up people or letting them out, as well as bikers also swerving around buses and into traffic. CROSS WALKS. I am still so completely baffled that there are not cross walks at points where a bus stop is. Why so much emphasis on a bike path on a busy road, and no attention or focus for walkers to cross a street safely? Why not have various cross walks that exist not only at intersections, but also at areas where there is a bus stop and where there is access to a neighborhood that goes to the bike path?
NEWLY PAINTED ROAD LINES
Nix all the streetscape visual pollution, (white posts, double lines)

no armadillos
No armadillos. They are a distraction. Fewer posts are better than at the start.The area north of the high school on North Ave. is narrow and not good biking.The pilot project did not address the problems of driving or biking in the far end of North Ave with high density housing. We need bike lanes painted there. Also we need a second "emergency" exit from this area north of Flynn School. Congestion there with so many parents dropping off or picking up their kids means it can take 15 to 20 minutes to go bumper to bumper through that area twice a day. There is a public access on the road bordering the river (east from Westward) that connects with Plattsburg Ave.at a light, but it has been chained off. Bike access is available and safer than Plattsburg road
No bicycles on No. Ave.
No bike lanes at all, there are already two bike paths that parallel North AveAdditional signage to emphasize that the middle lane is for turns only, not for driving down the Avenue
No need to go through all these changes and surveys. Just have a bigger presence of our Police Force on the Ave and that would control most of the problems there. Both cars and bicyclists are the reason for these changes and its because both are at fault for violations. A stronger Police presence would eliminate that. If both (Bicyclists and cars) did what they were supposed to do, the traffic would move without a problem.
No parking in that area is good.
none
NONE
Northbound 2 lanes...but strict speed and passing on right only when left turn lane is turning left
Northbound after the left turn lane at St. Mark's lane paining needs to clearly indicate one lane. Previously many did not turn just kept going straight through the left turn lane. This is the one improvement I have seen with the current configuration over the previous one.
Not entirely sure. The situation is much better but I'd like to the city to continue monitoring and making changes as needs arise. One immediate concern is the situation turning left onto north Ave from village green and Saratoga streets. Turning left is very often difficult for an extended period of time, especially during high congestion. I have noticed drivers making some illegal and dangerous choices so they can make it onto north Ave from those streets. Perhaps changing. The vt127 and Ethan Allen parkway light cycle timing so those lights would naturally allow for a break in traffics since they currently seem to have almost no timing that allows for a safe and easy turn into north Ave. or perhaps some lines and a sign that says "do not block street" at the intersections of village green/Saratoga and north Ave. that way cars can take advantage of breaks in traffic instead of being stuck because cars are lined up a
NOT SURE
Not sure but as it is now, certain vehicle think that the turning lane is their own driving lane. Seen near miss accidents with cars using the turning lane as a faster lane to by-pass the rest of the traffic. Problem is mostly in the Village Green/ Saratoga Ave to the light near 127 connection.
Not sure but my wait times in the am and pm to get to work and home right now are really long . I am not sure if the lights need to be changed ro what , befiore the 3 lanes traffic seemed to move at a much better rate .
Not sure how to fix it but the 127 intersection is still challenging for cyclists.
Not sure what the solutions are, but I see two issues that have arisen since the pilot project started, and both relate to the increased difficulty getting out of (and sometimes into) some of the side streets that stem off of North Ave. These are most noticeable during rush hour, but affect the neighborhood at other times as well. First, the traffic light at Ethan Allen Park gets quite backed up, particularly around rush hour. This makes it very difficult to get out of streets such as Killarney and Village Green. It is almost impossible for people coming out of Killarney to go left. Second, the combining of traffic into one lane in each direction means that there is a much more continuous flow of cars in each lane. I live on Van Patten Parkway and have to go towards downtown via 127 in the morning. I no longer try to get onto North Ave via Village Green. The steady flow of cars makes it too difficult. However, even trying to do this via Saratoga is challenging. I have to merge into the center lane (which makes oncoming traffic nervous), and once I do, it seems silly to merge into the right lane just to move back into the center lane 20 meters down the road. So I stay in the center lane with my left signal on until I get to the 127 intersection. This appears to me to be the safest way to get out of my neighborhood and onto 127, though it is clearly no ideal.
Not sure.
Obviously, having traffic facing other each other in several places in unsafe.The motorist as well as bicyclist need to be aware of each other.,and follow the rules of the road. Winter driving is a nightmare, sliding cars every where? for bikers something I did 50 years ago road bikes are NOT made for snow Peak times reduced mph
Off ramp from 127 be reinstated. Often no reason for stop light. Merging seems much easier and efficient.
Oftentimes cars turning off road are not fully in center lane and therefore block the travel lane. Maybe more signage/road paint to direct people into lanes sooner before the turn. 127 intersection seems more dangerous with flashing arrows and new pattern but it may be the best it can be.
One problem with the previous configuration was that in what seems like a relatively short stretch of road, there were large differences in the number of lanes and the width of the road. In this area, there were 4 lanes and it was really wide; in front of Ethan Allen Shopping Center, it was still 4 lanes but was more narrow. I think people found it confusing and didn't have enough time to adjust their speed to match the design of the road. In this area, I think it should be 4 lanes but the road width should be consistent with the entrance to and exit from it.
open belt line access (as before exit and entrance) and have 2 lanes of traffic north, 1 lane south--(no middle turn lane) from Rt 127 to ethan allen parkway. This is a bottleneck that has not been addressed.
open old ramps for a steady flow coming from 127 onto No ave VS stop and go and stop and go and stop and go and...

Open right turn to belt line on the north bound lane. Speed limit needs more monitoring so people will abide the limit without police monitoring. Maybe automated monitoring with speed ticket in designated problem spots!
Open the ramp from North Ave to 127, there is no need to close it, since very few people are using it.Why can't we convert sidewalk to multi-use path like in Hollandhttps://bicycledutch.wordpress.com/2015/10/27/from-on-street-cycle-lane-to-bi-directional-cycleway/
Open to adjustments as long as 4 lanes remain. definitely want the express turn lanes back on 127
OPEN UP 127 NORTH RAMP
open up the merging lane onto 127 and at the light before the gas station
open up the on ramp to 127 going north from the Avenue. Maintain the new configuration of entering North Ave from 127.
Open up the right hand turn from North Ave going north on to RT 127.
OR BACK TO THE WAY IT WA
Overall i like the 3 lanes, for biking and pedestrian safety. But I live at Little Eagle Bay, which we turn in at the intersection but do not have a light for us. Turning out onto North Ave has become harder, and turning into our road harder and more dangerous. There have been several occasions of driving into the left turn lane to have a car from the other lane start to do the same to turn into the road right after the intersection... Which is scary, and then also very hard when someone at the intersection is trying to turn left into Ethan Allen Park and i want to turn left into my drive, and cannot...
Paint stripes are not calming to me a a cyclist. When the stripes are obliterated by snow, ice, grunge, and worn off by traffic they are almost useless. I like physical barriers. The stronger, the better.
Parking spots.
Pave the road and keep debris out of the bike lane. Don't put those armadillos back.
Pave the road. The condition is terrible.
Pedestrian crossings made safer
Pedestrian crossings should be more frequent with the Yellow caution lights like those that exist on Pine Street. There are not designated safe cross-walks in this road section. cars traveling to and from the belt-line continue to travel at excessive speed.
Pedestrian lights similar to those on Pine St.
People are complaining about backup. I haven't had that experience but I heard the complaints at a public meeting. I am not a planner and do not know what would work better.
People are making left turns into Ethan Allen Shopping Center after the stop light (there used to be a sign that said no left turns next to Smitty's and the curb is shaped to prevent it, but people still turn there). Lots of people speeding and passing and driving in turn lanes especially just north of Ethan Allen Shopping Center usually coming out of the shopping center at the light and turning into middle/turning lane and speeding past everyone. Bike lane buffer zone is confusing, I see lots of bicyclists riding in buffer zone instead of bike area. Lots of swerving bicyclists making quick and dangerous turns to avoid rain puddles and pot holes from the bike lane through buffer and into traffic without concern for their own safety (without looking, without lights/turn signals, and without helmets). Very, very few bicyclists on the road/bike lanes, but even so, majority of them don't follow any common sense or actual traffic rules. It would be nice to put signs near bike lanes reminding them that they need to follow rules as well. I bike about 30-50 miles per week on bike path from Starr Farm Rd/NNE to Lakeside Ave/South End. I will never bike on North Ave. It's too dangerous for both cyclists and drivers due to pot holes and lack of any traffic law enforcement (for both drivers and cyclists).
People ride the center lane all the way to 127 from Ethan Allen Ave. They should not be allowed to do that.
Physical barrier between bike lane and motor vehicles
Physical barrier between car and bike lanes (i.e., median, parked car buffer, etc...). this would make me MUCH MORE likely to commute by bike.
Physical barriers between motor vehicle traffic and bicycle lane.
physically separated bike / car lanes
Place a curb or some other form of protection between cars and bikes
Places where there are left turn areas from North Avenue - ; Ethan Allen Parkway from North Avenue heading south - these 3 turns should have a left turn signal installed -
PLAN B QUESTION
Please allow cars to park on the street between shore rd and Plattsburgh Ave. As a homeowner directly on the Ave this has made me very unhappy and I've even considered moving. We tried to have an innocent lawn sale and people parked in front of the house just to see it and the neighbors called the police. I was horrified. We were not harming anyone and honestly all day I saw 4 bikes. Do we really need to take away parking for 4 bikes?
please install more cross walks!!!! There are very dispersed opportunities to cross North save and very few breaks in traffic to do so.
Possibly add a light to Saratoga or Village Green that is responsive to when cars approach to make a turn, otherwise its always green for North Ave traffic.Add the crosswalks - make them be the flashing kind that alerts drivers
PREVIOUS CONFIGURATION
PREVIOUS CONFIGURATION
Protected bike lane! It was never better than when the armadillos were present.
Pull off the road area for busses

put a right turn lane to go to Ethan Allen Prkwy
put bicycling on the side walk on the right hand side of road, infact you may want to concider that thru out the queen city. Many folks do not follow the rules of the road. Rules for riders do not apply.
PUT SLIP RAMP BACK
Put the bicycle lane on the green bar.
Put the ramp back!!
PUT THE SLIP RAMP BACK
Reduce or eliminate the space for the bike lanes as I do not see it any more popular now than it was before. But I think fewer lanes are slowing down vehicular traffic, which is a good result since I think too many motor vehicles traveled too quickly down the Avenue before.
Reduce the bike space and use the other two bike paths that run parallel to North Ave. The bikes do NOT follow any of the traffic and safety rules. The three lanes have been effective, but the lanes have been pushed to close and the safety for the bikes, runners, families, and kids using the street as a transportation lane is just unsafe.
Reduce the opportunity for drivers to use the turning lane as a passing lane and the returning to the right hand lane to continue south on North Ave.
Reinstate the on-ramp from northbound north ave to 127 with a stop sign for bicyclists to wait until the ramp is clear. Do not reinstall the armadillos/turtlebacks separating the bike lane from traffic between bhs and 127. Street sweep the bike lanes with higher frequency as road bikes often ride in the lanes of travel to avoide gravel/debris. Eliminate on-street parking from ward ave to the police dept... if you are going to make north ave a bike artery yo have to make it bike friendly THE WHOLE WAY. The on street parking between Scout and the police station is so dangerous because it is inconsistent.
REMOVAL OF WHITE POLS IN
Removal of white posts. Study the actual bicycle traffic on north ave to see whether this pilot has increased cycling or whether this has all been an exercise for academic rather than pragmatic reasons.
Remove a couple of the poles to ease exiting off Rt 127.
Remove all plastic pole markers, restore 4 lanes, restore sweeping on and off ramps at 127 interchange.
Remove barrier to belt line
Remove barriers. Add slip ramp back onto 127. Narrow bike lane. Enforce bike laws.
REMOVE CONFUSING LANE MA
remove excessive traffic control devices such as lane bumpers, dividing polls. I agree with the 3 lane configuration. the addition of dedicated bike lanes is safer, better then allowing bikers the use of a full lane of traffic, although the bike lane is often compromised by vehicles going right around other vehicles, delivery vehicles or city busses. I do not understand why bicyclist can't be required use the bike path which runs the entire length of the project area. Making changes for better access to the bike path for the bicyclist would be safer yet.
REMOVE MULTIPULE BIKE LA
Remove poles and make on/off from North Ave to belt line a bit more clear
REMOVE PYLONS NEAR CORNE
Remove some of the white barriers, restore some parking
Remove some spindle barriers
remove the physical barriers
Remove the plastic pylons, they are dangerous, a distraction and I have seen people drive into them.
Remove the vertical slats and the dead possum sorta bumps in the road. They are visually distracting and feel unsafe.
Remove the white pilons/polls at the intersections
Remove those white sticks from the entrance from Rt 127.
Remove white poles. Restore right turn on to VT 127 from North Ave. Install activated cross walk signs like Pine Street and share the road for bike traffic.
Reopen access to 127; open access to Ethan Allen with right turn land restored9
REOPEN ORIGNAL SLIP RAMP
Reopen ramp from North Ave Northbound on to Rt 127. Current configuration causes additional back up at the light. Additionally, the current configuration seems more dangerous for bicyclists. When merging on to 127 from N Ave heading northbound, it's easier while moving seamlessly into the turn only lane we previously had. With the current layout there's much more stopping/starting with the flow of traffic & its its easier to lose track of bicyclists on the right as you turn right on 127 at the light.
Reopen the 127 on/off ramps.
Reopen the 127 ramps and remove the bike lanes. The current width of the road is not sufficient for 3 lanes and a bike lane or 4 lanes
Reopen the entrance to 127 from North Ave
Re-open the ramps on and off for Rt 127. Repaint the bike lanes on either side of the avenue.

Reopen the right turn (closed) lane onto 127 from North Ave going north. Bike riders need to stop; the bike lanes are very important , but bikers need to help make North Ave safer also! This pilot project is a great improvement over the Indi 500 driving that was existing before the project . If one life is saved , it is worth the few proceeded minutes we might lose!
Reopening 127 high speed merge lanes
Re-opening of the off/on ramps to 127 as they were originally with 4 lanes and then a merge lane down to 3 lanes after the Ethan Allen Pkwy
Repave North Ave in that area. Make the lanes visible.
Repaving the road to eliminate the pot holes.
Restore the belt line entrance and remove ALL the poles along North Ave
Restore the exit off the belt line back to the way it was 10 years ago before the first experiment took place that was said to be an experiment and would revert back if it was a failure.It must have been a failure as the city decided to change it 10 years later with this new disaster, now creating two disasters of experiments.Basically the city was not honest with the first experiment, and now trust has been lost so far with this one.
Restore the Northbound off & on ramps to 127 as it leads to congestion, add signals for the on ramps from 127 on the 127 bridge to warn of pedestrians crossing, or build a pedestrian bridge.Add a protected left turn to signal for southbound North ave to Ethan Allen Parkway.
Restore the on ramp to 127 coming from the high school. Get rid of empty space between 127 and Ethan Allen Pkwy. Change the right hand turn from North Ave to Ethan Allen Parkway back to having no pylons.
Resume using entry/exit ramps for Rt 127, build elevated crosswalk over Rt 127 at North Avenue and over North Avenue at Ethan Allen Shopping Center, widen North Avenue by six feet, and widen crosswalk on west side of North Avenue by 5 feet, turning it into a combination sidewalk and bike path.
RETURN IT TO THE PREVIOU
Return North Ave. to 4 lanes again. Using Eminent Domain, take away the green belt on one side or the other of North Ave and build a bike lane/sidewalk like that which appears on Riverside Ave. Multiple benefits will be realized -- less congestion on North Ave, smoother bike travel (away from puddles, sewer grates, etc.) and a physical divider (the curb) between cars and bikes.
RETURN SLIP RAMP ON OFF
Return the easy merge lanes on and off of north avenue at 127
Return the on ramp when leaving 127 and taking a right into north avenue.
Return the turn lane
RETURN TO FORMER CONFIGU
RETURN TO NORMAL - PREVI
Return use of the 127 on ramp and place a stop sign there for bikers as a safety precaution.
Returning the use of the on/off ramps for Rte 127 with an initial 4 lane section that merges to the 3 lanes prior to Ethan Pkwy
Returning to the previous 4 lane Configuration, and Improving the sidewalks on either side to accommodate both Pedestrians and Bicyclists.. and opening the rt.127 High Speed entrance ramp and also more importantly the Rt.127 North bound exit ramp to North Avenue
Revert to using the on/off ramps from North Avenue to/from Rt 127.
Revise off ramp of beltline
Rework 127 intersection into rotary
Road widened and the bike lanes removed there is a very expensive BIKE PATH that the riders can use.
Robuster separation between car and bike lanes. Roundabouts instead of intersections.
Round about at North Ave and 127 might speed up and keep traffic flowing better...If done properly!
Roundabouts at both intersections and right turn only--or give choice to driver--left or right to a roundabout to complete a left turn.
roundabouts at heavily congested areas
Rt 127 needs to have its own exit lane. 4 lanes All the way down. No need for bike lanes on the ave.
Safe bike lane, wider shoulder. Or bikelane shared with sidewalk. City needs to ensure bikers are following the rules of the road and be visible.
SAME AS BEFORE
Separate bike path off from the street
Sidewalks could be made more bike friendly (paved?) so that bikers don't have to worry about being too close to cars and vice versa. Similar to Riverside Ave. For pedestrian safety, install the pedestrian crossing blinking lights at the more fast moving intersections like on Pine St and the circle in Winooski. I don't see that the middle lane makes much of an impact, and I don't enjoy moving into it and wondering if oncoming traffic is about to merge also.On a side note, since all of these modifications, I have been seeing quite a few bikes on the sidewalks anyway. Don't see why there is such a pull to put them on the roads.
Sidewalks widen for bikes/runners/walkers. Painted green for seperation

Signage surrounding rt.127 and the closed on-ramps is confusing. Where North Ave meets 127, painted markings and signage should be more thorough, and should more obviously direct traffic onto and off of 127. Approaching the intersection, especially from the south, is slightly ambiguous.
signs stating: slow down, allow turns, do not block intersection. Perhaps Killarney drive, Village Green, ethan allen parkway, and little Eagle bay can be configure as a modified traffic circle (wouldn't that be interesting). Village green and/or killarney drive could be closed off from north avenue and traffic routed onto and off those roads from another direction. Perhaps Killarney drive could connect to a road in Lake wood estates and village green could connect to Ethan allen parkway, etc. This idea could be used all the way down north avenue to cut the number of intersecting streets by 30 to 50 %.
Since the alterations to the intersection with 127 there has been an increase in traffic backing up to the South end of North avenue. It might be better to return to the previous configuration, which allows for constant flow of traffic, therefore avoiding delays at red lights during busy times. I understand that the idea was to make it safer for cyclists, but even with a light the most important factor is that drivers need to look out for cyclists before turning across the bike lane. Perhaps a sign reminding motorists to watch out for bikes would be helpful?
single narrow bikeway. Keep road shoulder cleaner. Enhance drainage for bikers.
Slightly confusing lane markings though feels much safer than prior to pilot.
slip lanes returned, 4 lanes for better traffic flow return bikes to the two paths on each side of North Ave
slip ramps opened, lights configured better for busy times, more cops
Small block barriers that we're initially laid out would get reinstalled
Small bump outs on cross streets for improved pedestrian safety and to slow down the speed of cars turningvfrom from North Ave onto those cross streets
Some drivers already going south on North Ave don't know that cars entering North Ave to go south from Village Green or Saratoga go to the middle lane first, and so some cars in motion on the outer lane blare their horn in fear that the entering car will hit them. This is startling & feels unsafe. More education on the new lane ruleswould help. I think it is also unclear to some drivers how long they can travel in the middle (turning) lane if they enter at Village Green or Saratoga and plan to turn onto 127, i.e. are they supposed to go to the outer lane ASAP from the middle lane, or are they allowed to stay in middle lane if they are going to enter 127.
Some flashing cross walk signals like on pine street installed at a number of crossings between north avenue alliance church and Plattsburgh avenue
Some more substantial separation barrier between bike lane, sidewalk and auto would be preferable.
Somehow make it easier/safer for cars to cross traffic to turn into side streets or onto North Avenue.
Something to help traffic move more cleanly through the area. There are so many stops that it takes a long time to get from one end to the other.
Something to make a left turn easier especially during morning and evening heavy traffic. Even though there is a do not block intersection sign in place many people ingnore it. Adjusting the light at both ends so that traffic is stopped going both ways and the cars on that section have a chance to clear out so that those turning aren't put into a position of becoming a overly aggressive driver.
Someway to reduce congestion
Stop people from using the break down lane as a second lane or passing lane. Put in a light at Village Green/killarney Dr
Stop removing on street parking, once you get into the Old North End most properties font have the space for parking so street parking is essential. Don't ever bring back those stupid armadillos or anything like that. Get rid of the bollards too In general, the city should stop wasting money on faux brick cross-walks.
Take care of the potholes that were developing in the outside lanes.
Take down all of the white posts in and around the beltline, take down the white post at Ethan Allen Parkway and reconfigure that intersection this is the poorest part of the hole project.
TAKE DOWN THE DUMMIES
Take down the stakes at the end of Ethan Allen Parkway. They make it more dangerous. Also re-open the entrance to 127 coming from BHS, this would lessen the congestion and does not appear to add any value in this new structure. Also set the lights to ALL turn red when the crosswalk is activated. The current configuration is going to kill someone because drivers don't understand a green with red arrow.
Teach drivers how to use the center lane. Many of us have forgotten since learning to drive. Is it supposed to be used only as a turning lane? Not used as a land to get from Ethan Allen Parkway to 127
Teach the bikers to use the bike lanes. There are too many bikers riding on the sidewalks.
That sidewalks get widened and paved so bikers and walkers can share hen just like in European countries.This would be much safer for children and elder adults.
The amount of space permitted (i.e., dashed line) to turn into the turning lane for 127 is a bit short. You MUST get rid of the old markings since when it is dark and/or wet one cannot readily discern old from new. Cars often are driving the old configuration in those cases.
The area would be safer and traffic would flow more smoothly, if a rotary were installed at the intersection of North Avenue and Route 127. All types of transportation would be safer and traffic would move more efficiently, if more bicyclists would stay in their marked lanes and obey standard rules of the road. The Ethan Allen Parkway intersection can be inconvenient, but is not a major traffic hazard. Congestion near Rite Aid Pharmacy (caused by vehicles taking a short cut through the parking lot between North Avenue and Ethan Allen Parkway) is more likely to cause minor accidents than the legal intersection of those two roads.
The barriers put up to protect the bikers make the roads less safe to drive on. I am very dissatisfied with the barriers and hope the city does NOT reinstall any that have been removed or put up any new ones. In my opinion, the number of bikers on the Avenue

has barely increased since the bike lanes were installed. Many of the bikers still ride in the road or right along the line so that cars still need to go into the turn lane to avoid them. Bikers infrequently follow the rules of the road (stopping at red lights, stop signs, or staying in their lanes and there appears to be no enforcement of the rules for them.In all, I think the changes have made the roads less safe for cars than the previous configuration There is a bike path within 1/2 mile if the Avenue, so I still question why all the money was spent to make these changes.
The biggest difficulty I have with the bike lane is cyclists using the road but not following the rules of the road. One never knows when a cyclist will suddenly appears to your right -even after you looked. I am all for bicycle lanes but cyclists MUST obey the rules of the road. A stop sign is a stop sign...a ticket should be issue like it would be issued to a motorist.
The biggest problem is bike riders not adhering to the rules of the road. This makes the intersections dangerous, especially turning on to Ethan Allen Parkway coming from the Belt Line. While I understand this is up to the bike riders to follow the rules, there really should be some sort of bike safety program or regulations. How this should be enforced, I am unsure of.
The bike lane markers are dangerous. The bike lanes are full of clutter. It is still easier to ride on the sidewalk. I avoid the whole area on a bike by taking the bike path.
The bike lanes are too wide. There is no crosswalk between Hannaford & St. Marks church, but there is bus stops. Trying to go straight from North Ave Co-Op to the Hannaford complex is a death wish, no one is yielding while turning left. The turn lanes are way off center, especially in front of the Rite Aid.In conclusion, let's get rid of the traffic congestion and get rid of the bike lanes, because no one is really using them anyway!
The bike lanes get much more dangerous and harder to navigate at the 127 intersection and the EAPkwyIntersection. The pylons are more of a distraction causing car drivers to look at them instead ofFor bikers. Those two intersections north bound need additional focus.There remains very little use of the bike lanes as compared to car traffic. Are we sure we need two? What about one dedicated bike lane similar to the bike path? The more dangerous northbound intersections could be taken outOf play and drivers would only need to look one place for bikers.
The bike lanes need to be protected for true safety for both cyclists and motorists.
The bike lanes need to be protected, separated from cars, and wider. They are just not wide enough.
The bike lanes seem quite inadequate; given the space available I would have thought there could be better separation of vehicles and bicycles.And it would help enormously if cyclists repaid the amount of money the City is spending on this project by obeying the rules of the road. We spend $millions trying to improve bike safety, yet the vast majority of cyclists observe flagrant disregard to signage, stop signs, traffic lights and pedestrians if they're cycling on the sidewalk. Time for the bike lobby to take control of this as BPD has no interest in doing so.
The bike lanes, with their wavy lines and double lines, are confusing and distracting to motorists. The driving lanes, as one drives north from the high school, suddenly appear to narrow and this perception of inadequate room to drive, is aggravated by the confusing, wavering, bike lane lines. These new distractions add to the motorists duty to be aware of a variety of objects and conditions. We need not add to drivers' driving burdens. I can only recommend removing the bike lanes because they are so little used. I see fewer than a handful of bikes and often none, traveling from the 127 interchange up to St. Mark's. Moreover, the bike path is nearby. I strongly urge the city, with its ally LocalMotion, to spend its time and money mapping safe routes through neighborhoods and parking lots for bicycles to travel instead of funneling them onto major arteries such as North Avenue, Pine Street, and Shelburne Road.
The bike traffic is insignificant. FAR TOO insignificant to create a dangerous and disruptive traffic pattern, as the one currently in use. If you don't believe me, put up cameras to monitor, especially to monitor all the traffic hazards with the current traffic flow. Such an insignificant day use (bicycles), impeding all traffic, on the Avenue, at all hours; does not warrant creating a dangerous traffic pattern for motorized vehicles.
The black "turtles" seemed hazardous if they were to be struck by a bicyclist or motorist. Some improvements could be made while accessing Rt 127 from the northbound North Ave.
The buffering lanes are confusing to people who are not used to the avenue, and the poles are not helpful. The intersection at Rt 127 is very dangerous to bikers and to drivers making a right turn onto North Ave from the Rt 127. No one understands what a blinking red arrow means, and traffic gets really back up there. Also, the intersection at Ethan Allen Parkway and North Ave is very dangerous. Drivers accelerate past stopped traffic, using the turning lane to swerve by the traffic. Drivers exit Ethan Allen Parkway at a high speed, but aren't watching for drivers turning right out of Little Eagle Bay. Drivers making a left into Little Eagle Bay from the Avenue have to pull too forward to enter their road, which blocks drivers turning left onto Ethan Allen Parkway.
The city DPW should restore the existing configuration for 4 lanes but create an easy way for bikers to access the two existing bike channels through the New North End (Lakeshore Bikeway, and the one along the Beltline).
The congestion between Burlington High School and the Hannaford Plaza is worse with the new configuration between 4-5:30 on weekdays. The timing of the lights between the high school, the belt line exit, and the Ethan Allen Parkway lights needs to be adjusted. Not sure how, but that's about the only compliant I have.
The congestion is awful especially in the morning. No one uses the bike lane. Wish you would repair the bike path instead.The pilot footballs and poles look like they would be a barrier for emergency vehicles.
The entire street needs to be redone. The old payment removed a new base placed down so the curbs are visible, right now these curbs are level with the blacktop. We have one of the nicest bike paths in Vermont we do not nee bike travel on North Ave. Why are we putting our tax dollars to maintain a bike path. If North Ave had been maintained properly in the past there would have been less accidents. There are not sufficient cross walks on North Ave and flashing cross walk lights could be installed, they work in other locations like Pine St, Shelburne St and many others. And I feel that other wards in the city should not have a say in how North Ave between Rt 127 and Shore Rd. is designed.
THE ENTRANCE AND EXIT TO ETHAN ALLEN PARK IS VERY AWKWARD. I WOULD LIKE IT TO BE MADE EASIER TO ACCESS AND EXIT THE PARK.
The exchange at 127 is awkward. suggestion that right turn from 127 to north ave going north has no light..or just a flashing yellow. 2. put back the right hand lane to get on 127 from north ave going north. leave a flashing yellow for center lane turning left to 127 from north ave going south.

The flashing yellow/red lights at VT 127 and Ethan Allen Parkway are confusing.
The following suggestions cover more than one area, so I will add them to multiple answer blocks.More protection and buffers to create the sense of separation between bicycles and automobiles. The poles by 127 are good. We don't have to go back to armadillos, but adding in more poles in that hill area as you head up towards the high school during the warm weather would make me feel safer about my children biking that part of the route. Stagger light times a little more to provide more time space in traffic for people trying to turn onto North Avenue from adjacent communities.Make sure the traffic lights do like the do at 127 and Little Eagle Bay elsewhere, and quickly change to prioritize pedestrians -- I think they could do that more at the Hannaford's. That's been a huge benefit where I've encountered it walking to help bridge the gulf between Ward 7 and Ward 4 communities visiting each other by foot. Also that quick call shortens the commute walking time for my children walking to-from school.Some suggestions for later, but not needed to solidify this phase, consider whether to add more come at call walking flashing lights to continue to make North Avenue more pedestrian friendly - perhaps at North Country Federal Credit Union (there's a bus stop that drops off children who wait a very very long time to cross the street there), at the street and corner headed into Hunt Middle School off North Avenue, and at the second entrance to the Hannaford Plaza.
The green light for right turn only when the other throughway lights are red can be confusing - I often have concern if a car is not turning and stops for the red light, cars behind may break quickly, leading to possible rear-end crashes.
The hard right turn onto 127 when traveling north is disconcerting, but not a big deal. I get why you'd want to slow down traffic. All and all, I dont take that route much, just wondering if there was any other approach.
The interchange between127 onto North Avenue is terrible! The lights are terrible! People run the red lights, speed through the intersection, et al.
The intersection at Ethan Allen Parkway is difficult for walkers and runners as well as cars leaving Ethan Allen Park. Cars turning onto Ethan Allen Parkway from North Ave, turning on red do not see cars leaving the park, for instance.
The intersection from 127 onto the Avenue is awkward. Not sure how to improve it, but there's a lot of wasted asphalt there.
The intersection of North Ave to the beltway causes confusion for drivers. I'm not sure if it's drivers driving based on the old format or the current setup. Better signage would help.Overall I do notice that traffic has slowed down in the project area.
The intersection where 127 and Plattsburgh Ave. meet is dangerous for bikers. If you are in the bike lane but you want to go stay on North Ave through the intersection you have to merge through the turning lane and into the center lane of traffic. This is an awkward manuever and challenging during high traffic time.
The intersection where North Ave meets the beltine by the North Avenue Alliance Church is a mess, in my opinion. I'd like to see some reconfiguration of the route to give it a bit more of a structured feel. Just the whole way that the road being extremely wide at the point up to the intersection of North Ave and Ethan Allen Parkway could use some cleanup, and having turn off access to the beltline and Ethan Allen Parkway without waiting at the light would be ideal as well.
The intersection with 127 is responsible for a lot of congestion, and is the worst part of the project.I would also like to see the removal of the rest of the pylons and armadillos. I felt much safer and more comfortable with driving North Ave after they were removed.
The intersection with North Ave and Ethan Allen Parkeay is still hard to cross. It takes a long time to get a single there and even then I am still worried a car will make that turn even if it doesn't have a light. It also takes a long time to turn left out of Village Green onto North Ave and improvements need to be made.
The intersection with VT127 near North Ave Alliance Church continues to be incredibly nerve-wracking as a biker traveling north. Cars turning off of North Ave - especially those driving south - often turn without consideration for bikers. I would like some way of drawing more attention to the bike lane that crosses there.Also the poor drainage in the bike lane near the Ethan Allen Shopping Center - especially on the northbound side of the road - often means I need to veer into the regular lane of traffic to keep from getting utterly drenched. In spite of the central buffer lane, this makes some drivers very angry and aggressive. In the winter these puddles sometimes become slushy tire traps or very slippery frozen stretches. For the bike lane to be functional in this section, drainage needs to be addressed.
the issue I have with the 3lane is drivers are continually passing down the middle lane because they are sick of waiting in traffic. I have almost been hit several times for this. also drivers are passing more often on the right which is right thru the bike lane which is not legel. Police also needs to start enforcing lights on the bikes so they can be seen at night
The issue is the backup of traffic on North Ave at 730 am with the school traffic. This makes my commute to the hospital about 10 minutes longer each and every morning. No complaints when school is not in session.
The lanes were too tight and in very poor condition.
the left turn lane into RiteAid is about one car in length and, to me, a holy terror. The whole intersection of North Ave and Ethan Allen Parkway is still a challenge though much better than before the Pilot. RiteAid has put in a rumble strip and asks that their parking lot not be a pass through, but there is good reason why it is used as passage from North Ave to the Parkway.
The light at the intersection of Ethan Allen Parkway needs to be fixed. Turning into Ethan Allen Parkway southbound is sometimes blocked by pedestrians while the light is green and people pass you in the intersection causing a hazard or they just honk and get angry that you have stopped because maybe they can't see that your path is blocked. Previously, when there were four lanes, people had a way to get around right-turning vehicles legally and the lights used to be all green or all red instead of green straight and red right. It was much safer when the lights agreed.
The lights are not intuitive. Timing needs adjustment to avoid long lines backing up onto 127.
The lines need to be cleaned up. Especially at night, there there is a lot of confusion between the old lines and the new ones.
The markings coming off the Beltway are confusing. Why are there three plus lines instead of how it is the rest of the way? Maybe make the lines the same as farther down on North Ave and put painted bicycles in bicycle pathway. Also, still not sure about the flashing lights - do you stop and go for both the yellow and red flashing lights? If so, what is the difference? Also, trying to pull out of Rite Aid and especially Tim's Irving is really difficult, going towards Burlington - what could be done about that?
The middle turning lane scares the daylights out of me, some folks use it as a personal lane. Would like to see the turning lane modified, have seen a couple of not smart people almost playing chicken to see who can go first.

The multiple lines (bike lanes, buffer lanes, travel lanes) are somewhat confusing, especially at night and around the intersection with Rt 127.
The North Ave/127 intersection feels cramped, awkward, and inefficient. The turn from 127 onto North Ave northbound is too tight, especially in a large vehicle. Additionally, I feel the 'on-ramp' to get off North Ave and access 127 should be re-opened. Turning on to Ethan Allen Parkway from North Ave northbound is also really tight in a larger vehicle. I don't might slowing down to make that right turn, but slowing down to an absolute crawl seems overkill and in fact messes up the people following the vehicle that's turning who themselves are not turning. And finally, the flashing yellow arrow to go from North Ave northbound onto Ethan Allen Parkway serves no purpose that I can tell but does lend to confusion for many, especially those who travel there infrequently.
The only part of the 3 lanes currently in place that I like is the l ft turn lane, other than that traffic backe up at all lights, esp ciallynthe at rush hours into and out of the city. During those periods double lanes at major lights are needed going south in the moning and north in the evening at rush hours to maximize traffic flow through the lights. Entering North Ave from 127 at 5pm, backsup horrendously; as does heading north at that Sam light.....back ups extend past BHS.Backups heading south are excessive a 7:30-8am.The area around BHS is a majo problem near the ledges with polls constricting traffic with north and south to less Han a safe with for wide vehicles and provides no room for emergency vehicles to get through. This whole project caters to the minority users of the avenue, i.e. Bicycles , who should be using he beautiful bike path already available to them. Motorists pay considerable state taxes for the betterment of roads for their use not bicyclists who don't contribute to the like.
The orange turn light is still confusing - I am concerned that I or another motorist won't interpret the orange turn light correctly and pull out in front of another car. The timing has improved greatly at that intersection.
The paint lines look like they were drawn by a 4 year old. If they could be tidier, it would be a more pleasant space to travel through.
The painted lines that protect the biker from car doors etc, needs to be wider, therefore giving the biker even more of a safety buffer. This is necessary considering cars can and do travel 40+ mph on a regular basis. Also, I would suggest some sort of a "catwalk" structure indicating car AND bike lane. It is not a sidewalk or a way for pedestrian traffic to cross North Ave., it would be more of a simple structure that would serve as an indicator for all who travel the road. This way it can bee seen from afar and I think it would naturally align the lanes. As drivers, bikers, walkers and runners, we have a tendency to look up as we travel on the road.
The pavement is horrendous, sidewalk and road alike.
The pilot project has lead to more congestion, slower traffic, more traffic jams, and more unsafe driving as a result. I appreciate adding bike lanes because I also bike (in addition to driving). But, the following problems need to be addressed. First, with the increased congestion and longer wait times there is more risky driving behavior because people feel they have to rush to make a light or make a turn. I have seen, and almost been in, accidents as a result. There is no police presence to deter unsafe driving. Why? Second, there needs to be turn arrows added at certain intersections because traffic is so heavy that you always miss the light and cannot turn (unless you take a risk and try to turn when perhaps you should not). One location is the turn from North Ave onto Shore Road. Third, I constantly see bicyclists going through red lights, ignoring right of ways and ignoring the rules of the road. If cars have to stop and obey red lights, why not bicyclists? This creates an unsafe driving environment and also raises the question of why drivers have to obey the law but bicyclists don't? Finally, North Ave is simply too crowded, especially with the new development at the old Burlington College. The street has to be widened and/or the speed limit increased by 5 mph in some sections. This will require taking away some of the curb space, but is necessary if you want to keep adding more housing. Thank you.
The poles and other deterents and many of the lines painted on the road are confusing and have in themselves caused some unsafe driving by drivers unsure what the poles, lines and other markers mean. The school crossings seem better protected, but there is still a long way for walkers to go before safely crossing at appropriate points on North Ave. Whatever is done has to be marked more clearly, without having unused/blocked roads/accesses to confuse drivers. I think that travel has slowed very little and that could be improved by making it easier to turn onto and off North Ave at certain busy points. The movement is in the right direction, but you are not there yet.
The posts on the intersection to 127 are too many and seem to be un-necessary (also an eye sore)
The pot holes on the right side of the avenue are horrible, which makes the right lane un-driveable. This could use a permanent fix. Also, the current bike lanes just ends at Dominos pizza, doesnt seem very well thought out. Perhaps 2 car lanes going south and only one going North would work for both traffic and bicyclists? Bikers can use the bike path which is parallel to North Ave and goes much further.
The removal of the fourth lane created unnecessary congestion. Although the bike lanes offered some feeling of safety, I believe that bikers should use the provided bike lane that is less than 1/4 of a mile away from North Avenue.
The right turn onto Ethan Allen Parkway from North Ave is awkward
The right turn onto North Ave from Rte 127 is quite sharp. Could there be a less sharp right swing onto North Ave?
The Rt 127 intersection is a mess. The approach onto North Ave from 127 and turning toward Ethan Allen Parkway seems to back up traffic with the full stop/left turn (I preferred the original merge approach) and the lights here are wildly confusing - I do not know what everything means: do I go? do I stop? is there a green arrow? Flashing yellow/flashing red. I don't know.
The safety cones at the right hand turn onto Ethan Allen Parkway are very annoying and make the turn difficult sometimes. Also, not really part of the reconfiguration, the ancient entrance ramp onto North Ave from the beltline is a mess of weedy, overgrown cracked asphalt and really needs to be landscaped.
The same walk/bikeway as there is on Riverside Avenue. Wide path, out of the road, that can accommodate bikers AND walkers.
The slip lanes on/off 127 to North Ave. should be added back with Yield signs. There should be a couple more cross walks with the blinking signs that Pine street has, north of Shore Road/St. Marks Remove armadillos and posts from the stretch between North Ave. Alliance Church and the High School.
The three lane configuration has increased travel time, congestion, and increases risk of accidents by not having enough lanes for the traffic. Too much stop and go with frustrated drivers means increased risk of accidents. Create a 4 lane road again with improved bike lanes or create an elevated bike route/path for road bikes.

The timing of the light at 127 and north avenue could be better. It seems in the afternoons, the green arrow for traffic turning on to 127 coming from ethan allen is to long.
The timing of the lights at the traffic stop seems a little off. Not bad, but it seems like it could use a little adjustment.
the timing of the lights is off. It takes me often 10 minutes to get out of Saratoga or Village Green to turn left. I often turn right to then eventually go left. I also am very wary of the big bike lane on the east side. Never see bicycles but if the do use it, turning right going north is an accident waiting to happen. I don't mind three lanes, I do mind the big bike lane that no one uses. and I do mind waiting to turn south from my streets without unreasonable delay.
The traffic during the morning and afternoon commutes is challenging. It seems the morning is worse than the afternoon, with commute times doubling, and then some, just to get out of the NNE. I am concerned that that this congestion in having more of a negative impact with all of the extra time of cars being on the road and emissions. I feel a bit torn as I do support the bike lanes and want Burlington to be biker friendly. I am not sure if it's possible to make changes that would affect the traffic back up during the commutes, but it would be nice.
The traffic light next to the gas station to turn left onto Ethan Allen Parkway, would be much more desirable if a left turn arrow was in place. Myself, along with many other motorists, use the shortcut through Rite Aid due to the fact that a timely left turn at this light is next to impossible during rushes.
The traffic signal at the intersection needs to be reworked/retimed to better accommodate for traffic flow. The main point of congestion ends up between the light at Ethan Allen Parkway and the Rt 127 lights because they are not well timed. Sometimes it leads to more congestion trying to turn from 127 onto North Ave
The traffic signal for Ethan Allen Parkway to North Ave is very short, which causes a long queue of cars around 7:50am. It is not uncommon to cycle thru 2 or more lights before entering North Ave. Not to mention people cut thru Rite-Aid and turn left to bypass the light. In brief, the light cycle for Ethan Allen Parkway is too short and needs to be adjusted.
The travel time going north past the high school to get to the far north end of the avenue is unreasonable. Especially in the winter months, though not exclusively, it took me 15-20 minutes many days to get through the light at the corner of 127 across from st. Marks, and that never used to be the case. But now, with traffic unable to slide right onto 127, and the single lane, the congestion is ridiculous. For that reason alone, the four lanes were preferable. Generally, on those high traffic days, the congestion eases after Ethan Ellen parkway where more folks ar turning off.
The turn lanes from North Avenue to 127 and from 127 to North Ave. need to be opened. The bike lanes should have signals. If there is a biker (which is rarely), then the lights turn red for cars and the biker crosses the intersection safely. If there are no bikers, traffic is unimpeded.
The turn onto Ethan Allen Parkway is difficult. You have to really watch the light 9 both green and yellow flashing signal, the barriers on the turn, and the biker lane. All travelers are at risk and the traffic doesn't slow down easily behind someone turning. The bikers especially have to worry because it is not a straight passage to keep going on North Avenue. I don't know what adjustments can help.
The turning (middle lane) is scary because it is used as a passing lane.
The white poles need to go and it takes 2to3 lights just to turn onto Village Green!
The winter plowing situation is not consistent as road plows put snow into bike lanne and sidewalk plows put snow into bike lanesCongestion at the High School BHS remains a problem South bound.Biggest problem is the turn for Hunt Middle School there needs to be a turn lane at this locationBetter to have 3 lanes for turning on and off North Avenue. It feels safer because only two lanes to watch for.If there was access to North Ave from the Interval side bike path's two bridges this would help. Now only one bridge and the overpass can be used. Ideally, move the second bridge as far North as possible.
There are definitely too many white pillars sticking out as you attempt to turn onto E.A. Pky. making it too sharp a turn. Several should be removed.
There are way too many lines on the road at the 127 intersection. Looks sloppy and confusing.
There are way too many lines painted on the road. Clean the road surface up, and paint some uniform lines so that it is less confusing for where cars and/or bikes are supposed to be. Also, at the intersection of Ethan Allen Parkway, there are a set of pillars used to prevent the car turning onto the road intersecting with the end of the bike route. As a driver, this makes me have to perform a wide and tight turn. I have clipped those pillars numerous times. That intersection needs to be reconfigured.
There is definitely some congestion between the exit from 127 and Ethan Allen Parkway, as noted. I'm not sure what the answer is and I would HATE to see this section go back to four lanes. it does seem like the buffer lane is a little unnecessary, but I'm not sure if eliminating the buffer lane would do anything.
There is not enough space available if an ambulance, or fire truck needs to enter Burlington High School.
There is still some confusion it seems with drivers figuring out lane changes when trying to turn left onto 127 from North Avenue headed south. It seems like folks are unsure of when to enter the center lane.
There is way too much room between the car travel lane and the bike buffer and bike lane between beltline and Saratoga Ave. There should be an opportunity to turn right onto Saratoga Ave from North Ave. when traffic is backed up. As it is now, we have to sit in traffic at peak times waiting to turn right onto Saratoga when there is a whole lane available and no bike traffic in sight. It's awkward and seems counterintuitive,
There need to be lights at neighborhood entrances. Most of the time, I can make a right hand turn out of my neighborhood. In the morning between 8 and 9 am and at night between 4 to 6 pm it is very difficult to turn left to go to Hannaford's or out North Avenue. Also in the winter, traffic piles up on North Avenue and with the vehicles stopped at the light on Ethan Allen Parkway and with the snow, it is very difficult to run right and nearly impossible to turn left.
There need to be turning arrows at Shore Rd Intersection
There needs to be a left turn signal for traffic heading south on north avenue, turning onto Ethan Allen Parkway. This turn is hard to make, and since cutting through Rite Aid is illegal, this needs to be addressed. In addition I feel in certain areas the crossing signs need lights. Also on occasion I have had to wait for a very long time to get onto North Avenue from Ethan Allen Parkway.

There needs to be a more of a physical barrier between lanes for cars and bicycles. Short of concrete curbs or jersey barriers, how about more of those 3' plastic posts?
There needs to be a right lane for getting off the belt line otherwise you get people all going in the same lane at once
There needs to be a turning signal for Shore Rd, you can sit there through numerous green light awaiting a chance to turn. The 127 intersection is awkward and contributes to congestion.There is overall a lot of congestion on this roadway particularly at rush hours and the addition of 570 housing units at the former Burlington college will greatly add to the traffic.
there needs to be better markings,the paint on the roads wares off those that do not use the road all the time get confused I have seen this.
There needs to be dedicated turning lights at intersections if there is a dedicated turning lane, especially at the Ethan Allen plaza/Hannafords. Also the light by the gas station and Rite-Aid needs to be reconfigured, as the right turn arrow is useless now. Coming from Burlington and turning on to 127, it doesn't make sense that the right turn lane was eliminated.
There needs to be more room to make the right hand turn from 127 onto North Avenue going north. When I am travelling south and other cars make that turn onto North Ave they are often way over the line. Somewhat dangerous.
There should be a turning lane from North Ave onto Ethan Allen Parkway coming from the shopping plaza. That has always been dangerous for me even with the Pilot study. I have a young child and I would rather go through Rite Aid to keep him safe. Obvioulsly, this is not the best choice, but it is a safe one.
There should be diagonal white lines in the buffer area between cars and bikes. I think some people find those lines confusing. Also, we need to do a better job enforcing laws with regards to bicyclists. They obey the rules of the road when it benefits them and ignore the rules of the road if they are not to their advantage. They will blow through a red light because they are on a bike and then expect cars to yield to them when they have the right of way. You can't have your cake and eat it too.
There should be more locations for pedestrians to cross North Ave. The off ramp from Rt 127 onto North Ave. is too tight. There is plenty of room to have a traffic light or stop sign at an angle.
There was only 4 lanes between the Church and Rt 127, anything other then that area was really only two lanes. Maybe the road needed to be just marked better for new drivers.
This area is a SIGNIFICANT cause of issues. The only four lane configuration would dramatically improve the traffic situation, especially in the morning and evening rush.
this area is still not safe on bike
This is all a balancing act for available real estate, I understand. The largest problem is slow/older drivers when drive less than speed limit. It is not possible to pass anywhere along north avenue. Slow drivers almost never yield to traffic behind them.The adjustments would be adding slip lanes for right turns. The center slip lane is nice but to me it's not worth losing two lanes each direction.
This new model doesn't work right around the Rte 127 coming off the beltline....which is a big swing around the poles/blockade and then many people seem to serve toward the right before they "get" it's a bike lane and come back...it's a bit hairy. It's just not working for us in the NNE to have the entrance to Rte 127 cut off so we can't enter the beltline anymore heading N on North Avenue.....I don't mind the added/adjusted bike lanes beyond Ethan Allen Pkwy despite there's not much increase in biking, lets face it. But the changes at Rte 127 junction onto North Ave toward Ethan Allen Pkway are awkward, don't flow and a problem in winter.
Three lanes uniformed with a short right turn lane onto 127. So you would have one south lane, one center turn lane, one lane north with short right turn.
Timing of lights could be better
Timing of the traffic lights at the 127 intersection and at Ethan Allen Parkway need to be always in sync so as to avoid traffic backups. Most of the time this flows smoothly but I have driven down North Avenue from Burlington High School a couple of evenings around 5:30 p.m. and there is sometimes some congestion all the way up to the Ethan Allen Parkway traffic light.
timing of turn signals
Timing the lights better, light timing has changed based on how certain parties wanted the driving times to be. Before projects lights were changed to add time to commuter then changed when moved to 3 lanes
To make the traffic signal at North Av and Ethan Allen Parkway either an advanced or delayed in one of the directions so that it is possible to turn onto Ethan Allen Parkway when you are heading south. As it is now, it is nearly impossible to turn left onto Ethan Allen Pkwy during the busy traffic hours.
Too many painted lines and physical traffic obstructions
Too many painted lines. Only one painted line for bikes.
Too many white lines gets confusing for both drivers and bicycles.
Too often I see cars speeding and using the turn lanes as an actual lane. I also see folks ambling across North Ave. (not at a light or crosswalk), especially near Plattsburgh Ave. I think the city needs to do more about educating and enforcing pedestrian rules.How about a light or turn lane at Heineberg Road?
traffic circle at the Rt 127 intersection with a separate bike/pedestrian path on the western (southbound) side (the Alliance Church driveway is the only barrier on this side) and a traffic signal to allow safe passage of pedestrian/bike traffic the eastern (northbound) side.
traffic could flow better at intersections
Traffic Light adjustments to intersection of Rt 127 and North Avenue and put back in the on/off ramps. Too much of a bottleneck.I travel North Avenue everyday, sometimes several times in the day. I have no problems with the two lanes w/ center turning lane. But there are very few bikes. It feels some adjustments are an over accommodation or simply out of perspective. Traffic flow needn't be as impaired
Traffic light at intersection of Ethan Allen Pky and North Avenue seems to have funky timing. Sometimes during the morning commute the red light turning onto North Ave has been many minutes, with little to no traffic on North Ave. The line of cars down

Ethan Allen has built up, which did not happen pre-pilot. Other than that I am satisfied and feel things are safer, which is worth the slightly longer traffic times for my commute. I am a little bit worried about what will happen with traffic when the massive housing project on Burlington College property is complete.
Traffic light doesn't allow turn onto Ethan Allen when there is a car that is staying on North Ave. should be separate lane for turns onto EAParkway.
Traffic seemed to flow better with the on ramp to 127. People have often turned right onto North Ave from the exit when the light for traffic is green. Clear lines and signage showing that the really wide separation between the bike lane and car lane is not a trav l lane for cars.
TRY TO ENTER NORTH AVENU
Try to give room for bikes without taking away from cars , all the money spent on the bike path for walkers, bikers and runners and now they want North Avenue too. Cars need to be able to use the road also . Bikers need to follow the rules of the road if they want to ride in the road.
Turn lane.
turning from 127 onto north ave where all those white barriers are, is super awkward - i have to make a wide turn and feel like im going into oncoming traffic when before i had my own right lane and felt much more comfortable. everything else seems good - I was VERY skeptical of the pilot project but it seems to be working well.
Turning from North Avenue onto Shore Road traveling north needs a green turn arrow during busy travel times. Have waited to turn thru 2 light changes. If you are the first in line you have a chance to turn if you accelerate quickly. Safety concern!!
Turning lane from North Ave onto 127 going north, and turning lane from 127 onto North Ave. Also, turning lane onto Ethan Allen Parkway.
Turning lane going south at Rite-Aid entrance.
Turning left from the east side of NA can take a LONG time in the morning. The use of the turning lane onto 127 to do so is tricky. Coming from my neighborhood, I technically have to pull into the car lane and then back into the turning lane after 25 yards.
Turning left onto Ethan Allen is nearly impossible especially during rush hours. I almost always turn into Riteaid to get to Ethan Allen. And those white poles turning onto Etjan Allen need to be moved baxk a bit, now they create an unnatural turn. Also the light there to turn right has never made sense, cunfusing when the straight light is green but you have a blinking red arrow to turn right or the red light to go straight and the yellow to turn right. If someone pushes the button to cross all lights should be red. Also the time spent waiting on Etjan Allen to get onto North Ave is too long. As for bike lanes, why can't riders use the sidewalk or bike path? I will myself continue to use the sidewalk when biking as will my kids.
Turning onto eathan Allen pkwy is hazardous when the light is green, but the turn arrow is red. Cars coming up to you see a green light, as a driver, I am stopped on my lane as a sitting dick waiting for the light to turn. The arc of the white barriers is to wide, making turning onto the parkway difficult
Turning onto No Ave from Beltline is very cumbersome. Turning onto Beltline from No Ave is very difficult. The high speed entrance should be reopened.Turning onto No Ave from Village Green is difficult because the view toward Burlington is often blocked by traffic.There needs to be an advance left turn arrow for turning onto Ethan Allen Parkway from No Ave heading into Burlington. The present situation is a real safety hazard.Also the poles blocking the left turn onto Ethan Allen Parkway from No Ave need to be removed. Again, this is a real safety hazard.
Turning onto North Ave from the belt line (going North) needs improvement - I would prefer a merge lane of some sort. Traffic sometimes backs up way down the ramp. Also the turn onto Ethan Allen Parkway going North can slow things down. A right turn lane just before the turn would be helpful.
Turning onto North ave from the beltline needs to be readjusted,there is a constant traffic jam at that intersection, especially during the evening hours, from the intersection to the shopping center. There is also congestion from the ethan allen shopping center up to the stop light onto Rt 127 in the morning. Once you are behind a bus it is difficult to get around, and many mornings there are at least 3 buses, picking up students and regular riders. I have also seen cars trying to pull out from side streets for a left hand turn, and they are stuck in the turning lane, on several occasions with vehicles approaching them in order to turn onto side streets. Removing both slip rams from Rt 127 has also backed up traffic, I would like to see the traffic accident statistics at that intersection for before and after. I drive that route at lease twice a day and have not been witnessed to many problems, it may be
Turning onto North Ave is terrible. Possibly a light?
Turning onto North Avenue northbound from Killarney offers no center lane to turn onto, can be difficult to cross traffic and merge with oncoming traffic. The center lane should remove the left turn for southbound motorists turning left from North Ave onto Village Green
Two lanes North bound from 127 to Ethan Allen Parkway
Unsure. Overall, as a cyclist, I like the current configuration. In a car, however, it can often take 5+ minutes to turn left off of Village Green and on to North Ave during morning commute. Also, the left turn lane to enter 127 is too short and many cars stay in that turn lane from the time they enter North Ave from Village Green, Saratoga, or their driveway. This will certainly cause an accident if it hasn't already.
Use the on and off ramp sections!
Use the ramps! Allow people to turn onto Ethan Allen! The best way to move traffic is to allow cars to get off the road as quickly as possible. Making people wait for cars to slowly turn right is stupid.
Use the traffic light and speed bumps to slow traffic if necessary. Move bike lanes to a bike way that is off the road, which is much safer for bikers in order to avoid the conflict of vehicles and bikes. Bikes are seldom used on North ave but we should have alternative bikeways for them.
using the ramps on and off Rte. 127
Want to see the white pillars removed as they are a safety hazard.

We could still accommodate bike lanes by reducing some of the greenway.
We need a left turn signal at the shopping center entrance. You get stuck at that light because there is so much traffic coming from the other direction the light times out before you have a chance to turn. We have been using the Leddy Park road to enter the shopping center. Please put the left turn signal back!
We need single-lane roundabouts at the 127 and Ethan Allen Parkway intersections.
We need the on and off ramps put back to eliminate congestion. Also remove the bike lanes in that area. You should not have to worry about bikes getting on and off Rt 127. It has been said by many people and I will say it again, we have two bike paths to get in and out of the north end, we do not need bikes on north ave.
When exiting 127 to turn right onto North Ave, the traffic signals are odd. I remember cars coming from the driveway across the intersection turning left as if they had the right of way to the cars turning right from 127. I can't remember the exact sequence of the light but there was something confusing about blinking reds in combination with green. I'd have to have the lights in front of me to clearly articulate the confusion.
When I am traveling from north to south on North Ave, my only options to turn into my driveway are to hold up southbound traffic to turn left into my driveway, or to use a very short center lane that is marked with an arrow for turning left off the avenue while northbound only. If there was also an arrow in the center turn lane for me to turn into my driveway while southbound (address is 976 n. ave) I would not hold up southbound traffic and would not be using a center turn lane designated for northbound left turns only.
When traveling north from the Beltline on North Ave and turning right (onto Saratoga, for example), it is not clear to some drivers that the bike lane is not a right turn lane, and some drivers pull into the bike lane to slow down before their turn. This may be mostly drivers who don't regularly travel this road. In summer maybe BIKES ONLY painted in the lane would help; or maybe even some of those traffic guide poles, currently being used at intersections, could delineate the bike lane approaching those turns.
When turning from North Ave onto Ethan Allen Parkway coming from the Belt Line, there are too many white 3' tall markers. It makes the turn right very difficult, especially in the winter with snow. Keep the white markers, but reduce the # of them.
When turning left, it is too possible to meet someone turning left coming the opposite way. Especially at Saratoga Ave and the Elks Club. Some turning lane restrictions should be incorporated so that cars cannot meet head-on in the left-turn lane.
When you exit onto North avenue from the belt line where the alliance church is located the traffic congestion during rush hour between 5 and 6 pm is pretty bad. Because of the one lane and the traffic lights between the exit point and down by ethan allen park that area gets extremely congested. It takes so long to get through that small section that its easier to just keep going on the belt line towards colchester and circle back onto north avenue that way.
Widen bike lanes or completely eliminate on street parking.
Widen the bike lane by eliminating the green strip.
widen the road
Widen the road by eliminating the green strips.
Widen the roadway. North ave is too narrow to accommodate 4 lanes of traffic, but three lanes can not inadequately support the volume of commuter traffic that we see on the weekdays.
Widening the street where possible, creating center-turn lanes where possible, adding crosswalks with lights in some spots. There have just been too many instances where I have been commuting to work and there has been a lot of congestion on North Ave. By going from 4 lanes to 3, it removed a lane in each direction for the entire neighborhood. I would be less opposed to removing a lane on North Ave if a lane was added on the relative "highway" of Route 127. Burlington/Metro in general could use a road redesign; getting an exit at the intersection of 127 and 89 would save a lot of folks from having to drive through downtown Burlington to get to the highway. A better road configuration in the Old North End, with another exit to 89 near the northwest part of the airport would also make sense.
Wider bike lane.
wider sidewalks like riverside ave
With the modified lanes, for residents of Saratoga ave., Village Green, Killarney dr., etc. it is very difficult to even get out onto North ave. during morning and evening rush hours. Bumper to bumper traffic causes long waits and frustration. With original four lanes, traffic volumes were better distributed allowing for more opportunities to get out onto North ave.
With the parking eliminated the four lanes would move safely. I do not feel comfortable as a driver with the bike lane especially in winter. I would rather see a huge improvement (they are in terrible shape) and widening of the sidewalk so bikers could use that as well as pedestrians.
Work on the timing and sensors for the traffic lights at the 127 offramp. I have gotten stuck trying to turn left from the offramp to drive south on North Ave. Seems more like a glitch than a design issue.As a driver, I find the double striped bike lanes a bit confusing. I also notice that the line for the buffer zone is mostly worn away already. I think the seasonal "armadillos" and pickets are effective, but potentially problematic for cars trying to get out of the way of emergency vehicles at the bend immediately north of the High School entrance. I also think it is a bit silly (and expensive?) to install and remove these items every year for plowing. As a biker, I feel the intersection at North Ave and Plattsburgh is not set up to allow me to safely continue north on North Ave at this tricky intersection. When my northbound light is red, what lane do I wait in to continue north on North Ave?
Would like more separation between cars and bikes
Would like the white pilons removed near the entrance of the park.....drivers need to over extend to get around them and I was almost hit head on by a northbound car turning onto Ethan Allen parkway as I was heading south/west and waiting at the light on EA parkway.
Would like to see road fully repaved and turning lights for north bound traffic installed at Ethan Allen Shopping Center and at Shore Road

You cannot make a left safely off of Village Green or Saratoga onto 127. The access point to 127 has no priority for left hand turns off of North Avenue. The timing of the traffic lights on North Avenue at 127 and EA PKWY are horrible. There is too much congestion to make a left and people use the suicide lane to go and halt and go. It is unsafe for bikes being they can cruise in their lane only to have someone dart in or out without remembering to re-re-check. You would need to better time lights and possibly add a light in between 127 and EA Pkwy which doesn't seem feasible. There also needs to be another way to cross North Ave safely.
3 LANES ONLY. TURNS FOR LEFT SOUTHBOUND ONTO 127. BICYCLES ON IMPROVED BIKE PATH EXISTING OFF OF N. AVENUE SIDE WALK WEST SIDE N. AVE IS AMPLE PEDESRIAN WALK WAY
4 LANE PREVIOUS CONFIGURATION
BACK O WHAT IT WAS...WITTH HIGH PRICE OF GAS = NOW I AM SPENDING MORE MONEY ON GAS - NOT SAVING
BACK TO 4 LANES IMPROVE SIDEWALKS SO BIKES CAN USE THEM
BACK TO PRIVOUS RULES
BETTER CURBING AT THE PARK ENTRANCE.
BIKE LANES NOT NECESSARY I'M OUT A LOT AND RARELY SEE BIKERS USING LANES.
BIKES AND WALKERS USE THE SIDE WALK
CHANGE IT BACK TO ITS PREVIOUS, EFFICIENT, SAFE CONFIGURATION
CHANGE IT BACK TO ON RAMP OFF RAMP. SUCKS TO DRIVE ON ROAD EVERDAY. TAKE OUT WHITE POSTS THEY'RE GOING TO CAUSE AN ACCIDENT IF NOT ALREADY
CITY BUSES(CCTH) HAVE NO LANE TO PULL OVER INO. ALWAYS CREATING A BOTLENECK ON THE AVENUE.
CLEAR CUT DIRECTIONS ABOUT HOW THE MIDDLE LANE IS USED!
COMING NORTH AVE NEED ARROW / OR TRAFFIC SIGNALS TO SLOW ON COMING WHEN TURNING FROM NORTH AVE O ETHAN ALLEN PKWY
EASY RIGHT HAND TURN FROM NO. AVE. TO ETHAN ALLEN PARKWAY
EXPAND SIDEWALK TO BIKE/WALK PATH
GO BACK TO WHAT IT WAS
IT SHOULD REVERT BACK TO THE ORIGINAL CONFIGURATION, WITH WIDENING OF THE SIDWALKS USING TH RIGHT OF WAY TO CRAE A PEDESTRIAN . BICYCLIST PATH FOR THIS SACTION OF NORTH AVENUE
LEAVE IT AS IT WAS, WHY CHANGE A GOOD THING WASTING $ FOR NOTHING
LEAVE IT LIKE IT WAS
MAKE ADJUSTMENT TO LIGHTS TO PUT A BREAK IN TRAFFIC TO NORTH AND WEST TRAFFIC.
MAKE ADJUSTMENTS TO LIGHTS TO ENABLE GETTING IN AND OUT OF STREETS
MAKE IT 4 LANES
NEWLY PAINTED ROAD LINES. NEW FLASHING CROSS-WALK SIGNS FOR PEDESTRIANS (THE SAME SYSTEM USED ON PINE STREET IN BURLNGTON). EVERY DRIVER SEES THESE FLASHING LIGHTS ON THE SIGN.
NONE
NOT SURE
OPEN UP 127 NORTH RAMP
OR BACK TO THE WAY IT WAS. THE SURVEY SHOULD BEEN ONLY NEW NORTH END NOT THE WHOLE CITY
PLAN B QUESTION
PREVIOUS CONFIGURATION
PREVIOUS CONFIGURATION
PUT SLIP RAMP BACK. SEE Q3
PUT THE SLIP RAMP BACK (PRIOR TO PILOT0 TRAFFIC FLOWED MUCH FSTER/EASIER AND DID NOT CAUSE LINES OF TAFFIC WAITING FOR THE LIGHTS-WHAT A CLUSTER NOW
REMOVAL OF WHITE POLES IN MIDDLE ON ACCESSING ETHAN ALLEN PARKEAY FROM NORTH AVE. RETURN OF RAMPS TO ACCESS 127 FROM SOUTH AND RAMPS OF 127
REMOVE CONFUSING LANE MARKINGS AND PYLONS
REMOVE MULTIPLE BIKE LANE LINES. REMOVE WHITE POLES. MAKE CLOSURE OF NORTH BOUNT BELTLINE ENTRANCE PERMANENT
REMOVE PYLONS NEAR CORNER OF ETHAN ALLEN PKWY

REOPEN ORIGNAL SLIP RAMP THAT WE NEVER HAD ANY CHOICE ON THE CLOSING OF. SEE MY PEN LINE Q #3
RETURN IT TO THE PREVIOUS CONFIGURATION WHICH WORKED JUST FINE - TRAFFIC FLOWED SMOOTHLY WITH ENOUGH SACE TO GET ONTO NORTH AVE FROM SIDE STREETS.
RETURN SLIP RAMP ON OFF RAMP. SEE Q3
RETURN TO FORMER CONFIGURAION (THE WAY IT WAS BEFORE
RETURN TO NORMAL - PREVIOUS CONFIGURATION REMOVE BALLARDS
SAME AS BEFORE
TAKE DOWN THE DUMMIES
TRY TO ENTER NORTH AVENUU FROM SARATOGA AVE BOTH LEFT TURN - RIGHT TURN

Q33a. "What adjustments would you like made to North Avenue between Ethan Allen Parkway and Shore Road?"

1. Southbound turning lane into RiteAid is a little short. 2. Northbound turning onto Shore Road is problematic during peak travel times. It is possible to wait through two or more light cycles. Maybe an advance green for northbound so a couple of cars can turn onto Shore Rd.
1. Turn arrow at shore road 2. Increased turn lanes length for shore road, and by rite aid store
2 lanes each way the whole way. no need for such wide single lanes,
35 mph
4 lanes plus space for bikes
A barrier between cars and the bike lane
A bus stop curb cut park space is GREATLY needed at the Thayer school/housing stop, like the one at Key Bank.Now you have to go into the middle turn lane to past the bus and face someone that wants to make a turn, or cause a line of backed up vehicles if you stay behind the bus, especially turning busy traffic times. If this configuration stays, the bus stop cut is badly needed.
A left turn green advance arrow for southbound traffic turning from North Avenue onto Ethan Allen Parkway. Many people still use the Rite Aid parking lot to cut through to Ethan Allen Parkway because they can't make a left turn at the light during high volume traffic.
A roundabout at North Ave. and Ethan Allen Pkwy; for Shore Road and Heineberg Rd. to neatly intersect North Ave.
A turn lane by the Merchants bank shopping area.
A turn lane into the shopping center.
Actually, I think the city and the police need to crack down on offenders which will then put everyone on notice to slow down and follow the rules. No one wants a moving vehicle ticket.
Add bike lane
add bike lane
add turn arrows and pressure pads with advanced green arrow for cars turning into OFF north ave to hannaford, the trailer park, shore road..Every weekday afternoon I am finding stop and go crawl as soon as i pass 127 and we CRAWL bumper to bumper all the way to the hannaford turn off. Once pass that intersection, traffic flows but it sucks turning onto shore road....need another advanced green/pressur
Added left turning lanes onto Goss Court and by St. Mark's.
Adding crosswalks with visual accents. Flashing crosswalk lights.
Addition of turning lanes.
Additional signage for bikers(See 32) Also pedestrian crosswalk at Lakewood Estates. PS There is great difficulty leaving Lakewood or the Bank and trying to turn left...
Advance left turns into Hannafords shopping center and onto Shore Rd.
Again a few more crosswalks are needed as again difficult to cross with the amount of traffic.
Again left turn lanes. Keep traffic flowing so people don't go around through bike lanes
Again use the green bar for biking.
Again, I want the gold standard, not an accomodation to people addicted to their cars and self-centered.
Again, one better defined bike lane.
again, protected lanes, and wider lanes
Again, roundabouts at both intersections and right turn only--or give choice to driver--left or right to a roundabout to complete a left turn.
Again, similar to preceding section, we need to bring back the protected bike lanes here. Need separation.However, unlike the 127 interchange, I do not believe anything needs to be any changes made to the Ethan Allen Pkwy/North Ave intersection.From a pedestrian standpoint, better integration and paths into Leddy Park and the access road from North Ave would be an improvement. Not as much an economic
Again, similar to previous response. For Shore Road, though, I would add: We need a left turn signal. It was unsafe and difficult to make this turn before the pilot reconfiguration -- now it's even more challenging. Left turn signals came be quite helpful, and if nothing else changes, I would highly recommend adding one here (as well as in downtown Burlington from Main Street to South Winooski Avenue)
Again, teach how the center lane is to be used. Ticket those who are not using it properly. I cannot even remember the last time I saw a car pulled over on North Avenue and I travel it several times a day. Bikers only in the bike lane and travelling in the right direction, following all rules. The latter is certainly not enforced!!
Again, the bike lane is the issue, the 3 lane configuration is a welcome relief.
Again, the bike lanes are not well utilized and should be eliminated. Use the sidewalk or the bike path.

Again, you need to figure out how to make turning when you have to cross a lane better. Too many times people are going the opposite way that they want to go and turning around.
am open to more safety considerations
An advance left turn light at the Hannaford Plaza entrance if you're driving north.
Any chance of getting an advance green arrow to turn left on to Shore Road when heading north on North Avenue during the p.m. rush time? We sometimes have to wait until the next light to turn left as there is so much oncoming traffic.
as above
as answered before remove the white posts.
As per my previous comment.
Ask the police department to enforce the laws concerning running red lights or blinking red lights, or ignoring pedestrians in the cross walks by ticketing people who ignore the laws. The lights at the intersection of Ethan Allen Parkway and North Avenue continues to be ignored by drivers on North Avenue. Some drivers on Ethan Allen Parkway don't understand that there seems to be a 'sweet spot' where they have to stop in order to trip the light. Many drivers trying to enter Ethan Allen Shopping Center while heading north wait for the red light triggered by traffic trying to leave the shopping center, then run the red light to make a left hand turn into the shopping center. Earlier this month, I was nearly hit by a beer delivery truck running that light while I was crossing the road there (as a pedestrian, in the cross with the walk signal lit for pedestrians to cross.)
at shore rd need a left turn signal onto shore when traveling north; at ethan allen pkwy need a turn signal when traveling south and onto ethan allen pkwy
At the bus stop in front of Thayer housing, a bus turn-in is badly needed so as not to holdup traffic. If a car does pass the bus in the center lane, there have been times it comes face to face with a car preparing to turn into Thayer. Also, it is very dangerous for a vehicle to exit Tracy Dr to Plattsburg Ave because the lightsthere do not address Tracy Dr. You must carefully exit if no cars are coming from the north on North Ave and from Plattsburg Ave, and the northbound cars are stopped with a red light; but than cars and bikes in the right turn lane with green for Plattsburg Ave are hidden from view for the Tracy Dr driver. HELP!!!
At the turn onto Ethan Allen Pkway from NA the markers are out tooooo far.
Back to the 4 lanes, it doesn't work when you have to wait for someone to turn left if you wanna go straight.
Because of the low volume of bicyclist, I think the side walks could be widened for riders. Being a resident that uses North Ave several times a day, I have witness bicyclists that STILL don't follow the rules of the road.
Better crosswalks lighted like to what is on Pine St.
Better engineering for water drainage in the bike lanes. Better plowing of the bike lanes. When there is rainwater puddles or snow present in this area bicyclists need to move into the vehicle lane to safely navigate the area, which runs counter to the concept of keeping different users in different spaces. IMO the actual 3-lane configuration in this area is a massive improvement (I'm a 27 year resident), but the job public works is doing regarding roadway maintenance was not good.
better flow at intersections
Better physical separation btwn cars and bikes. Not just paint.
Better protected bike lanes. Stripes on the road not enough. Must place full pylons for protections to enhance usership from cyclists.
better separation of auto and bike lanes, and a solution for bikers turning left at intersections.
better separation of bike lanes
Better signage explaining use of the "suicide" lane. Cars are constantly traveling for long stretches in this lane.
Better signage. also PEDISTRATION CROSSINGS WITH FLASHING LIGHTS
Better traffic light coordination and more reference to bike path.
Better turn off access points, especially at places that have traffic lights such as the North Ave/Ethan Allen Parkway intersection, it is a major access point for many residents and having to turn right going northbound in one lane with is an inconvenience as the light causes more backup and congestion at busy times, when it was easier under the previous format
Bike lane
Bike lane buffer zone is confusing for everyone-especially cyclists who seem to think that's where they should ride.
Bike lane needs better separation. Cars still disregard lines and turning lanes at times
bike lane one side only
Bike lanes are to overly wide, make them smaller.
bike traffic on one side of road only
Bikes not allowed to take the full lane. There is a bike path for a reason.
Bring back armadillos and pylons!
Bring back parking. Add some crosswalks.
Bring back the parking on North Avenue. Residents that live between Institute Road and 127 have no options in terms of side street parking for cars that do not fit into our driveways. I am not adverse to a bike lane but am VERY disappointed it negative affects my life and any guests that come to my home. The suggestion that we have our guests park at the high school or Alliance Church, but only if there isn't an event at either location is rude and dismissive, especially for guests that are elderly or with very small children.

Also remove the white poles at 127 so the on-ramp can be used. Rush hours get backed up because folks traveling north on North Avenue cannot enter 127 because folks continuing to travel on North Avenue stop the flow of traffic by not allowing others to make a right on red. You made it "safer" for bicycle riders but not people that have to carry smal
Bus block the bike lane when not able to pull off of road making the bike swerve into traffic. This is very dangerous.
Bus cutouts at all bus stops
Combining bicycles and cars is not a good idea. I will not be cycling on North Avenue and wouldn't want my loved ones to do so . Wish we could keep all three modes (driving , cycling , walking) separated for optimal safety . I am always on high alert when driving with cyclists on the road , especially coming home from work at dusk or after dark .I would like to see emphasis on what the cyclists ca
Comments the same as the previous question
Confused about the intersection of North Ave and Ethan Allen Park.too many lines and I dont know what they mean!!
Congestion needs to decrease in order to keep drivers happy (and not angry at bikers). I think the city should consider re-building the sidewalks and grass between the sidewalks and roads to alleviate the most congested areas, instead of trying to fit too much on such a narrow road. I've seen it in Germany. I don't know why we can't seem to design something that works here. The bikers need the support
Continue without parking spaces
Could the road be widen for a bike lane or make the sidewalks wider for bikes and walkers.
Crosswalks
Currently it is more difficult than ever to turn left onto Ethan Allen Parkway northbound because there is no left turn arrow, and all the oncoming traffic is channeled into a single lane, reducing the number of gaps in traffic. Previously, with four lanes, traffic flowed through the light more quickly, leaving adequate time for turning vehicles to get through. Now, I and many other people have started using the Rite-Aid parking lot as a thru-lane to avoid this intersection, and this has created somewhat dangerous congestion in the parking lot, prompting the owners to install a speed bump. I think having a left-turn lane with a left green arrow would solve this problem.
Cut outs for the buses
Decrease congestion; needs to be easier to get onto north ave
Dedicated turn lanes for into the the shopping center and lane markings when pulling out of the mobile home park. As there is no lanes marking traffic flow out of the park it is hard to determine where vehicles are heading as many drivers do not use signals. Turning in can be hard to for the plaza as there is the turn lane but not lights to help with flow. I would also look at closing the entrances from leddy park into the plaza as many drivers use that to enter and i have seen many close calls.
Double lines not needed for bike lanes
During rush hour times, this whole area is way too congested. I don't see how it can be wide enough for four lanes and bike lanes (which are important to include) without widening the roadway, but the three lanes here is just not enough to get cars in and out during the morning and evening commutes, and slowing down the traffic and creating congestion is NOT good for the environment, the businesses in this end of town, or the people who live and work here.
E
Edges of road were in bad repair.
Eliminate road obstacles and keep it that way. No faux brick crosswalks.
Eliminate the poles blocking the right hand turns and revert back to the original configurations. Install Stop signs for bike traffic; much like the bikes do at the intersections of the bike path
Eminent domain on east side of road with wider path similar to Riverside Avenue
Enforcement of the rules of the road. On number of occasions observed cars use middle lane as passing lane (once from Leddy Park Road all the way past Shore Rd through two traffic lights).Runners are using bike lanes in the road. Bikers are riding side by side, still spilling into car lanes.
Entrance to Rite Aid and entrance to Lakewood are close and need to be tweaked to allow for more Rite Aid length vs Lakewood length
expand sidewalks so it would be multipurpose. walking and biking.
Extend the turning lanes.
First, change timing of Ethan Allen shopping center light for North Ave Co-op to have a protected turn/green light to prevent accidents.Add a left turn to southbound North Ave left turn lanes & signals to the intersections at Gosse & Heineburg.
fix some of the painted lines ie entrance to Rite Aid
fix the drains so cycles can go over them without going into the car lane
Flashing cross walk lights and better markings
Fully seperated bike lane
Get bikes aND pedestrian traffic OFF north ave.
Get rid if extra lines.
Get rid of the bike lanes, improved road maintenance (patching potholes, lane marking, coordinated traffic signals and police officer patrols), safer and more pedestrian crossin

Get the bike lanes off the roadway. Improve the sidewalk area to be used by bikes or make the bike path more accessible. Many people don't know how to use the middle turn lane and stop in the travel lane when they want to turn left. Cyclists ride in the travel lanes to avoid puddles in the bike lanes because the roadway has such poor drainage. Nobody passes the buses that stop along this route. The en
Give preference to cars. People have to get to work. There is already a bike path not far from the road.
Go back to four lanes with a bike lane
Going north on North Avenue, need longer turn lanes to take left into Leddy Park entrance as well as shopping center
Green painted bike Lanes
Have beginning and ending areas for left turn lanes. More specific areas.
Have double lines between car traffic and bike lane in ALL areas for more protection; replace or repair road in bike lane- there are many pot holes and other bumps that make it almost unusable at parts, especially when there is standing water (difficult to tell how deep holes are, if you can ride over); something still needs to be done to further reduce speeds on North Ave
Headed Southbound, there are parts of the bike lane that are in TERRIBLE disrepair, specifically between the VT Family Pharmacy and the Hannaford's plaza. There are giant potholes, plus huge puddles of standing water after even a light rain, which mask the giant, dangerous potholes. Also, there is no "protected" lane here, so as a cyclist, I am much closer to traffic, whilst trying to avoid potholes.
I am not sure. I just see and/or get cut off quite a bit in that area by people trying to get out of the side roads or into the Rite Aid. That seemed to be less of a problem when there were 4 lanes--less kamikaze entrances onto North Ave.
I believe in this section there is only 1 paint line as a buffer between traffic and the bike lane, The cars are very close to the bike riders. I feel this is not safe. My daughter does not want to ride her bike to BHS on the bikelane.
I believe with the amount of money spent on the Bikepath why is the city spending so much time and effort on North Ave. I would be more supportive of this project if I see more than a few bikers using N. Ave. And especially during the winter months. At specific times of the day it can be almost impossible to make turns onto secondary roads. Remember when using just two lanes you are moving approx. 50 % fewer cars. And you and using more gas while sitting in traffic.
I can not speak specifically about adjustments since in this area there are traffic lights where generally need to make turns, so I don't have any specifics about what changes to make.
I cannot answer this question,except to say that I did not see any reason to change in the first place.
I do not know what would be the best
I do not often travel this stretch of North Ave, so I can't quite put my finger on what adjustments I'd like to see. Sorry, I know that's not very useful.
I don't know the solution, but it's dangerous during busy times at the Rite Aid/Irving/Stoplight interval.
I have lived in the NNE for over 25 years and travel to work via car each day. I also use the Avenue to travel to shopping, errands, etc. I think a wider, paved multi-use sidewalk could be the answer. I have seen people roller skiing down the current bike lanes only to turn & ski back down the center lane. I've seen bikers and runners going the wrong direction. Very often bikers unexpectedly swerve in
I mentioned previously in comment section, the adjustment or removal of the safety cones at the turn onto Ethan Allen Parkway. This is very tight and somewhat difficult to turn right sometimes.
I often see a driver use the center lane for passing; I'm not sure how you can control this except by the presence of police.Also, I am concerned about cyclists who do not follow road regulations. My biggest concern is that cyclists are often invisible, e.g., when I am turning from North Avenue to a side street or from a side street onto North Avenue.I'm not sure whether 3 or 4 lanes make for slower traffic, but speed seems to be an issue.
I often use the bike path between Manhattan Dr. and Ethan Allen Parkway
I really wish the bike lane was between parked cars and sidewalk! Same amount of space taken, but less risk from car doors, and a big steel buffer between bikes and moving traffic.
I think clearer crosswalks are a necessity....people try to cross at EA pkway across the street by the park and it's trouble. Not sure you can put flashing lights there w/ the crosswalks like on Pine St. but something needed at that "triangle". Clear marking somehow for the bike lane as I still see people driving in that right lane passing cars that are turning on the left all the time....I hold my breath as sometimes you can't really see around a bus....maybe different color paint to mark the bike lane closest to the cars? Not sure...I'll get back on this
I think having an area for buses to pull over at bus stops makes sense, so maybe deeper curb cuts. I continue to NOT see many bikers using North Avenue as compared to vehicular traffic. Bikers can use the bike path to travel north/south bound.
I think I indicated the adjustments for this section of road in the previous comment section.
I think the bike lanes are taking over the road too much and I hardly see anyone riding their bikes.
I would like to see more crosswalks - one across from Bessery's and/or where people are frequently trying to cross.
I would protect the bike lane
I would put in A PROTECTED BIKE LANE!
I would want to see a barrier between the bike lane and traffic for the entirety of this stretch of road.
i.e. Ethan Allen shopping entrance (northbound); Shore Drive turning off North Ave. should have left turn signals
I'd like to see more enforcement as many cars still use the center turning lane as a passing lane or a way to move ahead in traffic. I also see many cars veer into the bike lane and would prefer protected bike lanes. Lastly, we need more pedestrian crossings.

I'd prefer fully buffered lanes, even through St. Marks area.
Ideally bumps for the bus so that when it stops, traffic can get around the bus without needing to use the entirety of the center turn lane.
If possible it would great to have a double painted line to divide the bike lane. When biking I feel much more comfortable with a double line and a little more of a buffer space than with the single line divider for the bike lane.
I'm not a traffic expert, but the shopping center and at the light at Shore Road are the only places I see pedestrians using. this area., so I would like them to be safe. However, I don't notice any improvement in safety with the new configuration.
I'm not sure specifically. If this change is for pedestrians as well, the current three-lane doesn't seem to lend itself to crossing the road as it is, especially near the shopping center.
I'm not sure what else you could do. At certain times of day 7:30am to 8:00am there is so much traffic going into Burlington that it has taken me 45 mins or more to get to downtown Burlington where at other times of the day the same trip only takes 15min. Some evenings 5pm to 6PM going back to the New North End from downtown Burlington using North Ave it can take 45min or more to get back home at the end of North Ave when usually it takes 15mins. I don't know where the bottle necking is occurring at BHS or the people coming off of the beltline onto North Ave?
Improve general road conditions e.g. Pot holes, run off
Improved light timing to ensure traffic doesn't back up at 127. Grading of bike path sections to ensure fast and ongoing drainage and minimization of puddles, ice. Current water accumulation causes bikes to veer into the roadway.
In certain spots, you could do 3 -lanes back to 2, and then 3. You could put a 2 lane with the shopping center, where they are turning in and out of the mall. Past that you could have 3 lanes with room for bicycles
In the intersection at Shore Rd and North Ave there is a man hole that is significantly lower than the asphalt around it. I'm sick and tired of having to swerve around it and/or driving over it and smashing my tires into it.
It is tricky to go south around the St. Mark's area and then swing over to the right in order to continue after the Shore Road entry
It is very difficult -and dangerous- to get onto North Avenue in the morning and evening. Don't know how to solve that problem except maybe by coordinating the lights. Not sure how to solve the narrowness of the middle lane. Maybe the green belt next to the sidewalk could be turned into a bike lane: that would take away the narrowness of the lanes -not only for motorists but also for cyclists.
It just seems too busy and I'm not sure if folks really know how to use the turn lanes as they should. I know someone that used to travel in the very early morning and people wereusing the turn lanes as a regular lane and speeding.
It needs to be easier for people to get across the street, and it needs to be less frustrating when stuck behind buses.
It seems like there is ample right of way on the western side of North Ave to put a paved path similar to what exists on Riverside Avenue. This would accommodate bikers and walkers very well. Traffic enforcement can be used to mitigate speeding, or one or two traffic humps could be installed at certain points to slow traffic.Turning onto North Avenue is now EXTREMELY difficult because there are very few gaps in the one lane of traffic. Turning left is virtually impossible, except at the Hanniford light. Traffic is a nightmare in the morning. It is not reasonable to expect people to budget 20 minutes to go from Stanford Road to BHS. That is ridiculous, and it negatively affects our property values.
jettison bike lane; preserve turn only lanes; limit parking...
Just additional signs calling out cautions.
Keep the traffic light nearest Hunt MS, red for a few more seconds to let traffic turn onto north ave from hunt middle school and staniford
Keeping the potholes filled in the outside lanes.
Lane configuration similar to what's in place between Main and Easr Ave,, only with four lanes becoming three at the light near St. Mark's church.
Left turn light at shore rd
Left turn signal at Hannafords
Left turn signal at Shore Rd. Enforce bicycle laws so bicyclists are not running lights and stop signs, adults riding on the sidewalk against the flow of traffic. I used to be an avid cyclist before having young kids, and can't imagine operating a bicycle the way people do here in the city. There needs to be some education and enforcement.
Lengthen the turn lane to get into Leddy Park/Ethan Allen shopping center from the Ethan Allen Parkway end; if it is at all busy there is room only for maybe 2 cars to get into the turn lane which means holding up traffic in the single lane. On many occasions I have been trying to turn to the grocery stores/shops and have had to block traffic in the lane of travel because there was not sufficient sp
less barriers, armadillos, posts, etc
Less bollards and lane delineators.
light timing at 127
Look back at my comments in item 31
Make a decision for ALL of north ave
Make an adjustment to the light at Shore road that allows cars turning left (traveling North on North ave) a chance to turn onto Shore road before the North ave traffic (traveling south) has a chance to go.
Make it four lanes from Ethan Allen Pky all the way to Plattsburg Ave. No parking on either side of street. For bike use widen the sidewalks or use the bike path that intersects most streets on North Ave. I travel North Ave daily both with a car and walking. If I ride my bike I use the Bike Path. I rarely see a bicycle on North Ave even in the warm months and never in the the colder months.

Make it two lanes. One car lane in each direction. The same as the segment from North Street to 127. Make a median and plant flowers. Make it safe and make it nice. It's a residential neighborhood. Commuter travel time is not the concern of the local, tax-paying, residents. Synchronize the traffic lights so that there are reasonable gaps in the traffic flow to allow cars to turn onto and off the roadw
Make roads narrower for more green space from sidewalks to curb
Make sidewalks wider for multi-purpose use
Make wider, divided sidewalks for bicycles
Making a left on to North Ave from smaller roads is still difficult and dangerous. I don't know the exact improvements that would help this, but I think it should be a focus of any changes made to lane configuration.
Making the turn lane for shore road longer as stated previously people are getting into the center turn lane before it becomes a designated lane causing close calls for the drivers following the rules and waiting for it to become a designated lane. Also need pull outs at all the bus stops not just one.
Mark turning lanes in bright fluorescent paint or reflective buttons. I also question the parking at St. Marks- an opening door could kill a bike rider.
Maybe allow parking on only one side of the street instead of both to allow for wider lanes to make bike travel possible without losing vehicle lanes since there are FAR more cars than bicycles on North ave daily.
maybe widening the road if at all possible but some of the turning lanes in the 3 lane configuration do not seem long / big enough for the amount of traffic needing to turn especially near the shopping center
Median turn lanes need to be safer, longer (e.g. entrance to Rite Aid parking lot) and better defined.Exiting from personal driveways onto North Avenue (section between Ethan Allen shopping center and Shore Rd.) has become more dangerous and delayed. Not sure how to remedy this issue w/o 4th lane on either side.Bus stops have to be figured out better. A space for buses to pull out of the lane has to be created. It is unsafe to pass and with the loss of 4th lane traffic delays are guaranteed. Bicyclists need to be patrolled more. Many bicyclists behave both as pedestrians and as drivers.They hop on and off sidewalks as they see fit and do not follow traffic flow and signals.
Monitoring of traffic. The danger is distracted driving and speeding. If you had cameras, you could see this, clearly.
More barriers so cars don't use the bike lane as a passing or turning lane
More bike buffering, and the bike lane needs to be paved better so I'm not in danger of falling because my bike wheel catches
More cross walks. People are stranded or run across because its a long way between lights to cross.
More focus to better drainage at this perennially wet section of the road. Thus reducing the need for wide bike lanes, as current.
More permanent, physical protection for the bike lane via planters and hardscaping. Please see response to previous preferred configuration question.
More physical separation in buffer areas such as flex posts or armadillos.
More places for buses to pull over
more separation between cars and bikes
More signage for the bike lane, both on the pavement and posted
Movebike lanes to west side greenways
My answer is the same as in #31
My previous comments pretty much sum up my opinion.
N/A
Narrower bike lanes, a traffic circle if possible
Need to figure out the bottleneck during rush hour. Also issues with rescue services getting through
NO bicycle lanes on the street. improve pedestrian/cyclist/car safety by repairing the sidewalks and widening them so they are shared by cyclists and pedestrians.
No bike lanes - there is not enough room for everyone's safety (bus, bike cars)
No parking
No right turn on red at shore rd intersection. Cars on Shore Rd turning right onto the Ave (headed towards Hannafords) often go too fast, pull out in front of you, and don't always stop for pedestrians. No turn on red should help this.On more than one occasion, I have almost been hit while crossing the street by cars on the Ave making a left turn onto Shore rd. Half of the times I had the walk sign
None
Not sure but it seems crowded.
not sure how best to fix the congestion
Not sure how to make a 3-lane adjustment.
Not sure.
Not sure.

once again, if the roads are actually maintained and maybe if the green between the sidewalk and road was used for greater bike space, this would work great.The congestion makes me regularly unable to cross the street on a bike any way except as a pedestrian @ a crosswalk, previously the congestion was such less that I could take left turns.
Once again, pave.
One suggestion would be the Pavement needed to be kept in better condition. Many traffic issues, back when North Ave had 4 lanes, were due to poor road conditions in the right lanes near the drains and also where the road had to be cut into to fix various plumbing or drainage problems. The pavement was then very poorly replaced causing traffic to almost change lanes to avoid potholes or very roug
Paint diagonal lines in the buffer area.
Parking. Better marking for turning into Leddy Park road.
Pave and clean.
Pedestrian crossings should be more frequent with the Yellow caution lights like those that exist on Pine Street. There are not enough designated safe cross-walks in this road section. cars traveling to and from the belt-line continue to travel at excessive speed.Getting off the Northbound bus at Rite-Aid and Lakewood there is no cross-walk, the only option is the shopping center or exiting the Bus at Village Green and walking to cross-walk at Ethan Allen Parkway, on the North side of this dangerous intersection.When traffic is stopped for pedestrians it should be all traffic in all directions - this should be made clear and diagonal pedestrian crossing should be allowed. These changes would make flow interruptions briefer and more effective for all involved.Walking form Bus getting off at Village green - crossing traffic twice and walking to Lakewood can be 7 to 10 minu
Pedestrian cross-walk lights.
Pedestrian lights.
People are using the turning lanes incorrectly. Either the lanes need to be shorter to eliminate people just driving in them for several blocks before turning, or there needs to be very clear markings when and where you're allow to drive to make a turn. Also they're being used as merging lanes which causes problems with the flow of traffic because other drivers aren't sure what the merging drivers are doing.
Physical barrier between bike lane and motor vehicles
Physical barrier between car and bike lanes (i.e., median, parked car buffer, etc...). this would make me MUCH MORE likely to commute by bike.
physically separate bike / car lanes (by a median, curb, etc.)
Please allow us to park on the street between shore rd and Plattsburgh Ave. As a home owner directly on the avenue I have been really affected by this and have even considered moving. We had an innocent lawn sale and people parked on the street to see it quickly and the neighbors called the police. I was horrified. All day I saw 4 bikes go by. Are we really going to take away parking for 4 bikes?
Please refer to previous reflection on this topic...
Please re-instate the left turn signal at the shopping center. There is so much traffic coming from the direction of Colchester that the light times out before you have a chance to run. We have been using the Leddy Park road to enter the shopping center. Please bring back the left turn signal!
Please see 31
Please see my earlier comments, which apply to this stretch of North Ave. also, especially the need for turn arrows at some intersections. It would also be helpful if there was a passing lane at some points. For example, I once was behind a driver who was literally driving 10-15 mph the whole way up North Ave from the High School to Shore Road, but I could never pass.
Please see previous comment.
Please see previous comments about Ethan Allen Parkway / North Avenue intersection.
Please tell the bikers not to use flashing white lights. They are unhealthy for people who have brain injuries. They induce migraines, migraine-like symptoms, and seizures. They should be made illegal. They can relegate me to a week's worth of pain, disorientation, fatigue, full-body buzzing, and brain fog that make it very difficult for me to care for my daughter. It is unfair for me to live in fear
Prefer barriers as well as paint lines
Previous comment.
Prior to the Pilot, there used to be a turning light (for left-hand turns) into Hannford Plaza. That disappeared. Now everyone tends to use Leddy Park Road and cut through, as without the left-turn light at the Main entrance into Hannaford Plaza, it's difficult to make left-hand turns.
Protected bike lane!
Protected bike lanes, or some kind of physical barrier beyond painted lines.
Protected bike lanes.
Protected bike lanes.
Pull off area for busses, left turn arrow for turning into Ethan Allen Shopping Center
Put an advance green Left turn signal at shore road before the green light activates north/south flow. Because the traffic backs up at the light, it often takes more than one cycle of the light to be able to get a break in incoming traffic on the left turn from north Ave to shore road. This results in people racing to get through the light. Also there is a fair amount of foot traffic at that intersec

PUT SOME ADDITIONAL PEDESTRIAN CROSSING WITH FLASHING LIGHTS LIKE THEY HAVE ON PINE STREET.ONE AT LAKEWOOD ESTATES, ONE AT THE ETHAN ALLEN RESIDENCE AND ONE AT LEDDY PARK ENTRANCE.
Reduce the bike space and use the other two bike paths that run parallel to North Ave. The bikes do NOT follow any of the traffic and safety rules. The three lanes have been effective, but the lanes have been pushed to close and the safety for the bikes, runners, families, and kids using the street as a transportation lane is just unsafe.
Reduce the speed limit to 25mph as it is in the rest of the city.
Reinstallarion of small blocks intermittently laid out separating bike lane
remove Bike path and make some room for Bus Stop..... with the currently Bus stopped and we had to stopped
remove excessive traffic control devices such as lane bumpers, dividing polls. I agree with the 3 lane configuration. the addition of dedicated bike lanes is safer, better then allowing bikers the use of a full lane of traffic, although the bike lane is often compromised by vehicles going right around other vehicles, delivery vehicles or city busses. I do not understand why bicyclist can't be required use the bike path which runs the entire length of the project area. Making changes for better access to the bike path for the bicyclist would be safer yet.
Re-open the ramps for Rt. 127. Repaint the bike lanes on either side of the Ave.
Repave down to the base!! Too many water/sewer drains impede driving due to avoiding these dips...they're almost like potholes. It causes bicyclists to swerve out of the bike lane into traffic. To avoid driving into them, I either drive to the left, closer to oncoming traffic, or drive to the right, closer to bicyclists.
Repaving and remarking
Return to previous structure
Right turn lane to Ethan Allen Parkway
Robuster separation between car and bike lanes.
Rotary
roudabouts
Safer for bikers.
Safer middle turning lanes
Safer use of break down lane.
Same
Same
Same adjustments all along North Ave.--easing of the turning situation and more, safer and well marked crossings for pedestrians.
Same answer as #31. The increased wait time at lights has made it necessary for me to leave earlier for work, and I get home later.
Same answer as question #31. Why is there bike lanes on North Ave when the city is spending millions on the bike path???
same as #31
Same as above
Same as above answer
Same as before -- create a new bike lane/sidewalk on the side of North Ave using Eminent Domain.
Same as before answer
Same as before, enforcement to stop dangerous and illegal use of the center lane, or periodic islands in the turn lane to prevent travel in that lane.
Same as before, flexible delineator posts would be great!
Same as before. When buses stop, cars often use turning lanes to pull around or use as a second lane and multiple times I have been in near miss situations when I was sitting waiting to turn left.(ie using the turning lanes appropriately)
Same as described previously. If adjustments cannot be made, then go back to four lane previous set-up.
Same as last comment
Same as mentioned before
Same as my other answer.
Same as my previous suggestion. The gap with two painted lines between bikes and cars is okay, but I would prefer a different more solid barrier. Or maybe just a solid paint like I have seen in other communities where the bike lane is all green or has regular arrows or bike symbols painted at intervals.
Same as other comments
Same as previous - more well protected bike lanes
Same as previous adjustments
same as previous comment

Same as previous comment, all bike lanes should be separated from cars by pylons or other hard barriers, not just striping.
same as previous question
Same as previous question - bike lanes are good, but cars need enough space to go around other vehicles safely as well.
Same as previous question but with a few more cross-walks. If as a pedestrian, you want to get to the other side of the road, you have to walk a LONG way to get to a cross-walk. And if you're disabled or elderly...?
Same as previous response in terms of road paint
Same as previous response.
Same as previous suggestion. Widen and pave/flatten the concrete on the existing sidewalk to provide a bike and pedestrian friendly path that is already separated from traffic and separated by a curb. Drivers know to look for pedestrians and even bicycles on the sidewalk. They do not pay as close attention to non-cars on the road. Wider smoother sidewalks could solve this issue. Even if the wide s
Same as previous.
same as previously wrote
same as question 31
Same as the previous question
Same as the previous question.
Same changes as I mentioned for the section from Rt 127 to Ethan Allen Parkway.If this option is too expensive, then three lanes could work if you make two lanes going south during morning rush hour and two lanes heading north during evening rush hour. This would obviously be done using traffic lights and signs clearly marking the lanes, just as they do on bridges and numerous highways.
Same changes.
Same comment as previous - mark the bike lanes better.
Same comments as other stretch of North Avenue.
Same feedback. I'm concern about turning right with bicycle traffic also on my right.
Same suggestion as before. Make a sidewalk into a two way bike lane. It will be more sustainable for all parties involved.
Same thing. More safety measures. In the previous question I also should have mentioned that car drivers need to be more cautious and be respectful of bikers. Bikers need to show the same respect to cars and not cut them off. They also need to wear protective gear and car drivers should be wearing their seat belts.
Same walk/bikeway as on Riverside Avenue. Wide path, out of the road, that accommodates both walkers AND bikers.
se previous
see #31
See 31
See before
See last comment
see my previous answer. Continue 4 lanes allowing bike lanes as per original drafts
See other response
See previous answer
See previous comment about pulling out of Rite Aid and Tim's Irving.
See previous comment.
See previous comment. This is my only suggestion
see previous comments
See previous comments
See previous comments
See previous comments for 127-Ethan Allen Pkwy. They apply here as well.
See previous comments.
See previous comments.
See previous comments. I may have put them in the wrong place.
See previous comments. Area around Rite Aide/ Lakewood Parkway entrances is dangerous.
See previous suggestions
See prior comment
See prior comment.

See prior comments.
Separate bike bath off from the road
should be left turn lanes into harrington and ethan allen plaza. also who dropped the turn arrow out of ethan allen plaza going north (left) now it just green and after all these years...it is a reason for accidents as harrington residents just blow throught and many drives are so use to having an arrow it does not click for them.
Sidewalks that are more accommodating of bikes
Since I live off of Shore Rd., I would appreciate a left turn signal light from North Ave. onto Shore Rd. It is very difficult to make that turn at times because of traffic. Also, a sign that states that there is an advance green light for cars going through the light from Heineberg Dr. onto North Ave. or straight through onto Shore Rd. would be appreciated and make that intersection safer.
small narrow bike lane
some ability to cross North Ave. from Lakewood Estates. Because there are no pedestrian crossings except at the lights, people are always trying to run across the street from bus stops, neighborhoods, etc.
Some formOf tragic control for people exiting old DMV complex and Apple tree bay medical center
Some of the manhole covers are below grade and cars are directed into them. I'd like to see the manholes be brought flush with the pavement. Also, as someone who lives on the Ave (right be Heineberg Rd.), the noise made by trucks as they slam into the manholes, can be quite jarring.
Some of the openings to turn off North Ave. are not comfortably placed, e.g. the one turning onto Leddy Drive, as you travel north, comes AFTER the expected place for an opening, so some cars turn into center lane BEFORE Leddy Drive.
Some of the turning lanes are very short, such as the one at Rite Aid when heading south. I also feel like the bike lanes are not buffered enough in this section from the traffic. It is a main route for students who go to Hunt Middle School and I still don't feel like it is very safe for bikers.
some people jump into the middle lane to early before making their left turn and often pass folks(now on their right)by speeding up, and sooner or later there is going to be a head on with people going in the opposite direction when doing this. I think there should be more education on how this works and more enforcement. perhaps there can be a different paint configuration for the middle lane.....
Somehow improve turns onto North Ave. where there is no traffic light. Worry about bikes on my right when making a right turn off of North Ave.
Something has to be done with the center turn lane. I have obse bed a number of occasions where some drivers use the lane as a Thur lane. I have also observed cars using the lane where 2 cars are coming from opposite direction and with intention of making a turn off the Ave.
space for buses to pick up and drop off passengers. As designedin front of the bank at the shopping center.
Stated earlier.Pay attention to where merging lane would happen to avoid additional congestion. Have a turning lane for cars to turn. Area for bus to pull into so that cars, bikers, etc. aren't swerving around bus. CROSS WALKS!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
take the posts out for the bike lane. they are distracting and can lead to impairment
Taking right across bike lane
The 5 way intersection at Ethan Allen Pkwy, Little Eagle Bay, Ethan Allen Park entrance/exit, and North Ave is dangerous for pedestrians, even though somewhat improved. I think for people remaining on the East side of North Ave but crossing E.A.Pkwy, it would be better if the crossing were moved a short distance along E.A. Pkwy by Merchants Bank, so pedestrians would be able to have more visibility of cars turning off North Ave; it then becomes a safer crossing where you'd only have to check two directions, and there is much less traffic. Longer term, changing the entrance to the Park to a point close to Rite Aid would also increase safety for vehicles and pedestrians; the new entrance road could turn right just inside the park and connect to the current entrance road just inside the redstone entrance "towers", with curbs and low hedge separating the Pkwy sidewalk from t
The ability to get out of neighborhoods, particular during the morning rush, is severely restricted. More traffic lights might be needed.
The alignment of lanes at Shore Road intersection seems tight, but I'm not sure how this can be changed.
The bike lane needs to be updated with street drain updates and the bikers need to respect the road and cars as well. The amount of bikes on north ave is so minamal for all the time and expense that has been spent on this project is uncalled for.
The bike lanes should be painted green like they are on Williston Rd. over the highway section. This helps motorists clearly see that there is a bike lane and to watch for cyclists. I also think there needs to be more signage & more bike lane markers.
The challenge with this section is the road conditions. The light to cross at Ethan Allen Park in any direction is way too slow for bikers/pedestrians.
The creation of bike-friendly lanes that accommodate both vehicular and bike traffic should be made so that everyone can enjoy North Avenue with minimal congestion. This could be a simple matter of creating painted zones that indicate dual-use areas.
The following suggestions cover more than one area, so I will add them to multiple answer blocks.More protection and buffers to create the sense of separation between bicycles and automobiles. The poles by 127 are good. We don't have to go back to armadillos, but adding in more poles in that hill area as you head up towards the high school during the warm weather would make me feel safer about my children biking that part of the route. Stagger light times a little more to provide more time space in traffic for people trying to turn onto North Avenue from adjacent communities.Make sure the traffic lights do like the do at 127 and Little Eagle Bay elsewhere, and quickly change to prioritize pedestrians -- I think they could do that more at the Hannaford's. That's been a huge benefit where I've encountered it walking to help bridge the gulf between Ward 7 and Ward 4 commu
The light at Ethan Allen Parkway is a little to long for cars in the morning wanting to get onto north ave.
The middle lane is used as a passing lane. This needs to be monitored by police or tv to record violations.
The multiple lane markings are a bit confusing (see previous answer).

The pilot center turn lanes, are a nightmare, in my opinion. It's been my experience that some drivers see the turn lanes as an invitation to cut in front of oncoming traffic. They are also being used for passing slower moving vehicles. I would apply this concern to center turn lanes along the entirety of North Ave., since the pilot study began.
The road is not wide enough for 4 lanes, or 3 lanes and a bike lane. It should be 3 lanes with no bike lane.
The roadway itself needs to be improved. The new lanes, vs. new pavement added last year in the old lane on the far east side, vs. old lines scraped away after they were painted onto the new pavement just referred to, make seeing and staying in the correct lane difficult. Also, certain lines and other markings should be permanent (vs. painted) so they don't wear away during winter.
The same adjustments as previously stated.
The suicide lane is often used as a racing lane, to advance and cut traffic off
The three lane configuration has increased travel time, congestion, and increases risk of accidents by not having enough lanes for the traffic. Too much stop and go with frustrated drivers means increased risk of accidents. Create a 4 lane road again with improved bike lanes or create an elevated bike route/path for road bikes.
the traffic lights of the intersection of Ethan Allen Park and Ethan Allen Shopping Center need to be in coordination with each other to allow the traffic from the side streets turning into North Ave. or visa-versa, additional time. Sometimes I have waited 7 min. to get out of Lakewood onto North Ave. The lights are an issue, but also the traffic leaving the North Country Bank creating another issue to facilitate going out of the Lakewood entrance. And while all of this is going on-----you are not seeing any bike traffic, or maybe one biker ! Seems as if the cars play 2nd fiddle to the bikers wishes.
The turn lane for Rite Aid and Lakewood Estates is too small. Many peo traveling south bound cut into the turn lane for Lakewood Estates and I have almost gotten hit trying to turn into Lakewood.
The turn lane into Rite Aid heading toward Burlington is too short and that area before the light becomes congested during high traffic volumes. People cut through the parking lot to avoid the traffic light and lots of times they are driving very fast through the parking lot.
The turn lane southbound into Rite Aid is too short. If there is a car in the turn lane there is no room. The turn is almost past the driveway into Rite Aid/Bank.
The turning lane in the area around Rite Aid and Lakewood Parkway can be hazardous, as cars in both directions veer into the turning lane at the same location. Northbound traffic seeks to to turn left onto Lakewood Parkway and southbound traffic seeks to turn left into Rite Aid.
The turning lane onto Shore is helpful....if traffic isn't the slightest bit heavy and cars don't have to sit through multiple green lights to turn.
The winter plowing situation is not consistent as road plows put snow into bike lanne and sidewalk plows put snow into bike lanesCongestion at the High School BHS remains a problem South bound.Biggest problem is the turn for Hunt Middle School there needs to be a turn lane at this locationBetter to have 3 lanes for turning on and off North Avenue. It feels safer because only two lanes to watch for.If there was access to North Ave from the Interval side bike path's two bridges this would help. Now only one bridge and the overpass can be used. Ideally, move the second bridge as far North as possible.
There are some sewer grates and/or potholes in the bike lane, and to avoid them I would need to veer into the driving lane--not safe for the biker or the driver.
There are way too many lines on the road. Also, they repaved part of the north bound lane, but not all of it last year. At night, or on a rainy/ wet road day, i can see the lines from the previous configuration, plus all the current lines. I sometimes have no idea what lane I should be in. You need to repave the road and simplify the number of lines on it. Its a mess!!!
There can be a smaller bike lane. You don't need one wide enough to ride side by side with another bike.
There could be improvements made for bicyclists at intersections. Currently, there's not a great way to turn left at intersections while biking. At the moment, the safest way to turn left is to exit the roadway to the right and then cross in the crosswalk. If that is indeed the safest option, it might be good to post signage/paint lanes to encourage that method.
There is a build of traffic when someone is trying to turn onto Ethan Allen Pkwy
There is so much turning due to businesses and the beach that bikers need to be more aware of the rivers with or without the lanes. And the road edges need better care
There needs to be more crosswalks for pedestrians. The original change was to add several more crosswalks which were never put in.
There should be left hand turn lights at the major intersections to leave North Ave at shopping center and Shore Road.
There should be more locations for pedestrians to cross North Ave. The entrance to Leddy park should be wider as you pretty much have to come to a stop to make that corner. Its not a safe road if traffic cannot flow. People pass ilegally in locations that can put pedestrians and vehicle traffic at higher risk. Also, there are times when you cannot take a right onto Ethan Allen parkway when the light for through traffic is green. That holds back traffic for everyone else not going on Ethan Allen Parkway.
This part seems ok but we need a roundabout at Ethan Allen parkway
Though I have not loved the new three lane configuration, I do think the shopping center area is safer as there is less lane changing going on in a busy stretch. I don't know how to change that, but I feel like there needs to be the ability to get traffic flowing more, especially in rush hour.
Tidy up the paint lines
timing of lights could be better
timing of the traffic lights need to be improved
Travel is good with four lanes. Widen it and put in a bike lane.
turn arrows

Turning into Rite aide going south, not enough of a turning lane
turning lanes
Turning left onto Ethan Allen Pkway from North Ave. (going south) is a nightmare. Maybe install a protected left light that can sense cars in that lane?
Turning left onto Shore Road from North Ave is still more cumbersome than it was. I think it was (or felt worse) when the pilot project started, but I think still more could be done. Perhaps a left traffic light arrow might help.
turning lights for Shore Rd
Turnoff at northbound #7 bus stop. Left-turn arrow for northbound traffic to turn from North Avenue onto Shore Road.
Two lanes, but just mark the road better for new drivers
We need a left hand turn lane for southbound traffic on North Ave turning NE onto Plattsburg Ave. At times that blocks traffic substantially. That is a badly designed intersection with Franklin Square and a small residential street, plus two businesses on the corner to one side entering the regular stream of traffic.
We need left turning arrows to get into Hannaford and to turn onto Ethan Allen Parkway - at peak times these two left turns are almost impossible. The light at Ethan Allen parkway still needs adjusting at peak times. The wait right around school drop off to get onto North Ave is excessive.The turning lanes near Rite Aid and Lakewood Parkway are tight to each other and often cars go in too early and block the turning lane. A crosswalk from Lakewood Parkway to Rite Aid area would be amazing!
When driving south and turning into Rite Aid, the turning lane is not correctly placed. It needs to be lengthened.
When it is heavy traffic, the cars are backed up all over the place. There isn't enough room. You rarely see a bike on North Ave. I've talked to people who ride bikes out there and they don't ride there because there is glass and potholes. There is a bike path and you see a lot of people riding on the sidewalks because of that.
widen and decrease parking. enforce bike rules!!! enforce crossing at cross walks!!!
Widen and pave sidewalks
widen bike lane and slow the traffic.
Widen bike lanes, eliminate all on street parking
Widen sidewalk so it can be used by bikers as well.
Widen sidewalks to be dual purpose. Most of my dissatisfied comments arise from the fact that a majority of cyclist still ride on the sidewalk, and some bikers who use the bike specific lanes do not obey the rules of the road i.e. run stop lights, use crosswalks as means of beating lights.
Widen the bike lane by eliminaing a green strip.
widen the road
Widen the roadway, restore 4 lanes of traffic and two bike lanes
Widened sidewalks with bicycles here.
wider bike lane
wider sidewalks
Would like to see road fully repaved and turning lights installed at Ethan Allen Shopping center and Shore Road for north bound traffic
yellow crossing lights at intersections
1)IMPROVE LEVEL OF PAVING 2. LEFT TURN ARROW ONTO SHORE RD (HEADING NORTH)
4 LANE
4 LANE
4 LANE PREVIOUS CONFIGURATION
4 LANES SAME AS IT WAS BEFORE
BACK TO LIKE IT WAS. PRIOR TO JUNE 2O16
BACK TO WHAT IT WAS
BICYCLE RIDERS USE THE SIDE-WALKS NOT THE RAODS. FIX THE POT HOLES IN THE ROADAND PAINT NEW ROAD LINES. TRY AGAIN FOR BETTER DESIGNS.
CHANGE IT BACK TO IT'S PREVIOUS, EFFICIENT, SAFE CONFIGURATION AND STOP PRETENDING - HERE WAS A PROBLEM WHEN THERE WASN'T
DO NOT HAVE THOSE BUMPERS (WHITE STRIPPED 1/2 FOOTBALLS) PLACED BACK ON THE AVENUE. COMPLETE STUPID NONSENSE!
ELIMINATION OF BICYCLE LANES. FOUR LANES WIH ELFT, RIGHT, TURNS AT APPORPRIAE INTERSECTIONS. EXISITING BICYCLE PATH LANE IMPROVEMENTS. SAFETY - REMOVES VEHICLE - PICYCLE ISSUES.
ENTERING SIDE ROADS TO NORTH AVENUE

FIX LIGHT TIMING
FIX TRAFFIC SIGNALS FOR TRAFFIC. LONGER WAIT TIMES NOT A SAFE MIX WHEN TURNING FROM NORTH AVE TO ETHAN ALLEN PKWY
GO BACK TO 4 LANES
GREEN ARROW FOM NO. AVE. TO SHORE RD.; DANGEROUS AT PRESENT
I WOULED LIKE TO SEE PARKING ON NORTH AVENUE
IMPROVE QUALIT OF PAVING\. LEFT TURN ARROW(S) TO TURN INTO SHORE RD(NORTHBOUND)
IMPROVE SIDEALKS SO BIKES CAN USE THEM
IT ALSO SHOULD REVERT BACK TO THE ORIGINAL CONFIGURATION WITH A WIDENING OF THE SIDEWALKS USING THE RIGHT OF WAY TO CREATE A PEDESTRIAN/ BYCYCLIST PATH FOR THIS SECTION OF NORTH AVENUE
LEAVE IT THE WAY IT WAS
MAKE IT 4 LANES
MORE PEDESRIAN-CONTROLLED CROSSWALKS LIKE THE ONES ON PINE ST
MOVE BYCICLES TO SIDWALKS OR ORIGINAL BIKE PATHS
NO BIKE LANES!
NO COMMENT
NONE
NONE
NONE
NOT SURE
PREVIOUS CONFIGURATION
PREVIOUS WAY WAS BETTER AND WUICKER - I SEE MORE BACK UPS NOW AT CERTAIN TIMES THAT I EVER DID THE PREVIOUS WAY
PUT 4 LANES BACK! RIGHT NOW - THE TRAFFIC FLOW SUCKS! IF YOU ARE BEHIND ABUS- THEN YOU ARE ON THEIR STOP AND GO SCHEDULE AND NO WAY AOUND!
PUT BACK THE WAY IT WAS. MAYOR SHOULD LISTEN TO PEOPLE.
PUT EVERTHING BACK THE WA IT WAS!
REMOVE ALL BIKE LANE MAKRINGS ON ROAD - PUT EVERYTHING BACK
REPAVE AND REMARK AS AS BEFORE
RETURN TO NORMAL - PREVIOUS CONFIGURATION WITH ECEPION OF BUS INDENT
SAME AS # 31
SAME AS ABOVE
WE NEED A LEFT TURN SIGNAL TO GET US OFF NORTH AVE ONTO SHORE ROAD

Q35a. "What adjustments would you like made at the North Avenue / Route 127 intersection?"

1) Perhaps have a light that stops all traffic onto/from N. Ave. for a short time for Pedestrians, then, if no Pedestrians, leave slip ramps open.2) Could Pedestrian traffic walk only on the West side of N. Ave. near the 127 entrance, with lights/crosswalks North and South of where 127 comes in, as necessary?
4 way stop (signal lights)
7:45 am M-F seems to be congested a lot. Any possible way to time lights differently?
7:45 am timing for headed south left turn needs to be adjusted IMHO
9 times out of ten the signal isn't working anyway.
A dedicated arrow to turn onto 127 when traveling south. The yellow arrow doesn't work well
A li
A light for cars going on and off Route 127, to be yellow so they are cautious of bikers
a little longer turn on and off the beltline
A more clear way to tell motorists who has the right of way.
A north-bound flashing right on red when turning onto North Ave would be nice
A yield sign or flashing light for "slipping" from Rt 127 onto. North Ave. on the old slip lane. The slip lane from North Ave to 127 was good as it was previously.
Ability for Bikes or pedestrians to push a button to signal active crossing of the slip lanes (such as those at the Winooski Traffic Circle except using a red not yellow lights).
Add back the slip ramp when travelling north on North Avenue and turning right to access Rt 127. Keep light as how it currently functions.
Add barriers when coming off 127 onto Ave. keeps traffic from merging to quickly
Add crosswalk lights for bikers and pedestrians to safely cross. Otherwise, keep the lanes open and traffic flowing. The traffic in the morning hours is awful with the current configuration.
add traffic lights to the slip ramps
Additional right turn lane
Address winter backups and keep hard barriers off lanes
Adjust traffic lighting- flashing red turn light is confusing g.
Adjusting the timings of the lights on North Avenue so that at the end of the day there isn't such a back up on North Avenue as well as trying to get onto North Ave from the Beltway.
adjustments for cross walkers
After a decade of trial configurations, the one just prior to the pilot was excellent. It was safe and efficient. The adjustment I would like made is a longer stretch, perhaps another car length, before cars can change lanes to the left.
Again install stop signs foe bikers to adhere to. They need to Yield here. Or install the led blinking cross walk lights as used on Pine street. This is very effective.
Again, I find this intersection to be the most congested part of the new road configuration. I think the ramps helped greatly, and creating a system allowing the ramps with increased awareness of bicycles would be an ideal solution.
Again, I found the previous configuration much easier for merging traffic and smooth traffic flow. That said, I recognize that some drivers were not respectful -- and used this as a way to speed down North Avenue, beyond the speed limit. This has addressed this, but it can be difficult to safely turn/merge traffic. Quite frankly, it makes me nervous as people approach from the hill toward
All persons on a bicycle must follow the same rules as a car. People have no helmet, run red lights, ride in the bike lane, car lane, and sometimes the sidewalk..
allow access to north avenue going north from rte 127 without need for traffic signal, using 4 lanes. keep traffic light to turn onto 127 from north avenue heading south.
Allow cars to use ramps but SLOW them down.
Allow entry onto the beltway using a slip ramp, continue with a light rather than a slip ramp for coming off the beltway.
Allow fewer cars thru and change the lights sooner. Have some good mediation music playing
Allow left turn lane on to VT 127 from North Ave before the intersection with adequate storage with merge right for through traffic sign and advance green. Activated cross walk like Pine Street.
Allow right lane users to access thru ramp. Exiting route 127should have two northbound lanes
Allow to go on ramp but not use slip to get off.
Alter bike lanes to integrate with slip ramps like exit 14. A little more annoying for northbound bike lane but better for everyone. Or extend merge lane, keep bike lane between the when extended merge lane ends, bike lane is back on shoulder
An advance green left turn arrow for cars going south, to turn onto Rte 127.

Any possibility of creating a round-a-bout for north ave and 127? Generally those are better for keeping traffic going, and it appears that there is space enough for it, but this is simply speculation on my part.
Anything that reduces the clog of traffic and how slow it moves during peak times. maybe a roundabout to get rid of the traffic lights where you exit from the beltline onto north ave or possibly a roundabout at the intersection of north ave and ethan park
As a motorist, it's confusing for me to know where the cyclists are or where they are supposed to be ESPECIALLY when they do not follow the rules of the road. Please mark where cyclists need to stop as well. Maybe a stop sign painted in their lane. Also, stop trying to use the existing configuration and think about how to make that area work for pedestrians, cyclists and cars. While making the road easier for cyclist, you've made it more difficult for vehicle travel.
As I said earlier, a slip on ramp for traffic heading north off of 127 would alleviate the bottleneck in traffic that is happening there.
AS previously indicated: a sign reminding drivers to watch out for cyclists.
As someone who drives the car more than anything, I miss the old system simply because it was quicker and easier to get on and off of 127. However, I realize the new configuration brings added safety to bikers and pedestrians and am fine with the new configuration if those modifications are proving to be beneficial in this regard.
At this intersection for drivers driving north (going towards Ethan Allen Parkway) but want access to 127, an access lane, slip lane, should be reopened. This will improve the north flowing traffic. I do think egress from 127 as presently configured works fine.
Austhetic improvement ..... it is kind of ugly.
better marked crosswalks for cars taking a right onto North Avenue.
Better signage, better painted markings. Clear advance notification of which lanes go where and how to get on 127.
Better timing of lights during heavy commute time
Better timing of the lights so that traffic flows a bit smoother
Better timing with the lights to match the flow of traffic-- though it seems this has improved lately, not sure whether it's the lights or drivers who have adjusted
better use of the lights
Better vision markers for driving from 127 on North Ave.
Between 4:30 PM and 5:30 PM it is very, very difficult to turn out of the church parking lot (going left) with the timing of cars coming in from VT 127 (turning to go north). The green light turns yellow and then red, and all the while there is no end to the traffic pouring in from VT 127 (turning to go north). I have to just pull out and hope for the best, hoping that someone will let me in.
Between 5:00 and 5:30 on weekdays, there can be traffic backups. Not sure if the timing of the lights is causing this.
between the bike path on North Avenue and the entrance to Ethan Allan Homestead park, a bicycle path on the north side of the access road to Rt 127 should be built.
Bike lane should have a stop or yield at the ramps
Bike lane that flows straight with traffic and proper signage
Bike specific light to allow bikes to get a 5 second head start of vehicles taking a right onto 127.
Bike/pedestrian overpass
Bikers need a safe way to cross this intersection to avoid being clipped by a car.
blinking lights and signs saying watch left and right for bikers
Blinking red arrow confuses some drivers, who aren't sure whether or not to proceed when exiting 127.
bring back slip lane for north bound traffic entering 127
Bring back the extra lane so that cars heading all the way down the avenue have a lane and those turning have a lane.
bring back the northbound on ramp to 127
Bring back the slip ramp on to 127 but eliminate the off slip ramp. After events at North Beach or BHS there can be a massive backup of traffic at this intersection.
cars coming off of 127 are still turning right on red, often without stopping. Removal of the slip lanes completely and adjustment of the turning radii may help to prevent this and encourage slower, safer driver behavior on the egress of 127.
change in light signals. delay red so can get out from Saragota Ave.
Change the posts - line markings only, improved design
Clearer signage.
Clearer signals for cars --- flashing red/yellow is confusing.
Clearer signals to drivers to let pedestrians and bikers through safely. Would like to see the ramps removed so as to not cause confusion for drivers not familiar with the area.
Clearer, easier to understand line markings. The intersection to the belt line near BHS is so busy with information, posts, etc. that people just do whatever they want.
coming from the high school you should be able to slip right on to rt 127 and not congest the traffic light. I do agree with not having the slip off due to the bike lane
Connection to 127 bike path

Consider setting up as a modified traffic circle
Consolidating the bike lane into one on the west side of North Ave.
cross walks with flashing lights like pine street
Crossings should be better marked and ramp traffic should remain slower (for the off-ramp from Rt-127 as soon as they exit the curve of the ramp, speed could be reduced to 25 mph) and the "on ramp" could also be slow until the lower part of the curve. Some yield signs and better marking or a solid-painted crosswalk across the ramps and across the main entry/exit road to Rt-127 would all
Decrease congestion
Don't know, but it feels like something could still improve.
Don't put back the hard zebras.
During evening rush hour there is a very long back up line coming off the Beltline to turn North onto North Ave. Sometimes takes 3-4 lights to get through. Maybe a different light configuration during the 5:00-6pm hour. Not sure if that is possible and it may also impact the North Ave commuters going North. The evening commute seems to not work as well as the morning commute. As an avid runner & biker I really enjoy the new lanes so I shouldn't really complain about it taking me 10 extra minutes to get home.
E
Easement for pedestrians, clearer markings on the road and on signage.
Easier access to merge from No Ave left lane to right lane at No Ave and Rt127 intersection
Easier way to merge into North Avenue traffic when heading north. Traffic backs up on the belt line as it is currently.
Educated turn signals with definitive traffic lights for the bike lanes
Either a bicycle bridge/tunnel or some sort of infrastructure that will keep cyclists safe while also allowing motorists to merge on/off 127 Beltway at 30-40mph speed with ease. No more stoppage lights for no reason! Let's focus on moving traffic, cars and bicycles, not slowing them down!!
Eliminate the yellow arrows; they are confusing.
Enhance safety for pedestrians and bikes
Ensure the traffic signal is timed correctly to allow efficient traffic flow during rush hours.
Entrance ramp to 127 to open. That's the only change in that area I'd like, besides growing grass on the old exit ramp. Don't like looking at that closed cement cracked ramp. Not pretty near our "Welcome to our neighborhood " sign!
Fewer blind spots for motorists when bikes are coming.
Figure out a way to continue traffic when turning right in north ave. Perhaps another synced light on the on ramp and not a hard right at the intersection.
Fix the timing to create reasonable gaps in traffic flow for turning cars and pedestrians.
Flashing cross walks lights
Flashing red light arrow needs to be re-enforced. Clear explanation of what a flashing red arrow means, ticket for those who do not follow the law. Complete lack of police presence in traffic of North Avenue!
Flashing stop for pedestrians and bikes on the ramps
Flashing yellow and flashing red can be confusing. I see no real reason for the flashing yellow left turn signal. Most left turns have a green arrow and a red stop, or only a green light for both turn and straight. The lights here need some more thought and analysis.
flashing yellow lights ... during rush hour, red lights for the right turn on red
For intersection crossings at 127 and Ethan Allen pkwy, there should be all-ways vehicle stop for pedestrian crossing.
For those traveling North on the Avenue, re-install the access ramp onto Rt 127/beltline.
For turning right from 127 to North Ave heading north, the barriers are confusing for turning cars. I like them when I'm riding my bike, but they aren't really necessary and provide a visual confusion (something else to think about avoiding besides everything else already there) in my car.
Full traffic light would be clearer.
Give green arrow for people making a left turn onto 127...I find some people are not yielding to incoming traffic leading to aggressive driving decisions.
Go back to old off ramp
Go back to the original exit as when it was first designed.
Go back to the ramps! This is a very busy intersection and forcing cars to wait at the light rather than using a ramp is a primary cause of congestion at the intersection. Adding crossing lights would address safety concerns.
Go back to the way it was about 10 years ago before the first experiment.
go back to the way it was.
grass in the old slip ramps
Green box so cyclists can advance and get through intersection before autos, or a pilot project using roundabouts.
Have a dedicated lane for vehicles turning onto North Ave from 127.

have the light rotation be consistent throughout the day. For example, when traveling south on North Ave, there should always be a left green arrow when the light changes from red.
Have the lights change quicker to keep the flow of the traffic going at a better pace. Some how to be able to turn left onto North Ave from Village Green. Then during the school AM hours the traffic is all backed up going to the High School.
how about a traffic circle
I also addressed this in an earlier comment section.The bike lane does not get the attention from turning drivers that would make it safe. Not sure what sort of signal light configuration or signage would be necessary.
I am not certain, but traffic gets backed up on the Beltline waiting to get on to North Avenue. Also on North Avenue before, past BHS, at the light for the beltline, traffic gets very backed up between 4 and 6 pm.
I am not quite sure what slip ramps are. I checked that answer thinking it is the closest to how it works right now which I find adequate.
I believe that not having the express ramp to 127 allows motorists and bicyclists the chance to stop before turning and be sure no pedestrian or bicyclist is in the travel lane. Slowing traffic at that intersection is not a bad thing.
I come from 127 and head north. The turn is very sharp . I don't know if there's a way to reconfigure it so it can be a less sharp turn--more room between the bike lane and oncoming traffic.
I do like slip ramps--I believe they'll make it easier and faster to get on/off the beltline. We need more cars on the beltline because the road can handle more traffic and it'll alleviate congestion on North Ave.However, slip ramps use a lot of space. I would like the 4-way intersection ONLY IF we can get a developer on board to build apartments on the corners where the slip ramps curren
I do not know
I do not like how the light turning left onto the beltline changes from flashing yellow to flashing red to solid red. As it is flashing yellow you are looking for an opening in traffic to turn. As soon as there is one you look up and the light is red now. It makes it unsafe if a driver has pulled up slightly past the light or forgets to take one last glace at the light before turning a
I do not like the white poles that are at this intersection. I feel like they reduce visibility of cyclists to motorists
I do not want to see the slip ramps but would rather see a one-lane traffic circle. Slip ramps are a very bad idea for this intersection due to bike and pedestrian traffic.Traffic circle could replace the signal light.
I don't have any
I don't know if there is a better way to configure this intersection. The pilot configuration is obviously more beneficial to bikers and pedestrians but these do not account for the volume of traffic in this area, and at high traffic times it does slow things down which is were a majority of the detractors raise issue. I am personally willing to sacrifice commute time to make North Avenue safer for bicyclists but if there could be a way to address the traffic congestion during "rush hours" I think you would get more support from the community.
I don't know the answer, but it is still somewhat intimidating traveling north, as north ave intersects with 127, because cars coming off 127 are still in belt line mentality.
I don't know...but other cities have similar entryways without a problem...WHY CAN'T WE? Also, that's the way it was built by the experts. Right now it's a pain.because the road markings can be confusing.I see no improvement at all and don't understand the reasoning behind the changes.I heard it was for the safety of the church members...I think it would be better if the church changed their entry point. onto North Avenue.
I don't really mind the traffic signal in this location, but without a "slip ramp" (I guess that's what you're calling it) traffic backs up in a way that it did not before, increasing commuting time and (importantly) increasing pollution due to unnecessary idling. I've never experienced the kinds of traffic backups in this location getting onto and off of 127 that I have since the road was redesigned. Also, I find the signal sequence confusing, particularly getting from 127 onto North Ave.
I drive through this intersection every day, usually several times and I've observed that the drivers coming up off Rt. 127 to be unusually cautious and timid. It is amazing to me their propensity to sit at the flashing red arrow regardless of numerous opportunities to enter traffic traveling north on The Ave. I test this each time I pass through this intersection. Whether I'm stopped and
I find it confusing right now with the slip ramps still present but closed. It'd be great if those could be filled and the lane configuration were more clear.
I find that the left turn on to 127 (from the north) timing is often really out of whack. At times during the day, with many vehicles, the left arrow does not appear, and yet, at night (9 p.m.) with no vehicles (I was on my bike) the turn arrow DOES appear. This doesn't make sense.In addition, coming off of 127 on to North Ave, the length of that light really could use more time at peak hours - 7:30 to 9 and 4:30 to 6. As it is, it is common for barely 3 vehicles to make that turn. Drivers are still getting used to this one, and often stop on the green/yellow arrow.
I know that the left turn heading north into the Alliance Church is a problem as my daughter had an accident there. I would recommend that traffic heading south have to pass a blinking yellow light with a sign warning of drivers turning left into the church.
I like the current configuration but want to see each of the ramps opened back up. Closing either of them only appears to have worsened the drive and turning time.
I like the right hand turn from 127 onto North Ave, however, I prefer a ramp from North Ave onto 127. Turning right at the light to get onto 127 is awkward and I feel it doesn't add any additional safety to bikers.
I like the slip ramp from Rt 127 onto north ave - seems more efficient than a light
I like the turning left onto 127 is easy, but coming off 127 right, onto north ave is awkward and narrow with those white barriers. also, i dont get why the northbound ramp was closed off - I dont personally come from that way to get onto 127, but if its going to be permanently closed i'd like to see it covered in grass or something rather than stay a ghost road.
I liked the pre pilot turn lane onto north Ave.My car was recently hit at that intersectionWhile waiting for traffic to clear, I was rear ended

I liked the slip ramp northbound, but I wonder if we could re-instate it and still keep people walking and on bicycles safe. It definitely seemed faster to pull onto the avenue, but I think that's because people are confused by the yellow right turn arrow and often don't proceed. I like the pilot configuration in general, but sometimes the traffic does back up here quite a bit, southbound toward the high school. I think that maybe changing the timing of the lights would solve that. I didn't see many people use the slip ramp to get on 127 northbound, so I don't know how it important it is.I never used it. Re-opening it would create a crossing across the bicycle lane
I prefer a signal controlled intersection but find the bike lane accommodations confusing and distracting, and believe slip lanes are a better option for drivers. Please remove the bike lanes.
I prefer the previous construction. The adjustment I would make, is to the left turn signal when facing south and turning onto 127. There needs to be a proper green arrow there. Since the new construction, I have never seen a green arrow at that light. Many many commuters use that in the morning and cars are backed up trying to get a break in oncoming traffic to make the turn on to 127. It seems so stupid to me, when clearly this is a often used entrance during high traffic times. I miss being able to turn off the belt line and ease into traffic using the ramp. It was seamless and uncomplicated and kept traffic moving. If you want to make North Avenue safer, have m
I really don't know. You should have this as a choice in your survey. I am not a traffic safety expert. Rely on the work of experts and not lay people.
I really liked the old structure with the slip ramps. If some adjustments need to be made, that is fine. I know I just don't like the current pilot configuration. It seems to slow all traffic down in every direction. The way the lights are timed seem very short in some distances and long in others.
I see no real reason to get rid of the slip ramp to access 127 when heading north on North Ave to the light. We should also be able to have a slip ramp coming off 127 as well with a yield sign. However, people are too stupid and many don't understand the difference between merge and yield, so it might be safer to keep that part as is where people either have a green light or need to stop
I still feel a bit nervous, when traveling northward, about being hit by traffic coming off the 127 slip ramp. But it's so much better than it was!
I think residents should be able to turn on to 127 by turning right when heading north (away from downtown).
I think that has to be a provision made for cars to move on and off 127. Perhaps a better light system
I think that traffic coming from the high school to turn onto RT 127 should be able to use the ramp. The turn onto RT 127 is awkward with the barriers.
I think the 4 way intersection works but I still like the idea of driving north on North Ave and being able to pull off the ramp exit without waiting for the light by the church.
I think the intersection could be adjusted for easier entrance/exit from 127 (not such a sharp right turn).
I think the on ramp heading north on North Ave onto 127 should come back, but I like the light for the other points of access
I think the slip headed north off 127 being closed has been positive, however closing the on-ramp to 127 has continued to create more congestion.on ramp should resume function as a mixed biker and car lane.
I think the slip ramps would work if there were some way...and I don't know exactly....for slowing traffic and at the same time making bikers aware that they need to signal intent to go straight to cars either exiting or entering North Ave.
I think the yellow flashing turn light is confusing to many folks. I would just make it a red light, with turn on red allowed.
I think there is a wide area between where a car needs to stop and where you need to pull out to see. Plus, sometimes I feel like I'm going to turn into the bike lane. I can't quite say exactly what needs to happen, but it's not a natural-feeling stop & turn.
I think this intersection is the trickiest part of the whole pilot, and there aren't easy answers. I preferred it how it was before the pilot started, with the entry/exit ramps, but I know that this isn't safe for pedestrians and bikers. Because more cars than pedestrians or bikers seem to use this, I think the default should be in favor of cars, but maybe there's also a way to make it safer for pedestrians and bikers? Not sure how ...
I think traffic would be decreased if the slip lanes were still used but keep the light. There is no reason to impede traffic getting onto rt 127 from the south direction. This just adds to congestion at that intersection.
I think visibility is poor. There are too many of the white post set up along the road. I think the intersection worked better the way it was before the project. However, if it's been better for pedestrians it could use some modifications.
I think you could safely allow northbound cars to enter 127 from the currently closed on ramp. You could put a yield sign or blinking caution light. There is not so much bike/pedestrian traffic that warrants closing this ramp. Making northbound traffic enter 127 by turning right at the light is awkward; you have to come to a complete stop to turn because it's so tight, which contribute
i think you should be able to get on Rt 127 with out going to light. Pedestrians should push button for light to change...
I thought the previous configuration was fine, even without the slipway off of North Avenue which was changed several years ago.
I want better timing on the lights to allow for pedestrians. I would like a round-about at the 127/North Ave location.
I would like an adjustment or adjustments that would help reduce the occasional line of vehicles waiting to turn from Rt 127 West/North/'Up' North Avenue towards Ethan Allen Parkway.
I would like car access to/from 127 to have a little higher priority. Perhaps a separate overlapping bike signal, or requiring bikes to press a button to get a protected crossing. I like the slip lanes, except that I fear they are dangerous for bicyclists. Maybe there is a way to have them but install signals to make them safer? This question does nto ask this, but I would like button activated flashing lights at crosswalks similar to those installed on Pine St.
I would like the right turn onto North Avenue to be given more time at the light, and some explanation made public about what the different arrows actually indicate.
I would like to see a longer LEFT TURN LANE for South Bound travel trying to enter Route 127 in front of the Alliance Church. I also think the "Flashing Yellow" when turning Right off of 127 (onto North Bound North Avenue) when there is a Green Circle for the straight & left turn travel is causing confusion. Suggestion for the "Flashing Yellow" --- have that be "blank / no signal" when

I would like to see the high speed slip ramp (onto 127 from North Ave) completely removed, as the white posts and former traffic patter seem to cause some confusion and make me less comfortable walking/biking.
I would like to see the on ramp turning from North avenue onto 127 open again
I'd like the city to commit to it and rip up the pavement for the slipways and replace it with some nice landscaping or even a mini-park - there are beautiful views from there.
I'd like to see the time of the red light to turn left onto North Ave. off of 127 shortened. I've spent a considerable amount of time waiting for that light over the years,or a better pressure plate to change that light like they have at the intersection near Hineberg Bridge.
I'd make it a round about and get rid of the signals. If we keep the lights, drivers need to know that a solid red arrow means stop. Enforcement for speed, bad behavior, as well as not understanding basic traffic signs is needed.
ideally a rotary would go in there instead of a light. There appears to be enough available land and would clean up what feels to be an awkward intersection...
idk
If bikers are made to follow rule of the road, most blast through intersections
if heading north on north ave allow the use of ramp onto rt 127. a more gradual right turn corner onto north ave when exiting rt 127.
If it's a 3-lane road, I would like for there to be some kind of lane where cars going onto Rt. 127 can safely merge. If it's a 4-lane, then the old way is my preference (where there was an automatic lane available. However, no matter what's done at this intersection, when the 675 housing units on the Burlington College property that was sold to Eric Farrell are built, the North Avenue/Pearl Street/Battery Street corridor promises to be a nightmare of epic proportions.
If slip lanes are re-introduced, there would need to be more traffic signals, such as the slip lane signal at the South Burlington cloverleaf, I-89 Exit 14W.
If this is the intersection at the Beltline and North Avenue, please see my answer listed in 31
If you absolutely insist upon having multiple redundant bike paths, why not put them on the west side of North Ave? That way there's not the current bizarre & confusing configuration that must be terrifying to bicyclists as cars come off of the highway ramp.
If you are going to have slip lanes to help traffic flow then install on demand crossing lights similar to pine street.
I'm fine with the high speed on-ramp closed, but that traffic light is a nightmare at rush hour when I just want to get home. Bring back the off-ramp
I'm not exactly sure how to handle it, but if the entrance/exit ramps are reopened then there needs to be a safe way for bikes to not get hit by cars entering & exiting 127.
I'm not sure how to fix it, but I find the intersection tricky both in a car and on bike. I think the blinking right turn arrow turning off 127 is confusing.
I'm okay with the current configuration, but I haven't quite figured out all the signal rotations with blinking lights and sometimes long steady yellow. Its tricky because the North Ave Alliance access doesn't create much traffic from that direction. Most of it is still going North from the beltway. I wonder about putting in those big flashing lights for pedestrian and bike crossing too as I have seen in Winooski.
I'm unsure of a solution, but I feel like this intersection is often backed up pretty far during busy hours.
Improved signal timing and configuration. The blinking turn arrows are not intuitive with when the same side lights are red or yellow.
Install smart lights to adjust timing based on traffic volume. Nothing worse than stopping at a red light to wait for no traffic.
install traffic sensitive lights and/or longer merge lanes
Intersections should be roundabouts. This would be much safer for walkers, bikers and drivers.
is there enough room for rotary that is also bike and pedestrian friendly? Otherwise I am satisfied with the pilot configuration.
It is not always clear what the different flashing arrows mean. And, I do not have confidence that bicycles know what to do or will pay attention to the signals.
IT is not too difficult to say (as a biker) open up the ramps (leaving the bike lanes). So from the air--looking down, 2 lanes north bound 127 to ethan allen, 1 lane southbound. The 2 north lanes -- one ends at ethan allen in that all in that lane turn right onto ethan allen parkway. There will never be enough bike traffic---and bikers who have a clue how to ride -- to justify shutting
It needs to be safe to cross
It seems like the traffic light there could use some intelligence. During rush hour, it is important to keep traffic on North Ave. flowing. Can more/better sensors be employed ?
It seems that the old north bound 127 on ramp lane that's now blocked form North Ave causes confusion for bicyclists. The entire intersection is a bit nerve wracking on a bicycle going north. Perhaps more separation or barriers would be good.
It should be a roundabout.
It would be great to make it appear more permanent by removing old unused road and adding some landscaping to make that stretch look nice.
it would be great to return to turning north without a light.
It's all about making gaps in traffic so we don't have to turn the opposite direction
It's hard to see the potential bikers/walkers coming through with those weird polls. I would lose the polls.
its just really not pedestrian or biker friendly in this area- i find it really scary to do on bike or foot with any traffic. this intersection makes me not want to tackle my commute using people-power. it needs to be improved

Just a few years ago the on and off ramps were updated and changes made to the intersection. It seems silly to have another change already. I think the exit on to North Avenue is an improvement, but there is no reason not to have the on ramp.
Keep the lights, we don't need the ramp back but add a light situation For the crosswalks for foot traffic and bikers to cross the streets.
Less traffic holdup before light changes to green
Light control when selected by cyclist.
Light sequencing would have to change.
Light timing and arrows to maintaining n right hand turn at low speeds in a good flow.
Light to turn right onto N Ave from 127 should be a green arrow when light is green
Lights controlling the slip ramps
lights need to be configured better
lights to change for people to cross
longer green coming off of 127
Longer left turn arrow
Longer red light
Maintaining clear bike lanes, visibility and bike right of way, I would prefer to have the slip ramps on and off Rt 127 to ease the flow of traffic.
Make beltline into one road with north ave
Make it not back up traffic ridiculously far anytime there are more than 2 cars on the road
make it so we can go from 127 to No Ave like it was way back with no stopping
make sure the light is always working!
Make the intersection cleaner - it's very busy right now and requires some extra thought to figure out where to go and when (basically, it looks like a construction zone).
Make the light give more green time to cars getting off of 127 at rush hour time.
Make the traffic signal more intuitive. People aren't getting it when coming off of VT 127.
Make traffic stop to take a right but make it more clear that cars can proceed after stop. Current configuration with blinking red and steady traffic confuses people who do not travel 127 frequently. They just do not know how to proceed in taking the right turn. Traffic backs up.
maybe have a light and slip ramps; traffic just gets really backed up here in rush hour
Merge signs
Merging on and off the belt line
More apparent street markings to indicate yielding for pedestrians and bicyclists. Maybe rumble strips to warn motorists. Also, it would be helpful to have one area of maybe 500 feet of two lanes to enable motorists to pass slow-moving vehicles in the area of the beltline. I've been behind drivers going 20 to 22 mph.
more clear when you can turn right onto north ave going north
more lane to merge onto north ave
more lights for pedestrians and bicyclist, as well as some lane adjustments to accommodate traffic flow along with a properly timed traffic light
More Pedestrian friendly crosswalks. No bike lanes.
More protection for pedestrians and bikers.
more time for pedestrians
More time to cross
More turning time.
move bike lanes to allow for signal controlled 4 lanes
move curbings to widen green space and to replace poles at intersections
My feeling is we need more coordination in the llights between the shopping center and the 127 intersection.
My preference would be a roundabout with bike lanes and crosswalks
Need a completely "dead" period for traffic heading north during morning and afternoon commuting hours to allow for traffic to get out of Saratoga and Village Green side streets
Need to have slip ramps to keep traffic moving. Bike lane can cross slip lane, as with every other turn lane in Burlington.
No bike lane.....keep bike path open all year round
No poles bikes should be ridden on the bike bath. Bikers should also carry insurance like people driving a car!

not sure
not sure
not sure
Not sure
Not sure but turning right off 127 feels all wrong at the monent
Not sure how there can be slip ramps AND bike lanes. I haven't encountered bikes in that area when I am driving.
Not sure how to adjust, but something to lessen wait time exiting 127
Not sure how to fix it!
Not sure how to make bicyclists more visible at this intersection; there is a lot of visual "clutter" and I came very close to not seeing a bicyclist in early evening here.
Not sure how to rectify
Not sure how, but change the flow and ramps, coming off the beltline, adjusting the right lane, that is used to get onto the beltline, from north avenue.
Not sure I would have to research that
Not sure what these adjustments should be. Just seems awkward as is
Not sure, it's a bit tricky for bike riders. Maybe have one of those flashing pedestrian lights for walkers & bikers?
Not sure.
Not sure. see previous comment
Not that any comments will make a difference, but take these stupid plastic pipes away. With all of these changes which the people that use the road every day and voted down almost 100% the city never planned to listen. They made the changes anyway. They will ignore any comments made by the people that live in the area. Why do we have to put up with these pipes. Aren't the bike lanes enou
Noted in earlier adjustments
Obviously this is tricky for bikers, runners, and high schoolers going to school. I would suggest that having them use the west side of the road would avoid this difficult intersection altogether.
On ramp coming from high school
One of the blinking pedestrian lights could help for walkers or even bikers. I don't see a problem if bikers have to wait for a clear crosswalk . Right now many cars are held up at times, for the sake of fewer bikers. I am all for making safe bike lanes, but not if it means cars that are sitting and idling when they weren't before.
Oops, answered this in previous question. This is why I hate these surveys!
Open back up right turn ramp onto beltline.
open the north bound ramp again
Open the slip ramp going from North Ave heading north onto 127
open the slip ramps with yield signs for entry onto North Ave. Same when exiting
Open up both ramps for entering and exiting. A simple light on the off ramp would have achieved better results than the way the intersection has been since closing the off ramp years ago without removing it. Leaving it to look like an abandoned industrial park.
Open up the ramp on 127 getting on to north Ave
Open up the ramp. Smoother transition between red, blinking red and green
Open up the right turn lane from North Av to Rt.127 going north.
Open up the slip on ramp onto 127 from North Ave. I never understood why this was closed. It would relieve conjustion.
open up the slip ramp onto 127.
Opening up entrance to 127 coming from the high school
Optimized signal timing would help ease the perception of congestion, especially during AM and PM peak times.
Pedestrian initiated signals.
Per previous comment.....a round about done properly could help the traffic flow much better without the lights
Perhaps it's an educational issue, but I find the arrows to be a bit confusing: blinking yellow, blinking red, non-blinking red, etc. There's one point when you're coming off of Rt 127 and turning right that it's blinking red (I think), but since the traffic from North Avenue north to south has a green arrow to turn onto 127, it seems to me like that should just be a green arrow for right turns. As I said, this may be an educational issue (I need to educate myself better). And I always thought if the arrow is red, that means you may NOT turn right, but I guess if it's blinking you can stop and turn right after checking that it's OK. It's a subtle thing, I guess.
Perhaps longer amount of time that the traffic signal is green for vehicles turning off Route 127 onto North Avenue. I have seen some very long lines develop on Route 127, waiting to turn onto the Avenue.
Perhaps, if there is room, to have a right turn lane (north bound) to turn unto Rt. 127 to help reduce some of the congestion at the busiest times (i.e. 5:00pm to 6:30 pm).

Pilot configuration or possibly a traffic circle
Please have the overhead steel structures that used to support large interstate signs and remove the old asphalt and concrete pavement. These overhead structures give the "feel" of being on an interstate highway system and it seems as if people have a greater tendency to drive as if they are on an interstate.
Please see my answer under question 31.
Please see my previous note regarding tuning (or repairing?) the timing and sensors for the traffic lights at this intersection. It seems to have gotten problematic a few times this winter/spring, with long, unbalanced delays.
Please see my response to a previous question...
please see my response to Rt 127 to Ethan Allen Parkway adjustments. I would like to see this intersection replaced with a traffic circle.
Please, avoid signal control. This is an ideal location for a roundabout. Less points of contact, and reduces idling/waiting times.
Propose new solutions
Propose some alternate solutions
Put the slip ramp back in for accessing 127 from North Ave northbound. Widen the turning area to access North Ave northbound from 127.
Put up yield signs instead of making everybody wait at a stop light.
Rather than an 'on-ramp', I think it'd be helpful to have a similar setup but not as fast tracked to ensure safety for bikers
Really anything that might help reduce the line of cars that now builds up coming off 127. The line can be long, though it does tend to move fairly quickly.
Reduce the barriers length to allow for a more natural right hand turn onto and off of 127
reduce the wait time coming off Rt 127
reinstall BOTH slip ramps with solar crosswalk singles
Reinstate the on ramp from north ave northbound to 127. Include a stop sign for cyclists so you don't have a 'merge' between bikes and cars which are extremely dangerous.
re-institute on ramp from the south, making right hand turn onto Rt 127.
Remove all the ridiculous bollards (posts) that make lanes tighter, decrease visibility and confuse the very FEW bicyclists who travel North Ave.
Remove old ramps so it looks less confusing.
Remove pilons
Remove the ramp-it still appears like it is an option. Just make it less visible and more blocked off bc I've seen and personally come to a screeching haunt when I forgot it was no longer an option.
Remove the white posts answered
Reopen both on and off ramps
reopen slip lane
Reopen the area where you can just go on the belt-line coming in from town.
Reopen the northbound ramp to allow traffic to flow naturally with a yield sign or traffic signal. Northbound traffic can shift left to allow merging traffic but still continue unimpeded by merging traffic. Likewise, allow northbound traffic to exit on the former exit ramp at the light to avoid backups as drivers try to turn. Allow the right northbound lane to function as an exit lane up through Ethan Allen Parkway. Perhaps allow northbound to be two lanes and south to be one with a turn lane at the light, shifting the bike path onto the sidewalk.
Require bikers to stop at traffic signals. Have ramp for coming off 127 with it's own signal instead of the hard right turn. Have ramp coming to 127 from south instead of hard right turn. People driving out of the church doesn't seem to have a traffic signal/light, they seem to go straight/left/right at all times of day without any indication/signal.
Restore slip lane coming off 127
Restore the Northbound off & on ramps to 127 as it leads to congestion, add signals for the on ramps from 127 on the 127 bridge to warn of pedestrians crossing, or build a pedestrian bridge.
Restore the ramps. The bicyclists can wait for cars to pass. Automotive traffic should still take precedence over bike traffic
Restore the turning lane , and no right on red .
return slip ramp off North ave going North.
Return to 4-lane configuration.
Right hand turn onto 127 has a blind spot for bicycle s heading north
Right now, if you are going straight on a bike through the intersection headed north and a car is trying to turn right onto 127, it feels dangerous because the car can turn right into the cyclist.
right onto north ave more gradual. fill in old roads
Right turn lane from North Ave northbound onto 127

Right turn onto 127 still leaves bikers open to cars turning into them. Paint or additional signage might be helpful to prevent right turn car/bike accidents, but overall great improvement! Thank you for all of the improvements!!
Right turn with out us g the light
Rotary
round about would work better
Roundabout
roundabout
Roundabout would be the best way to do this.
Roundabouts
Safer crossing for pedestrians. I've nearly been run over by motorists making right turns on red.
safer.
Same
Same comment as previous section: Pedestrian crossings should be more frequent with the Yellow caution lights like those that exist on Pine Street. There are not enough designated safe cross-walks in this road section. cars traveling to and from the belt-line continue to travel at excessive speed.Getting off the Northbound bus at Rite-Aid and Lakewood there is no cross-walk, the only option is the shopping center or exiting the Bus at Village Green and walking to cross-walk at Ethan Allen Parkway, on the North side of this dangerous intersection.When traffic is stopped for pedestrians it should be all traffic in all directions - this should be made clear and dia
Same things. Signs that indicate signaling and making sure people adhere to safety measures.
See answer to between 127 and E.A. Pkwy
See last comment section.
See previous comment about traffic light timing.
See previous comment.
See previous comments
See previous comments about lanes and lights. Also, when bicyclists are going north in bike lane, it seems very dangerous for turning onto the beltline and coming off the ramp. Typically, bicyclists are not looking and are riding fast. Maybe the flashing lights are supposed to help, but I think bicyclists should have to stop instead of riding through the intersection so quickly. I am afraid of hitting them.
See previous comments about slip ramps. Use signage and blinking yellows
See previous comments about timing of lights between the high school and Ethan Allen Pkwy
See previous response
see previous response
Seems timing of lights could use some work, especially during evening commute (4:30 PM to 6:00 PM). I fully support the pilot project but have experienced long traffic delays heading north on North Ave. If you softened the right turn from 127 onto North Ave, it may speed up the ability to make that "right of red" and move cars off 127 faster, making adjustments to the north-south lights.
Separate bike signals
Signage to motorist to be be aware of pedestrians and bikers
signals are a little confusing
signals should go all red, allow for crossing, then back to cars.
Signals such as a flashing red arrow are extremely uncommon and not intuitive to interpret.
Similar to the previous but maybe pedestrian aids for crossing. The problem with the three-lane configuration and trying to do that would be traffic stoppage when a pedestrian and the ramp are being used at the same time.
Simply finding a way to open the access for on and off ramps in the current setup would be ideal, especially coming off 127 and going northbound
Slip lane returned for going OFF No. Ave to Beltline. Going north getting on No.Ave by stopping at light then making right turn. Traffic sometimes can back up on ramp.
Slip lane to get onto 127.
Slip lanes back and proper lighting for turns off and on to 127.
Slip ramp for North-bound traffic is essential. Slip ramp coming off the beltline is helpful--how can we do that and retain the biker safety through here?
Slip ramp on doesn't work with 3-lane configuration, but slip ramp off would work just fine.
slip ramp Only for North Ave. on to Rt 127 (North Ave. NORTH Bound only): Would reduce build-up of north bound traffic at four way traffic light

Slip ramp onto 127, but not off of it.Drivers should slow or stop before getting onto North Ave, but should be able to accelerate onto 127 for the sake of fuel efficiency. This could be done safely if the bike lane continued between the two vehicle lanes so that vehicles would have to yield to bicycles before entering the right-turning lane; before accelerating.
Slip ramps at non-rush hour times; lights at busy times
Slip ramps but with safe and adequate crossings for multi-use pedestrian and bike/wheelchair/skateboard/runner traffic, perhaps Similar to what is being discussed for the Burlington/South Burlington crownosswalks at the bridge over I-89 near Staples Plaza.
slip ramps for both on and off; but with stop signs for cars to check to make sure they yield to bicycles.....OR bikes could have stop signs
Slip Ramps improve traffic flow and help keep motorists satisfied. However, they are more dangerous for bicyclists. Painted bike lanes, more signage and possibly a bike signal could help satisfy both parties.
slower driving speeds
small bollards
Smarter signal lights! Current Traffic Lights are NOT "smart lights" and cause unneeded idling and wait times.Better yet.. a roundabout. Proven and accepted by VTRANS. Plenty of space.
some slowing mechanism such as traffic light to indicate flow on North Ave.
Some type of modern traffic control would seem appropriate here, so the signals can adjust based on traffic flow... cars wait needlessly fairly often.
Somehow make safer for pedestrians. It can be terrifying trying to cross when cars are flying on and off. But it does flow better to get on and off if I'm driving with the skip ramps. I wish I had a good suggestion but I don't.
Somehow the traffic really backs up in the morning and the evening. I don't know if the timing of the lights would help or if there should be a modification to the slip ramp entrance while headed north, somehow having a second lane fort the turn while still keeping the crosswalk and 90 degree turn. Though, I don't know how many cars take that ramp at rush hour and thus if splitting the tu
Something probably needs to be done to ease that congestion. I don't really know what.
Something that will improve the flow during the evening rush...cars get backed up a bit.
Speed bumps on the exit & entrance ramps might reduce speed of vehicles exiting the Beltline.
Speed bumps. Remove all bike lanes.
Speed up wait times.
Stop sign at the north entrance on to North Avenue.
Stop sign for bike lane Moter vehicle should have priority
stop while getting off beltine and then go
Take out the lane markers for the bike lane, they make the right turn very tight off of 127. I would also make a proper turn lane if coming from the high school on to 127
Teach people how to drive :). Many people go to the left turn lane from North Avenue onto the Beltline over the solid lines. Of course this is incorrect and they should not do this until the dashed lines.
That intersection does not really flow - look at how to get cars turning onto 127 and the way they come from 127 onto North Ave going north. This intersection has a weird feel to it.
The "on ramp" to 127 should probably be reinstated, the fact is the people cross the bike path for many reasons at many points, so this area would really be no different. It would really ease some of the added traffic. This is my only real complaint of the entire project. I think the other changes to the 127 worked out well.
The change to a left turn lane coming off 127 onto North Ave to accommodate pedestrian safety had been an appropriate and reasonable choice. There is no reason to reinstall a slip lane onto North Ave. However, the loss of a slip lane going onto 127 has caused traffic to back up much more at the light. There should either be a dedicated right turn lane for those entering 127 or the slip lane should be reopened.
The configuration itself is great - the drivers need to be educated on what a blinking red right-turn arrow means, and that they must yield the right of way to pedestrians in the cross walk. Or, again, ask the Burlington Police Department to enforce the existing laws by actually ticketing offenders.
The current lanes don't make any sense. There is no reason the right run lanes were removed. It makes traffic backup unnecessarily.
The exit and entrance ramps need a less awkward configuration.
The first time I approached this intersection from 127, I thought the bike lane was a second car lane. It took me a while to pick up on what was going on. Better visual cues are needed.
The flashing arrows are confusing.
The four lane road needs to be widened by 4-6 feet and paved smoothly so that cars aren't dropping into rain culverts or bouncing over manhole covers every hundred feet!!!!!
The free flow lanes should be open.
the intersection currently feels very narrow and congested
the light timing is off and I don't see why a slip ramp hasn't been kept.
the lights can be confusing with left arrow turn signals, they are often blinking, why can't they me one or the other?

The lights!! Its a dangerous intersection...
the northbound slip ramp will need a light and a merge lane on North Ave.
The on ramp should be reopened. There are many times in the city when drivers have to safely cross the bike lane.
The only adjustment would be retiming of signals to allow more time for cars making left turn onto North Ave from Saratoga and Village Green.
The original use of slip ramps based on living off Saratoga ave. and problems that ensue getting onto North ave.
The pilot on North Avenue sucks. Congestion, backed up to North Street. NEVER do you see bicyclist riding on this road, they still ride on the sidewalk. GO back to 4 lanes.
The plan for this intersection is a roundabout, not any kiind of signal. Misleading.
The ramp flow is easier and safer in my opinion, just find a way to incorporate bike lane with it and making sure they know how to merge as vehicles do...
The removal of the designated left turn should be put back in on all lights on North Ave.
the right turn from 127 onto North Ave North needs to be adjusted as to the white posts to make the turn mess sharp.
the road as it is now takes to long to get through the light and is harder to get on and off 127
The road was made for cars. Bikes should be secondary consideration. They have a bike path couple blocks aeay
the separators aren't great. they seem more of an obstacle than a help sometimes
The sidings/poles placed as they are mean a very WIDE turn which makes it very difficult
The signal needs to be adjusted to allow more time for cars to exit Rte 127 onto North Ave. The light is red nearly every time I approach the Avenue, and when it turns green it stays that way for a very short period of time.. I was involved in a traffic jam yesterday where cars were backed up the full length of the exit.
The signaling is okay but has too many barriers and is too visually busy.
The signalization is confusing at the intersection so this could be improved
The slip ramps help traffic flow better. But with the three-lane configuration there would need to be yield signs - not just a merge.
The slip ramps help with congestion and make sense. As there could be some danger to bikers going straight there should be some way of ensuring they are not hit. Whether some flashing light for bikers to slow down near the intersection that means to proceed with caution; something that notifies them to look or notifies motorists that a biker is at the intersections. It is also incumbe
The slip ramps reduced congestion, but by implementing superior warning devices and enhanced street lighting, the potential for collisions could be greatly reduced.
The slip ramps seem needed to keep traffic flowing. It's a busy intersection that gets jammed up during high traffic times. I don't have the answer but there seems to be room for improvement.
The stop light is fine, it just needs to be timed better with the stoplight at Ethan Allen Parkway
The timing of the light in terms of turning onto North Ave from 127 needs to be adjusted, specifically the amount of time for the green right turn light should be increased.
The timing of the lights should be adjusted during certain hours of the day to allow for an easier time turning onto North Avenue from side roads (Saratoga and Village Green, for example).
The turn onto North Avenue from RT 127 is awkward. Doesn't need a full slip ramp but something that would make the turn onto North Ave. smoother.
The turn signals as configured now do not work because it stacks traffic up and down north avenue. If an adjustment can be made while keeping the slip ramps such as reducing speed perhaps to 25 mph before a car comes off the slip ramps onto North Avenue (which could be done basically as the car exits to north avenue on the ramp, speed could be reduced to 25 on the exit ramp) and having s
The turning arrows are sometimes confusing. Someimtes it is not clear that traffic is stopped on North Ave when I want to turn from 127 onto North Ave.
The vast majority of commuters in the morning use cars.why is preference given to bikers when they already have an uncontested path?
The white dividers sometimes hide the presence of a cyclist northbound adjacent to the lane. A more permanent infrastructure solutions should be explored.
The white poles are distracting and there are too many markings on the road.
The yellow turn light is confusing and might cause accidents.
There are many cars moving into the turn lane way too early (according to the markings) to approach a left turn onto 127 . I wait to move into the turn lane till the lane is marked and am afraid someone will be rear-ending me or someone some time when I move left and they are already barreling to the light () Could the turn lane be extended or the markings more clear, or better monitoring/ warnings by traffic officers about this?
There is too much congestion at evening rush hour. I am sure you can figure something out
There needs to be some accommodation for bicycles, but I don't know what that would be - it does move traffic along very fluidly.
There seemed to be so many blinking lights, it felt unsafe to turn in any direction.

There seems to be frequent backups during ruch hours on North Ave northbound when cars want to torn right (onto 127) - could this be addressed by adding a right-turning lane for northbound traffic at the light? I don't like the idea of re-introducing the on-ramp to 127 - as a biker, that intersection feels very safe now and don't want to change it.
there should be a slip ramp coming from BHS to enter 127. when leaving 127 to head north on north ave, I think the current situation works well as it slows people down
There would need to be some signage warning bicycles about turning vehicles, or perhaps there could be a signal activated by cyclists. The new configuration is safer for cyclists, but cyclists are greatly outnumbered by drivers, so perhaps there could be a signal that is only triggered by the actual, occasional cyclist.
There's already plenty of room there for a nice, calm, constantly-flowing roundabout.
These are not the only 4 options. You should install a round about and remove the traffic signal
This intersection needs some professional traffic consultation to improve the traffic flow- drivers can learn to merge safely.
This is a bad intersection with so many businesses and streets entering close to the light, We need a left hand turn lane for southbound traffic turning onto Plattsburg Ave. Also it is very unclear how to handle the light when leaving the old Merola's, now Nepali Market on the west side of the intersection. The same is true for the street between there and the gas station across the corner.
This is the worst spot on the whole road. Congestion is at its worst here. I don't know if it's because of the light frequency or if it's because people can't turn on and off 127 easily, but there's always a line of cars here. I feel that the ramp to get on 127 should be opened back up. The ramp coming off 127 to go right onto North should come back, but with some adjustments to make it safer for bicyclists/walkers. Traffic movement needs to be smoother than it is currently.
Those stakes have to go. Some other method for signalling bikers should be worked on. It's dangerous, awkward, confusing and does not flow. It's disrupted what was not a problem right there sliding onto the belt line coming north. Now it's just closed off/ traffic flow interrupted for the few bikers we had. I think bike lanes are a wonderful idea and was not against some additions, improvements and plans over time, but I think this huge change on North Ave to make some bikers , a biking politic and ideology, and maybe Mr. Spencer happy that we were going to look like das Copenhagen, wasn't really the most thoughtful plan how it was essentially mandated to those o
Those white pillars got to go. They are a hazard especially when an ambulance or fire truck comes around. If you are there it is hard to get out of the way.
timing of light seems wrong now
timing of lights could be better
timing of signals
Timing of the lights
timing of traffic signals need to be improved
Too many posts and confusing for drivers who refuse to pull out onto North Ave. during a red blinking light. Bikes don't stop at the intersection making this very dangerous. Bike lane should have cement baricades, not posts, to provide better protection for bikes. Bikes should have a stop sign. Instead of T-intersection, perhaps a stop light with an exit ramp tha is much reduced from the
Traffic circle would improve flow at this intersection
Traffic light control for pedestrians and bikes at the slip ramps.
Traveling southbound and turning left onto VT 127, the wait time seems to be very long.
Turn off of 127 is very tight as is with the lane posts as is
Turning lane onto beltway needs to be reconfigured and old ramp removed not blocked if it isn't going to be usable. Entire North Ave. needs to be paved as well as Plattsburgh Ave
Turning right off 127 to north ave turn is awkward
Turning vehicles separated from main flow of traffic.
two lanes as you approach N Ave...one for right turn only, the other for straight or left. That way, the right-turners don't have to wait so long - though to be honest, I do not often have to wait at that light.
Understand that the exit ramp made it hard for the houses right off the ramp. Maybe they could reconfigure a new ramp.
unsure
Unsure what adjustments will improve the flow, but can be congested at times.
Use the slip ramps. Bicyclist need to be just as careful as motorist. Maybe speed bumps near intersection to slow traffic both motor and manual
Vehicles exiting 127 headed north onto North Avenue must yield.
Visually that intersection looks bad needs to be cleaned up by removing old ramps and making maybe a turn lane so those cars are not in the same traffic as the straight lane cars. Removing all the asphalt and curbs that are not being used and adding plantings would be great here.
Walk lights on both sides of North Ave.
walk/don't walk lights for cyclists and pedestrians

What about a roundabout for this intersection? The 4-way signal-controlled is definitely better than slip ramps, because accessibility and safety for pedestrians and cyclists is very important. However, I wonder if a roundabout would be even safer and easier for all modes.
What is a slip ramp. The original ramps should be opened!
what is with the red flashing arrow coming off the beltline with a red light? Many are confused by that
When turning left from North Ave. onto Route 127, I find that the turn signal is most often blinking yellow. People seem unsure what to do, and I've witnessed a couple of close calls. However, turning right onto North Ave. from Route 127 seems to be working very well.
when you're on RT 127 turning on North Ave, it's really confusing. A red, blinking arrow... ... what the heck is that supposed to mean? I'm sure it's somewhere in a driving guide buried in the last pages, but you never come across it. Blinking + red + arrow just doesn't go together. Find a different mechanism for cars turning right onto North Ave.
Where the old northbound ramp meets North Ave have a signal setup similar to Pearl St./North Champlain St. intersection. Flashing yellow unless pedestian activated for crosswalk with warning signal further back towards 127 overpass. Also significant police enforcement for all changes unlike when pilot was initiated.
Widen the exit area
Widen the ramp in the north boundpart of the intersection,so cars can enter Rte 127 quicker. Presently the cars,wanting to turn, cannotuntil they are on top of the traffic light.
Working traffic lights
would like to be able to turn onto North Ave from Rt 127 as previously, by yielding to traffic on north Ave -- rather than have to wait for the traffic light.
would like to reinstate old turn from Rt 127 to North Ave -- i.e., to yield to North Ave traffic rather than wait for light all the time
Would like to see a regular traffic light with green, red and yellow lights only. Confusing at times when light is blinking red or blinking yellow as it changes too quickly.
Would still need a traffic light to help with congestion during rush hours
yield sign on slip ramp
You need a left and right lane to enter north Ave.
You're trying too hard. It's ok to open up sidewalks for biking. There are few walkers here. Stop searching for perfection. You already have it. It's not going to get any better. The New End drivers are driven to mowing through the Old End. They're in a hurry because of lousy traffic flow. The New Ender clog the Old End every day. This is not a bike challenge. It's a car challenge. The n
4 LANE PREVIOUS CONFIGURATION
BACK AS IT WAS
BACK O REVIOUS RULES
BRING BACK SLIP RAMPS
CHANGE IT BACK TO ITS PREVIOUS, EFFICIENT, SAFE CONFIGURATION. SEEING DPW AND THE MAYOUR MADE UP A PROBLEM SO THEY COULD FIX IT
CONTINUE USE OF PEDESTRIAN CALL BUTTON. 2. ELIMINATE "RED " PLINKING ARROWN WHEN TURNING LEFT ONTO RT 127 (HEADING SOUTH) SHOULD EITHER BE FULL STOP OF BLINKING "YELLOW"
DONT WASTE $DOLLARS TAX PAYER ON ROADS WE DON'T USE -BIKE PILOT SOUTHERN CONN. OFF RAMPS AND ON. WE HAVE BIKE PATH ALONG THE LAKE
ELIMINATION OF PILOT PROJECT. CONFUSING FOR ALL. IN VEHICLE, I SEE AN AVERAGE OF ONLY 3-4 BICYCLES AT ANY IVEN TIME OR INTERSECTION. THIS PROJECT IS OVER DONE; NOT INSCOPE OF NEEDS.
GET RID OF THE ON RAMP ALL TOGETHER AND PUT IN A SIDEWALK
GO BACK TO OLD WAY
GO BACK TO SLIP RAMPS
GO BACK TO WHAT IT WAS. WHAT IT WAS. WHAT HAPPEN TO RIGHT ON RED - BIKE GO LET ON RED. BAD BAD
I WOULD LIKE TO SEE AN INTESECTION LIKE KENNEDY DRIVE AND HINESBURG RD. IN SHOUTH BURLINGTON
IT'S AN ENTRANCE + EXIT FROM A DIVIDED HIGHWAY. STOP TRYING TO DENY THIS FACT. BRING BACK THE TWO SLIP RAMPS FOR RT 127
KEEP 4 LANE TRAFFIC ALL THE WAY TO BURLINGTON HIGH SCHOOL LEAVING SPACE FOR ALLTHE FIRE-TRUCKS AND AMBULANCES TO TRAVEL IN EMERGENCIES. THE COMPLETE MESS MADE AT THE NARROW CURVE NEAR BURLINGTON HIGH SCHOOL NEEDS TO BE CORRECTED. FIRE TRUCKS ARE BIG, THEY NEED ROOM.
LEAVE CANTON LIGHT
LEAVE IT LIKE IT WAS
LEAVE THE CAUTION LIGHT THE THERE AND PUT BACK THE WAY IT WAS!

LOOK AT QUESTION 31 RESPONSE
NONE
NONE- VERY SAFE PRESENTLY GREAT NO RAMPS NEEDED
NORTH BOUND SLIP LANE SHOULD BE REOPENDED. NO LEGITMATE REASON FOR CLOSURE. SEE COMMENTS
NOT NECESSARY FOR LIGHTS MAORITY OF HOURS. THROUGH TRAFFIC FLOWS BEST (KEEPING TURN-ON-RIGHT OPTION)
NOT SURE
OPEN RAMP
PREVIOUS CONIGURATION
PUT THE SLIP RAMP BACK! WHY DON'T YOU SPEND MONEY MORE WISELY BY FIXING/PAVING THE ROADS INSTEAD OF WORRYING ABOUT GIVING BIKES THE RIGHT TO BE ON THE ROADS!
RE. OPEN BOTH SLIP LANES RE ALL BOLLARDS
REFER TO # 34. SPEED LIMITS, BUT WITH CONSIDERATION FOR COMMUTER TIMES
REMOVE WHITE POLES(THEY INTERFERE WITH VISION LOOKING SOUTH FOR THOSE TURNING OFF BELTLINE)
REOPEN NORTH AND SOUTH SLIP RAMPS, WITH YIELD SIGNS. REMOVE PYLONS AND CONFUSING LANE MARKING.
REOPEN NORTHBOUND SLIP RAMP ON OFF BELTLINT
REOPEN THE CLOSED NORTH BOUND OFF RAMP THAT NEVER WAS DISCUSSED OR GIVEN CHOICE TO NAVE RESIDENTS/USERS
RETURN TO NORMAL
SAME AS ABOVE
SEE # 34
SIGNAL LIGHTS WOULD BE FINE
USE ONE SIDE OF NO. AVE. SIDE OF NO. AVE. SIDE WALKS FOR BICYCLES.

Additional Comments and Suggestions (from end of survey and other sources)

"Complete" is spelled wrong in the directions above (question 42).
#25 didn't make sense to me Also, answers relate to time of day people are in the road. That should have been included and seems an important variable to consider in assessing responses. Otherwise how can the city make best use of these??
(1) With only one thru lane in each direction, traffic is frequently bumper-to-bumper in one or both lanes, with no openings, for extended periods. This results in long waits for an opening to turn onto North Avenue, especially if turning left (south) from Saratoga Avenue or Village Green. The same holds true when attempting to turn left into north-bound traffic of North Avenue from the west side. With traffic lights on North Ave at Ethan Allen Pkwy and the VT 127 intersections, any additional traffic lights would only complicate things further and likely bring traffic to a halt. Continual building on and off North Avenue in this section of Burlington guarantees a continual increase in population and resulting traffic..(2) We've spent a lot of money creating and maintaining the bike path. Let's increase access to it from North Ave and put the bike traffic on it, rather than North Avenue.
*In questions 30-34 "if adjustments are made" is too vague. Difficult to answer. I might be happy with a compromise if I knew what it was.*When I'm on my bike I feel safer from cars when I'm in the designated lane, but the lane itself is not maintained for bicycle safety. Gravel, debris, and large puddles -especially between St. Mark's and the Ethan Allan shopping center- are a problem.
[called in and completed over the phone]
[called in by telephone to complete]
[called in to complete on the phone]
[called in to complete over the telephone]
[completed over the phone]
[completed over the telephone]
1) North Ave has been made more dangerous. Steel pipes have caused near collisions and are a road hazard in that they CAUSE cars to veer.2) In some places there are two lanes (NOT ONE(on each side. 3) The blocking of northbound traffic from getting onto the belt line vi the former right turn arc achieves nothing except to force traffic up to the light to turn.4) Look at sidewalk use - two side walks the whole length of North Ave. virtually unused. One could be for bikes.5) There IS ALREADY A BIKE PATH running the whole side of the lake - literally a stone's throw from N Av. WHY convert North Ave into a bike path when there is one already?????
1. Survey should address North Avenue Corridor Plan roundabouts and cycle track, at least in an introductory paragraph or at some point. 2. Asking about whether one bikes or not is foolish since young, adult, white men dominate bicycling as painted bike lanes on busy streets and traffic signals are unsafe. Does not elicit useful information. 3. Survey data needs to separate the returns on side streets--Saratoga, Village Green, etc. --between 127 and Shore Heineberg to see community view of ease of getting on/off North Ave4. Survey is certainly worthless to make policy decisions as it is no random. 5. I only bike on sidewalks on busy streets so all the bike questions were worthless.
1. The beltline was built to alleviate traffic on North Ave. Your Pilot project has taken us backwards in time ----- traffic conjested all along the avenue, especially during rush hours. 2. We already have two bike paths in the North end (one of which is seldom used.) Maybe we could teach the bicyclists to utilize them. Or should we give them the entire North Ave. roadway??3. The city's money would be better spent on educating the bicyclists on the rules of the road. Then they should be tested, licensed, And have the same enforcement of those rules by the police dept. (which currently does not seem to care what bikes do!!)4. There are several intersections along the pilot area in which I have been nearly hit when entering the middle (or suicide) lane. This is a serious accident waiting to happen! These intersections I've referenced do not have sufficient space in the lane to accommodate cars turning in opposite directions. 5. Even with their own lanes on North Avenue, bicyclists are still riding in the vehicle lanes or on the sidewalks. So what have we accomplished?????
1. Would like the 2 line of paint buffer to have diagonal stripes through it to show that it's not for cars or for bikes.2. car use: Going north and turning L off North Avenue onto Killarney is easier now, but sometimes a car turning L onto North Ave from Village Green pulls into that center lane where I need to be. They do that to get onto NorthAve going south when the lane they should get into is busy. I also saw a car drive all the way down from Village Green in that center lane to turn onto beltway at the light. Maybe we need a dotted line that shows when southbound cars should get into center lane for turns at the light for the beltline.3. bike use: I rode from Staniford to Killarney and felt fine. Bike lane is good.4. walking: I walk 1-2x/week from Starr Farm Rd to Killarney. Best thing about bike lane is the splash buffer it created. I no longer have to jump into yards or keep looking for cars coming behind to get out of way of puddles. They don't hit them anymore.5. bus: I take a few times/month from Starr Farm Rd to Killarney. Seems the same as before. And when I'm driving and turning L from Killarney to North ave, if the bus is stopped at bustop, I can pull out easier in front of it (before there was always a chance that the cars in the inside lane would pass the bus and pull into outside lane when I wanted to)
1. A WASTE OF FUNDS WHEN BURLINGTON HAS MORE SERIOUS ISSUES TH
1. Many people will have to be reminded NOT to pass stopped traffic.2. I'm not sure that I agree that a bike lane was necessary on North Ave. We have a perfectly good bike path which I used for years to bike to and from work.I keep getting thrown off this survey and so I will quit now.
1. There should be no parking on street between high school and police station. When the bikes suddenly veer into traffic it is very dangerous.2. Very difficult to pull over for emergency vehicles when bikes are in bike lane.3. We already have 2 excellent bike paths in north end. We did not need to disrupt traffic on one of only two routes downtown.4. On several occasions I have almost been hit when I was turning from the suicide lane and another car suddenly swerved in to turn the opposite direction. 5. It is extremely difficult to make a left turn onto Shore Road when northbound. There should be a left hand signal built into the light.6. The standing barriers on North Ave by 127 are ugly and unnecessary.7. Based on my observation traveling North Ave there are very few bikes and it seems as though this change was made for a very small minority while inconveniencing the majority.8. During the winter and during opening and closing times for schools there are significant travel delays which have created much longer work commutes.

1. WARD 4 VOTED NO TO THIS PROJECT TO BEGIN WITH. CITY OF BURL
1. While public opinion is certainly important, the ultimate decision should be based more on data.2. Ultimately, the benefit to safety and public health significantly outweighs the costs of the minimal increase to travel time.
3 words, and a thought: Burlington Bike Path. It runs parallel to North Ave about 800 m west. Additionally, under state law bicycles are little different than cars as far as operating on roadways. VTrans and vtbikeped.org can probably help shed some light and hopefully shake that need to spend money reducing effective flow on infrastructure for perceived comforts. In the vernacular, ain't no ambulance bi-cycles, cupcake. And, I a change of clothes, and a big pack of baby wipes since I can't shower at work after tiding in.
5000 cars vs 3-4 bicilist in rush hour I do not see any logic
A blinking red arrow is not a thing. If you can turn right on red, why have the blinking red arrow. If you don't want people turning at all, have a no turn on red sign. I have never ever seen this thing solid, only blinking. It frustrates me every day.
A bus cut at Thayer housing like the one at Key Bank is very much needed.
A CITY LEADER HAS A THANKLESS JOB, HOWEVER WHEN THEY DON'T LIS
A compromise needs to happen so the NNE can move on. From Shore Rd. down to Starr Farm was only a 2 lane area so leaving the bike lanes painted in this location as well as after the 127 to the BHS school leaving those painted bike lanes at the 2 lane areas and putting the 4 lanes back in to allow for a smoother traffic would be a WIN WIN for both cars and bikers.
A few extra minutes commute is well worth it! The line down Ethan Allen can back up in the morning but so what? Leave a couple minutes earlier. The traffic on North Ave now is how traffic should be in a neighborhood, not a racetrack like it was before. I wouldn't teach my daughter to drive on North Ave because of the speeding but now, I will. It is much, much safer. If people want to go faster, they can take the beltline. This is how it should be. Safe. Slower. People get used to things. I do have issue with people passing me on my right, in the bike lane, when I stop to turn left off North Ave at Gosse Court. That should be illegal and if it is, the police should be paying attention. Happens every time. They will never notice if there is actually a bike in the bike lane, they just dont want to wait behind me.
A left turn lane and left turn arrow from North Ave to Plattsburg Ave would be helpful. Not sure if that's feasible.
A logical place for a turn lane is southbound in front of St. Marks church. Lose the parking at that location. Also the intersection of 127 and North Ave is extremely ugly.
A lot of taxpayer money was spent on making the bike path safe and pleasant for bikers, rollerbladers and joggers. This is what they should be using. The bike lanes on North Ave just makes for more congestion and traffic. Please put it back the way it was.
A pedestrian based community is a better community. Aggressive drivers make me hang my head.
A safe bike lane will encourage more bikers and in turn help the environment. Thank you.
A traffic light needs to be installed to allow vehicles to safely turn onto the avenue from Little Eagle Bay
A waste of money and not listening to the people of the North end.
Access time to the Avenue from our neighbor hood has become more difficult especially if you are making a left turn onto the Avenue. Right turn is acceptable. I have had to adjust Drive time on occasions when I have early morning appointments. Traffic during rush hour is much heavier. Traffic when the HS lets out is such that on a number of occasions I had to wait through 3 or 4 light changes to get through that intersection. This caused by the backup created with the 127 intersection as currently configured. Finally, I am of the opinion that the current city public works and the mayor have already decided and the pilot has already become permanent.
Add flashing crosswalks at Killarney Ave please!
Adding bike lanes is like adding a community swimming pool. It takes time to cultivate high level users. It takes a few years for kids to learn to swim and become competitive. Likewise, it takes a few years for young people to get interested in comuting by bike. They need role models (who bike) bike repairs skills and time to learn. My point here is to take the long view when assessing the effectiveness of the piolet. Use will only increase over time. And bikers and walkers have every right to feel and be safe.
Adding more crosswalks would be good - either at Saratoga Ave or Village Green
Additional effort is needed to make it safer for pedestrians to cross North Ave. It is still very difficult to cross North Ave at intersections that don't have a timed green/yellow/red light signal.
Additional pedestrian crosswalks across North Avenue would be welcome!
Additionally, regarding bike lanes. I STILL will not ride on North Avenue. And forbid my child from riding in the street. I am a good biker, and I have been biking for many years.The added bike lanes only create the illusion of safety. I believe a bike lane needs to be either much wider and separated by more space, or have a physical barrier (not pylons/toothpicks, actual walls or jersey barriers) and/or elevation change (raised sidewalk) from the roadway surface to present a more significant barrier between motorists and bicycles...especially with current distracted driving patterns, and commuter bicyclists during twilight, and dawn winter conditions!
Adjustments need to be made and some of the changes were helpful for all who use North Ave. for transportation. The initial roll out though seemed overly biased toward bicycle riders and from people outside the New North End. Please respect neighborhood distinctions and culture. Not all are the same as with people. Better to nudge citizens toward change allowing maximum input from the populace most concerned with changes to their way of life and environment. A lot of the controversy seemed to be a proxy for being dictated to by some eager to push one mode of transportation over another and a type of lifestyle. This survey and data gathering should have been the way to start the process rather than pushing a plan by those outside the neighborhoods targeted and so resistance was inevitable prior to starting a civic level community-based discussion and dialogue that all involved could feel buy in no matter the final result. Read book by Jane Jacobs opposition to Robert Moses trying to break up neighborhood with grandiose transportation changes in NYC in the 50's.
Advance Left turn on North Ave heading South at the Plattsburg Ave intersectionAdvance Left turn on North Ave heading North at the Shore Road intersectionAdvance Left turn on North Ave heading South at the North Street intersectionMove the sidewalk in front

of St. Mark's Church into the lawn area towards the church, allowing parking in front of the church, which will take the parked cars out of the flow of trafficeon North Ave heading South

After all the rancor triggered by this project, I expected to see bike-riders coming out of the woodwork. Not so. I see no more bike activity now than I did before the lanes and bollards were added. What has changed is behavior that welcomes tragedy; in particular, cyclists with children in tow or strapped to their backs. Why is this not considered child endangerment?!

After entering the www address for the survey, Why was I not directly connected to the survey?

After this winter, the white plastic sticks and the armadillos might actually be superfluous.

Again, I want the gold standard. I liked the barriers a great deal. So my current level of satisfaction is limited based on the bike lanes that are available. I felt much safer on my bike, with my kids, when there were barriers and I feel like North Ave is the perfect place to have them. So many kids and teens could ride their bikes to school from the ONE if the lanes were safer for them to use.

again,if we share the road with bikes,something has to be done about their cutting in other lanes with no warning,someone will probably get hurt and especially at night we don't see them.And it's not usually kids..

Alignment of lanes at the Institute Road intersection seem tight, as does the Shore Road intersection. These are two modifications that could help comfort while driving. There also seems like a great deal of extra space on the sides around the 127 intersection. If this and the slip ramps are to be turned into green space, that might be good. Otherwise it seems like a lot of empty paving. I appreciate all the work on this pilot study. Four lanes, especially between Ethan Allen Pkwy and Shore Road, has never been a good design.

All bicycles should be using the bike path.

All I can say is in the morning for school it should not take 20 minutes from Hunt middle school to the high school. The bike lane near the night school is dangerous due to the buses and cars pulling in to the high school. My other problem is some buses pull off to the side and others stop in the middle of the lane. Some consistency would be great. And it really should be voted by the north end people not everyone. The others don't have to deal with the morning and afternoon commute. We do have a bike path and side walks so use them. Add lights and more access to the bike path.

All I want to say is please return the avenue to rthe way it was .We spend enough on that bike path - please let bikers use bike path .. maybe make a few more exits on the path for them.. I want the Avenue back to it's old way. Traffice flowed soooo much better then .. thank you.

All these changes have been made for cyclists, yet in all the times I drive on North Ave., I see almost no bike riders. None of these changes have been helpful for pedestrians, so I really question why all this inconvenience for almost no bike use. Further, as a pedestrian, I find bikes antithetical to pedestrian use, as they do not obey stop signs or traffic signals and their reckless behavior is a menace for older walkers.

Allow crossing guards to be the contacts for police regarding traffic violations.

Allow the center lane to be used to pass a stopped bus.

Alternative side roads are desperately needed because North Av is the only way to get anywhere. With the addition of many housing units at the former Burlington College traffic will be much worse. Please add a side street from Burlington College north to the road at Burlington High School through the school property. That way cars can go left at an existing light. Use signs like that at Moes South Burlington to facilitate traffic flow. Also add a continuous sidewalk in front of the High School on the West side north of the light. It is ridiculous that there is no sidewalk is on School property so people can walk on that side of the Street.

Am very pleased with this project. Hope it continues. Think it is a great improvement for North Avenue traffic.

an aboslute waste of taxpayers money more bikes used sidewalks than the bike lanes

An option to provide additional comments was only offered when selecting some dissatisfaction or on some questions satisfaction if some changes were made (to the traffic flow). I would have liked it if the survey offered a box I could check on some other questions, which would have then given me to chance to explain a vote somewhere between satisfactory and neutral. For example, I think there are some safety risks with the 3 lane system when turning on to North Ave from side streets, but if I felt that it was overall more satisfactory than neutral, I didn't get a chance to describe the risks.

Another "anonymous survey" in which you MUST submit your name and address!!! What a bunch of bull puckey! This is so that the Mayor and Public Works can keep track of who is against the change. Here is a question I have for the Police Chief: How many times have the Burlington Police stopped a bike for (i) not stopping at a stop sign, (ii) not stopping at a red light, (iii) not having ANY lights at night? I already know the answer - ZERO! But if a car does any of those things, the Police are only too happy to write a $200 ticket for these offenses. I can't tell you how many times I have seen a bike using the sidewalk on North Avenue. What is the bike lane for if bikers are going to use the sidewalk meant for pedestrians? Or better yet, every morning I come to work I see groups of high school students biking to school. Some are using the bike lane and some are traveling right beside them, but on the SIDEWALK! What about runners using the bike lane and running in the WRONG direction???? I can't tell you how many times I've seen this. I also can't tel you how many near misses I have seen where a bike won't stop at the red light by the crosswalk that leads to Hunt Middle School. This is just a political agenda by the Mayor and his head of public works who think bikers do no wrong and want to shove this down our throats even though both Wards 4 and 7 voted against this. See you on election day Mr. Mayor!

Another safety concern I have with the current three lane configuration is the turning area near my neighborhood. I live in Lakewood Estates and when I'm coming home and getting into the turning lane to make my left, I also have to be very cautious and aware that people are wanting to use that same lane for Rite Aid. The problem is that motorists are getting into the turning lane TOO SOON and it has caused multiple near misses for me. I can't imagine that total number if you factor everyone's accounts. The turning lane system for North Avenue I feel does not work well due to many of the businesses and residents being so close together, that motorists just glide or slide over into the turning lanes whenever they feel it seems.

Any of my answers that pertain to not being highly satisfied mostly have to do with the pedestrian crosswalks at the intersection of North Ave and Ethan Allen Pkwy. I feel that it is still a very dangerous intersection with drivers not always paying attention to the crosswalk unless a crossing guard is present. However, the reduction to two lanes has improved that area greatly as far as less cars running red lights or speeding through the intersection.

Any person who is not a voter in the city; including college students who drive and don't have Vt drivers Licenses and only live here for school or any one else other than the voters of the new North End as the city consol voted that the voters of the new north end will have the final say! which the voters of same already has voted to keep the old configuration in a city voting ballot. This new configuration is not safer on any counts. The side walks are usable by bikers and is much safer than putting vehicles cars; trucks,buses- that their sides cover the lines together. In other cities in the USA and over seas have their bikers ride on the sidewalk for safety. I have seen a biker go north on North Ave. come from behind a car turning into the shopping center that had its directional on and almost rammed the car and the biker bad mouthed the driver other don't stop for stop lights or anything else they ride on the lines,outside the lines and with the number being only a few this is very disturbing. Cars are passing Buses and trucks by going into the left turn lanes which is against the law. and they meet cars in the lane also turning into that lane and traveling in it to proceed into the travel lane head on with cars. This whole thing is very unsafe for all! Why were signs stating bicycles may use side walk taking down? I will not let my grandchildren nor will I ride that road but only on the side walk. There is other changes to the road that are not mentioned; such as poles at the turn on to Ethan Allen Parkway and the cars now have to wait for the lights to turn and back-up traffic as does all of the new configuration.that poisons the air for all ! That turn onto Ethan Allen Parkway also dangerous. Trucks and other have a hard time turning without going over the curbing or make them without backing up at all these new configurations! The people who designed the old road new what they were doing too move traffic faster and safer with bikers using the side walk. If needed which I don't believe it is they can widen the walk. safer and less dollars. . I have never seen this city run like this! Don't have enough parking lets make less. More could be said but enough. I have worked for the city for over 26 years and lived here for over 70 years. If it is not broken do not change it!
Anyone can use anyone else's name to complete this survey multiple times. I don't have any faith in your study's validity.... But i would like to point out to the City, that the whole reason we drive cars is to get places *FASTER* (DUH) so you're defeating the purpose of using cars by intentionally slowing us down... and you *WILL* eventually go back to four lanes because traffic isn't going to get better. It's going to get worse just like everything else in this stinking world.
Anything that increase bike usage is good in my book, less cars = less pollution.
ANYTHING you can do to improve bike safety in this area is very important to me. I own rental properties in the New North End and work with Burlington students in my job. I think there should be concrete barriers separating cars from the bike lanes as they do in parts of Montreal. I think the safer you make biking the more cyclists that will be using the road and the healthier the community will be. I am a commuter and I am constantly annoyed by pushy, tail gating, distracted drivers. Though I don't bike to work, since I now commute from the Islands, I am VERY pro cyclists. I'd also like to make a plug for more pedestrian only streets in Burlington! Driver entitlement is something that needs to be reigned in and the more walkable/bikable the city the more tourism and positive press VT will receive. I bike the causeway constantly and the people I meet visiting the area are in awe of the beauty and ease of the bike path, we need more of that, it's what sets us apart and makes living here desirable :)
Appreciate this change, as a regular driver on North Avenue, I definitely feel safer with the new configuration.
Area around "belt line" is very dangerous. I have see 3 accidents involving bikes, no all were recorded due to biker being ok. Then, the "turtle shells" that are on the sides can be dangerous for car and extremely dangerous for motorcyclist. For example, if a motorcycle needed to swerve to avoid a hazard (car, animal, branch) they might need to go right into now existing bike lane. If someone were to hit those, they would 100% go over handle bars, causing injury. Last thing about that area is, when the house was on fire and the fire trucks had to get close they had to drive over them. And they had a hard time. If a fire truck has hard time, what do you think it'll do to a car, biker, motorcyclist, or a truck.My two cents, why did we "fix" something that wasn't broken?
As a biker and driver, I am extremely satisfied with the pilot configuration. I think North Avenue is safer for everyone. Although the configuration may make my drive a minute or two longer, I am willing to accept that because I think driving on North Avenue is safer now. The pilot project should have been sold as a safety measure, not we're adding bike lanes. The changes make North Avenue safer for everyone.
As a biker, I appreciate that North Ave has been reconfigured. I feel that it is very helpful to biking safely on the road in that area. However, I feel that they did a crappy job at configuring and painting all the lines. It is very confusing as a driver, and in some parts makes no sense. Also, all the pillars that stick up prevent me from making a fluid turn at those intersections. I have hit several of the pillars because they are in the way of a natural flow of the vehicle within the turn. They need to redo all of the lines and clean up the road and old lines in order to make it easier to determine where the lanes are. On a separate note, I have seen traffic back up way more during the morning and even rush hour time. This is especially true at the intersection of 127 and the intersection at Shore road.
As a daily user of North Avenue, I'm surprised by the scarcity of bicyclists I see using it. Could it be that most cyclists prefer the safety and scenery of the bike path, easily accessible, parallel to and a few hundred yards to the west of North Avenue? If so, what is the point of the pilot project, especially when Burlington's street and sidewalk infrastructure is in bad need of repair?
As a driver and a car passenger, I'm very happy to see these bike lanes. Safer for everyone.
As a mother of young children, I am thrilled with the new three lane configuration of North Avenue, and the separate bike lane. This allows for traffic to slow down for pedestrians without another vehicle darting around them in the second lane. The middle turning lane also gives peace of mind that oncoming traffic will not rear-end turning cars (as happened to my neighbor at Village Green and North Ave right before the pilot study was implemented). I lived in constant fear of being rear ended by a distracted driver (which happened to me outside the police station when stopping for a pedestrian in the crosswalk). The turning lanes add a buffer and level of security that helps immensely.When are we to also see the pedestrian crosswalks (such as on Pine Street) added to the NNE as discussed? The Killarney/Village Green intersection is in desperate need of this, as are other intersections. Thank you!!!
As a multi-user of the road, I think the overall safety has improved. I feel much safer as a cyclist, but think even more improvements could be added to the current design. I want this road to be safe enough for my 7year old daughter to bicycle on.
As a parent and a cyclist, I am disappointed that the armadillos were removed after the first pilot. In my opinion they would have gone even further to truly ensure a safe passage for bikers along this route.
As a parent of two young children, I've been very happy with the pilot program. We've felt considerably safer biking in the mornings and afternoons. It seems like there are so many high school kids that take advantage of the bike lanes as well. As someone who

also drives this route on a regular basis, I've been very happy to have the middle turn lane in place and have not once felt as though traffic congestion was an issue.

As a year round cyclist that utilizes North Avenue for my daily commute to work, the pilot project configuration has very much improved the overall safety between cyclists, cars, and pedestrians.

As I stated previously, I think improvements and changes were a good idea to make bikers more comfortable and define the lanes, and help the whole town become a bit more post modern. However, this project got put on speed dial when Mr. Spencer became the public works director as his love is biking and his last position was head of Local Motion. Obviously this was transparent. We all got that. However, many of the long timers here felt that we were being force fed his ideology and biking interests and it was a bit arrogant to some that the message was, "I/we are doing this for your best interest, we know better than you Ward 4 oldsters..." There's no doubt that ATTITUDE came through. I think to be appropriately "political" one has to understand the demographic of the area and work with the interests and needs of the residents respectfully. Change is great and was needed, but there really was an incredibly elitist projection/attitude of "we know best" of others being onto our area. I'm a lefty/Dem and I felt that too, and I bike. So, I think some sense of working with the ward residents was not attended to as sensitively as it could have been. In fact, I have to say, it was very insulting being at our local meeting at St. Marks when the posters were up and quite a few of us from our "hood" as we call it, off Starr Farm Rd. showed up eager to be involved. At one point, about 20 young male bikers came streaming in, fists pumping and hooting, clearly not from the NNE and letting us know that, as they rushed to the boards to make their choices of the pilot model preferred by "the city" or Mr. Spencer I presume, and then streamed out as fast as they came still full of bluster. I mean.....REALLY?!!!? We all looked at each other and "got it".....that was as transparent of politic as we needed. Make and keep some changes, but get over yourselves!

AS I UNDERSTAND IT, BUS DRIVERS ARE OLD NOT DRIVE ON BIKE LANE

As much as I support biking, I think more education is needed for bikers to follow the rules of the road. I am concerned accidents will occur because many bikers choose to run red lights and stop signs.

As someone who moved to Northshore in December 2012, I remember how confusing the previous travel patterns were where it took some experience to know what lane to be in when driving even just from Hanaford to Northshore. There were two points where you needed to be in the correct lane to avoid an awkward merging from one lane to the other. (the North intersection with Shore, where you had to be in the right lane and then the North intersection with Plattsburg where you had to be in the left lane. Obviously as we lived here, those shifts became routine, but it was still complicated for visitors and other new people. The new configuration is much more logical and less stressful to drive. Another improvement is that I am much more comfortable driving when there are people biking in the well laid out bike lanes. The only thing I initially had some misgivings on was the 127 intersection. However, your excellent diagram helped explain how it was a very well thought out plan to accommodate bikers and walkers. The elimination of both the free flow exit from 127 and the old entrance from the South to 127 before the traffic light both made walking and biking dangerous through that intersection.

As you know, the majority of cyclists use the bicycle path by the lake. As you also know, the bicycle path was closed for 4-6 months for repairs so some of the cyclists who would have normally used the path go to downtown or the southend had to use North Avenue. Some people will say that more cyclists used North Avenue Pilot project but this is hardly true.... had the bicycle path not been closed for major repairs between the waterfront and North Beach in the fall/winter it would have been a different outcome.

At first i must say that i was a little miffed with the initial congestion and confusion surrounding the pilot project (ie my mother was pulled over for changing lanes prematurely to turn into her own driveway...), but everything seems to be moving more fluidly now. Overall, a more bike conscious build is the one i think we should be shooting for; i hope that the change in the traffic configuration leads to increased bicycling!

At the intersection of North Ave and Ethan Allen Pkwy, I have concerns with the signal when you are turning off North Ave. When the light is green sometimes the turn for the Pkwy is flashing red, I'm concerned that someone traveling straight may rear end the person turning if they have to stop. Also when the light is red, the turn light should be flashing red not yellow. The white posts are still sticking out enough that you have to turn around them instead of a smooth turn on to the Pkwy. Question 13 is poorly worded, I'm satisfied with the flow of traffic since I have not encountered congestion.

At times of the day, particularly week days, travel may seem to take more time but the regulation of the flow makes it much safer.

ATTACHED NOTES

Back in the 50's North Ave was a two lane highway - why did they go to four lanes - increased TRAFFIC! Why is there a beautiful bike path that costs sooooo much money??? For bikes! With so much more care traffic why not go back to four lanes for cars and have bikers use the bike path? The current setup has made snow removal a major effort, made drivers much more aggressive trying to get onto/off North Ave because of significant increase waiting times! Why was Interstate 89 put in place - increased traffic. With the current (Burlington No. Ave) thought process - why not make Interstate 89 - 1 lane and use the other lane for bicycles and walkers?

Back up about 110 years and go back to that configuration,sometimes backing up puts you further ahead especially in this situation.

Be smart!! change it back

Because of the new configuration people are often passing in the bike lane around other cars nearly causing accidents because they can't wait to turn right for neighborhoods. Traffic often backs up after 5:40, this winter was from one end to the other during heavy snow. Often backing up at the beltway because of merging traffic. I also find lots of people passing buses not allowing them to join back into traffic in a timely manner because they don't want to get stuck behind the bus. I feel overall it has become more unsafe due to people not liking the traffic patterns and using extremely unsafe manuvers to get where they want to go.

Before changes are made to any roadway, the people who live in that area should be given the right to know about the project and voice their opinion before the changes just get put into place. Politics are often the moving force, and people who are affected by change are not given a voice or choice. We have a mayor and city council with their own agendas.

Before the pilot and after the pilot the most unsafest place on North ave to bike is where you neglected to change! The section between Berry St. and Sherman St. the west side of North Ave. I have never felt uncomfortable to bike where the 4 lanes were. Now I do! I avoid it with all cost because vehicles will now swerve into the bike lane to get around another driver that is trying to make a

left hand turn and doesn't fully merge into the center lane. I also loathe the vertical markers that unnecessarily extend the turn onto Ethan Allen Parkway. I have lived in this city for most of my life and I hate to see it turn to Shit. As soon as I can I will be removing my Tax obligations to your coffers!
Before the pilot program, it would take me 7-8 minutes to get to downtown Burlington. With the proletariat program and reconfiguration, it takes me 15-20 minutes to get to downtown Burlington on North Avenue.
Before the pilot, I would not bike on North Ave. and I would never have allowed my children to bike on North Ave. Now me and my whole family can enjoy our bikes to get to the High School, beach and Hannaford Shopping Plaza. We love the new configuration. It feels so much safer and allows us to get more exercise, use less gas and enjoy our community more.
Being a cyclist, I find the safety the same now as before the project. I do more running the cycling and now as before stay on the sidewalk on N. Ave.Even though I love both these forms of recreation, I'm totally against the project. We're talking about one of the major ave's in/out of the city and have basically cut the traffic flow in half. It's inconveniencing nearly everyone who uses the Ave to (minimally) benefit a very few. And..... we have a beautiful bike path just about 1/2 mile away that runs parallel to N. Ave. that is much more enjoyable and safer than the Ave.And..... Those post and armadillos look ridiculous. Thank you,Bob
Being from a large city, these changes are standard fare. To people her they are disorienting. More public outreach and info on how to use middle lanes is needed
Beyond my additional survey responses, I also feel that many bicyclists on North Avenue operate unsafely and do not follow traffic control devices as well as other rules of the road. I believe there should be increased traffic enforcement that focuses on bicycle traffic.
Bicycle and Pedestrian safety is incredibly important and I feel that this pilot project was necessary to prevent tragic accidents and deaths that could have occurred with the previous road conditions. Thank you for making positive changes to support human-powered transportation!
Bicycles continue to ride on side walks all the the time with the street bike lanes only feet away. Bikes in bike lanes swerve into car lanes to avoid going over street drains. At times much more difficult to turn left onto North Ave. Too many accommodations for bikes that not are penalized for riding side walks, riding the wrong direction and swerving into traffic.Use the expensive bike path!
Bicycles do not always stay in their lane which is unnerving!
Bicycles will be on the road. In one recent year 4 Vermont cyclists were killed by drivers. Not Vermont drivers were killed by cyclists. It is critical that infrastructure be built and improved upon to add an extra layer of safety
Bicycling on North Ave is definitely safer than before the project, but given the poor attitudes and lack of care of some motorists, I don't think any shared roadway will be really safe for bicyclists. I rarely bicycle on North Avenue even now because I'm scared of mindless motorists.
Bicyclists do not consistently use the bike lanes and still have a tendency to ride on the sidewalk. This is dangerous to walkers.
Bicyclists should obey traffic laws (stop signs, red lights etc.) and have lights on bike when riding at night.
Bike do not belong on the road!!!!!!!!
Bike frequency for me was low because it's only now starting to get warm. I'll be using the North Ave bike lanes very often throughout the summer. Great method of transportation, much better than dodging people walking dogs/strollers on the "bike path".
Bike lane too narrow for safety. Pavement gives a very rough ride also. Pedestrian crossing at 127 is poorly marked for cars to see and notice the walkers. Bikes riding across that intersection also hard to see. Bike lanes get very little use. The three lane configuration makes turning from side streets onto North Ave very difficult because you are crossing a solid line of cars. The bike lanes are not attracting many users. The bike path remains popular. Why mess up North Ave for motorists, to accommodate a few bike lane users in the warm months and no users in cold months?
Bike lanes are not being used by bikers. They are being utilized by drivers to pass on the right. Traffic congestion is awful! It takes 10 minutes ore more to turn off of village green drive. A mile trip to hannaford takes an additional 5 minutes. We already have a bike path that can be utilized by bikers they do not need special bike lanes also. The majority of people in wards 4 and 7 do not want this change and we are the ones living in the effected area.
Bike lanes are snow-covered in winter making them hard to see.Side street (those without traffic lights) are difficult at times to enter North Avenue
Bike lanes are the future of transport. This is tough for people to deal with and it is a big adjustment, but we need to get on board here in the NNE.
Bike lanes are way too big and seem to favor bikes over cars. Bike don't even use the lanes. Waste of space. Looks ridiculous. Can't pull over for emergency vehicles either.
Bike lanes have ruined the North Avenue corridor. Traffic is terrible now, bikes in the road that follow absolutely NO rules at intersections, traffic lights or crosswalks. If speeding is an issue, put in speed humps. That's an inexpensive, proven method for slowing traffic.
Bike path was put there for a reason. Why spend all our hard tax dollars on bike lanes when they have a bike path. Widen the side walks so bikes and people who walk can share. Safer that way. Put our hard earned tax dollars on fixing our streets instead of filling pot holes every year and making our roads better.
Bike riders at intersections has become more dangerous. Leaving our driveway between 7:30am and 8:00am has become much more difficult as the traffic does not stop either way and cars go into the turning lane right at my driveway without using turn signals. Heading North at the end of a work day has become a slower process. Lots of cars at the intersection off the beltline as well as long lines on the off ramp. There are very few bikes that utilize this bike lane compared to the expense the city incurred to make these changes. I will not ride on the bike lane, I will only use the sidewalks, especially when I'm with my grandchildren. The traffic is too busy for both cars and bikes and I feel it's become more dangerous. All the extra lines can become confusing and the pilars at the Ethan Allen intersection needs to go.
BIKER SHOULD FOLLOW THE RULES AS TOO THE CARS. SHOULD STOP AT
Bikers need more training when riding that close to and around trafic

Bikers need to use bike lanes and not sidewalk.
Bikers seem to like it!
Bikers should use beautiful bikepath.Turns from village green onto north ave are longCity buses stop trafficTurn onto Ethan allen parkway is too tightAfter watching for months the bike lines are being used by joggers not cyclists
BIKES SHOULD NO BE IN HE ROAD BECAUSE THEY DO NOT OBEY THE RUL
BIKES(THE FEW THAT THERE ARE) GENERALLY FAIL TO FOLLOW TRAFFIC
Biking is better with the pilot but vehicle speeding is still an issue. Why did the pilot stop at 127? It's the southern end of the corridor that is truly residential yet we have a highway running through our neighborhood. Some simple traffic calming (and enforcement) would slow speeds.
Biking is much safer! Car congestion is about the same or maybe even a bit better
Biking on North Avenue used to be terrifying - I feel much safer now. The configuration in this pilot project has allowed me to feel more confident, with the exception of avoiding potholes and drainage covers.However; as a driver, it can be a nightmare trying to make a left-hand turn onto North Avenue!! Oftentimes, congestion is an issue, which is the downside of having one lane. And when a vehicle is trying to make a left-hand turn, people will pass on the right, into the bike lane. I do it, and many others do as well.As a pedestrian, it would be great if the sidewalks could be re-done where needed. I've seen two people operating their motorized wheelchairs in the bike lane, because I'm assuming they can't maneuver them on the sidewalks.I also have a comment to make about crossing the street at night. As a driver, it is difficult to see pedestrians that are waiting for traffic to stop at a crosswalk, especially if they are wearing dark clothing. I believe ALL crosswalks should be well-lit with street lamps.
Bring back 4 lanes. HATE the pilot configuration!!!!!
Bring back parking! The amount of money I pay in taxes it's bullshit that we can't park on North Ave.
BRING BACK STREET PARKING ON NORTH AVENUE! It works very well that way in other parts of Burlington. By bringing back parking you will make more residents of North Avenue amenable to a new configuration on North Avenue. When I get obscene hand gestures from bicyclists because I have the gall to pull into the bike lane with my car in reverse and my blinker on to indicate I am waiting for the flow of traffic to stop in order to safely back into my driveway is insulting. My tax dollars also helped to pay for what I didn't want, not just some of the bicyclists! Make everyone at least a little bit happy about this!
Bring back to old 4 lane configuration! This 3 lane design is not working, as there are many more cars than the few bicycles I see using it. Widen the side walks and let the bicycles use that.
Burlington already spends a great deal of money developing and maintaining the current bike paths that were created to safely divert bicycle traffic out of harms way of motor vehicles. This new road configuration encourages bicycles to deter from the safety of the existing bike path and compete in close proximity to motor vehicles on North Avenue.
burlington needs to keep up its streets and not worry about bikers they use the sidewalk much more than the lanes in the road and also have 2 alternative bike paths where the cars don't
Burlington should listen more to the affected RESIDENTS, not just the politically correct voices
Buses and parked delivery vehicles can be a challenge. If you wait cars behind become impatient. Is it o.k. To use middle lane to overtake these vehicles?
Can the bike lines continue to the HighSchool and from the High School to Battery Park so that BHS students from that side of town also have clearly marked bike lanes. Even with the bike path detour on North Ave in that section, the "bike lane" should be more visible.
Can you use the sidewalks for biking? Not many bikers use the roads that I can see?
Can't imagine that there are fewer cars on North Avenue than when they turned it into 4 lanes. I certainly do not think 50% of the traffic on North Avenue is bicycle traffic, which is the only reason I can think of to remove 50% of the automobile lanes. Every city bus stopping brings the entire Ave to a halt.The paving on North Avenue is worse than a lot of roads I drove on in Iraq. It's embarrassing as well as uncomfortable.
Car travel is much safer and calmer with the picket program. Cars drive slower and it may take another minute or two to get where you're going but it's worth it. As a runner or on my bike I especially like the change st the 127 entrance. It's much easier to cross there. I hope we stay with the Piet program!
Carbon foot print, has increased, do the fact, traffic trying to turn left, on to shore road, has to wait, 2-4 lights, do to heavy on coming traffic. I think by having a left turn traffic signal, would cut down on the traffic backed up, to turn left.
Cars are not the only type of transportation on the roads, and all roads should accommodate multiple uses safely. Better bike infrastructure is the way to go!
Cars often drive on the bike lanes creating unsafe situations for those of us who walk/run and bus. The intersection at 127 is MORE dangerous as bikes don't stop at the light and it is nearly impossible to see them from the car when stopped at that light turning that corner.
CARS SHOULD STOP WHEN ANY VEHICLES HAS A RED LIGHT ON
cars still carry too much speedbicyclists still need to observe rules of the road!!!!!
Cars still turn right I front of you on north Ave making it very dangerous to get going too fast. You have to be hyper aware of what's going on around you
CHANGE IT BACK AND LEAVE IT. We have two bike paths already and sloped side walks with no curbs. I haven't seen more than 10 people use the new bike lanes since the great powers that be thought it was a good idea.
Change it Back!!
Change it back!!

Change it back, and fix the bike path!
Change the lanes back between Shore Road and 127 but keep the painted bike lanes to the North and South of those locations.
City needs to do way more in this realm, but it needs to do more for our roads too. Roads are bumpy, pot holes, etc.. bad shape. Protected bike lanes are the way to go. Shared lanes do not work.
Commute times have gotten a little longer with the pilot, but safety seems to have been improved a lot. Seems like a fair trade off.
Complete waste of money. We have 2 bike paths on either side of North Ave. Removing lanes has made it a headache to commute to work. I had to adjust my work schedule to leave much earlier to avoid the traffic. It is nearly impossible to turn onto North Ave from Gosse Ct. It has always been a horrible intersection but it is much worse now. It was also very unfair that this pilot project moved forward when it was voted down in the very areas that it effected most. It did not pass in the NNE but with the rest of the city voting, it passed. Thank you City of Burlington for wasting money.
Complete? the survey?
Concerned about the increase traffic with new housing at previous orphanage land
Concerned with wait times at 7:30am and 5:30pm M-F
Configure the traffic light at North Ave and Ethan Allen Pkwy. Have a long red light waiting to get on to Avenue. Have waited 3 minutes for it to change even with no traffic on Avenue.
Congestion around 127 is a problem.
Congestion on North Avenue is the worst it as ever been. Very hard to cross over to enter No Ave. Very few bicycles on the road. I think money should be spent to enhance the bike path - which by the way - runs parallel to No. Ave. I did not leave my name and address because you already gave me a specific identifier so there does not seem to be a need for my personal information. If you wanted names and addresses why give us the identifying code?
congestions is MUCH worse. wait times to enter North Ave have become MUCH worse. Aggressive driving, due to frustrating wait times has become more prominent. People take mores risks now in turning into traffic or in front of on-coming traffic because they are tired of long lines of traffic.
Consider making curb cuts into sidewalks to create the space for North Avenue bike lanes to accommodate the far more necessary 4 lanes needed for vehicular traffic. I also feel strongly that bicycles, regardless of where they are allowed, should pay a fee and be registered to share road costs and enable identifying bicyclists who are not obeying traffic laws or who are injured or killed in an accident.
Consider sending the survey link to the principals of schools in the New North End, so they can let students know about it - particularly since they are affected as walker, biking, bus taking commuters.The following suggestions cover more than one area, so I will add them to multiple answer blocks.More protection and buffers to create the sense of separation between bicycles and automobiles. The poles by 127 are good. We don't have to go back to armadillos, but adding in more poles in that hill area as you head up towards the high school during the warm weather would make me feel safer about my children biking that part of the route. Stagger light times a little more to provide more time space in traffic for people trying to turn onto North Avenue from adjacent communities.Make sure the traffic lights do like the do at 127 and Little Eagle Bay elsewhere, and quickly change to prioritize pedestrians -- I think they could do that more at the Hannaford's. That's been a huge benefit where I've encountered it walking to help bridge the gulf between Ward 7 and Ward 4 communities visiting each other by foot. Also that quick call shortens the commute walking time for my children walking to-from school.Some suggestions for later, but not needed to solidify this phase, consider whether to add more come at call walking flashing lights to continue to make North Avenue more pedestrian friendly - perhaps at North Country Federal Credit Union (there's a bus stop that drops off children who wait a very very long time to cross the street there), at the street and corner headed into Hunt Middle School off North Avenue, and at the second entrance to the Hannaford Plaza.
Considering the number of bicycles that I have witnessed using the North Avenue bike lanes, compared to the amount of money spent on this pilot project. I consider this to be major waste of taxpayers money.
Corner or No Ave and Ethan Allen Pkwy. I still dont get the "cage" area blocked off for pedestrians?/ They dont get it either. I sat and watched an old gentleman try to navigate it but then skirted around it because he was confused. The other pedestrians dont wait for the light at all, but cross randomly to the park. Turning right around this "cage" onto EAP causes one to overcompensate to avoid oncoming traffic.The "Cadillac" of bike paths is pretty awesome. Unfortunately it is almost always the drivers responsibility to get out of the way of the cyclist who either doesn't know about, understand the ramifications, or doesn't like obeying the rules of the road. During this entire test, I've witnessed only 2 cyclists using hand signals. Should we give them even more room so some can continue to ride 2 abreast? How about changing accountability instead of the road?? Might be cheaper and safer.
couldn't locate entry point for access code ...my access code : 98391
Crashes and accidents would be reduced by having only two lanes, one in each direction. Drivers should not be entitled to a different (faster) flow of traffic on this section of roadway. It's a residential area. Let's make it nice.
Crosswalks similar to those on Pine street should be installed .
Current setup is great. The only ongoing problem on North Ave is the potholes.
Delays during peak times of travel are unacceptable. I have family on both sides of North Avenue and i find it extremely dangerous trying to get off side streets turning left. I often pull out aggressively using the middle lane and that in turn freaks out vehicles thinking i'm going to drive right into their lane of travel. This entire project is creating danger that did not exist before, it needs to be returned as it was, there is too much traffic on North ave to have it set up that way.
Delighted with the pilot. Feel much safer on my bike and less hectic in my car.
Designers did a stellar job. LOTS calmer down this way since the changes AND I can get onto and off of North Ave a LOT easier. Please, oh please, keep it as is!!! Thank you!

Despite the angry acrimony here, I find I feel MUCH safer both in car AND in bike. As a driver, having the bikes in their own lane is a huge relief. Many don't have lighting and wear dark clothes at night - I don't have to worry nearly as much now.As a cyclist, I find the freedom of the safety in my bike lane a HUGE help.The crosswalk situation can use some additional work, though.Thank you.
Diagonal stripes between the two separator strips between bike lane and the driving lane would make for more visible barrier.
Did I mention protected bike lanes? They're very cool. They make me feel like traffic won't murder me.
Did not like the way the city effected this project, but it has had little effect on my travel. I don't see a lot of use of the North Ave bike paths.
Did not see any questions on the survey, for access onto North Ave, , for example 1.) on the East side of North Ave, turning south, or west side turning north during busy traffic times. 2.) Duration of traffic lights, I wait for 90 seconds for the light to switch at Ethan Allen Parkway. Independent survey of traffic flow. ands
Do things right or don't do themhttps://www.bicyclenetwork.com.au/general/for-government-and-business/2845/
do you know since all this money has been put into this reconfiguration I don't see all the aggressive bikers that started all this mess. I have seen many still on the sidewalks and some riding the yellow lines. Also cars going in the center lane blocks before they need to turn.
Don't really see the use that has created such turmoil. The survey should be to count the cycles...the amount going both north and south respectively...
double lines for bikes near 127 is very confusing one line get rid of poles drop yellow flashing red flashing arrow at 127 that why oples are rear ending people rush hour it very bad 430 to 6
DPW has been professional and knowledgable. Thank you for listening to resident feedback at the NPA and make adjustments.
Drainage issues exist along bicycle lane and rough pavement along the intersection of 127 and the junction in front of the shopping center.
Drivers in neighborhoods off North Street should be encouraged to use turn lane when turning left onto North Street.
Driving is less stressful. Biking still not ideal but I can't imagine going back to the dangerous free for all and dumpy sidewalks.
Driving is so much harder now on North Ave. I wait for ages to pull out of Saratoga Ave. Traffic is backed up during evening rush hours from Ethan Allen Park to 1/4 of a mile down the Beltline. Given the number of cyclists I see, which is very few in spring and none in winter, this project is uncalled for and only causes inconvenience.
Driving North Ave for 53 yrs never felt unsafe ,walking often problem because motorist disregard stop signs . Cyclist most times donot follow rules of rd. And now evenworse. The lanes "stating cyclists may use full lane create congestion and unsafe conditions as now cars use middle turn lanes as passing lanes. Buses stop traffic ,no pull over.
Due to lack of speed enforcement and lack of enforcement of using cell phones and people using the turn lane to pass, I'm not sure the safety of North Avenue has improved. And people don't pay enough attention to bicycles, especially when they are using their cell phones.
During peak hours there is to much congestion and makes for a longer trip home.It seems to me that the roads were built for cars and buses and trucks. We have a beautiful bike path that needs to be used.what is wrong with that? If bikes need to use North Ave why not take the telephone poles down and bury the wires and move the the green area to allow separate lanes for bikes.I feel this would be a safe solution . It would keep the cars further away from the bikes.Lets not go back to the 60s when the traffic was lined up all the way to battery Park during rush hour.I have a problem turning left into my driveway .
During poor driving conditions, the intersection of 127/North Ave causes backup all the way to North Street during evening rush hour.
during rush hour it is virtually impossible to make a left turn from lakewood parkway onto north avenue heading north safely. traffic has severe delays heading north from burlington high school through shore road due to constriction from the construction of bike lanes most noticeable during rush hour. MUCH worse than previous 4 lane configuration. the center turn lane is confusing with all the lane changes required, and MUCH less safe.
--Eliminate current ramp already blocked off to Beltline from No. Ave. --Widen lane (for people with trailers and for truckers and plow guys) from the beltline exiting right--Define entrance and exit to/from beltline with low schrubs. :)--Remind people to register their bikes & give a short class on road instructions Thank you for your time effort and work in this difficult task!
Eliminate the parking in front of Saint Mark's.
Eliminate the parking on North Avenue in front of St. Marks. I've mistaken these parked cars for moving vehicles and almost hit them. There are fewer dead animals on North Avenue. Probably because the animals are only crossing two lanes instead of four, and because speeding has been reduced since the change.
Ensure that the pavement within the bike lanes is without potholes. Congestion has not increased for cars, and North Ave has become a viable safe option for cyclists. We're the pilot to be rolled back, I doubt that I'd find myself riding on North Ave. Any politics associated with this issue is crazy. Cars move through North Ave just as they did before. They are just less of a physical threat to cyclists (and their cycling children)
Entering the avenue from side streets is sometimes a long process. Traffic flow much smoother with four lanes.
Ethan Allen parkway entrance is an issue narrowing the lane make it so when turning on the parkway you are faced with incoming traffic this is dangerous for everyone and pending on the parkway is always an issue
Even though I do not travel daily at the busiest times of high traffic, I don't see a problem with traffic snarls. Traffic seems to flow well. There are still individuals who are inpatient and try to speed or pass inappropriately.
Even though I have only driven in the past 30 days, I intend to bike on North Ave in the future (not currently able to bike due to pregnancy). I hope that we can maintain these wonderful bike lanes, and keep improving bike infrastructure throughout Burlington. Thanks for collecting data.
EVER SINCE THE PILOT PROJECT BEGAN I TRY TO AVOID TRAVEL FROM
Every bus stop should have a cut away so the bus can get out of the traffic lane when stopped.

Except for the "armadillos" I found the pilot configuration to be FAR superior for biking, and it substantially calmed down driving. Hope it stays!
FIRST OF ALL - NONE OF THIS SHOULD HAPPEN UNTIL LAWS FOR CYCLISTS ARE ENFORCED. THEY ARE A TERRIBLE NUISANCE IN THE ROAD. THEY PULL ALL KINDS OF DANGEROUS MOVES. IT CONCERNS ME A LOT TO BE DRIVING ALONGSIDE THEM.I just received the post card for the first time TODAY, 6/2. It is not terrible as it is and I don't care what the result is. But, it is very disturbing that people in motorized wheelchairs are forced into the road. They should be given preference over cyclists and the sidewalks made safer for them. It makes way more sense to pave one side of the street for cyclists and people in wheelchairs. I hate that cyclists are in the road. Riverside Avenue and up around the Davis Center are the perfect solution. Still, this should be a neighborhood decision - they voted NO change. For the most part it is NNE residents that use it to get to and from in town. 127 is used by residents surrounding the neighborhoods to get to and from in town. It seems that Local Motion has far more influence on this project than NNE residents. LM's role in this project is very bothersome, and given Chapin Spencer's role in LM before DPW, it is hard to trust what is going on behind the scene. I have lived out here for 50 years, I don't think the pilot has made driving or cycling any better of worse. And, I don't see any more cyclists than I ever have. BIG WASTE OF DOLLARS.
First of all, I have seen a total of two bicyclists using the bike lanes on North Avenue since the changes have been made. The vast majority of bikes continue to use the sidewalk or the bike path which is HALF A MILE away and designed for bicyclists. Of the two bicyclists I have seen on North Avenue, one of them was not following the rules of the road (i.e. running red lights, not signaling). In addition, the traffic on North Ave is noticeably more congested, slower, and I see no benefit to it.My largest complaint is the wording of the original bill to make the changes to North Avenue. It was incredibly biased (e.g. "safer North Ave"). This is inherently biasing the public to passing these changes. Also, nearly all of the constituents that live in the New North End that I have spoken with did not want the changes to be made, but it appears that the bill passed because of the voters who do not live in the New North End and the changes do not affect them. I would strongly urge any future bills to be written in a more neutral tone. Frankly, the biased tone that this project took is unprofessional and deceptive.
First of all.... Way too much money was spent on this pilot. Traveling either way on No Ave get more backed because there are cars that like to beat you to the light and go in the turn lane to pass you. Early morning and evenings are the worst. Traffic is backed up either way. From North Street to the belt line and from Plattsburg Ave to Ethan Allen PKWY. Also I haven 't seen many bikes on the road and the one's I do see are riding on the side walk. Sorry but change is not always good. Thank you.
First, some adjustment to the traffic control light at 127 needs to made so that there is NOT a constant flow of North-bound traffic during rush hour, making it difficult to turn left onto North Ave from Saratoga and Village Green. 4:00 PM to 6:00 PM would do it. Not much space is needed; just enough for two cars to make it out onto North Ave. Second, the south-bound left-turn lane into Rite Aid is far too short; perhaps no left turn should be the rule there. Also, something more needs to be done to stop through traffic in the Rite-Aid parking lot. It's quite dangerous and the speed bump is mostly ignored by drivers. Third, if there is enough room, a traffic circle at Ethan Allen Parkway would solve access problems for those who live on the East side of North Ave in the neighborhoods between 127 and Ethan Allen Pkwy. Drivers could easily turn right onto North Ave and then around the traffic circle to go South, eliminating the need for turning left into North Ave traffic. North-bound traffic would not have to stop for a light to continue on North Ave or turn right onto Ethan Allen. Rush hour congestion between 4-6:00 pm would be eased greatly. The only stoppages would be for walk lights for pedestrians.
First, the bicycle lane on North Avenue should be extended so that it runs continuously along North Avenue, all the way from downtown to the northernmost end of North Avenue. It should be extended north past the fork to 127, at least to the primary school, as well as to the apartment complexes at the northern end of North Avenue. This is very important, as many children bicycle to and from the school along North Avenue, and many of the residents in the apartment complex bicycle as well. Further, extending the roadside bike path to the city center would provide an important alternative to the lakeside bike path, especially at night when the lake side bike path is not lighted. Second, even though it is a separate project, it would be great if lighting was added to the lake side bike path.
Five or six times I have nearly hit a biker, or a wheel chaired person riding in the bike lane, or kids on skate boards in the bike lane. Post at intersection's create safety issue's for motorists. Skate boarders are particularly hazardous as you don't know what to expect when approaching them! The armadillo's created burden for drivers when emergency vehicles needed right of way. My son actually had to drive over them to let a fire truck go by.
fix the intersection for cars coming off Tracy drive - there is no light - its dash and go and hope for the best. With more and more housing going up - Staniford Farms, Farrells other development at the college, etc - we have way too much traffic to not address the flow.
fix the spelling of suggestion in this question! Please keep the 3 lane configuration. It is much easier to drive and less stressful. It's great for biking. One thing I would add is an education program for drivers so that they know how to use the center lane. The only times I have issues are people trying to turn left from the travel lane instead of the center lane. I know people complain about how hard it is to get out from side streets but if they pull out and into the center lane and then merge into the travel lane it works fine. They don't need to wait until both directions are free from traffic. The second thing I would change is adding more bus pull over spots.
For a motorist travelling N AVE for the 1st, time stay awake
For all the fuss about the Bike Lanes, I don't see very many cyclists using them.
For all the work and money for this pilot project, I have yet to see many bikers on North Avenue. Why don't they just reconfigure the bike traffic to the bike path?
For for the safety of bicyclist the bike lanes need to be eliminated.Storm drains force bikers into the vehicle traveled lanes. Most of the bikers never look before they make this transition. Water pools up along the curbs and bikers ride into the vehicle lane to avoid going through the water puddles. DPW has had limited success in trying to eliminate this water build up.In an attempt to dodge a pothole bikers swerve into the vehicle lane.Conversely, operators of motor vehicles will swerve into the bike lane to avoid hitting a pothole.If a bicyclist falls they are going to land in the vehicle lane and a driver could potentially run over the biker because they don't have enough time to react or room to maneuver away from the fallen bicyclistMotor vehicles have mechanical malfunctions such as a blown tire, broken tie rod, etc. that could lead to the driver losing control of their vehicle and hitting a defenseless biker.Motor

vehicles turning right off North Avenue now have to cross a bike lane. Right turning vehicles, especially trucks, have blind spots and could very easily hit a bicyclist because of their inability to see them.Driving hazards increase significantly during the winter months (snow, ice, slush, narrower streets due to snow banks, etc). Having bicyclist on North Ave increases the hazards for both motor vehicle operators and bicyclist.I have witnessed on several occasions bicyclists swerving into the vehicle lane to get around a bus that has stopped to pickup and drop off passengers, or truck making delivers. Again, most bicyclist never look back before making this maneuver. An increasing number of buses are not pulling to the side of the road to pickup and drop off passengers. This is backing up traffic and causing further delays for commuters. I assume they are doing this to avoid stopping in the bike lane. Distracted drivers. Even though we have laws prohibiting the use of cell phones and texting while driving, people continue to do it. But it isn't just cell phones causing distracted driving. Drivers perform a variety of activities while driving, e.g., eating, drinking, smoking, changing radio stations, and yes, even reading. Knowing this, why would we encourage people to ride their bikes in the same space as a motor vehicle?The current bike lane configuration is setting bicyclist and motor
For gods sake why aren't you putting in a roundabout at the intersection of 127!!!!!!?!
For me, this is the deal: North Avenue is a residential street. That's why I think it's important to have a 25 MPH speed limit.
For Safety, please:1) Add a single center yellow line on North Avenue north of the Plattsburg Ave. intersection to at least past the elementary school. It used to be there - why would it not be repainted, especially with all the activity around the school?2) Also north of Plattsburg Avenue, there is plenty of room for bike lanes - they should be added at least past the Northgate community.
For the question I didn't answer: I like the light leaving belt line and two lanes. I would like to see the entrance ramp reopened Not the old exit ramp.
Four lanes on North Ave did not make sense. North Ave. is too narrow for four lanes.
General comments: it can be very frustrating to be behind someone going entirely too slow/below speed limit and not be able to pass-- but that it the only time I miss the old configuration. Overall I feel it is safer, not just for pedestrians and bikers, but for drivers also.
GENERAL COMMENTS: THIS IS CALLED PILOT PROJECT SUFFERS A HIGH
Generally, do really like the new configurations, tho didn't think I would. Traffic seems more controlled, with less availability for speeding and sudden turns from the wrong lane...hope the southern lanes from St. Paul's to Ethan Allen are being resurfaced this Summer! What a mess!
Generally, I do like the 3 lane configuration with the turning lane, but travel times have increased, turning left at intersections (esp ethan allen parkway & at the hannaford plaza light) is really frustrating (left turning arrows! please!), and I do not like the traffic configuration at 127/north ave.
get rid of the barriers at the intersections... people have to pull out into on coming traffic to avoid them..
Get rid of the bike lanes. It is a waste of time and we have a bike path. If you want to keep it that's fine. Then you need to upgrade the beltline and increase 55-60mph. I commute to work everyday. I do not want to sit in 20-25 traffic to get to and from home. I want an expressway(Beltline) so I can get to and from work. Invest in fixing the beltline and making it more of an expressway and people wont be bothered with North Ave.
Getting on to North Avenue if you are crossing traffic is very, very difficult. Cars often quickly get into the third lane and travel in that lane until they can merge over - often for quite awhile. Getting off 127 took over 10 minutes because of confusion with the lights(?) or the amount of traffic. I do believe cars are traveling slower, but I think they would with speed signs equipped with radar/photo capabilities. NOW we've added even more housing in the neighborhood - traffic is only going to get worse.The majority of bicycles I have witnessed daily do not follow the rules of the road. Also they are often in a blind spot as they come up on your right as you are turning right (ex: into the shopping center). Having motorized bicycles come quickly passing on the right is concerning.
Getting onto North Avenue can be tricky during rush hours. It is often necessary to go into the center lane and merge into the far lane. Turning off North Ave is easier. Someone eventually will slow and allow you to cross the lane.
Getting rid of the Armadillos and bollards by the High school corner. Bad idea. It's too tight, no place to pull over for emergency vehicles. Hate them. Good idea >> ADD those rumble grooves into pavement like they have on the highways to alert drivers that they are drifting off the traveled lane. Allows you to pull over for e-vehicles AND alerts you to stay in lane.
Given the access to an excellent bike path system it seems that this should be the area used by us cyclists to the extent possible and then make vehicle road modifications only as necessary to access neighborhoods and homes for commuting purposes.
Glad to see armadillos removed.
Good
Good job!
good work with the road
Great job creating safer roads for all of us!
Great job with pilot project!
Great job with the pilot! It might benefit from a bit of tweaking here and there, but it feels safer for bicycles and cars.
Hannaford has been my "go to" supermarket. Whether from my home, or on my way there, from my work (Shelburne), it seems I am encountering more and more delays due to changes restricting vehicle lanes along North Avenue.
Having a more safely bikeable city is a great goal ! Compromise can be found for motorists and bikers to share the road
Having bikes to the right of cars is a very dangerous situation for the cyclist (injury and death) and for the car driver (lawsuit) The bikes belong on a widened sidewalk or a bike-path liKe the onesWE ALREADY HAVE!!!
Here is the thing... I don't understand why more than a thousand cars a day are being squeezed into three lanes due to the construction of bike lanes (which are rarely or never used) on both sides of north avenue. this causes a lot of delay and congestion especially around rush hour, and the need to shift lanes when turning off and onto north avenue. Why the need for bike lanes when

there is a bike path only a quarter of a mile away by going down any road along north avenue? This is CRAZY and a waste of money!! Also, the bike lanes can only be used about 6 months a year and I never see any bikers on north avenue anyways. I am very upset by this and please call me to discuss this at 802-863-4100. My name is Howard Krieger and I live with my elderly father, Arnold. Plus for an older person, this introduces a difficult and confusing traffic pattern along north avenue, and there are A LOT of senior citizens living in the new north end and it is not fair to them. PLEASE CHANGE IT BACK TO THE 4 LANE CONFIGURATION!! Does the mayor have a secret agenda on this....? I recommend those on the board involved in this decision spend some time on 127 and north avenue between burlington high school and plattsburgh ave during morning and evening rush hours!! This pilot is a massive failure. I guess I can see you tried, but it is worse. Do it and see for yourself!!

Hint all great but the armidillos

How people use the middle Lane is challenging. People use it like a driving Lane too early for their turn and aggressively get into it when there are earlier turns.

Hundreds of thousands of tax payers dollars were spent on the Burlington to South Hero bike path which isn't good enough for these people,because other people walk on this path.So now they have to disrupt the lives of the majority to passify them and thecoward politions cow down to this minority group of people. Why isn't this survey asking only the affected residents of North Ave.instead of all of Chittenden County. We all know the answer to that don't we.

I - out of choice - commute one way by bus to work and walk the other direction! However, I still drive on North Avenue frequently. Admittedly I am not apt to be on the Avenue on a daily basis at commuter times during the week on a regular basis. However those times that I do need to bring my car to work, I have not observed any real slowdown in getting into Burlington during, probably peak commute time. I really have liked liked having the middle turn lane.

I absolutely love the pilot project, and hope it survives all the NIMBYism from crochety people who hate change. I can't wait until we get actual separated cycletracks so people of all ages and abilities can feel safe bicycling on North Ave!

I agree we need to share the road with bikes and not opposed to that. The pilot project doesn't work either as traffic backs up around 430 to 500 pm not sure about the morning drive as I leave early. I work 7 miles from my home and it takes 20 to 40 min. to get home depending on the time I leave work.

I also believe the off ramp from 127 onto north avenue, starting the second lane should be returned with minor modifications such as a light that can change red, with a no turn on red sign, when a pedestrian would like to cross to make it safer for pedestrians and easier to merge onto north ave. thanks

I also own a property right at the belt line intersection. It is very difficult for our tenants to host guests as there is no longer street parking for the houses from 127 up to downtown areas. It has always been a difficult area to get in and out of but now w/ " entitled " bikers, it is very difficult to navigate in and out of driveways along there.Some Bikers travel side by side, etc. and they act like the don't share responsibility for their safety, that's solely up to the drivers as they go merrily along their way. Additionally, it seems to me(I travel several times daily) up and down North Ave. there are minimal bikers that use this path. Also, Burlington provides a beautiful bike path along the lake that is 100 times safer than the street path. Why is it necessary to provide 2 paths running in the same directions?

I always hate changes. It takes a while to get used to changes. Some of it I like and some of it I don't like. [called in and completed survey by phone]

I am a daily driver and frequent biker on North Avenue. I use the avenue to drive to work each morning and return home at the end of the work day, meaning I am one of the usual rush-hour travelers who use the road during its busiest times. Additionally, I use the avenue to travel back and forth from all other errands. I have been very pleased with the pilot configuration, particularly after some of the unnecessary barricades were removed on the stretch near the high school. I have not seen a significant difference in my travel times, and overall I feel that traffic is safer and more predictable since the jockeying for space in the narrow 4-lane configuration has been eliminated. I would not welcome a switch back to a 4-lane configuration.

I am a runner as well as a driver on North Avenue. There have been as many if not more bikes on the sidewalk since this pilot began. The traffic is a nightmare. There was nothing wrong with the way it was and this pilot has been a complete failure. I would much rather see the money spent on repairing the roads throughout Burlington that are littered with potholes.

I am a volunteer driver for 2 non profit agencies, 25- 30 riders a week, 4- 6 in the North Ave area. It is much smoother, safer driving. Elder & disabled ridersrs more comfortable.

I am a Ward 1 resident who travels on North Ave several times each week for parks and shopping. This road does not only belong to people in the New North End, and I believe that all residents of the city should be voicing their opinions on the major road corridor. This isn't some little side street that only residents in the NNE use, so feedback should come from people living in all wards of the city. I drive on North Ave 3 or 4 times per week, usually on weekdays after 3:00 PM. From my experience driving the road, I think the new setup is much calmer and safer. I didn't have an opinion before the pilot, but as a driver, I think the new configuration is much, much nicer. I hated all the pointless "lane switching" I would see drivers do to essentially end up in the same place.

I am absolutely in favor of keeping the pilot configuration for North Ave. It has made the roads noticeably safer, and although the travel time is rather slow right around when everyone is coming home from work, I can't help but notice that I hear fewer ambulances, and I haven't seen any traffic diversions down my street (to get around a crash on our segment of the Avenue) in quite a while. One improvement I suggest is to put a crosswalk with a signal between Ethan Allen Parkway and 127--crossing is still quite dangerous, and there should be a crosswalk to at least one of the two bus stops in this stretch of North Avenue.

I am all for the bike lanes. My preference is a barrier rather than painted lines, so that cars and bicycles always stay in their own lanes.

i am an avid runner and cyclist and use the new bike lanes but I hate them. Please put the intersection with 127 back to the way it was.

I am concerned about drivers using the established bike lanes to pass other vehicles. Maybe some posts set up would keep this from happening. I would also like to see more police survalance and action regarding drivers being unsafe by pulling onto North Ave. without stopping and who turn in front of oncoming traffic dangerously!

I am concerned about this survey...I think that safety should be the priority here. Not whether people like it better or not. We will get used to it. Also, center turn lanes are *fabulous*!

I am concerned that the voting will not be truly representative since many did not receive the postcard. I really hope we keep the 3 lanes and the bike lane as it is. Safety is more important than convenience. Thanks you!

I am concerned this survey will not be taken seriously and that the City has already made up their mind. People who do not live or travel this part of Burlington should not have a say in this matter. There are very few outlets to travel in the New North End. As a bicycle rider myself, I use the bike path for which it was designed. Congestion on North Avenue by this "pilot" project is proof enough for me that it is not working. I actually hit one of the road mounted armadillos and am glad they at least were removed.

I am for support of safety for bike traffic; however there is a bike path less than a mile down for that use. Also since the pilot, I have not seen any bike traffic in the bike lanes. All it is used for is to pass on the right. Also traffic has been very congested and frustrating to get around in a area that was already hard to get placed. As traffic is more congested motorist take more risk when traveling. The people who are for this pilot program are people who do not live in Wards 4 & 7 who have to travel it each day.

I am frustrated by how often I need to step out of the way of bicyclists on the sidewalk when walking, even with all these adjustments made to the roadways for their riding pleasure. I bicycle in the summer for pleasure and excercise and have always found the bike paths, roadways and sidewalks to be more than sufficient, just the way they were.

I am glad the black and white bumps have not returned to the shoulders of North Ave this year - they seemed like overkill.

I am happy that the various raised border guides for the bike lanes were removed and want the bike lanes to continue with paint borders only.

I am happy to see the armadillos removed..?I would like to see advance green or Lt turn arrow at the Shore road intersection(heading north) there can be waiting at certain times of day.I would also like to see Lt. turn arrow at shopping center light heading north.I feel bad for some North Ave residences who no longer have access for guests to park on the road.

I am in favor a keeping the bike lanes. I travel North Ave, everyday and sometimes at the worst time of the day. However, with some adjustments and modifications that I am confident will be ironed out and Burlington, VT can enjoy the benefits of being able to use pedal power and petroleum (electric too!) power, on the same road. Additionally, Burlington can become a model for other cities considering the same type of forward thinking.

I am in full support of keeping the pillot as opposed to the old configuration, but I still don't think the pilot is enough. We need bike lanes with physical, permanent protection from cars in the form of planters, trees and plants and hardscaping. Please also consider this: I am currently a resident of the City. I have a young family and rent in Ward 1. But my wife and I hope to buy a house in the next year or two, and given our income are likely to be priced out of the south end and into the NNE. I pay taxes, raise my family and work right here in the city. I make trips along North Ave a few times a week. I am not a NNE resident, but I may be soon. Why should current NNE residents have more of a say than I about the future configuration?

I am in support of Burlington becoming as safe and friendly as possible to cyclists and pedestrians, while keeping the vehicular traffic safe and moving at moderate speeds.

I am looking forward to your justification of the changes to North Ave. based on your statistics. Based on information presented last fall at a NPA meeting your statistics were severely skewed in favor of the new configuration and the justification for the way information was gathered made no sense.

I am not sure that . for the number of bikes that are actually using North Ave that the price is worth the cost..... Money could be spent better in other places in city . Better timing on signals and turn signal into shopping center.....

I am not sure what all the fuss was about. I think it is a great idea to improve the traffic flow. Except for the height of the commuting time when things seem to back up a bit annoyingly, the flow seems greatly improved. I am glad we are trying something and with a few adjustments, I think it will work much better than before. Truthfully, with trucks and SUVs the previous 4 lanes were too narrow anyway and people would whip down the avenue. Let's keep working on it!

I am of the opinion that roads are for motorized vehicles and making accomodations for bicyclist and pedestrians only leads to a false sense of security for them. Drivers generally have a "share the road" attitude but many pedestrians do not even look both ways before crossing anymore! Given all the various elements of traffic on North Avenue wouldn't it be better to provide better access and direct bicyclist to use the bike path.

I am planning to move to the new north end with my daughter. Safety on North Avenue was a huge concern for me prior to the pilot program. I notice very little change in the time it takes to travel in the new north end but I notice a large change in how safe I feel driving. I also hope to bike with my daughter to and from Hunt Middle School and Burlington High School and now I see it is a safe possibility. Prior to the pilot program there is no way I would have biked with my daughter on North Avenue. Thank you.

I am puzzled by the new traffic signals with side-by-side lamps above two vertical lamps. I also have found that people still don't know how to properly use the center turn lane on North Ave. and I have been fearful of head-on collisions in that lane. I am also frustration by the congestion caused by the inability to go around traffic waiting to turn at the Ethan Allen Parkway intersection, as well as the disappearance of the dedicated lane for traffic turning right onto North Ave. from the VT-127 interchange. Finally, the copious amount striping for the bike lanes is downright confusing. Brink back North Ave. the way it was.

I am strongly in favor of the existing pilot configuration.

I am totally dissatisfied with the bike lanes. They are a danger to pedestrians, bicyclists and motorists because of these bike lanes.

I am very concerned about congestion and flow once the 700+units are completed on North Avenue (old Burlington College building and beyond). There has been no talk about the fact that that development could bring upwards of 1400 cars to this neighborhood! The continued thought of just having three lanes is concerning to me. North Ave. is already congested, I hope there is a plan to help deal with this. I, of course, value bike safety and importance, but I am very concerned about the new neighborhood being developed two blocks from my home with no updated traffic plan.

I am very dis-satisfied with the outcome of this pilot project. North Avenue is not even an option during busy travel times to and from work, as it is so congested with traffic. My children have been late to school on numerous occasions. We are only driving a few blocks and leave with 20 minutes to get there and some days, they are still late due to the congestion. Also, so many travelers are trying to avoid North Avenue, that now the beltline is getting backed up and coming to a complete stop with bumper to bumper traffic....not a great way to start the work day!

I am very happy that we are moving away from the tight 4 lane roads that people treat like highways and are moving towards more 3 lane roads with bike lanes. The latter calms traffic and makes me feel safer whether I am biking or driving. While I acknowledge that

there is occasionally traffic jams in the greater Burlington area, these "jams" pale in comparison to other cities. We should feel fortunate that our "traffic jams" only slow our commutes by minutes instead of the hours it costs people in other cities.

I am very happy with the new configuration. I no longer have to worry about someone trying to pull in front of me switching from another lane and the speeders! It makes you slow down and the middle lane seems to be working well for turning.

I am very much in favor of a system that creates safety and inclusion for all. However I have experienced many instances as a daily driver on North Ave where the pilot program makes driving more dangerous, especially at the turn onto and off 127. In addition, when I've cycled along North Ave I feel less safe than with the previous configuration. If anything cars are closer to me than when I was able to take up a whole lane and they passed by on an entirely separate lane rather than passing just feet from me as is now the case. If I had children I certainly would not let them use the bike lane and suggest they now use the sidewalk which is what many cyclists still choose to do. I applaud the city for seeking an improved layout for our Avenue but the previous configuration worked much better. Please give it back to us! I would describe the area around North Ave/127 as having gone from relatively safe to dangerous. Seeing bikes heading north when turning left onto 127 is now harder and not having the free flow turn northbound and cars having to make a sharp right rather than having the slip way to 127 is very concerning. It is always worth looking for improvements on anything and trying to improve the status quo but this is not the solution. With the pilot program I feel less safe as a driver and less safe as a cyclist. Thank you.

I am very opposed to ever opening up the slip ramp that was closed years ago that heads North on the Avenue. When that was there it was impossible to walk or bike. Cars went way too fast thinking they were getting on the freeway! But I think it might be helpful to open the one for people getting onto the beltline when heading north on the avenue. It seems like it may help with a bit of congestion when people are heading north on the ave and want to turn right onto the beltline.

I am very pleased with the changes made and think North Ave is a much safer road because of them. It's so nice to know I have a safe place to bike (in addition to the bike bath), where I'm not worried about cars trying to pass me or driving too close to me. I would love to see a few more crosswalks added to North Ave, but I'm not sure that's part of the reconfiguration. Thanks so much.

I am very pleased with the new traffic changes; in the very beginning it slowed the traffic down considerably! Now that motorists have been using the corridor with the new changes for almost a year, I have noticed that motorists have begun to speed up again (i.e. 40 MPH vs. the current 30 MPH speed limit), but I feel it is still slower than when the corridor was 4 lanes, and safer! It was nearly impossible to make a left turn onto the corridor where it was 4 lans, and it was VERY unsafe because motorist were driving on the corridor like it was a highway traveling at speeds of 45-50 MPH! I did not like the poles and armadillo buffers between Rt. 127 and the High School; it looked absolutely horrible & I feel took away the beauty of the neighborhood. They were removed before the winter months and I hope they remain removed! I feel the double white line is sufficient for the "buffer" for the bike lanes. I hope this new traffic pattern is here to STAY!!!

I am very pleased with the pilot project and hope it continues. I have noticed zero increase in commute time by car and am very happy with the reduced aggressive driving (lane hopping). The only change I would make is to add barriers between the cars and bike lane though I understand that might not work with snow plowing and might cause more congestion since cars couldn't pass turning cars.

I am very skeptical this survey will mean anything to the Mayor and City Council. They want North Ave to be just the way it is and will make sure it stays that way.

I am very supportive of this project, but motorist behavior needs to be reviewed in some way as people are still driving too fast and using the turning lanes in dangerous ways. I have personally witnessed or been a part of numerous near misses which is very scary. Also turning from my street is terrible.

I appreciate efforts to 'calm' the traffic here, yet I believe this is not quite the right answer. The voices of the residents and business owners in the pilot area must be heard. The added congestion during morning and evening commute times is unacceptable--we need to make the NNE a place that is easy to get to/from and encourage all city residents to come here for business and recreation.

I appreciate the added safety of the project but feel bicyclists are in danger if they feel they should be out there with the cars. There is no doubt that the traffic is slower and safer but some of us can no longer turn off our street. We must go the wrong way before we can go the right way. I am also concerned about some of the ambulance traffic on North Avenue often going to the Nursing homes at the end of the Avenue. This adds another element of unsafe issues. Seems that an ambulance could be kept at the fire station closer to these rehab facilities.

I appreciate the efforts to make North Ave safer for everyone...cars, pedestrians, and cyclists. Considering the average commute everyone makes, North Ave is such a small stretch and slowing things down a bit to one lane on each side can't have that huge of an impact on folks. The four lanes were terrifying no matter what mode of transportation, but cycling in particular. I understand some folks are upset about parking along North Ave, but there are so many side streets where folks can park that are a short walk away. One thing I would like to see are more pedestrian crossings along North Ave, particularly between the Hannaford area & Plattsburgh Ave. Folks who need to catch the bus on the opposite side of the street (including children catching the bus for school) either have to walk a long way to a crosswalk or take their chance running into traffic. It would be great to see a couple of the button & light crosswalks added along this stretch.

I appreciate the increased safety for cyclists, but the traffic volume and driving time are aggravating.

I appreciate the new configuration. I don't have to worry about slowing down for bikes AND then having cars dangerously swerve around me (or get really, really close behind me) because they don't seem to care that there's a cyclist in our lane. I also don't worry now about people swerving in and out of lanes to try to get one car ahead because I (or someone in front of me) doesn't want to go over the speed limit. I had numerous incidents where I was going 30 mph and someone behind me would get REALLY close to me, then swerve around me (so close I thought they were going to hit me), and then swerve back in front of me- it was upsetting and dangerous (I've also had people go around me on double yellow lines and the curve by the high school because I was going the school zone speed limit). Anything you can do to reduce that unsafe driving behavior, and give more buffer to cyclists (even though I'm not one, I want them to feel safe too), is very much appreciated!

I appreciate the opportunity to voice my opinions via this survey. I hope the avenue will change back. I do like living here, but I will not stay if my commute continues to be bumper to bumper traffic.

I appreciate what the city is trying to do, but let's use a little common sense and impress upon the bikes that they need to share the road as well.

I approve of modifications that keep cyclists safe from negligent drivers - and that keep drivers safe from cyclists making chancy decisions. Better for everyone!
I avoid north ave ever since the pilot started. To confusing and seems unsafe. Use to shop at hannaford etc but now go elsewhere.
I avoid travelling North Ave if at all possible now. I now do my shopping in Colchester to avoid the traffic issues. Burlington is now losing my sales tax revenue.
I believe everyone who lives in the New North End will agree that this "pilot project" has been a disastrous. Poorly conceived and not well planned; this was approved by uneducated voters who do not live in the New North End and do not travel or do business in the area. We, in the New North End, clearly voted this "Pilot Project" down by overwhelming margins last Fall and our City Councilors and Mayor should respect the New North End tax payers and our opinions. Please add that merge lane back for North Ave from 127. I've sat in line for over 10 minutes waiting to get onto North Ave! I never had that issue before - ridiculous!Please add a turn lane off of North Ave for Hunt Middle School (onto Goose Ct) This was in the original approved "Pilot Program", why was this ignored yet the other changes were completed? - Baffling. 20K+ cars every day requires four lanes. We already have two bike paths (Ethan Allen Park/Intervale and Lake Champlain bike paths... do bikers need four different bike paths while cars only get two? Unbelievable.If it isn't broke, you shouldn't "fix" it. Bring back 4 lanes now!
I believe North Ave should be considered a major commuter route just like Shelburne Rd or Williston Rd and I am not convinced the "crash" rate is significantly different. In fact, in 5 years of living in the NNE and commuting to work and school, shopping, etc. daily, I have never seen an accident on North Ave. I believe bikes and pedestrians are safest on the sidewalk on commuter routes. I have observed no increase in the number of bikers or pedestrians during this pilot.
I believe that safety should be priority for our city. The city needs to take a city wide approach around biking safely. The process of piloting the North Ave Bike lane ha not been done well. Why other residents outside of north ave have to take this survey?
I believe that the bike lanes should be more protected cycle tracks
I believe that the new configuration has really helped create a safer place to travel wether you are on a bike, walking or in a car. My sense is that there is more congestion at times (rush hour) but that things move along nicely. I have become more considerate of cars that need to cross where there is no signal. There are still spots where pedestrians need more crossing spots. The bus stop pull out by Hannafords is well constructed. We need to keep the bike lane area clear of debris and clean.
I believe that the road should be configured the way that it was. The Traffic had a better flow. Cars and busses should not have to cross over or into bike lanes to get to the side of the road. Bikers don't follow traffic laws which is partially why I don't think they should be riding with traffic unless they are enforcing laws for the bikers as if they were a vehicle.
I believe with the adjustments on North Avenue turning right onto both 127 and onto Ethan Allen Parkway will ease the flow of traffic considerably. Thank you for producing this survey.
I bike year round. There is a serious difference in terror factor between 10 am in July and 5:45 pm in January. For January, only SERIOUS barrier-backed separation makes for a passable bike trip. I know it's hard to install that on most of North Ave., but that is the standard that works for me. For much of the year I use the bike path, which is a pleasure. BTW, I estimate I have biked the bike path between Staniford Rd and downtown 150 round trips/yr for 10 yrs..
I bike year-round as my primary mode of commuting to work in downtown Burlington. Since the bike path is not maintained during the winter, I'm forced to use North Ave for commuting during a good chunk of the year. Prior to the pilot project, I never felt safe biking on North Ave due to the lack of adequate shoulders (not to mention the multitude of potholes). The pilot project has vastly improved the biking experience on North Ave and the investment in bikeability represents what I love about Burlington. Degrading the ability of residents to use alternative modes of transportation simply seems backward to me and would be a very sad outcome, for me and the city I want to live in. My only issue with the pilot configuration on North Ave is that, heading northbound, the intersections at 127, Ethan Allan Pkwy, and Plattsburgh Ave feel dangerous since drivers still try to take these turns at relatively high speeds and are not in the habit of checking the bike lane on their right side before turning. But overall the pilot configuration is a HUGE improvement to the cycling experience on North Ave and is greatly appreciated.
I cannot tell you how many times I have come too close to being hit when I am trying to turn from North Avenue onto a side street if a bus is stopped at the opposite corner. I will be in the turn lane when a car whips out from behind the bus to pass and ends up just missing me as I am also in the turn lane turning left. Also there are places where two cars have pulled into the turn lane at the same time when one is turning right and the other left almost having a head on collision. The statement made by our "too personally involved" so called Mayor was if it saves just one life. What about the lives of the people who do not or cannot ride bikes. I never seen more than three cars when heading into town in the morning to work, not out for a pleasure drive, yet the routine of the working force is being forced to change because some bikers don't want to share the road. They do not obey the rules of the road, continue to ride side by side and cut across in front of cars all the time. What about my safety? What about my rights? Why should the entire city have the right to vote on this project when it does not affect them on a daily basis? I don't get to voice my opinion, not that it would matter, on projects in other areas of town. I certainly wasn't asked about closing off Spring Street and putting some huge ugly cement planters. This has been a campaign by a Mayor who is doing something for his own personal gain and to help his "friends" from Local Motion get what make them happy and to hell with every one else. They have a bike path, they already had bike lanes now they still want more. Mayors have come and gone over the years but never one as self serving as the one we have now. This city was built on the backs of the older generation, we have paid increasing taxes year after year, but our voices fall on deaf ears. His way or the highway. I sincerely hope that come March we can elect someone who really cares about everyone in Burlington and just a select few. I hope you don't have to drive North Avenue at peak times and I hope that you are not injured or killed attempting to get to work.
I cannot understand why we have to support both a bike lane on North Avenue and a beautiful bike path just a short distance away. Taking away one lane of traffic for bicycles when there is a bike path a very short distance away just doesn't make sense. There is just too much traffic on North Ave between Rt. 127 and Plattsburg Ave for it to be one lane each way.
I can't believe this program has gone as long as it has. Please go back to the way it was before.
I cant help but think this was all a huge waste of money.

I commute from 127 to the high school and from the high school back to 127 and I have to say that getting back onto 127 is confusing with the change. Furthermore traveling that with all of the extra lanes and lines on the road is confusing at times. I would also add that the bikers need to decide what they are (pedestrian or a vehicle) and not be both depending on what benefits them.

I commute to work on College Street every day during the week, and am often out on the weekends. I do not own a car, but my partner does. We use it for grocery shopping and sometimes a get a ride with her when she goes to the Y in the morning. But in the past month my primary form of transportation has been walking, supplemented by the bus.The major problem for walking is road splash where there is no buffer between the road and sidewalk. There are places where the sidewalks hold large pools of water. We really need more crosswalks, and some pedestrian lights at several of them. Generally the sidewalk plowing was good this year, and there were not large piles in the sidewalk from the driveway plowing.This is the first year I have used the bus. I use it when I am sick, or when it is raining hard. the drivers are very professional. It will be really wonderful when the RouteShout app is working properly! I do not ride my bike during the winter; I wait until after the street sweeping in the spring.The pilot has worked much better for me, though there is room for improvement. However, the most important improvements would be social--all the users need to learn to use this space in a responsible and predictable way.

I congratulate the City of Burlington for persisting with the North Avenue Survey. As previously stated, I believe that this road will only truly be safe for all concerned with roundabout at most major intersections and bike lanes buffered by hard barriers from traffic.

I continue to be disappointed with the conversation around this issue in our community. I'm not a rabid political person, right or left. I'm not anti-change. However, from organizations such as Local Motion, to others in our community, there has been an air that if you don't support this project (with gusto), that you don't like bikers (not true), don't care about the environment (not true), don't care about safety (not true). I have said previously that the approach on this was flawed at the start. I appreciate that the city has asked for feedback and made adjustments based on that (removal of the armadillo bumps), not acknowledged others (I have previously asked for left turn signals, without a signal response from the city about my request or any change. This is disappointing because the city is pretty small, and I do not think it's unreasonable to expect an answer. That said, there has been the perception from the start that the "pilot" is a marketing ploy vs. an actual study. I find that disappointing, especially as a taxpayer. There are a lot of things this city needs, and there are many things we can debate on how and where to spend the money. And, the New North End often gets unfairly and inaccurately labeled as against change. We are diverse on this end of town, too. I would appreciate some greater respect on that -- and am frustrated that while we drive this road every day, we somehow do not get to voice an opinion (especially a negative one) about this. As you can see from my survey, I am neutral or positive on many aspects. And, my negative responses would be similar for the previous configuration, too. My point: The issues with this road go beyond the challenges of speed, safety, and configuration.

I definitely feel keeping North Ave to 3 lanes has improved safety for cyclists and pedestrians--it's also slowed down traffic which I believe is a good thing given the volume of businesses, children, school zones etc.

I definitely feel like this helped to slow traffic down at least a bit. I still find it disconcerting to be passed on the right when I'm turning left farther north on North Avenue where there are only 2 lanes plus bike lanes. It doesn't seem like there's enough room and I'm always afraid that people will hit me. That goes along with people going too fast along North Avenue, but I suppose those who will do that aren't likely to stop doing that regardless of how you try to calm traffic.Thanks!

I did not like the rubber buffers on the road near BHS and approaching Rt 127 ramp. I'm very glad that you removed them. Thanks!

I did not live in ward 4 prior to the start of the pilot. However, I would not have even considered biking on North Ave previously and with the pilot, I have felt fairly safe. Going through some of the larger intersections with lights is still a little bit intimidating on a bike. Thank you for making this possible.

I did not think the bike lanes were for walking/running. I thought it was for bikes. There was one instance when there was a toddler on a tricycle riding in the road while their caregiver walked on the sidewalk. The bike barriers have made the road an obstacle course.

I didn't expect to like the new configuration; I thought it would cause undue congestion and confusion. But it has worked surprisingly well, and I feel much safer with the middle turn lane, rather than having to worry about cars weaving in and out of traffic lanes. (I wish the same pilot project could be made on Williston Road!)

I do appreciate that the pilot has slowed and calmed the traffic on North Ave.

I do have a comment. Why are we changing the North Avenue streets? When a lot of money went into the Bike path and we are using other money to change North Avenue. Use either tax payer money or personal funds of donation to fix our streets instead of re designing them. We have a beautiful bike path that you are putting millions of dollars into it why, are the bikers not using it, instead of causing havoc on North Avenue. Stop changing when it was working fine to begin with. Our taxes are going up every year and you wasting our money on pilot projects.

I do have one recommendation for a change to the North Rd & Ethan Allen Pkwy intersection. When headed south on North Rd and turning left onto Ethan Allen, there can be a considerable delay. This is especially true during rush hour. I would appreciate it if someone could take a look at adding a short left-turn only arrow here. I know this will require some changes to the almost permanent blinking yellow right-hand arrow onto Ethan Allen when heading north. It may not be feasible, but should be worth looking into at the least. Thank you very much and keep up the great work with improving roadways and making them safer for motorists, cyclists, and pedestrians.

I do not at all support the zebra slugs (or armadillos) so keep those off the road. I used to see people riding bikes hit them when not paying attention and it's like they were bouncing back in the car driving lane. I'm glad those things are gone.Ethan Allen Parkway intersection needs revising. You have the entrance to the Park, Ethan Allen Parkway, North Ave North & South, and Little Eagle Bay - all 5 meeting at the one point. Add in the walkers and bicyclists, and it get's complicated quickly.I like the center turning lane.My biggest issues are the buses pulling over for the bus stops & the congestion from North Street up to where Ethan Allen Parkway meets North Ave, this stretch of road is the worst. This area needs 2 driving lanes in both directions as much as possible. I do not understand how the redevelopment of Burlington College into hundreds of new units got approved. The traffic for that stretch of road is already maxed out. I can't imagine how terrible it will be once those Cambrian apartments are complete - NOT GOOD. The rest of North Ave I support with 3 lanes. Per the above I don't understand why there is not another 1 or 2 exits for Rt. 127. Right now there's only 2 (@ Plattsburg Ave & across from Alliance Church), not very functional with the population of the area!! More traffic

should be carried on the beltway, but without more access points - all traffic for the area must drive on North Ave. Put in some more access points for the New North End to reach Rt. 127!!
I do not believe this project was well thought out, it has created significantly more congestion during peak hours. I have witnessed people using the middle lane intended for turning as a lane to speed up and cut off multiple cars, I have also witnessed people using the bike lane and parking by the church to cut around drivers who were holding up traffic. I have hardly seen anyone use the bike lane and when they do they are still riding their bikes close to the cars even with all the space provided for them. What used to take 15 minutes to arrive to work even during winter has turned in to 30 minute commute on a good day. This was the biggest waste of taxpayers money.
I do not have to drive on North Ave. during rush hour traffic, so I am not concerned about congestion or delays at those times. I appreciate having a turn lane and not dealing with traffic changing lanes back and forth, as they used to be configured. It helps also to have clearly designated space for bikers. I think the new configuration is probably safer than the old.
I do NOT like the use of the physical dividers such as the armadillos or white posts. The traffic lanes are sufficient. If there is any physical division added, my answer to these question would be very unsatisifed.
I do not live in the North Ave bu I travel through the area a couple times a month (sometimes more). Therefore I can't comment on the high traffic times that many speak of, but as a traveler along that cooridor, who frequents businesses and residents, the changes made in the pilot have made my experience traveling via car and bicycle so much better. I feel safer as a vehicle driver because of the shared lane and the speeds of other vehicles. As a biker, I at least appreciate the space to ride. Good luck! Hope the pilot stays and continues to get better!
i do not see A 3 lane configuration after Shore Rd. A problem.We have A bike path on both sides of the Ave. already ??? The pylons at the entrance to the Ave and Ethan Allen Parkway force A vehicle very close to the opposite lane. Traffic tie up's at peak times is bad enough during good weather, But when it snows it's impossible.
I do not think that those who live outside the area of the North Ave. Pilot Project should get to vote at all on this. They are the ones who voted Yes for it and the majority who actually live in the area voted No. People who live in the area are most affected.
I do not walk on North Avenue, but I feel that it is very important to have some pedestrian crossings - with lights like on Pine Street - between Shore Road and 127.Coming from downtown and turning left on Leddy Park Rd. (to go to Hanaford) or to turn into Shore Road I am always afraid to be hit from the back by somebody who went into the turn-left road earlier and may hit me. I have lived here long enough to watch out - but people who do not live in this area may be hit.
I do ride my bike along North Ave. These changes do not make me feel safer, nor do they make me actually safer. The lines are a false sense of security for riders (as is evident by all the cars passing on the right (in the bike lane) when someone is attempting to make a left turn) and do nothing to actually protect them. If speed reductions were one of the goals of this reconfiguration, we would have been better served with extra patrols, tickets and more traffic lights. I like the idea of providing bike lanes throughout the city, but they need to be physically separated from driving lanes.
I do think it is important to have seperatiom between bikes and cars but not at the expense of travel time and more congestion.
I don"t see any bicycles to speak of. Traffic is backed up all the time for the sake of the bicycles that are simply not there.The biggest problem is that a lot of drivers don't use the turning lane correctly, or at all.I drive over 300 miles per day for work, the last half mile on North Ave is the worst.Thanks.
I don't drive myself at this time as I don't have a car - trips in the car ore with other people. Biking is much easier now. The bus feels about the same.
I don't know if my very lengthy comments were preserved in the previous section. In the event, they were not, I will summarize here. There is enormpous congestion between 127 and Ethan Allen Parkway, far far more than before. Also turning onto North Ave can be difficult when there is a steady stream of cars coming either off of 127 or simply moving up North Ave. I am sympathetic to the concept of safety for bike riders but this road is primarily used by and designed for cars. North Ave is the only access to the New North End. This new configuration has greatly impacted access. I think the long term solution would be to widen North Ave so that there can be 4 lanes and a bike lane. Frankly, I have not seen enough bike riders to justify the change in road pattern. Again, acknowledging that bike riders have a right to be safe, this road was not designed to accommodate bike riders and still allow for the volume of traffic that flows into and out of the New North End daily. I am very dissatisfied with the configuration and think it was a short-sighted, cheap fix. If this is something the community intends to support and pursue, then the community (meaning Burlington) needs to put the money up for a proper solution such as widening the road.
I don't know what to think about the North Ave and Rt 127 intersection. I don't love it, but it is okay.I love North Avenue with the three lanes. I feel safer.
I don't like the 3 lane set up, but the driving wasn't too bad during winter months because you took out most of the barriers between the road and the bike lanes and there were no bikers using the bike lanes. Now that the weather is warm and there are bikers again, the driving has become really annoying again. The full road is too narrow to comfortably have bike paths - it's impossible to pass by a biker without swerving into the turn lane and I drive a small car. I also don't trust you to not put up more posts and barriers, which make driving on North Ave feel like I'm driving through an obstacle course. This whole trial doesn't feel like it's been worth it when you think about how often bikers use the bike lanes, especially considering there is a bike path that runs parallel to entire street.
I DON'T LIKE THE FOOTBALL HUMPS PUT ALONG NORTH AVE. BETWEEN B
I don't like the preference given to bikes on North Avenue. Bikes are very rude drivers and we have a great bike path out here in north Burlington..I don't see any considerations given to bikes in the south of Burlington...and they don't have a nice safe bike path there. WHY IS THAT? Also,It seems as though most bikers use the sidewalk instead of the new bikeways
I don't like this pilot program! Sure, it may bolster the town's reputation as a bike friendly town in a travel magazine or two, but it makes life much more difficult for those of us who must actually live her, and work in other parts of town. It's becoming the old cliche, Ya' can't get there from here.(Not in less than half an hour anyway). It was fine the way it used to be. Can't we go back? Please?
I don't live in Burlington, but I own several commercial properties and I work in Burlington, and as a hockey family my children use Leddy Park very regularly.

I don't mind the minor delay heading to work. My biggest concern is for drivers trying to turn ONTO North Avenue at rush hour. I feel I need to let drivers turn onto North Avenue all the way from EA Parkway to Battery Park or they would never have a chance. I slow down, flash my lights and let them make a right or left turn out in front of me.Louise

I don't really dislike the new configuration. But I am very concerned that congestion will become worse once the orphanage housing units are occupied.

I don't see many bikes on the Avenue when I do they are on the sidewalk. We have a real nice bike path a few blocks to the west that was built for this usage without the worry of cars close by

I don't understand what the markings mean, such as double lines

I don't understand why the access to 127 from Burlington High School north has been closed off. I think it would be safer to enter as it used to be than to go to the light and turn right. I have seen a few close calls there when cars tried to do this.Also bicyclist need to be educated regarding road rules when the lights are red, I have seen several bikes go right through them with out even a glance say anything about stopping like they should.

I don't understand why the focus is on the last 30 days. The pilot has run a lot longer than that, and I have used North Avenue more frequently in previous months, so why is my experience less valid because I haven't used it as much in the last month? Also, the number of auto-centric versus cycling-centric questions is inordinate - don't you think cyclists turn onto and off the avenue too? Finally, this survey specifies almost the entire North Avenue corridor, ignoring that in the area between Washington Street and North Street no additional accommodation for cyclists have been made. Parking uber Alles! As for the configuration, most of North Avenue I have found to be fairly easy to ride. However, the area between the 127 entrance and Institute Road has been much improved by the addition of a protected bike lane, especially going over the hump of the hill before the high school, where motor vehicles would often squeeze in towards the curb while still moving very fast.

I don't wish to belabor my point, but please do research about flashing white strobe lights. They are a health hazard and unnecessarily make life incredibly difficult and painful for people who suffer from Brain Injuries, seizures, and/or Migraines. Let's show some compassion and let's remember that bikers need not share the roads at the expense of the quality of life of other people. Also lets remind the bikers to obey the same traffic laws as cars. Thank you.

I drive a SSTA bus five days a week and a car seven days a week. North Ave.traffic congestion is terrible and I have seen several accidents during this time. It is not safer for drivers. Commute times are horrific. We are on a schedule and traffic is very difficult now. Prior to this you could pass a ultraslow vehicle. NOT NOW. I drive all day and you have made it so much harder and more frustrating. Change it back as promised. People that live here do NOT like it. thank you.

I drive North Ave 4 times a day, to go to work and bring my kids to daycare. The travel times have more than doubled, and I truly feel that it has become more dangerous to drive on. People pull out in front of me all the time, or simply pull out into the middle lane out of frustration. The light at 127 and near the church has been backed up north bound past the H.S. on many occasions. We are now the Pine Street of the north! I would love to see this back to 4 lanes, as I can honestly say I have perhaps seen 1 or 2 bikes throughout the course of the week actually use the bike lanes. We bike downtown often, but use the BIKE path. Thank you for this opportunity to provide feedback! Best,Tera

I drive North Ave every day and see very few bike riders using it. I've seen joggers, skate boarders and even wheel chairs using it.

I drive North Avenue everyday, several times. Since the new pilot project started I have seen 75% of the people riding bikes on Avenue ON THE SIDEWALK. That is WHEN there are even bikes on North Avenue, which is INFREQUENT. Also, as a result of the pilot the night at Ethan Allen Parkway has been adjusted to 1.5 - 2 minute wait and it has created another traffic flow problem for the people coming onto NA from Saratoga, Killarney, the Elks Club. Now there is no brake in the traffic for them because Ethan Allen Parkway gets so backed up with the long light. Turning ONTO Ethan Allen Parkway when coming from the shopping center is practically impossible now because there is no break in the traffic there either. I have lived off NA for 49 years. This is a big mess and with even more housing being built down Apple Tree and now behind the orphanage, the traffic will only get more congested. You folks took the ONLY exit route from Burlington which did not have traffic problems and created them. Its time to put it back. The bikes can use the TWO bike paths they have, or use the sidewalk. This is NOT ICELAND, its time this city listened to the homeowners for once, and the people who pay the gas tax to maintain the roads. Further more, surveying south end folks who don't even drive NA makes no sense. Yes its a city street, but they are not affected by the change. They have no knowledge of the problems this configuration has created for the north end residents on a daily basis. Oh, and BTW there are no bike lanes on Shelburne Road. I think it very dangerous for bikers to ride in the road there, why is the city not putting bike lanes on Shelburne Road? You have to stop inconveniencing the masses because a few want the change.

I drive on North Ave almost daily to get up to the Starr Farm Dog park. Sometimes I take North Ave the whole way, other times I take 127 for some or most of the drive. Interestingly, I find that the drive time is about the same no matter what I do. I think that means the pilot configuration has worked well. The one change I would suggest is to separate cyclists from cars by moving the parking away from the curb, so cyclists pedal between the sidewalk and the parked cars (where there is side-of-the-road parking).

I drive on North Ave. almost daily and I hardly ever see a bicyclist on the street. Could it be that most cyclists prefer the safety and scenery of the bikepath along the lake? Also, one must be very careful when pulling into a Left turn lane that a car heading the opposite direction doesn't pull into the Same turn lane to turn left , risking a head on crash. This happens between Rite Aid (on east side of North Ave..) and Lakewood Pkwy. (on left side) and probably other places as well along the street.

I drive on North Avenue an average of 4 times/day. For the very small number of bike riders, I think all of the expense associated with this Pilot Project is a waste of my taxes. Put in some good crosswalk signals like you have on Pine Street for the sake of pedestrians crossing. Otherwise, put the lanes back to their original configuration and stop making North Avenue look like an obstacle course.

I drive or bike this route every day and sometimes several times a day for my work. I drive up and down North Ave to and from Hunt Middle School both via Battery and 127. I am super familiar with this route. The middle turn lane is simple to adjust to and safe to use. The bike lanes are a huge improvement. Cars are going slower now and much more within the speed limit as there is no way to pass a vehicle ahead of you, so safety is enhanced.My concerns are:-The turn onto 127 heading south from North Ave (some cars speed up heading North making it hard to judge the margin of safety for turning.get backed up-The snow and debris in the bike lanes during winter (I have friends and colleagues who bike year-round and they ended up biking in unsafe conditions).-At peak traffic

times, the portion between North St. and the former Burlington College site can get backed up due to someone trying to turn off North Ave onto a side st.Again, small concerns but so much better.thanks

I drive to and from work every week day and I rarely see bikers in the pilot area. Maybe once or twice per week, if that, in the colder months. But not that much more in the warner months. I think the pilot has been a huge inconvenience to those of us needing to travel this route, that is in no way balanced by the amount of use the area gets by bikers.

I feel a lot safer turning off North Ave with the pilot configuration. I drive it every day with my family during high traffic times and I am very happy with the pilot commute times. Doesn't seem to be any slower.

I feel going against the what the voters who live in the area and use the North Avenue and 127 everyday was a why I will never vote for the Mayor again

I feel like the pilot has increased travel times and has also increased safety concerns while walking, as cars are more rushed to merge into traffic as there is more congestion, making drivers more distracted and less apt to wait for pedestrians. I also have witnessed bikers in the bike lanes cutting across traffic, biking in the wrong lane, and biking two abreast causing the driving lane to be even smaller. If bikers would like a safe place the bike path is easily accessible from many locations, as well as biking on the sidewalk. As a pedestrian I have never had an issue with someone biking on the sidewalk and have not encountered many other people biking or walking on the sidewalk at the same time as me. I also feel that if the pilot stays, it makes little sense to have the bike lane completely end at the corner North Ave and North Street as the point was to connect bikers from the New North End to Downtown.

I feel much safer and more relaxed driving in the newly configured three lane section of North Ave than I ever did when it was four lanes. Traffic flow is steady and smooth, with no dangerous dodging and weaving of cars by drivers trying to jump ahead of their neighbors.

I feel much safer biking North Ave since the pilot and I am very glad for the absence of fast weaving traffic while driving.

I feel much safer cycling since the initiation of the pilot program, and have seen many more cyclists on North Ave as well. I did like the armadillos, for extra separation - as is, I still wouldn't want my child riding his bike on North Ave. In a car, turning left onto NOrth Ave (heading south) from Saratoga or Village Green is much, much easier. All in all, it is really great to see the city taking steps to ensure the safety of everyone - be they in cars, bikes, walking, you name it - and making it a more bikable, walkable, more eco-friendly place to live. Nice work.

I feel North Avenue should remain safe for bicyclists, notably students traveling to the middle school and high school. I would love to see MORE protected bike lanes south of BHS/Institute road. I am looking forward to more protected bike lanes in the downtown corridor as well. Thanks for your work.

I feel safer riding on the avenue since the pilot configuration. More physical barriers are needed. Also with all the rain this spring we see the need for added drainage between St Mark's and Hannaford's. I ride every day to work on bicycle from Woodlawn Rd. to the hospital. Enforcement of the traffic lights would be helpful. It's getting like NYC used to be. So many vehicles run red lights it's ridiculous ! Also heading south into town from St. Mark's to Hannaford's the bike lane needs to be repaved. Also, the cars need to be controlled. Just about everyone tailgates. Riding three feet apart is the norm. Also the intersection at the high school needs to be redesigned. It is perilous for those us on bike.. Worst is when we get squeezed as the lane curves by the bus stop. That area needs to be expanded and lanes more defined and rendered safer. Over all more physical barriers are needed ti improve safety, Thank You, Kevin Barry

I feel so much safer on North Avenue, no matter the method of transportation, under the pilot configuration. Thank you very much.

I feel strongly that bicycles do not belong in the same space with cars, for everyone's safety. The police department has indicated that they have no plans to provide consequences to bikers who endanger everyone around them by sailing through stop signs and stop lights, and failing to use a headlight and rear reflector when biking at night. Should a driver engage in this same behavior, it would be considered breaking the law and a ticket would be issued.

I feel strongly that the pilot, especially last year when all of the pylons were installed, make driving on the avenue much more hazardous. Rush hour traffic was very congested and there was very little room for cars to maneuver, all of the pylons made the road feel more like an obstacle course. I also did not notice any real increase in bike traffic, which did not surprise me since there is already an excellent bike path in this section of the city. When the pylons were installed there were also sections of the road where a car could not pull over for emergency vehicles. Overall I thought this was a very poorly conceived and costly experiment.

I feel strongly that there must be more proactive outreach to educate the people who use this area on the changes that are being made, the results that have been documented, and to teach drivers, cyclists, and walkers how to use this new configuration. In addition, the Burlington police department must be asked to enforce the existing laws.

I feel that bicyclists should be held more responsible because the majority of them fly through intersection without looking causing a safety issue for drivers and bicyclist.The current traffic design backs up traffic going on and off the beltline, causing longer exit time.

I feel that both bike lanes (south bound and north bound) of pilot project needs to be freshly paved for safety.

I feel that driving is so much safer with 3 lanes. It feels less like a racetrack where our mirror are nearly hitting. As a cyclist, it also provides less a sense of being squished to the curb. I find car travel time to be slightly longer, and attribute that to a) going the speed limit and b) slightly more congestion - but no more than in many other parts of the city. There are times when it looks like a snake of traffic the whole distance, but it moves right along. the lights must be well timed. I have twice noticed a NA resident pulling out into the middle lane and remaining there -passing cars on their way to the 127 ramp. This seems a little aggressive and dangerous to me. I suggest some short 'how to' videos on front porch forums or elswhere the public may view them, to educate us all on bike etiquette, car, turning , using turning lane, negotiating busses, what a flashing arrow means, etc. The only other suggestion I have to file in the back of the toy box is the possibility of flashing lights that allow the passing lane to be used at certain times of the day as a double lane southbound in the 7:45-8:15, or Northbound form 5-5;30. Just a thought - a la Montreal.Great job all, thank you for making this a livable ridable and safe city

I feel that just painted lines are not enough for bike safety. Perhaps removable barriers/posts could be used - and taken down during snow season - Dec - March.

I FEEL THAT SEPARATION OF AUTOMOBILE AND BICYCLE TRAFFIC HAS G
I feel that the bicycle riders are the most hazardous people on the road. They do not obey traffic lights, stop signs or the rules of the road. Traffic ran more smoothly with the old system. It is dangerous when rescue vehicles come along and you have nowhere to go.People on North Avenue should be able to park in front of their homes. We have 2 "very Expensive" bike paths already. The one along the belt line is rarely used. I travel on 127 often and very rarely see anyone using it. I think this whole project was a lot of wasted money to satisfy a few people. Money that should have been spent to improve road paving, etc.
I feel that this pilot configuration is dangerous and creates overcrowding on the road. It is harder to get on and off north Ave. the commute is twice as long. The white rails cause difficulties getting on to a Ethan Allen as it creates a bad angel. The 4 lans are needed due to heightened traffic in the new north end. The prior findings were for 4 lanes and traffic has only increased. Please return to the prior configuration. Thank you.
I feel that this pilot has been an incredible waste of taxpayer money. It does not feel safer and the intersections at RT127 and Ethan Allen are more dangerous now due to the changes.
I FEEL THE CURVE TO THE NORTH OF NORTH AVE AND INSTITUTE RD IS VERY DANGEROUS. I MORE THAT ONE OCCASION I HAVE MET A TRACTOR TRAILER RIG AND THEY HAVE BEEN IN THE SOUTH BOUND LANE BY MORE THAN THE WIDETH OF THEIR TIRES. IT IS TOO NARROW THERE WITH THE EXTRA WIDE BIKE LANES AND NEEDS TO BE IMPROVED. ALSO, THE INTERSECTION OF NORTH AVE AND GOSSE COURT NEEDS A TURN LANE. GOSSE CT IS THE ACCESS RD TO HUNT MIDDLE SCHOOL AND DURING A.M. DRIVE TIME IT IS A CHALLENGE TO GET OUT OF THE SIDE STREET. YOU MAY GET A BREAK IF THE LIGHT AT THE EXIT TO HUNT TURNS RED. EVEN THEN WAIT TIME CAN BE 3 MINUTES. THIS NEEDS TO BE ADDRESSED. THANKS
I feel the project has made the road less safe for everyone. Drivers do not understand that the center lane is a turn only lane. People will frequently drive from Ethan Allen Parkway to the beltline using the center lane. Folks coming off Village green will drive the center lane to the belt line or use it to merge into the right lane because of the heavy traffic flow. Driving north on the ave you can get a red light stopping you from turning right while the folks going straight have a green light. Its one lane there people going straight don't see the little red arrow. I have witnessed several close calls there.Bicyclist do not follow the rules of the road. They run traffic control devices and pass on the right without any concern for their own safety. They dart in and out of traffic at will. Pedestrians do not follow the traffic control lights they cross where ever the heck they want to when they want to. Empowering them by placing more of their personal safety the responsibility of the drives makes them even more unsafe. Crossing the street against the light with your head down texting is not a good decision.
I feel this traffic change has made things less safe. Drivers are more apt to cut out in front of other drivers because of the added traffic caused by having fewer lanes. This project has made things inconvenient and less safe for the thousands of car trips per day on North Avenue. The benefit for the few bicycle trips per day is not worth it or fair to the rest of the public. Thank you for this opportunity to voice my opinion.
I feel unsafe riding in the bike lanes.....I also ride a motorcycle and am hyper vigilant while riding that, as I am even in a car. Driving anywhere (including North Avenue) has to be a very defensive activity. Way too many distracted drivers. I choose not to ride my bicycle in the bike lanes, and refuse to ride in Burlington. I do ride on the bikepath, where there is a reasonable level of security.
I filled this out earlier today but am unsure if I successfully completed. If successfully completed earlier, please disregard this.
I find it disturbing, that although the DPW and city officials promised the residents of Wards 4&7 that WE would have the last say on this pilot project; it has apparently been opened up to not only the entire city, but, judging by the questions and prompts, the survey is also allowing comment by people who don't even live in our city. I have serious doubts that we of the new north end will be satisfied with the legitimacy of the ensuing results of the survey. The pilot project was imposed without our comment or consent. The vote originally proposed for residents of the new north end to weigh-in (and which failed to pass in either Ward by the way) was then opened up to parts of the city least affected by the project, and then used to minimize our views on the subject. No Sir, I Don't Like IT!
I find it has been a waste of money having this North Ave. Pilot Project. Numerous times I have had to wait 2 or 3 lights to turn left off North Ave. to Shore Rd. The waste of time, gas, and added emissions is not a plus in my opinion. The designated left turn cycle has been removed from all lights and there seems to be no good reason for removal. There are places where the "shared" center lane is an issue. For example, the center lane in front of Rite Aid and Lakewood Estates does not allow for cars turning opposite directions to both be in that center lane at the same time. There are areas where the "bike" lane is so much lower than the rest of the road that a rain storm leaves 3" puddles and is not safe for the bikers. The bikers avoid the puddles and end up in the single lane for cars, unacceptable. It will be the driver of the car driving in the one lane who is responsible if a bike is hit in the car lane, not the city for lousy maintenance. Instead of this Pilot the money should have gone to repaving the road or thinking ahead for the added traffic from the housing being built where Burlington College was. Throwing 70+ housing units and the vehicles people have into the mix will create more congestion on North Ave. There is a bike path that I don't drive my car on and monies were approved 2 years ago to repair the bike path to the river...that hasn't happened. I sincerely believe this project will go forward regardless of how people who live in this area feel because it has the backing of the mayor. The money could have been spent better and this project will continue to add to congestion on North Ave. when the added housing units are occupied where Burlington College was.
I find it irresponsible to open up voting to any section (south end) that does not utilize this stretch of town and are not effected on a daily basis. The people who would be effected collectively ruled "no" to these changes but were overruled by those who most likely do not venture through the north end which makes zero sense. A separate path in the road for bicycles seems like a nice idea in theory however I feel that these changes have put more risk on drivers and bicyclists. A lot of people are confused about the turn lanes, the turn onto Ethan Allen Pkwy seems very dangerous and not all bicyclists are obeying traffic signals. The amount of bicyclists that utilize this new path on a day to day basis is very minimal and I don't feel it justifies the current changes. Car traffic is backed up just so a couple bicyclists can go by every once in awhile. There is a beautifully maintained bike path running parallel to this street anyway so the whole project seems futile to me.Thank you for your time.
I find that the way this change was presented to us to be very dishonest, and regardless of this survey results the change will become permanent. I base this on1. We were told it was being done for safety reasons and the biking was just an added benefit.

(Anyone who believes that I have a bridge they can buy from me)2. We were asked on the last survey if we wanted the POLES & FOOTBALLS removed we said yes. The PW Dept removed what they wanted and left some. 3. We were told that the NNE residents will have the final say. So far that is not the case.4. We were told that the accident rate on North Ave was the highest in the city. (The data shows that not to be the case)5. The leading members of the push for the change are bikers including the director of the PWD6. I can count on one hand the number of bikers I see on North Ave each day

I find the light at the Ethan Allen onto North Ave it be very inconsistant.... waiting 15 seconds to 1/2 a minute is acceptable. The 2 to 2 1/2 minute wait is not ok!!!

I find the new configuration much safer and faster. I drive on North ave at different times and before all the late drivers would speed on the left lane then merge on the right. This made situations on safe and always delayed my ride to work. Thank you for this change. Change is good and people will soon forget the old.

I frequently run and bike from the ONE to the NNE, especially to Leddy. I can't say enough how much safer I feel with the new lane configuration, especially the intersection at 127 near the Alliance church. I now feel comfortable biking with my 8 year old to the NNE, whereas before I felt that I was endangering him every time we rode to Leddy or the Miller Center.

I get very nervous with the traffic turning to get off the avenue. I also have a hard time to get on the Avenue . You need to find a street with a light or you never get on at certain times

I grew up living on Lakewood Pkwy, and travel there more than 3 times a week to see my elderly father who still lives there. I read the reasons for the pilot study, and it seems to not make any sense. Do you realize that there are now 5 legal bicycle paths for bikers to take along this route?!!! The bike path along the lake, the sidewalks on each side of North Avenue which have ramps at each cross street for bikers and disabled, and NOW bike lanes on EACH side of North Avenue. What are you thinking? And why spend the money for this? This constricts traffic for CARS on North Avenue, the traffic patterns are confusing, and my elderly father feels unsafe pulling out of Lakewood onto North Avenue and CANNOT make a left turn at all during rush hours and is forced to turn right and turn around due to the constricted line of cars heading south on North Avenue. PLUS, why did you close the ramps at the Beltway?? Did you count how many pedestrians actually need to cross North Avenue at this intersection?! Again, all it does is restrict and congest traffic flow at this intersection, plus the blinking yellow arrows or simply the yellow arrow traffic lights make it more UNSAFE AND CONFUSING. Especially for the elderly. Who's idea was this? Please change it back to the way it was and stop wasting money on projects like this and spend it on REPAIRING the pathetic condition of Burlington streets and roads. I can be reached at 802-448-3666. I would like to know if there is a public hearing on this topic. Thank you. Dan Krieger

I had started filling out the survey with the card that my husband (Morgan Rodgers) received at the address indicated in the previous page. However, the survey was dropped before I could submit the answers and it is not clear if the answers were saved which is why I took the survey again.

I HATE the armadillos and hope they NEVER return!!The white poles at Rte 127 are distracting and just one more thing to have to look at at the busy intersection.

I hate the bike lanes and nearly all the changes (except removing street parking). It slows down traffic to a crawl and about doubles the time for trips down North Avenue. Also, so many drivers still don't follow the rules of the road and with an unfamiliar configuration, they are completely dangerous; I've been nearly hit numerous times by people incorrectly merging. Furthermore, the only time I see bicyclist, which isn't often, they are riding on the sidewalk (adults)...which completely defeats the purpose of having special bike lanes that take up half the road. It's a complete mess and waste!

I hate this study, its a waste, and unsafe. We already voted against it before and now you ask us again? Will you listen this time? I will never ride a bike in these bike lanes with my daughter, and hardley ever see anybody else either. All winter, what a waste of roads! Are the DPW and city really that dumb to let special intrest groups control roads from rest of us? What about unsafe conditions you said you wohld stop pilot- that never happens. Liars, but what do i expext from the government.

I HATE THIS THING. PEOPLE ON BIKES HAVE BEEN VERY DISRESPECTFU

I hate to drive on North Avenue.

I have a concern with cars driving down turning lanes way ahead of their actual turn. Also with cars turning onto side streets without looking to make sure there are no runners/bikers or cars passing on the right. I didn't think that was legal.

I have a few additional comments: 1- I rarely see cyclist using the bike lanesand 2- the traffic backups during "rush hour" are insane, especially from Institute Road to Ethan Allen Parkway. Its almost impossible to turn onto North Ave due to the unbroken lines of cars.In my opinion the loss of the merge lanes onto and of off Rte 127 and the loss of the turn lane onto Ethan Allen Parkway have really contributed to the massive backups on North Ave around the entrance of Rte 127.

I have a number of comments and suggestions and feedback and I will number them for ease, since there is little space here and there are a range of items I wish to discuss. 1) Thank you very much for having a survey and especially for extending the deadline and for not only sending us a postcard by mail but also for having the flashing sign by Burlington High School as a reminder with the date the survey was due. All of that was crucial to my being able to do the survey. 2) I voted against putting in bike lanes on North Avenue for two reasons. First, I saw no problem with the way North Avenue was and saw no need to change it. Second, I am extremely AGAINST bikers biking anywhere near cars, as it is extremely crazy and dangerous! People do it only because humans do all kinds of things that are crazy and dangerous without thinking about it. Driving itself is an extremely dangerous thing to do, and once you have been in a car accident that is significant (as I have) you realize how incredibly fragile the human body is, and how incredibly dangerous driving is, and how car accidents happen in the blink of an eye, not when you are planning on it, and the injuries and the dramatic trauma and change in a second all change your perspective for life. But, again, we humans are rather addicted to driving and so we forget the risks and drive (some of us just drive much more carefully and conscientiously than others, but driving is inherently extremely risky). Anyway, if it were up to me, bikers would never bike in roads with cars, as it is far too dangerous. Instead, bikers would only use bike paths (such as the one we have that all these bikers could be using, parallel to North Avenue just a few blocks away!) or sidewalks. In Germany, I was told bikers bike on the sidewalks. I know our sidewalks are not level all the time to make it easy for bikes, but I would change that, and I would require bike training and licensure so that bikers were required to be very careful and respectful while biking on sidewalks, so that pedestrians would be completely safe also. All of that being said, even though I voted against changing North Avenue, I have ended up liking the changes after I got used to them after a few days. I think it causes people to drive more slowly, which makes the road safer, which we all need. Peopl

I have a strong preference for protected bike lanes, and I feel that the safety and comfort of the street worsened when the physical barriers were removed.
I have a weekly rehearsal at the North Ave Alliance Church, and have found that the pilot configuration greatly improves safety and ease of turning into and out of the parking lot from North Ave.
I have an issue with this being done on computer. I know numerous people that don't own computers or folks that don't know how to use them. Where is their say in this survey? Also I suggest that if "YOU" Mayor insist on this bike route why don't you have the police start enforcing the rules of the rode for bikers Too many times when they are not riding the sidewalks they go through stop signs, red lights, and pull up on side walks so they don't have to be inconvenienced. How fair is it that they have three way so travel the Ave. The bike path, sidewalks and the bike route. You forced this down the throats of the residents of The North End.....I really have a hard time believing that this is a popular decision. At the most I see maybe five people riding bikes on a given day and two of them are on the sidewalks.....The North Ave Pilot Project "NO THANK YOU"! Stop thinking you can throw us a bone (removing those turtle bumps) and we are going to be satisfied. Also the faster you get rid of those poles the better.
I have answered as a cyclist who has used North Avenue to access the beaches, the ice arena, and the high school for events.
I have avoided traveling on the avenue and cut my use of the businesses there as much as I can...too bad....Colchester wins!
I have been a registered voter in Ward 4 for the last 18 years. Why didn't I receive a postcard in the mail? More dishonesty by the Liberal government of Burlington?
I have been biking on North Avenue since 1984 and have never had an issue sharing the sidewalk with pedestrians when necessary - much rather do that than ride in the potholed, drain grated, gravel filled danger lanes you call bike paths. There is a perfectly good bike path along the waterfront that goes all the same places that North Ave does - that's where bikers belong if they don't know how to ride in traffic. Stop encouraging under-skilled bikers to get on the road with lanes that won't keep them safe, and stop taking away the already scant road resource from vehicles. Like it or not, this is always going to be a car town, and you will never get a significant portion of the population onto bicycles with any regularity, so stop devoting so much time an energy and give the lanes back to the cars!
I have been led to believe when this project started that if the residents of the No. Ave area voted no then that would be it. I believe when it came to a vote that overwhelmingly it was voted down but the city went ahead anyway. Guess our votes really didn't matter. I also understand that you (the city of Burlington) are trying to make things safer for bikers. But who pays for the roads and upkeep? Maybe you should register all bikes and make them pay a fee. They are using the roads why do they get to use them for free? There should also be more consequences for bikers running stop signs and lights. Just the other day I was taking my wife to a doctors appt. at the hospital and I saw at least 3 instances where bikers went right through stop signs without even slowing down. When are they going to get ticketed? All I ever hear about is how we have to be aware of the bikers, what about them?
I have been pleased, generally, with the pilot configuration; I think that it has improved safety on North Avenue & I would like to see it continued.(BTW, you may want to correct the spelling of the word "complete" in the last line above.)
I have been thrilled with the North Avenue pilot! I absolutely love having a turn-out lane for cars. In the previous configuration, the lanes felt too narrow and traffic got stuck if someone was trying to make a left-hand turn directly from the traffic lane. I think this works much better. Also, I like it from a biking perspective. I haven't ridden my bike on North Avenue since last fall, so I didn't answer any questions related to bikers, but I wanted to chime in that while biking on North Avenue I feel safe. Without the bike lane, I never rode my bike on North Avenue. Now it feels more comfortable.
I have concerns about the traffic once the development of the old orphanage is completed. You can't keep developing in an area and change the driving pattern like you did on North Ave. You are adding more traffic and diminishing the road way. Where is the sense here. You put dollar over dollar in favor of bikers- the avenue and then all the up grades to the bike path. How about helping drivers get to the south end without having to go through the downtown area? I have seen bikers going outside the lines in areas where there is water or a dip in the lane. Not to mention the city buses that don't even pull over to drop off or pick up riders. They stop in the car lane.
I have experienced no difference in the time it takes me to go north bound on North Ave in the morning and return. Most importantly, with the Pilot Project I feel much more comfortable about the safety and ease of my driving vis a vis the bicyclists on the road with me. Bravo to the folks who wish to use alternate means of transportation; and thanks to those figuring out how to make it safer for all.
I have felt safer as a driver. Less worry about whether cyclists have enough room. 3 lanes and the turning lane make for safer driving - no one passing or straddling 2 lanes. Flow is much better and safer.This survey has been very well designed.
I have found it very difficult to get in and out of my driveway with the new configuration. Traffic backs up and crawls down the Avenue from 7:30-8:15 frequently and does the same heading north at the end of the work day. I feel less safe because people just buzz down the turning lane when things back up between Shore Road and 127. The bus stops make it unsafe for bikers who end up having to go around, swerving into traffic. During morning and afternoon commute times traffic crawls from bus stop to bus stop following the bus. I have witnessed near head-on collisions when people try to go around the bus and meet someone trying to turn. People frequently fail to pull into the turning lane and stop in the traffic flow lane to turn left, causing increase traffic control congestion.Traffic was not great before, this has made it worse.
I have found that since the project went into affect drivers have gotten more aggressive towards cyclists on the north end cooridor and the Manhattan Ave shortcut to 89 through the one. Lots of shouting from cars to get on sidewalk, etc when I have been legally riding in the road. The backlash is sad and I wish people cared more about the safety of there neighbors and children, not travel times and being able to speed.
I have found the multiple lines and stick barriers very confusing and a detriment to the appearance of the Avenue
I have heard complaints about North Avenue congestion. Yesterday (Monday, 15 May) I was driving on North Avenue at 8:20 am and we were the only car in at least 200 yards in either direction. I know that is one moment in time, but it was a startling counter to the complaints of congestion.
I have lived at 709 north ave for close 50 years ,..always was able to park in front of my house, lost all parking on the street,..Im 73 yrs old and most of my friends are late 70s to 80 years old, now there is no friends stopping by cause of parking.My taxes are 5,000.00 a year,..cant park on the street and cant park on the grass.The new street rules suck.

thanks alot for nothing bruce huff, 709 no. ave
I have lived for almost 50 years in this neighborhood, and I think the pilot changes have made the area more safe, and I hope they will be left in place.
I have lived here for 47 yrs. I find the new configuration achieves all the goals of your pilot. It is MUCH safer turning on and off North Ave from side streets. It is MUCH safer for bikers and runners. I find that more adults and more children bike now than ever have before. Before, any biking was done on the sidewalks. Now rarely if ever. This makes it safer for walkers and for cars turning in or out of North Ave (can seek bikers easily).I also find that during "rush" hours cars may have some waits, but continue to move reasonably, and it is nothing like the congestion and delays I observe on the other entries and exits to the city. I also travel frequently and observe the same configuration as the pilot in many cities I visit, i.e.Colorado Springs, suburbs of Chicago, Wisconsin, and New York. I think it is a great improvement which requires cars to remain driving fairly close to the speed limit laws.
I have lived in the new north end for 45 years. I have been driving for 40 of those years. Prior to the pilot program, I always felt very safe driving on North Avenue. Since the pilot project started, I have had multiple near head-on collisions and multiple other near misses. I have tried to figure out how to avoid driving on North Avenue but that is not possible. We have a beautiful bike path that we already pay for as well as sidewalks. Until recently, due to a medical condition, I was not able to bike. I am now able to bike and I will never use the bike lanes on North Avenue. Even with the supposed protection of the painted white lines, there is too much traffic and confusion with buses and cars. In addition, the part of the road dedicated to the bike lanes is not well maintained and has many storm drains to avoid. I have never been so discouraged with the City of Burlington as I have with this pilot project. I have even considered moving out of the city but it is my home and I don't want to leave.
I have lived in the new north end since 1973. My husband and I have been active in school, community, and Church projects throughout the years. Changing the traffic patterns in our area of town has been disastrous. We travel on north avenue daily, and are appalled by the increased traffic and congestion! The few bikers that travel in the bike lane do not always respect the rules of the road, nor do they wear reflective gear or follow the signs. I am also still very upset that the vote of the citizens in the north end to stop this project was casually dismissed by so many others who do not live here! The postcard that we were sent indicated that we should enter a unique access code....yet there wasn't one there! How can we be assured that this survey is valid?Or that our opinions are respected and accepted?
I have lived in the NNE for 16 years, and the changes connected to the pilot project have been a dramatic and noticeable improvement to the safety of all travelers--walkers, bikers and drivers. These changes were long overdue. Please keep them in place. Thank you.
I have lived in Ward 4 since 1969, before the beltline had been built. I find the pilot configuration is the best (safest, least congested) since I have been living here. Thank you for all your work making this change possible. I' sure there will need to be more improvements in the future, but the present traffic pattern is the best ever.
I have lived on North Avenue for the past 18 years and have witnessed first-hand how dangerous it had become with vehicles routinely speeding excessively and regularly failing to stop for red lights (even with a school crossing guard standing in the middle holding a stop sign aloft!). The efforts of the BPD were commendable, but in the end were ineffective and didn't deter anyone, at least not for long. Although the pilot project has increased travel times - only slightly, it has at the same time tremendously increased the level of safety for everyone. Ironically, it has also made it much easier for vehicles to enter onto North Avenue since drivers are moving at a more reasonable rate of speed and therefore much more willing to allow another driver to enter the flow of traffic. For many years the BPD tried to tame the speeders, and there were certainly plenty of them, who, I suspect are now the loudest critics. They have only themselves to blame.
I have lived out here for 47 years and we have done just fine with the original design of North Avenue. If there were not another choice for bikes, I might feel differently. Bikes can use the bike path that runs the length of the city without any vehicle traffic. I do not think it is fair to the people of the new north end to have their street redesigned because of bike clubs when they have a safer choice of where to ride their bikes.
I have never felt safer biking on the avenue
I have not noticed any difference in traffic congestion since the pilot program started. I also have seen very few cyclists on the road since the pilot program started...however, anything to make cyclists safer when sharing a road with cars is a good thing, in my opinion. It's certainly better for cyclists to have a designated lane rather than being in a motor vehicle lane.
I have notice more bikes on the sidewalk, then in the bike lanes most are on the wrong side of the Road. I also noticed that the bikers do not obey traffic laws, which is nothing new. Since the polit program, I have seen more near misses.Congestion is worst, buses don't pull to the side of the Road. I live on Turf Rd. Since the pilot program I have notice an increase in traffic and also very few stop at the Stop Sign on Barley Rd.
I have notice there is a congested time between 7:30-8 am turning right onto North Ave from Shore Road. Though it seems visually congested, I believe it has added only 2-3 minutes onto my commute. It is a fine price to pay for a much safer width of lanes and not having a drag race every morning and on my way home in the afternoon. It is much more like a neighborhood..
I have noticed that more people ncluding myself have to make many more high risk chances to get out into the traffic flow heading south from the east side of north Ave. Much longer wait times to pull out and during rush hour the line of cars start at the high school all the ay to Plattsburgh Ave and it's at a snails pace, I have on video to back this statement
I have only lived in Burlington since Sept 2016, and on North Ave since Nov 2016, so am not familiar with how North Ave was prior to the pilot. Bravo for this effort. If you're interested in a similar project: in Madison, Wisconsin there is a similar configuration on North Sherman Ave. More than 20 years ago, the city proposed reconfiguring N Sherman this way, using a TWLTL (two way left turn lane), and the general populace was not ready for it, and fought it tooth and nail. Business owners feared they would go out of business, because the traffic flow would be ruined. Etc. etc. It has taken all these years to achieve a more ped/bike friendly Sherman Ave. Old mindsets die slowly. Thank you for making my own intro/experience on North Ave a great one.
I have ridden my bike on North Ave over the years and I feel MUCH safer with the new set up !!
I have said repeatedly that there needs to be a directional arrow at the light to turn left onto Shore Road. It isn't always a problem, but I have seen traffic stopped there through several red lights which leads to frustration and people running the red lights. I don't

know why this has not been addressed. P.S. Last week my husband and I were rear ended while stopped at a red light near the exit from Hunt School. While I don't blame this on the new configuration, North Avenue does not seem much safer to me.
I have seen a car/bike collision and numerous near collisions. The pilot configuration is dangerous. It's that simple. There are bike paths a quarter mile west of North Avenue and a half mile east of North Avenue, both leading into and out of Burlington. Start thinking about safety. My vote requires it.
I have seen a lot of bicycles on the sidewalk instead of the lanes that was provided for them. Sometimes on and at a driveway back into the road. 3 wheel bicycles and a single bicycle riding while talking to each other. Some with a radio blasting away. Some with earphones. We have a beautiful bike pass and a lot of expense has been put into it.
I have seen bikers still biking in the road beyond the white lines separating the bike and car lanes. It appears that water or uneven surface in the bike lane makes bikers think it is okay for them to use the car lanes anyways.Also, what has happened to the southern connector that was started years ago. Millions have been spent on the road for bikers as well as on the bike path, yet nothing has been considered to make it better for cars in the north end to go south. You keep developing the north end, making provisions for bikers on and off the road, yet nothing is done for drivers. I can only imagine that the congestion will get worse.
I HAVE SEEN MORE ACCIDENTS, MISUSE AND NEAR COLLISIONS ON NORTH AVENUE SINCE THE INCEPTION OF THIS PROJECT. BABY CARRIAGES, SCOOTERS AT DUSKS AND RUNNERS.....VERY DANGEROUS. I HAVE A CONCERN FOR EMERGENCY VEHICLES APPROACHING THIS TRAFFIC. CARS START MOVING WHEREVER POSSIBLE TO MAKE ROOM. THE CITY SHOULD LISTEN TO THE WORKING PEOPLE THAT SUPPORT THE CITY BY PAYING TAXES AND KEEPING THE PROPERTY VALUES UP.
I have seen people on FPF commenting on people on bikes sometimes not being respectful and how it could cause accidents. I have noticed people biking in a bike lane which was for the opposite direction they are going. It might be good to have more painted biking directions on pavement, even though some will ignore that also.
I HAVE TAKEN MY OWN SUVEY - HARDLY ANY ONE USES THE BIKE LANE
I have to drive to work 5 days a week and the Pilot Project is just terrible. First of all, since it began I have not seen over 3 or 4 bicycles, yet hundreds, maybe thousands of cars every morning and night. Buses, FedEx, UPS are all a bit problem. We all just drive into the opposing lanes to get around them. Whoever heard of, in 2017, reducing the number of car lanes in a city. Try going to work in rush hour. I go from the NNE to Shelburne and it takes me 45 minutes!
I have to say, traffic seems calmer on the avenue now. I used to be very concerned with traffic blowing through the shore rd light, which I have not seen much anymore. The reason for my dissatisfaction is mainly around rush hour. There are times when it is impossible to turn onto or from north avenue and the traffic moves at a crawl. This was not the case before. I now have to leave the house by a specific time or it adds a solid ten minutes to my commute time. This really bothers me. I own a dental practice on north avenue and I have patients that are frustrated to come out this way now. We have to move traffic better. That is more important than bike lanes in my opinion. We live in a city. The raods were initially designed to move cars and I'd like to see them do that better. I grew up and continue to live in the new north end and I am concerned with the congestion that now occurs. It's not the direction I'd like my end of town to go in.
I have traveled on North Avenue for many many years and do so frequently, either getting somewhere on or off North Avenue then heading to Mallets Bay etc. It confuses me all the time, after having 4 lanes on that road it is very very difficult to get use to. I found the ramp to get off 127 getting on to North Avenue to be a better choice and it worked well for many many years. More would use the four lanes rather than the single lanes with the turning lanes, which I do not find useful at all. The lanes would be better utilized as they were, it never bothered me to have to wait behind a car which was turning and most of the time I could put my directional on and move into the other lane and proceed with driving. I do not find that this was a good way to spend tax payers money at all and do not think the change made anything better, just a lot of confusion.
I have traveled The Avenue at varying times of day and night and think it safer and just as easily driven as before. I see no unsolvable issues if people need some tweaking to accept this change. I also disagree that these lane changes to accommodate bike access should be dependent upon approval of NNE residents. All public city streets can be used (and are paid for) by all city residents, not just those living in the neighborhood. NNEnders having the final say is akin to me as a S. Union St resident voting to eliminate thru traffic on S. Union in favor of resident- only use. It is very shortsighted, devisive and sets a bad planning precedent.
I have two little kids - I no longer fear for our lives when traveling down North Ave. (driving mostly, but also walking/biking) It's SO much safer now. I think we can continue to modify the barriers etc, but the overall project has been a success in my book. Thank you.
I have witnessed several accidents of people going around stopped traffic and also putting pedestrians at risk. The money was already spent for a very expensive bike path and it also removes people from the hazards of combining cars and bikes in the same area. Please return it to 4 lanes.
I have witnessed several close calls of accidents between on coming cars, pedestrians crossing North Avenue, and cars/bikes. The pilot design has caused lengthy delays entering North Avenue from the east side with driver frustration causing drivers to take unnecessary chances. The design appears to have been created to use as many new traffic ideas as possible instead being created to ease traffic congestion and safety. Sometimes change isn't good.
I haven't bike North Ave within the last 30 days but last fall I did feel much safer with the new configuration.
I haven't biked in the past 30 days but N Ave feels safer when I do bike, too!
I heard that accidents have been reduced considerably. I think that alone justifies this project. The only drawback for me is that rush hour traffic in the evening (around 5 p.m.) is a little backed up. But, I can live with that. Kudos to all who organized this project. Thank You!
I hope that the data collected by this survey will be shared with the city in its raw form so that decisionmakers can see the real responses. I am concerned that the data collected in the first survey was interpreted and reported in such a way to show a more positive response to the pilot project than I would have predicted based on conversations with my neighbors here in the NNE. Also, I hope that the responses of residents who live in Wards 4 and 7 are given more weight than responses from folks who do not live in this end of town. Those of us living in this end of town are impacted by the pilot project on a daily basis and our voices are important.

I responded to the first survey and I did not see many changes made to the pilot project (some barriers were removed). I wonder if the data gathered from these surveys are really used to make changes to the project.
I hope that the data showing improvements with respect to safety are widely published.
I hope the 3 lanes stay; driving and biking are far more safe, slower, with less weaving.
I hope the rest of Burlington follows the New North End lead. Safe cycling is so important to a healthy city.
I hope this decision is based on sound engineering and safety data, rather than how respondents (even me) perceive the changes.
I hope very much that the city's decision about the configuration of North Ave is based on sound civil engineering research and a forward thinking vision, and not simply a "popularity contest" by vote via this survey.
I hope you leave the road the way it is now.
I hope you release this study based on geographic area. Living in the new north end, this project has been a pain in the ass and created traffic jams where there never used to be traffic jams. I
I just don't see where all of this is necessary. I think a lot of things were done without the public knowing what is going on. The bike traffic hasn't increased. They've taken away parking. People's houses have depreciated because of it. No enforcement for bikes. They tend ride on the sidewalk anyway. [called in to complete over the telephone]
I knew that once the mayor appointed the "bicycle guy" as the public works director, he would shove these changes down our throats. And he will do anything to keep from changing them back to the way they were. To make some real constructive changes, there are many areas where are still no sidewalks and no curbs or the curbs have sunk to street level. All of the side walks need to be widen at least 50%.
I know it's after the 6.4 "compeltion" date. Would not be surprised to learn this pilot configuration has resulted in increased bicycle traffic. Signs for children bike riders may remind drivers we're watching out for everyone.
I know this is a different thing, but I have not known who to bring attention to this. So, maybe you could forward the information to someone!I teach at Hunt Middle School. I'm VERY concerned about the one-way exit from the school. I've had several experiences where cars are coming the wrong way on this one-way road and when I flag them down, they have no idea they're going the wrong way (their phones told them to take a left off North Ave). There's a sign, but it's not obvious--especially for someone who isn't familiar with the area. I wonder whether there could be some way to change this?? I've thought about switching the entrance and exits, for example
I LIKE THE BIKE LANES EVEN THOUGH I JUST USE MY CAR. I DON'T THINK IT MATTERS AS FAR AS SPEED GOES IF WE HAVE MORE LANES. I LIKE THE IDEA OF THE BIKELANES, IT'S NICER FOR THE COMMUNITY! THANK YOUXOXOABBY
I like the changes to North Avenue that the pilot project has implemented. My daughter goes to school at Hunt Middle school and we live on North Avenue. It is much safer for her and her friends to bike and walk down the Avenue now. I would like to see more pedestrian crossings with flashing lights on North Avenue. There are so many cars and it's very hard to cross the road at places.
I like the changes, but it seems like some drivers don't understand how to properly use the turn lanes or just don't care and still want o rush.
I like the configuration but I admit that in the morning and evening rush hours I do my best to avoid North ave because of the traffic. I think this hurts local business as well because I liked grabbing a bagel in the Hanniford plaza from time to time on my way to work, but as I mentioned I now avoid the avenue in the morning rush hour and have not stopped for a bagel there in a very long time.
I like the current configuration and hope we can keep it - living together with each other amicably. North Avenue goes through a pleasant neighborhood with stores, restaurants, homes and schools on both sides of the street. It is a neighborhood street used by many for many different purposes. It is not a thru way. We need to respect and accommodate all users as safely as possible.
I like the new configuration - it's safer for driving and bicycling. I do feel it takes longer to turn onto North Ave in my car during rush hour traffic but i'm willing to put up with it for safer biking and safer turning lanes for cars.
I like the new configuration.
I like the new configuration. I do wish we had more and safer pedestrian crossings. The intersection of Little Eagle Bay/North Avenue/Ethan Allen Pkwy is a nightmare to cross on a bike or on foot. There are blind spots.
I like the North Ave Pilot Project. Safety is key for all members of the surrounding wards. Thank you for implementing this project, it was long over due.Project promotes more bikers means healthier people, less pollution, less vehicle crashes, gas and better living all around. Thanks again. :)
I like the pilot configuration and feel that it has made driving much safer than the four lane configuration. I don't like the congestion but it is worth it for the increased safety. I think people need to be educated on the proper use of the third middle lane. I have turned into it to be able to merge into the other lane and been honked at and yelled at and worse. I have also seen people use the middle land to pass other cars that may be turning or slowing down.
I like the project over all, but I do find it ironic that I see many bicyclist not using the bike lane(s) and riding on the sidewalk.
I like the turn lane to move over to turn into my apartment building. Traffic can continue to move. I do not like the longer wait to turn into traffic from my apartment building. Thankfully I do not have to travel during work traffic hours 7 - 9 AM. I personally do not notice more bicycle traffic than before this project was initiated. I still see vehicles using the extra turn lane from the Elks Club to RT 127 intersection as a passing lane. This has been nerve wracking to watch other cars turn into that lane only to find another vehicle already there.
I like the turning lanes..I don't see many bikes
I live directly on North Ave, in a house with a driveway that is not large enough for both mine and my boyfriend's cars. We've had no problems finding parking along the side streets, less than a minute walk from the house. Even living next to the church, we've had no issues on Sundays or during church events. I work downtown and commute by bike when weather permits. I typically work 3pm-11pm, so I'll frequently be biking home alone North Ave at 11:30 at night (wearing a helmet and bright yellow jacket and covered in lights). I feel very safe in the lanes with the buffer. A concern when we moved to our house was getting out of the driveway, since we're located on a major road. I've never had to wait more than a minute to back out of my driveway. And getting to work on those

rainy days when I drive, I've never experienced terrible traffic. During peak rush hour times it takes MAYBE an extra 5 minutes to get to work. The "traffic" I encounter is when I get stuck at 3 lights: the one by Ethan Allen Shopping Center, Ethan Allen Parkway, and the turn to 127. All in all I'd say the pilot program is fantastic, and I appreciate the extra safety feature for cyclists and pedestrians.

I live directly on North Ave., and have, for most all of my 57 years. I've seen little to no improvement with the pilot, re: cars speeding on North Ave. City owned vehicles are no exception. I have twice had DPW trucks pass me, as I drove the speed limit, since the pilot began. Simply driving the actual speed limit, one can now count on being tailgated. People who drive over the speed limit, frequently use the center turn, and bike lanes, to pass others. The day after Thanksgiving, 2016, there was debris from a car "crash", in front of Rite Aid pharmacy. The turn lane there is all too confusing, and I had brought this to the attention of NNE councilors early on. Two other "crashes", in front of my home in the months following. One, within feet of the intersection where Hunt School students were crossing North Ave. The bicycle lanes, which in some areas are 5' Plus another 3' buffer, don't seem to keep some bicyclists from crossing into the car lanes. And from what I've observed, there is next to no additional bicycle traffic on the Avenue, using the lanes provided for them. As for the pedestrian crosswalks, I've witnessed more people than not, cross at any place that's convenient, ignoring these features all together. As per postings on the Burlington "See Click Fix" website, there have also been numerous complaints about signals not functioning properly. Both pedestrian and traffic signals have been noted regularly, as causing problems. It's my opinion, based on the above observations/experiences, that North Avenue is Less safe now, than before the pilot was implemented. I do appreciate the opportunity to weigh in on this issue, which primarily affects those of us who live in the New North End.

I live in ONE and use North Ave a few days per week to get to Hannaford, hardware store, bagels, etc. In warmer months, I'm more inclined to use my bicycle to get to store and to get to Leddy beach. I think the pilot bike lane on North Ave is safer than before and much safer than riding the bike "path" along the lake. ALL the southbound traffic headed downtown ultimately dumps into and funnels into a single lane at North Street which becomes Battery Street. For this reason alone, keeping North Ave a single lane travelling in each direction to slow the traffic makes the most sense and avoids the funnel. City keeps approving more residential units and developments along North Ave. Please dont turn the Ave back into a 4 lane highway. Finally North Ave is a major thoroughfare for many people and I don't think the opinions of NNE Wards should necessarily carry more weight than those of us in ONE. Thank you.

I live not too far from the north ave / 127 interchange. I have found that the pilot configuration likely does not add any time to my commute. I am turning left onto north ave every morning headed towards Burlington. It is easier to make this turn with the 3 lanes vs 4.

I lived in Lakewood Estates and it is MUCH easier for me to turn left out of the neighborhood in the morning on my way to work. People are cool and let me make a left when the traffic is slowing down for the red light. So much easier.

I lived in the NNE for 7 years. I wish this configuration had been in place when we lived off North Ave. It is so much easier to bike and drive. I think the pilot has successfully shown that.

I lived in the north end for about 20 years, I always thought four lanes worked very well especially traveling through that area with several schools in between. Since the pilot I rarely see anyone using the bike lanes. When winter comes I don't think I've seen anyone using the bike lanes. North Avenue runs parallel to the bike path, cyclists should feel they can use both North Avenue or the bike path. But I do not feel the need to provide a lane on North Avenue for cyclists. Specifically at Ethan Allen Park this looks terrible and is often extremely confusing to both cyclists and drivers. It is extremely unsafe

I lived on green acres for a long time and was a bike commuter during the old configuration.

I love being able to get around on the road safely. I understand that some of the complaints are about congestion around rush hour. I think that a wait is understandable considering all of Burlington is congested. I think it is more important to give bikers a place to be and not have to worry about getting clipped by cars. In addition, by cutting down on the number of lanes it reduces the number of times people get cut off due to merging traffic and it encourages people to use 127 to get off of north ave. I do think that the intersection at the end of 127 on the Burlington side could use some consideration when planning new road modifications. THANKS and please don't make north ave unsafe the way it was before.

I love everything, except the bollards on the south side of the Ethan Allen Parkway. On a bike, I have to ride into the middle of the street in order to turn right. Previously, I was able to avoid cars as I turned.

I love that we're working to make the streets safer for all. I bike occasionally but I am primarily a driver and I feel much safe on the road.

I love the 3 lane configuration. It has slowed traffic and the Avenue feels safer and more like a neighborhood street (it felt like a highway with 4 lanes and people drove as though it was a highway).

I LOVE the 3 lanes instead of 4 primarily as a driver - it calms traffic and makes North Ave. less stressful. Getting the bike lanes is an added bonus that has encouraged me to use my bike more for errands to the grocery or hardware store, pick up green-up bags, or even heading downtown for brunch or to a concert at Battery Park (last summer). [I do bike to work in Essex 1/week in the summer, but don't use North Ave on that route.] I didn't like the physical barriers (poles & "armadillos") between the HS and 127 - that made it more stressful as a driver when pulling over for emergency vehicles. For the 127 exit, once the final configuration has been decided upon, it would be great to remove the pavement for the old ramps - the northbound one off 127 hasn't been used in years but is still there & is just ugly. Finishing the project by removing unused pavement and replacing with grass or other greenery is essential to respect the new north end community instead of leaving an eyesore.

I love the adjustments made in the pilot project! I fervently hope that they stay and will make North Ave safer for all members of the community.My only adjustment would be the time given for people to walk across the street -- I'm thinking particularly the Heineburg/North Ave intersection. It is ok for me, but for an older person or someone who is otherwise walking impaired, the time is just too short.

I love the bike lane but am concerned that some bikers still ride in or very close to car lanes. Having a pull in for buses would improve traffic flow and increase safety. As a biker I feel safer.

I love the change to three lanes! I feel much safer and experience less frustration while driving. I use North Ave primarily in a car (commuting to work everyday), but occasionally bike and run. The changes are nice for biking/running, but I really appreciate it for driving. The lanes are a much more comfortable width. Anecdotally, people seem to drive more consistently; fewer cars speeding

by in the left lane only to brake quickly or swerve into the right lane when they reach someone trying to turn left. The four lane set up was a nightmare.
I love the changes made in the pilot! I drive often on North Avenue and also walk my dog pretty frequently. Once the bike path construction starts after the Marathon, I will bike often on North Avenue. I have biked both before and after the pilot and the change is a big improvement for bikers! The change from 4 lanes to 3 lanes is a home run for drivers! I am never in the wrong lane anymore as I often was when I first moved to the neighborhood.
I love the extra buffer. It's just too bad we have so many distracted drivers, they don't always pay attention to the paint or traffic rules so I am always cautious. In addition many bikers do not use traffic rules for themselves, creating a very hostile relationship w car and rider. I follow rules and very rarely am confronted w right of way issues. There are a lot of idiots out there though. Always need to be careful.
I love the feeling of safety that is now there. I do wish you could put notice in the paper, etc to explain how to use the middle lane. Most people use it as a crossove instead of getting their car entirely into the middle lane and not obstructing traffic. I am not at all surprised that the number of rear ending accidenrs has increased since the change, People are in a hurry and they aren't paying attention, there is no outside lane to swerve into, thus rear ended, That should totally be expected.Nice job on analysis of crashes and reasoning used. Yup, 'atta, boy!'
I LOVE the new bike lanes, both as a driver and a biker. As a driver, I feel much safer because no one is racing to get around you in a space too small for 4 lanes, as N. Ave was previously. I have not noticed any difference in my commute time. I also feel safer passing bikers because I know where they will be (in their lane) and don't have to try to guess what they are going to do. The bike lanes inspired me to try biking into downtown area where I work, and for the first time ever, I felt safe on my bike. It turned me into a regular bike commuter. One thing that struck me is that I have noticed a huge decrease in aggression towards bikers by drivers since the pilot was put into place. Before, I witnessed drivers purposefully run bikers off the road, honk at them to scare them, or yell things as they pass. I have not seen that once since the pilot began. I think the pilot project is a huge success in making drivers and bikers feel safer, as well as make the north end of Burlington a part of a bike-friendly city for the first time. I know you will get a lot of responses from people who hate the project because they don't like to see their neighborhood change, but please know that they are a (very vocal) minority. This is a hugely positive change for our community, and I hope you'll keep the bike lanes! It is good for families, good for commuters, good for traffic safety, good for Hunt and BHS students, and good for the environment as it encourages more people to bike. I live at the very end of North Ave and travel the avenue multiple times per day. Since the addition of the bike lanes, I see so many more people riding bikes! Thank you for putting the bike lanes on North Ave - it has been such a wonderful renovation to our part of town.
I love the new configuration
I love the new configuration of North Ave. It feels much safer and bike / pedestrian friendly.
I love the new configuration. I am using North Ave. more because of it. Thank you
I love the new configuration. I use North Avenue to visit family and for shopping (not commuting). I think the new pattern has slowed down traffic which I think is important for the congested nature of the neighborhood and the increased presence of bicyclists and pedestrians. All of Burlington needs to slow down to make traffic flow safer. I've noticed it in the University/Hill section and Pine street corridor already, and North Avenue should slow down too.
I love the new configuration. I used to be afraid while driving that I could hit a biker and I totally avoided biking on North Ave, even biking on the sidewalks which is illegal in some places to avoid it. Now I feel comfortable biking on the street and am no longer nervous driving when I see a biker - there is plenty of room for both of us. Also, traffic and drive times have not changed AT ALL. I am a student with a varied schedule and drive on North Ave at many different times of the day and have noticed absolutely no increases in travel time.
I love the new configurations! I bike, drive and run on the avenue every day, as do my young children. I feel safer all around. The best result of the pilot study configuration is that drivers (including myself) have been forced to slow down. Please keep the avenue the way it has been since last June. Thank you
I love the new pilot configuration but the line painting needs to be kept up to keep it working well. The pot holes and repaving also needs to be managed well because otherwise cars drive in the bike lanes.
I love the new traffic configuration and feel that it makes our community more of a neighborhood rather than a byway. I hope it stays in place!
I LOVE the North Ave Pilot!!! I feel much more comfortable biking and use my car a lot less driving up North Ave now.
I love the pilot configuration on north Ave . Make it permanent.
I love the pilot configuration!
I love the pilot project. For those individuals complaining about congestion and driving time, there is 127 that runs parallel to North Ave which is non-residential. We don't need a 4 lane highway running through the NNE where people are biking/walking.
I miss the armadillos and divider posts, those made it possible for my children to use the bike lane. I currently have them ride on sidewalk while I ride in bike lane. Good work and advocacy, but not good enough for children.
I much prefer the pace of traffic which invites people to be more courteous in letting others out of our neighborhood onto the Avenue.
I needed a code to enter. you should not need my name and addressshow the pictures before the questionstoo longI still resent the process and the need. All that was needed was to enforce speed limit, put the bikers on the bile path where they belong, and add some cross walks
I never could understand the bike lanes on North Ave Beautiful and safe bike path adjacent to North Ave all the way to waterfront,
I never rode my bike on North Avenue because it was so unsafe and congested with traffic. I think the pilot configuration is great and since it has been in place I think traffic runs smoother, and I feel safe riding my bike on North Ave. Personally, I think people who don't like it need to walk and ride their bikes more, they will understand how this has improved pedestrian/bike safety. Thanks for helping, I hope the reconfigurations stays.

I object to Burlington residents who do not live or use north end roads from deciding what changes are made.
I only notice a few bicycles daily. Police need to enforce traffic laws not only to automobiles, but to Bicycles as well. Commute time has increased significantly and so have my nerves! Please return us to a configuration that worked better than the one we have now.
I personally do not feel safe enough to bike in the new bike lane. However I'm happy with all of the changes and know more serious bikers who use it often.
I prefer complete streets, with protected bike lanes. 4 lane streets are too dangerous for everyone and encourage excessive speed and aggressive driving of motor vehicles
I prefer the previous configuration because there are many times that some drivers go less than the 25 or 30 mile an hour speed limit causing tailgating; I find that in some areas, the bikes are still too close to the cars and I find myself going into the oncoming lane to make more room for them; beside bikes, these lanes are used by joggers, skateboarders, and wheelchairs - is this right?; the left turning lane going into Rite Aid is very awkward; if the current configuration does end up staying, please don't put back the striped armadillos - they were in the way when you had to pull over for emergency vehicles; I feel that the new configuration has slowed traffic, sometimes too slow, and that the bike lanes are really not being used by many people. I travel this route 2-4 times every day and I only see 1 or 2 people every so often or none at all.
I preferred when the bike lane had a buffer, such as armadillos or some other type of barrier.
I question why people who do NOT live in the North Avenue area are responding to this survey. The majority of the people most impacted by these changes on a daily basis (12 months out of the year) are Northenders -
I rarely see anyone using the bike lane, so what is the point of it???? When turning from N.Ave onto Ethan Allen Pkwy, it is very dangerous. I feel people do not look to see if someone is in the bike lane, therefore,the potential exists for a car to turn right into the path of a person on a bike. As we all know, the folks on bikes are not going to look for traffic. I rarely see anyone on a bike following traffic laws anywhere in the city.
I rarely see bikes on North Ave at all. It seems to be the same two or three bikers - I recognize them. Also see bikers still using the sidewalks. I do occasionally ride my bike on North Ave. I don't like being that close to cars; I prefer using the bike path. Also it sometimes takes a while to cross the road, waiting for a break in traffic.
I rarely see bikes using the bike lane on North Avenue. That lane should be used for vechicles.
I rarely see cyclists riding there bikes on North Ave. Cyclists have the bike path for their cycling needs to get in and out of "city". The traffic on North ave is now increased. I think this project was a terrible waste of taxpayers money.
I realize this issue is all about safety but to be honest I seldom see bike traffic on North Ave and have never seen bike traffic at the intersection of 127 & North Ave.
I really do not like Locomotion pushing that accidents are down 55% since the change to the pilot program. Have you been on North Avenue in the morning are during drive time in the evening?! When everyone is traveling 10-15 miles per hour, it is very hard to get into an accident! The other day, coming home, I was stopped on the bridge that is over 127. I started my stop watch to see how long it took to get to 50 Western Avenue. It took 15 minutes!!!! and that was with hitting every green light after Ethan Allen Parkway (which never happens). That is just unacceptable!I cannot understand why the bikers cannot use the BIKE PATH that runs PARALLEL to North Avenue and they insist on having the lanes on North Avenue. I also feel bad for anyone trying to take a left onto North Avenue, especially during the busy times as it is near impossible to do so. (I saw 10 cars backed up the other morning trying to get out of Village Green).In addition, I really hope that the responses from Ward 4 and Ward 7 are viewed as top priority as we LIVE here in the new North End and have to deal with the traffic on a daily basis. Someone who lives on the Hill section of Burlington who never comes to the new North End should not have a vote.
I really feel that the speed on the Ave has been slowed down a great deal. I feel there has to be light for folks to get across the street in those long stretches. The wait at the lights gives one time to think and mediate.
I really feel the lane changes make driving safer aside from any effect it has had on bike riders.
I really hope that the bike lanes will remain as it is a much safer experience for all traveling down North Ave.
I really like being able to cross without cars exiting onto the now closed ramp.
I really like the 2 lane configuration. I felt like taking a left turn was really dangerous before and much prefer to have a turning lane. Biking on this road used to be harrowing since its a curbed road but now it feels much safer. I know that many people have complained about the lane since there is the bike path, but the bike path is only useful if you can get and off of it and depending on where you are going, that can be impossible. Also in the winter, the bike path is not plowed so it is unusable as a commuting option.
I really like the 3-lane configuration - it seems much safer for both cars and bikes. I have no complaints at all about congestion or longer travel times. Thanks for improving our neighborhood!
I really like the bike lane and think it works great. We need a little more patrol, people are still driving up the turn learn, I fear for some peoples safety. It needs to be paved really bad. I biked to work this morning and it was super enjoyable, I would hate for it to revert back to the mini highway it was.
I really like the new configuration, but there needs to be more police enforcement in the area. Cars constantly use the center turning lane to travel WAY too far (legally you are only allowed to be in the center lane for 300 ft). I've seen people drive from near the Rite Aid all the way up to the entrance to Hannaford's while in the center lane!! Very unsafe. I also think there needs to be education around how to use a center turning lane. I've seen so many people use it incorrectly - half way in the lane, angled in the lane with their tail end still in the travel lane, etc.
I really like the new pilot configuration. The one problem that I find when I bike North Ave, however, is after it has rained. The bike lanes do not drain which forces bikers to either ride through (hazardous as can't see what the pavement conditions are like under the water) or swerve into traffic (not too fun in the morning commute). Perhaps the draining of the lanes can be a next step if the pilot configuration is kept (even if not for those bikers brave enough to bike North Ave without a designated bike lane). Also, sometimes drivers swerve into the bike lanes to pass people who are turning left off North Ave (where there is no designated turn lane), this can be dangerous, but I have not experienced it on bike, only in the car.

I really like the new traffic patterns. Before, it always seemed so dangerous and I can't even count the number of times I was passed illegally on the right, despite the keep single lane signs. The only recommendation I really have besides dedicated turn lights for Hannaford, would be to lengthen the right turn lane at the intersection with Plattsburgh Ave. It isn't nearly long enough.
I really like the pilot and hope that it stays! It has made driving much more smooth, calm, and less stressful. There used to be a lot of road rage, passing on the right and left, boat trailers that edged into adjoining lanes, etc. 4 lanes were too narrow and too dangerous! It's much easier to pull out into the center lane and then merge into traffic, in the areas where there is a center turn lane. I'm really pleased, and I can't imagine going back to the old configuration!When the road is re-paved, it would be great to "bump in" the curbs and move rain grates out of the bike lanes. Right now the bicycle lanes are tough to navigate because of rocks, debris and puddled water. I do wish that there was more protection than just the painted lines; drivers are often distracted or choose to ignore them. Even sporadically placed bollards might remind drivers not to pull into the bike lane to pass left turning vehicles, and to look twice. I'd like to see more signs on the sidewalks encouraging people on bicycles to use the bike lanes in the road, and particularly to not bike against traffic. They don't realize how dangerous it is, as cars may pull out of driveways and not look in that direction, not expecting a biker from the wrong way. Once we have more cross-walks and places to access the road I think that will happen more. Right now it is difficult to cross the road in many areas if you are on foot or on a bicycle. The main hold-ups seem to be in evening rush hour, as vehicles travel north-bound. I think that working on/ syncing the lights at 127 and Ethan Allen Parkway could solve that.
I really like the Pilot configuration overall. The intersection of North Avenue and Ethan Allen Parkway is still challenging, although the white posts have helped by slowing down the right turning traffic. My children go through that intersection by bike or foot every day to and from school. The driveways into Ethan Allen Auto and Rite-Aid also feel dangerous.
I really like the pilot project. I think that three lanes is great - the turning lane makes such a big difference! I appreciate not getting stuck behind cars that are turning AND not being afraid that I will be hit in my car waiting to make a turn. I also really appreciate the efforts to make biking a safe and viable option on North Avenue - that is really important.
I really liked the bollards and armadillos when the pilot first started. It made the ride much more comfortable.Thanks for doing the pilot! I feel much safer riding and go shopping in the New North End more often now.
I really love the pilot program and I wish we could do it on Williston Road too. More bike lanes make everyone safer.
I REALLY REALLY REALLY like the pilot configuration. I grew up in the New North End and have lived in the NNE previous to moving to Williston. However, I work at Lyman C. Hunt Middle School and my mom lives in the NNE AND I run in the NNE, so I have lots of experience with traffic issues in this part of town! (I also own property in Burlington and thus am a Burlington tax payer.) I feel it is so much safer for all: drivers, bikers, pedestrians. I do not understand why folks trying to turn onto North Ave from streets such as Lakewood or Village Green feel it is harder to do so with the pilot configuration. After all, they now only have to monitor 2 lanes of car traffic rather than 4, and the bike line, being clearly defined, makes it easier to be aware of cyclists. The intersection of North Avenue and Ethan Allen is so much safer now with the designated left turn lane heading south. I have been happy to see cyclists of all age levels using the bike lane as I've commuted in by car, and when I have used the bike lane myself when cycling, I feel 100% safer than prior to the pilot. Finally, the accident data speaks for itself. This configuration is clearly safer!
I really think that the only people that should be able to weigh in on the North Ave. pilot project are the residents that live out here. The majority of people that live in Wards 4 and 7 do not like the current configuration. Traffic is significantly delayed during the morning and evening commuting hours. I have sat in stopped traffic numerous times while attempting to exit the belt line (Route 127) around 5:00 - 5:30 pm. It is not working. There are too many cars that travel up and down North Ave. everyday which is why there were four lanes to begin with!
I really would like things to go back to previous configuration. The barrier poles make it difficult to spot and observe bicyclists and joggers. I find it confusing and to many road obstacles that hide bicyclists and joggers I really dislike the traffic backed up when turning onto and exiting Ethan Allen Pkwy. I really dislike the yellow flashing light turning onto the belt line when traveling south on North Ave and I really want both belt line slip ramps reopened.
I really would like to see bike riders using the sidewalks in all of Burlington. There never appears to be a lot of people using the sidewalk and it would seem more safe for the bike rider. Also it depends on the person riding the bike - some use good hand sign signals, wear helmets and ride with courtesy for the car drivers. These I respect. Most problems with bikers and cars on the road are the bikers that do not obey traffic laws. If the bikers are going to use the same highway as automobiles, then they should be registered and have licenses to ride in the streets/roads.
I really, really like the turning lanes.
I regularly drive 2 - 4 times a week to Woodlawn Road from South Burlington.
I responded to a separate survey that came via e-mail, but not from you and not with a code.
I ride 3000 miles/year on my bike. Cars and bikes don't mix. Drivers are texting, chatting on the phone,or drunk. That's why I ride the bikepath. The extra space between 127 and Ethan Allen is nice, but that space disappears when you go south of Lakeview Terrace. "Bikers may take full Lane" is a great concept, but you'll get killed if you try to do it.Why is this survey going to people from the south end of Burlington?
I ride bicycle on the bike path 3 or 4 days per week on my way to UVM so I rarely ever ride by bike on North Ave.
I ride my bike to work and travel on the beautiful Burlington BIKE PATH. My commute is enjoyable and safe. I tried riding via No. Ave and i find drivers frustrated trying to get onto or off No. Ave and making unsafe "darts" of and onto the Avenue. I run No. Ave from Plattsburg Ave to BHS and back 3 times a week and run the bike lane in the road because bikes are still utilizing the sidewalks and not using the "NEW" bike lanes. WE have the greatest bike path and I will continue to use it to bike..... WARD 7&9 overwhelming voted this down but have been forced to adjust their commutes to accommodate folks who live in other areas where I don't vote on their issues. Living in the northend has historically presented challenges for getting to other areas of Burlington and Colchester and that Is why we voted it down. DON'T CONTINUE TO GO AGAINST THE WISHES OF THE RESIDENCES OF BURLINGTON WARDS 4 & 7. PLEASE STOP THIS!!!!!! THANK YOU.
I see buses pull into the bike lane at bus stops. Also, cars pull around turning cars and go into the bike lane, usually at Gosse Ct and Staniford where there is not a turning lane. Further clarity on bike lane etiquette is needed.

I see no difference in number of accidents. That is FAKE news to be sure
I see so few bikers on the Avenue I continue to question the need for bike lanes. I still continue to see people riding bikes on the sidewalks instead of in the bike lanes so I also question how safe the riders feel about using the bike lanes.
I served on the North Avenue Corridor Study and I am very unhappy with the North Avenue Pilot Project.
I shop at the shopping center particularly the hardware store and travel by car. I have not been delayed by traffic congestion at any time. Making a left turn has been made considerably easier as it is now only necessary to cross one lane of traffic instead of two. I bicycle the Avenue once or twice a week. It is a better work out than the bike path. We stop at Scout and Bessery's depending on our mood. The pilot configuration reminds us of infrastructure we have witnessed in places like Portland, OR.There are some hazards in the bike lane. Depressed storm drains, puddles that do not drain and glass and stones particularly just north of the high school. On balance it is an extremely positive experience.
I shudder to think of the extended emergency response times residents face as a result of the reduced lanes and increased congestion.
I so want autos and cars to be able to both be on the roads. With that said bicyclists must follow the laws and be ticketed if they don't. I have lived in Europe where bikes and cars work together. This was pushed on us by Chapin Spencer but not in his neighborhood. Almost half of Burlington lives in the NNE and everyone on the city council voted on something that didn't affect them. Buses also pose a problem since they don't have places to pull over and get out of the way of traffic.
I still feel the crosswalk near the fire station at the top of north ave is unsafe: cars are parked here and there is a lot for the driver to be focused on and its difficult to see people trying to cross there. I feel a lighted alert would help, and People still seem to need a crossing down by Ethan Allen residents.Drivers need better education on how to use the center turn lane. I see plenty of people charge out across the lanes to get to the other side rather than slip in the center then merge when its clear. Bikers also need education as to where they are supposed to be, and its not the outside white line.Thank you for your time, I really hope everyones next focus is Shelburne road, especially at the top by the schools, its horrible for bikes and cars and traffic. Thank you.
I still have a problem with North Ave, from Shore Road to Plattsburgh Ave. Turning vehicles back up traffic. Why couldn't you do 3 lanes all the way done the avenue? There are no double lines to separate the bike lines from Shore Dr. to the high school, if you take them out, you could make 3 lanes. Thank you.
I still think that the bike lanes are only safe if on the sidewalk like on Riverside, Dorset Street, Kennedy Dr.Or on a separate bike path like waterfront or thru the Intervale.
I still wonder if the avenue would benefit from more or improved places for pedestrians to cross between 127 and the Hannaford's plaza. The intersection by Ethan Allen Park requires two "wait times"/cycles when walking/running to cross North Ave. I have heard that there has been consideration of a light at Village Green/Killarney...if this is pursued, I would highly support an option for a protected walk cycle for people to cross North Ave safely.
I strongly feel that this project was pushed on the people living in the new north end. We have to experience this every day and I because we did not want this changed we should not allow local government to override when the people who live here request. There are not enough bikes using these changes to warrant permanent change. This end of town has a very viable bike path, I can understand if we did not have this bike path then maybe we would need something but the bikers already have access to this bike path and it should be used instead of creating another one.
I strongly recommend a traffic signal at the intersection of North Avenue and Lakewood Parkway, electric-eye activated (so it doesn't impeded North Avenue traffic when it's not needed). At certain times, especially between 0730 and 0830, it's not possible to make even a right turn onto North Avenue, except when a considerate southbound driver stops to let traffic enter. A left turn is completely out of the question.
I strongly support making the North Ave bike lane pilot program permanent. After a year of biking and driving North Ave with the dramatically improved safety conditions, it would be difficult to change back. Before the pilot program, I almost never biked on North Ave because it was too dangerous. With the pilot program changes, I now bike North Ave frequently both for commuting and errands.
I support improvements to the bike path as an alternative to use of North Avenue.
I take issue that this pilot project was shoved down our throats, and the rest of the city were given a voice when they do not live in the New North End.
I think a left turn signal from North Ave (heading north) into the Hannaford would help the flow of traffic.
I think a study of a week or more at times of the day needs to be done. I travel the North Ave between 6:30-7:00 am and people are crazy driving up the passing lane and it's not that busy. Same with early afternoon.
I think bike lanes are still unsafe.
I think bikes should use the bike path. We already have a very beautiful one, so why not use it, that's what it's for. I use the bike path and would NEVER use a bike on the avenue unless I wanted to end my life. There was a reason why North Avenue became four lanes and the reason is it needs four lanes for the amount of traffic we have. The traffic is not going to get less over time. There have not been that many bikes on the Avenue since the pilot. I want to see the Avenue go back to the way it was !! It's very dangerous because people don't even think to look for the bikes when the go around a car that is turning, this could be really bad.
I think biking is great and we need more of it but I think there needs to be more road safety education. Bikers, buses and cars don't seem to be respecting each other enough. I have seen several almost accidents at the beginning of Route 127 like you are going to Ethan Allen Homestead. Especially in the wintertime when everyone is in hurry at 7:30 to 8am in the morning. Thank you for providing a survey to help keep our roadways safe and to ensure all modes of transportation get equal respect. Biking and taking the bus are great ways to cut costs and keep the environment healthy but cars give convenience and with young children who are sick can be a necessity.
i think in the future more attention should be paid to the use of roundabouts..helpful with congestion
I think it is a huge safety mistake to merge bikes and cars. too much carnage has been had trying to shoehorn bikes and cars. Alternative paths away from traffic is the solution.

I think it is working well. The one thing that makes me nervous is that cars do not properly use the center turn lane. Cars are travelling in it for long stretches (for example: to get to the left turn only lane to enter 127 without staying in the right lane until the turn only left lane begins). I have also seen a lot of cars turning left that don't get all the way in the lane leaving the bumper of their car out in the thru lane.
I think it's much safer, and the single lane moves better without having people jockeying from side to side when there are two lanes and unpredictable turns being made.
I think I've seen two bikers use North Avenue since this whole thing started.
I THINK MONEY SPENT ON THE PILOT PROJECT COULD HAVE BEEN BETTE
I think my biggest comment is that we are barely into the biking season - I've not been on N Ave this spring yet. So I strongly suggest re-running the survey again later.
I think North Ave has become a hazard an a nuisance. The wait times are horrible, at 530 pm it has taken me 30 minutes to go from the Police Dept to the Alliance Church. Bikers need to be more responsible, if they are riding in the road they need to obey traffic rules just like cars and if they don't they should be ticketed. they should be made to register bikes. they swerve in and out of traffic to avoid lights going around cars that are stopped. to try to get across and the avenue is not an easy task. people use the suicide lane incorrectly making it more of a hazard. we need to go back to 4 lanes like it was. we had that for years with no issues. Bikers have a beautiful BIKE PATH that cost the city millions, let them use it.
I think North ave has become safer due to the pilot project in the reduction of possible accidents. Travel times may have increased but that is well worth the price of an accident. There could be additional enhancements to some of the intersection lights such as at the hannaford shopping center with a short time period dedicated to allowing vehicles to turn into both hannaford from the south and the trailer park from the north without having to dodge oncoming traffic. This will also reduce the illegal entry to the trailer park through the Pho Nguyen Restaurant parking lot by vehicles coming from the north.
I THINK PEOPLE RIDING BICYCLES SHOULD BE HELD MORE ACCOUNTABLE
I think that bike riders should also be encouraged to use the side walk. It would be nice to see the walk widened and improved and have more trees between it and the streetThe three lanes with turn lanes are nice because there is less shifting of lanes by people trying to beat the traffic! But I think that combining the bikes and the pedestrians is best and separating them from the street with a tree lined green belt would be best and also more beautiful
I think that the configuration Under the pilot is dangerous and creates congestion. It takes twice as long to get in to Burlington now on commute. The white bar dividers make it dangerous to turn on to ethan Allen as they make the turn too sharp, and are ugly. While I welcome bikers to share the old configuration road, I note they are not always following road signs with new configuration as often it seems the new lane suggests to many they are free to go through red lights or not follow the rules. I was Nader the impression the old configuration was done after a review that showed 4 lanes were needed for all the traffic. Traffic has only increased since then.
I think that the idea of pedestrian, bikes, cars, buses and trucks should be looked at in total. Not separated. It would be a great idea to see how they do it in Japan, there free flow for everyone and everyone knows where they belong. Also the idea of trains and buses running on time is very nice. Burlington used to have a train and I think that putting it back on the tracks would do more for our city then what they have tried on North Ave.Also if this pilot is to continued then it should be used everywhere in Burlington where there are four lanes, Winooski Ave, Battery St., Main St. just to name a few.
I think that the pilot project keeps everyone safer, which is of paramount importance. Car traffic might be a little slower, but still fast enough. Very nice walking on north avenue during messy times and not being splashed by cars.
I think that the speed on North Avenue is excessive.A 25 mph (through out the city) and ENFORCED would make a big difference. If people want to speed, they can use the 127 connector! Flashing light crosswalks would enhance pedestrian crossings. Wider bike lanes (or a side walk bike lane combo) would be helpful around high business area traffice area around the shopping center.
I think that there is less speeding and less traffic weaving in and out of lanes in this pilot configuration. It is safer.
I think that until we have a round about at the Route 127 intersection we will have the on-going danger of a emergency vehicle collision. I have been in two very close calls and have witnessed others. Some of these near misses have had the potential to be very deadly.Steve 802-391-0343
I think the biggest issue with traffic control lies at North Ave and Ethan Allen pkwy. The right turn should be prominent - withoutIt, the traffic slows and back up. Overall I'm very satisfied with the configuration from a drivers perspective.
I think the bikers can use the 2 Bike Paths!!! Put some lights up and plow them!! Instead of wasting time and money on North Ave. The city keeps building in the New North End but takes away car lanes. Makes no sense.
I think the bollards are excessive, and reduce passability with emergency vehicle traffic...ie. cars cannot pull out of emergency vehicle traffic w/ the bollards in place.
I think the change in lane configuration has led to less speeding, more awareness of cars, bikes, walkers/runners, and has improved overall safety while driving on North Avenue.
I think the change make drivers less aggressive and safer for everyone. I would like to see the changes become permanent. With for lanes it was very unsafe to run or bike North Avenue. With the changes I feel there is space for me and I do not have to worry about the aggressive drivers as much.
I think the changes at the intersection of North Ave., Shore Road and Heineberg is genius! You no longer have to try to divine the intentions of drivers facing each other from Heineberg and Shore Road, a jog crossing North Ave. On the other hand, if crossing from Heineberg to Shore Road, you may encounter a vehicle or service rig parked nearly at the corner of Shore Road so you have to swing around it into the oncoming left turn lane. There should be no parking there.Finally, bicyclists often ride on the cycle stripe rather than in their lane BEcause of potholes and drainage in their lane. The bike lanes should respect the needs of narrow bike tires, a fragile operation.
I think the configuration of the lanes is safer, particularly for cyclists. However, I've seen some drivers doing very stupid/dangerous things, acting as if it was still the old configuration, which is the only thing I think to be dangerous about it currently.
I think the current bike lanes were pushed through by a very vocal bike-riding minority. Though I have not had time to ride recently, I used to ride my bike through this neighborhood every day, and I never had any problems with it. I usually took the bike path to avoid

the avenue, or I slowed down and rode on the sidewalk when I had to reach a destination on the avenue. I have ridden in places that had bike lanes and places that did not. I have been nearly killed by cars and trucks several times when travelling in a bikelane or on a shoulder. The only place bicycles are truly safe is when they are separated from traffic by a median. Examples of this are the waterfront bike path in Burlington, or the curb-separated bike path in Montreal. Cyclists also need to obey traffic signals as the cars do. I saw an accidently at the intersection of Staniford Rd and North Avenue in which a cyclist in the bike lane did not look for cars and assumed the right of way was enough. A turning vehicle hit the cyclist because they did not see them. Really, a painted line is only an imaginary obstacle, and it does nothing to protect the cyclists so it is a waste of paint.
I think the Department of Public Works and the City of Burlington have done a great job on this project.
I think the limiting of parking on both sides of parts of North Ave. makes those homes not very desirable and really diminishes their value and ultimately the neighborhood.I also think the posts by the 127 intersection of Ethan Allen Pkwy are not necessary for safety and make the space less flexible and not very friendly.
I think the most important aspect of the changes is to save lives, and reduce accidents, even though it entails some delay or inconvenience entering North Ave from the side streets.
I think the new configuration is great. I am not opposed to tweaking if there are suggestions to make it even better, but I think it is a huge improvement over the old configurations. It feels much safer and more neighborhood-friendly.
I think the North Ave/127 Intersection would benefit from having a separated bike lane in the grass in the northbound side, rather than having bikes cross through the intersection as a road vehicle. I also think a pedestrian crosswalk with flashers just north of the NorthCountry Credit Union building would allow easier access to RiteAid and the northbound bus stop for the Lakewood neighborhood and provide a middle crossing point for pedestrians and bikes rather than needing to go to the Hannaford center light or Ethan Allen Pkwy. Ethan Allen Pkwy intersection could benefit from a crosswalk on the south side of the intersection. Lastly, I would love to see the bike lane elevated and separated from street traffic by a curb (as the pedestrian walkways are) but I know this last bit is a pipe dream!
I think the Pilot has been great. People are used to driving too fast. Even if there is a little more traffic, there is nothing wrong with being safer and arriving someplace 5 minutes later. It is only during rush hour that there is some congestion. Otherwise traffic has not been affected at all.
I think the pilot has been really great despite a loud objection from some people. I did not feel safe biking on north ave previously and preferred to stay on the sidewalks (which are not ideal to bike on) but since the pilot has begun I have little fear biking down North Ave. The biggest issue that I've seen remains drivers' attitudes towards people on bicycles, particularly where the North Ave lanes end. Last week I was at the point of the end of the bike lane on North Ave and had a car aggressively honk/yell/gesture for me to get onto the sidewalk despite me being within my rights to bike on the road, wearing a helmet, and following rules of the road. Many drivers are incredibly aggressive towards people on bikes in the road and it makes me continue to feel some level of nervousness about using my bike vs my car to travel. Drivers need to be educated/held accountable for their actions just as folks on bikes do; the pilot is great but unfortunately there's still the same aggressive behavior - now bikes are just a little safer/further away from it.
I think the pilot is great. I think there are still portions of the road that have major bumps, potholes, and parts of the bike lane that are dangerous because of uneven surfaces and street grates. If the road could be fully resurfaced and repairs made as a final iteration of the project, it would be safe and useful and function at its full potential.
I think the pilot program was a great improvement!
I think the pilot project has made the roads much safer. People are not speeding past me going 50 mph anymore which makes me feel more comfortable. While I dont bike on North Ave often I think its a great enhancement to make it safer for our fellow community members and their children.
I think the speed limit is too high on the Avenue.Targeted speed enforcement would be a good thing.We need more crosswalks and safe places for pedestrians to cross the Avenue. The flashing light crosswalks might help.I miss the armadillos on the hill to Institute Rd. And we could really use some of those opposite key side streets, especially at Bessery's market - as the weather gets nicer the patio usually has kids / patrons sitting outside. Delivery trucks and drivers regularly use the bike lane in front - its only a matter of time before a car ends up in the cafe area, or a cyclist gets squeezed off the road. I'd love to see long range planning to tighten up the road width with landscaping and wider green belts instead of just paint.Roundabout would be great @ 127 and maybe even at Ethan Allen and Plattsburgh Ave.
I think the three lane configuration is a HUGE improvement for safety, especially for cars and bikes. I think more improvements can be made for pedestrians.
I think the three way configuration has made driving on North Ave incredibly safer. However, North Ave is still dangerous for pedestrians due to the lack of available crosswalks. There should be unsignalized crosswalks added between Ethan Allen Parkway and the Ethan Allen shopping center, between the Ethan Allen shopping Center and Shore Road, and between the Hunt Middle School signal and Plattsburg Ave. The lack of crosswalks mean that young people and families are forced to jaywalk, especially those who rely on the bus. When I previously rode the bus, the bus would drop me off across the street from my house, but the bus stop was located in between two crosswalks. I would have the option of backtracking to the nearest crosswalk to cross North Ave (adding ten minutes to my commute) or jaywalk across North Ave, which is quite dangerous. Adding unsignalized crosswalks for pedestrians would certainly help alleviate these issues. I am happy to discuss this issue more if needed: healy.kaitlin@gmail.com
I THINK THERE SHOULD BE A PEDESTRIAN CROSSIN OR PEOPLE WHO DRI
I think this has been a great improvement to North Ave.
I think this project is fantastic. The pilot is truly safer, just as fast and would be crushed if it went back to its original formation.
I think this project was a large expense to the residents of Burl. to accommodate the small number of people riding bikes on No. Ave , especially considering there is a bike path along the lake which goes all the way down No Ave. which can get you to any parts of No Ave. What is the bike path for? Only a small hand full of bikers are crazy enough to ride at night and in the winter. What a waste of money!

I think this project was not only a waste of time but a waste of taxpayer money. The traffic flow is not any better than it was before, bikers are not on the roadways nearly as much as cars so I strongly believe this project was not worth doing and it should be changed back. The most frustrating part is all of the money that went into it was taxpayer money and not even city money. I believe this was a very stupid idea.
I think this whole project was a waste of time and tax payers money. The side walks need fixing potholes all over Burlington. My street needs to be repaired! Lights were put up on the belt line and then taken down waste of money again. I havent seen the bike lanes being used enough to justify enough on making such a change. Totally disappointed with this whole project!
I think those who are highly opposed to the changes are disproportionately vocal. I do not feel strongly either way in terms of how it effects me personally (I do not ride my bike on North Ave) but why not try to make the situation friendly for all. Any traffic delay caused now is minimal. I might feel differently if the roads suddenly became more congested.
I think Very satisfied should be offered first on the list of choices, not second to last.
I think you'll lose many people due to the length of this survey. Try shortening the next version if you don't get enough responses.
I think you've done wonders with the space available.
I thought this questionnaire was only supposed to be filled out by Ward 4 & 7 citizens ?
I travel along the North Avenue corridor everyday. In my opinion, the previous configuration actually served traffic (of all types) better.
I travel at least twice a week on this corridor because grand kids live out that way & I love this configuration. It feels so much safer for everyone, most especially the bicyclists (which include my family). Thanks
I travel between downtown Burlington and Colchester to visit my elderly mother at least 5 times per week. I used to stop regularly at the Hannaford on North Avenue to pick up groceries for her, but now the traffic is so backed up (I'm going after work) that I just continue on the beltway to Colchester.
I travel multiple times per week from Colchester to North Avenue to grocery shop. I also often get off 127 onto North avenue when I am traveling from Burlington or other points south. The only area of concern that I have is that the bike lane disappears just before the intersection (near Domino's) when traveling from North Avenue to Colchester. While there is a warning sign, it's not in a very prominent location nor is it easy to read when the car is moving. I'd like to see a flashing signal of some sort to warn motorists/cyclists that the bike lane is ending.
I travel North Ave every day and I see cars pasting cars in the turning lane and some times in the bike lane. As for bicyclists 99% of them travel the sidewalks and a lot of them that do use the bike lane do not follow the rules of the road, as far as I can see there is not enough bicyclists to warrant a bike lane on North Ave and what about the bike path why aren't they using that, didn't Burlington just upgrade the bike path with parks and so on. Also in some area's on North Ave the turning lanes are not adequate for turning in front of Rite Aid and coming off the belt line (127).
I travel North Ave every day of the week at different times of the day. I have seen since the change much slower traffic. People using the turning lane as a travel lane. If you get stuck behind a bus you are stopping and waiting at every stop. People will not use the turning lane to go around the bus. People turning onto Ethan Allen Parkway hesitate because of the white markers that are on the road causing traffic to back up at that light. I also do not remember there being such a backup trying to get onto VT 127. I would prefer it was back to the way it had been before and if you want to spend money on North Ave fix the potholes and fix the storm drains which were repaired before but still leaves standing water in the north bound lane which forces you to move onto the center lane so you don't splash water on the pedestrians. Thank you for considering the opinions of those who use the road.
I travel North Ave everyday. In the morning between Shore Rd and BHS there is a line of traffic that we have to sit in for at least 10 minutes. This is every single day. If that is what you are accounting the slower speed to or the lower number of accidents, it's only because we are all at a stand still! Totally unacceptable and a complete waste of time. Not to mention frustrating! The fact that we in the new North end actually voted this whole idea down and the rest of the people in the city thought it was a good idea thus making it happen is one of the stupidest things yet. Hopefully we will all get a chance to reconfigure Shelburne Rd. soon. That is something to look forward to. This survey as well as the original one and the vote isn't going to make a bit of difference in the outcome of this waste of money project! The screwed up reconfiguration will remain, the people of the New North End will continue to sit in traffic and a perfectly good bike path (the original one, by the lakefront) will be used less and less. Doesn't really make any sense at all. Just solidifies the lack of good judgement and representation of the taxpayers!
I travel North Ave sometimes multiple times a day. I don't usually have traffic issues. I am discouraged by the bikers who still want to ride two a breast using the buffer lane as additional lane for them. I see no purpose in the armadilows and hope they are not going to be put back on the road between 127 and BHS.They are visually confusing to some drivers Some. Biker riders do not obey the stop signs or use hand signals. There is no way to inforce their behavior.Many assume you will stop for them once you have been stopped and begin again.Some confusion arises when the bus is unloading and drivers use the center lane to pass the bus though I'm not sure this is correct. I have seen a few close calls when people move quickly down the center turn lane to pass the bus and someone is traveling in the opposite direction in the turn lane .I was not in favor of the new configuration at first, but have found it to not impact my travel time much.
I travel North Ave. several times a day. On most days I see very few people using the bike lanes! I believe that the money spent to date has been wasted and also question why people don't use the bike path,which connects to North Ave. along the whole route !
I travel North Ave. to and from work in the summer and almost daily in the winter. You did this to make things safer for all and I have followed bicycles in the Ave. and down Battery Street and very seldom do I follow one that obeys the traffic signals and stop signs. Most of all if the city would fix the holes in the road on North Ave it would be much safer as the cars have to either move closer to the bike lane or the white line between the driving lanes to avoid them.
I travel North Avenue every day, and I rarely see bikes using the bike lanes (and I often see bikers in the car lane - not using the bike lane) - maybe one or two bikes two or 3 times a week. I think it's overkill to take away two very necessary car lanes for the few bikers - especially when we already have a bike path. I ride a motorcycle and that's a potentially dangerous activity that I choose to engage in. I don't feel that the city should create a "motorcycle lane" for me. If you ride a bike and you choose to ride with automobile traffic instead of the bike path provided, that's your CHOICE and with that choice come risks, just like everything else.

I travel North Avenue EVERY SINGLE DAY, multiple times per day. I've lived here my entire life. North Avenue was one of the few places in the city that rarely suffered from traffic congestion. With the new pilot project in place the congestion is horrible. There have been mornings where the ENTIRE North avenue corridor has been backed up. Morning commutes are now a nightmare. I moved to North Ave at the age of 5, lived here all through my school years, and then purchased a home 23 years ago on the North Ave extension. For the first time ever my wife and I are considering moving to another town. Its that bad.

I travel on North Ave at least two times daily, I've observed very few bikers throughout the year. Of those biking at least half are still on the side walks and often going the wrong way which is dangerous.

I travel on North Ave on a nearly every day basis. The change in the lane configuration has resulted in a HUGE increase in traffic congestion and I have not noticed ANY difference with respect to safety. This is particularly true in the winter - a time when little (if any) people are trying to utilize bike lanes.

I travel on north ave. many times a day. the new pilot project is not at all good for access in or out of my driveway. the conjestion is increased so much to the point where I have changed my drive times any where near school time and 4 to 6 pm. it is not wise to disrupt so many people for the sake of a hand full of bikers that could easly use the sidewalk as I do.

I travel on North Avenue into downtown several times a week - almost seven days a week! I see very few bicycles at any hour of the day or night. There seems to have been a lot of work and expense to inconvenience automobiles in order to accommodate a few bicycles.

I travel this avenue daily and have had to avoid head-on's with other vehicles trying to turn into the opposite side. And all this this is for is maybe two bikes an hour.... it was a good try but the Congestion has increased due to this change. You need to look at what has happened since the change like accidents.

I travel this avenue year round. I often go to Leddy park with my dog. It is very difficult to get off Leddy Rd and head northbound. The 3rd lane is not helpful at the this intersection at all. I also exit and head northbound off Leonard St regularly as that's where my mom lives. I have tried to use the 3rd lane and put my directional on for someone to let me in. The traffic is backed up to the Merchants Bank and at that point no one lets me in. I have sat in the 3rd lane waiting and holding up traffic that would like to go in to the shopping center or Leddy Rd. There isn't a pull off for the bus in front of Farringtons Trailer Park either. This is another spot that backs the traffic up when you can't get around the bus. I feel the entire Ethan Allen Shopping Center part of the project needs to be addressed. After this traffic is held up for so long it's like an endless line of cars down at my end of the avenue. I wait a lot longer than 48 or 27 seconds to get off my street. I saw these numbers in a WCAX news story. Even if I am taking a right turn northbound toward Plattsburg Avenue I have to wait several cars. I have counted upwards to 20 in mid afternoon. This is a line that was more likely held up by the shopping center. I lived out here in the 60s before the beltline was in existence and the avenue was 2 lanes. There is a reason it was increased to 4. The traffic was slow moving and backed up. People talk about how little they see the bike lanes being used. I would like to mention how little I see the 3rd lane being used.

I truly believe it calmed down the aggressive driving, tenfold. The Shore Rd intersection was an accident waiting to happen, with people speeding up to pass with no regard for anyone's safety. Everyone has to calm down and take a deep breathe while they are driving. Having the single lane provides some peace of mind. There's always going to be some traffic backup at certain times of the day, or if the weather is bad. Nice work folks, I think you've come up with a solid plan for a safe community.

I truly hope that the wishes of the residents of the new north end are considered before making a permanent decision. Residents from wards outside the affected area should not be given the same say as those of us that use this road every day. When I lived in the south end I never went past the high school, and I imagine that is the same for other southenders.

I try to avoid No. Ave as much as possible because traffic is so bad. I started grocery shopping elsewhere to avoid all the cars and congestion.

I understand and respect this bike friendly city, BUT something has to be done to educate many of these cyclists what a red light or a stop sign means..... I am not talking about kids. Many adults don't obey these signs or signals.....

I understand need for safety but this has been a failure for the commuters in our neighborhood. How many drivers daily??? How many bikers do you see using this at any given time??????? This is a busy neighborhood and I dont feel this was a satisfier at all.

I understand the need for safe traveling regardless what mode you choose. So perhaps making improvements to the sidewalks would be a more appropriate solution. Bicycles and cars need to coexist but if there was ever an accident, the bicyclist looses every time. A bicyclist and pedestrian accident has much less danger and consequences. Bicyclists also need to obey the laws of the road. They give themselves bad names and create a contencious discussion when forced to use the same blacktop.

I urge the city to keep the pilot configuration of 3 lanes, as approved by Burlington votes on last year's Town Meeting Day. This is a significant step in the right direction of the Walk/Bike Master Plan that was overwhelmingly approved by the City Council last month. Furthermore, with the waterfront bike path under construction this summer, North Ave. is going to be an important detour and the bike lanes are needed to keep it safe.

I use my bicycle to commute to work in Burlington and for work-related travel around Burlington. The better the bicycle infrastructure in Burlington and the more riders the safer I am.

I use North Ave mostly late at night and cyclists STILL do not have flashing red lights in the back and a white light attached to the front of their bikes. Cyclists should not be allowed on the street without them and a helmet - my vehicle must be inspected every year and have working equipment on it or I am ticketed, isn't only fair that a cyclist does as well? Please mark the buffer zone with stripes or make it a solid color so I know the buffer zone immediately and the cyclist does not ride in the buffer zone. All crosswalks should have that flashing signal on them. Please keep the lines painted and the street where the cyclist rides free of debris. And the pot holes, please? Other than that, I don't mind the new configuration on North Ave.

I use North Avenue, specifically in the region from the Ethan Allen Shopping Center to downtown, walking, busing, driving, and biking, very regularly. It is now MUCH safer for driving, walking/biking my kids to school, biking to work for me, and for general pedestrian and bike traffic. My only complaint is that the bike lane contains many uneven areas near intersections and near the storm drains, but I assume that if the Ave is repaved, this will become less of an issue. But I 100% prefer the new configuration. Drivers expressing frustration at the new setup, by passing in the turn lane at excessive speed, are the only significant danger I see now. And this is a problem of the OLD system, not the new. Please keep North Ave safe for me and my kids!

I use these roads 2-6 times per day. I drive a car and a motorcycle. I feel like the changes made to the roads in this survey have had a extremely negative effect on traffic flow and traffic safety. There are many residents moving along these roads to get into

burlington and decreasing capacity by reducing lanes (to benefit cyclists) is exceptionally poor planning/management on part of adminstrators not to mention the waste of money. The armadillo "bumps" are lethal to a motorcyclist if they are to come into contact with one. The front wheel of a motorcycle contacting one of those will cause a bike to hit the ground. That is a good example of how poorly thought out this project had been. More and more people will be living out in the "new north end", we need increase volume (4 lanes) not less!!! Lastly, the fact that this issue is voted on by people NOT living in the effected areas is absurd.

I use this stretch of the avenue for several reasons, several days a week and it is very hard to get out on the avenue and drivers are riding the "suicide lane" more often because there is no corresponding lane anymore. Also, some folks are skateboarding and walking in the bike lane, which is dangerous. We have a beautiful bike path that can be used for walkers, bikers, rollerbladers etc. Wait times to turn onto avenue and light signal timing and bikers not obeying rules of the road, lead to more frustration and not necessarily a safer option that before. Safety for cars and pedestrians should be the focus; walkers can use sidewalks and bikers can use bike path!

I used to avoid North Avenue when biking, taking the very hilly bike path along 127. That's a tough bike path for a heavy bike with saddle bags. Now I can bike North Avenue and feel like I'm not going to die. Ideally, though, the bike lanes would have a curb barrier to protect from cars.

I used to avoid North Avenue, but now I use it regularly.

I used to bike on North Avenue, now I refuse to bike on North Avenue I don't feel safe. Since the pilot project started cars etc don't respect bicyclists . Several times drivers have crowded me and almost knocked me off my bike. I believe that drivers resent us and blame the project on us. I have had other friends say similar things have happened to them. Congestion is worse now than it used to be. I travel daily on North Avenue and have lived off and on in this area for over 45 years and in my opinion North Avenue was safer before this project. I also don't think it is fair for the whole city to vote on this when they are not the ones living in this area. There are not that many cyclists using North Avenue to warrant the COST of this project we have a bike path already . has there been a count of cyclists that actually use North Avenue during the winter?

I used to feel like I was taking my life in my hands every time I biked the four-lane section of North Ave. It feels so much safer now!If people can figure this configuration out on Williston Road and make it work, surely they can figure it out on North Avenue.

I used to live in the Old North End and both biked and ran up and back North Avenue. I have traveled North Avenue on trips into town a couple times since the pilot was implemented. From a driving perspective I felt much safer. The road felt more predictable and more spacious than it ever did with four lanes. Everyone used to drive so quickly and change lanes unpredictably; it was chaotic and nerve wracking. I felt much safer in a car on North Avenue in the current configuration.The closest I have ever come to being hit by a car was at North and Ethan Allen Parkway and, even though I haven't biked the new configuration, I know it's a much safer layout for that means of transportation as well.

I used to live in Ward 4 and am SO thankful for this project - biking to and from work felt so incredibly safe (much safer than in previous years), and I appreciate your work!

I used to live in Ward 7, and I'd bike to work at UVM every day. I can't tell you how much safer it feels to ride on North Ave now that there is a bike lane for the whole stretch.

I want the way was

I WAS all for the changes then the stantions and amradillos came up at great expence then it was said that they would be removed and they were NOT. I want it back the way it was before

I was disappointed to see the physical separation (bollards, etc.) between vehicle travel lanes and bicycle lanes removed over the life of the pilot. Improved delineation between the two would be helpful, even if it has to be paint. I have also observed opportunities for improved signal timing, particularly at peak times. Optimizing the signal timing, particularly at the Route 127 entrance, Ethan Allen Parkway intersection, and Hannaford Plaza entrance could improve the perception of congestion and result in more buy in. In another note, I am an active registered voter in the NNE, a transportation professional, and a huge fan of the changes to North Avenue. I am concerned that my family did not receive postcards in the mail regarding the survey and that other pilot project fans may be missing the opportunity to express their resounding support for the changes to our neighborhood.

I was never comfortable riding my bike on North Ave. until the new configuration was set up. I don't fear for my 11 year old son riding on North Ave. either. Also cars are not picking up so much speed on the avenue.

I was not in favor of these changes, and traffic at peak times is slower, but overall it isn't as bad as I expected, and I'm sure it's safer for bikers. I do not like the closures at either side of the beltline, especially the one with all the white posts and " road closed " sign. Bike riders could have a warning sign on approach, even a small stop sign like I have seen in other bike lanes. And the entrance to E/A. Pky. definitely needs fewer white posts....it's overkill, and makes it more difficult to turn in, especially at busy times. I wrote "neutral" on some questions because I didn't fully agree or disagree.

I was ok with bikes riding on the sidewalk. It is still dangerous to ride a bike on north avenue. Angry drivers are aggressive towards cyclists.

I was opposed to this project when it was proposed, but I have since done a 180 and now support it.My only request is that the lane lines be kept white and bright. On roads I guess everywhere - but certainly in Burlington - lane lines that should be kept bright and visible fade from tire and weather wear. I know this work has to be budgeted, but I think sometimes lines get too faded, which creates a danger to motorists, and, in the case of North Ave., bicycle riders.

I was sad to see some of the protections for bicyclists (ballards, etc.) leave the pilot. I believe that public complaints/concerns (i.e. about pulling over for emergency vehicles--there is plenty of room; it's a very wide street!) are less valid than experts' design. I still do not feel comfortable biking along North Avenue, and would not bike with my daughter on the Avenue either.

I was surprised to find that the pilot project made me feel safer driving. I don't have to worry about cyclists in the road!

I was very eager to invite bike lanes to North avenue and happy that it made it feel more like a neighborhood when they were put in, but the harsh reality is there are just TOO MANY PEOPLE in the new north end and traffic has been absolutely terrible ever since the change. I lived here for 4 years prior and never saw any congestion and back-up down north avenue like I have seen since the project. Also, as a commuter who exits 127 and has to turn right onto North Avenue to get home, I was very disappointed in that I ALWAYS have to stop and wait at the intersection, whereas before, I would never stop... always just turn right onto a designated lane and keep moving home.

I was very skeptical when the project was started, but have been pleasantly surprised that it has worked out the way it has. My only complaint is that there continues to be too many bicyclist who still go through red lights on North Ave and actually throughout the city.
I wish that people who ride bikes along North Ave especially at night were required to wear reflective clothing, helmets and have the appropriate lights on their bikes and that they would obey the rules of the road. It's a disaster waiting to happen. Thanks.
I wish there still were the protected bike lanes! I would feel safer letting my children bike on North Avenue, or feel safer watching the BHS students biking to/from school. Also, I don't love the right hand turn at Ethan Allen Parkway (heading North) for bicycles. I was there yesterday, and I was a little scared for my son. Not sure how it could be improved, though.
I wish we could have 4 lanes, but honestly the lanes were simply too narrow. Two full size pick-up trucks side by side were pretty much touching mirrors. I think 3 lanes works well for the most part. The commute times are not significantly worse and those complaining should get their ass out of bed in the morning.
I wish you could do something about the attitudes of people about bike riders using roads. The roads are wide enough for both. Waiting in traffic for a minute or two more is not a big deal to me if bikers are safer on North Avenue.
I wish you had limited the survey to people who live and work here. It is a small spur that impacts a relatively small population. Your data will be skewed ina way that renders it useless.
I witnessed a drunk driver driving in the bike lane and almost hit a powered wheel chair around 10:15 at night and the powered wheel chair did have a light on it
I work on North Ave travel it multiple times per day
I would be very interested to receive the results of the survey. matt.case25@gmail.com is my email.
I would HATE to go back to 4 lanes on North Avenue - it was dangerous and encouraged speeding and unecessary passing and weaving in and out of lanes.
I would like a left turn signal going into Ethan Allen Plaza from North Ave northbound. It's a difficult turn to make during rush hour and I find myself ducking into the Leddy Park entrance and entering the plaza parking lot by the hardware store.
I would like cross walks to get to Lakewood Estates so I can easily get to the bike path on that side.
I would like to say that my initial feelings about the program were negative,but I am getting used to it and in some cases I prefer it. For instance,making a left turn into my driveway when coming from Downtown is safer now with the middle lane for me to use.....I don't worry anymore about being hit from behind like I used to. Having said that,I would also encourage you to present some public service educational ads about how to safely use that middle lane for turning....we were never given any safety instructions for using it,and I've had a couple of close calls.....for instance,if someone behind me turns into the middle lane and tries to pass me on my left before I've made my move to turn left into the middle lane,there can be an accident. Also,I still see most cyclists using the sidewalk just like in the past,so I feel the affect for cyclists is negligible,but as I said I'm starting to prefer it anyway. Thank you....
I would like to see an easier left hand turn from North Ave to Ethan Allen Parkway- either a left only turn light or a delayed green.
I would like to see better adjustments to the bike path including winter plowing, and solar lights for the evening. Take the money being poorly spent on North Ave to better move safe measures to the bike path which is already built and used.
I would like to see some bollards and additional crosswalks between shore road and Plattsburg Ave
I would like to see some enforcement of both bike and auto rules on the road.
I would like to see the bike lanes marked with green paint to make them more visible
I would like to see the intersection of North Avenue and North Street have an advanced green from North Avenue headed South. Would also like to see the street in front of St. Mark's Church reduced from double sidewalk to 1 to make the parking in front of the Church easier. Except for a couple of bad weather days, my commute has only been increased less than 30 seconds and I don't have folks darting in and out as much. Still a lot of folks who can not tolerate the other cars going the speed limit and they use the turn lane as a passing lane. It is a fact that the street is safer for children, bikers and cars. Please leave the pilot project as is with minor modifications
I would like to see the laws enforced for bike traffic and pedestrians. I have seen people with children just darting into the road, not paying attention to crosswalks or traffic. Also, people on bikes not stopping for red lights, using hand signals, and cutting in and out of traffic.
I would like to see the pilot project extended from Shore Road to Plattsburgh Avenue so that folks who live on the sides streets between that stretch can safely enter and exit North Avenue
I would like to see the Plattsburgh Ave/North Ave intersection replaced with a traffic circle
I would like to see the rules of the road enforced for people on bikes as they are for those driving a car. Too many violations which put the biker and the motorist at risk.Seems to be a double standard of enforcement.
I would like to see the shoulders of North Ave., ie. the bike lanes, repaved and graded so that water drains when we have heavy rains. Other than that rather big problem, the pilot is wonderful. I feel safer in my car and people are driving slower! Thanks!
I would like to understand why the city thinks they can keep adding more and more apartments and a few new home builds to the Ave and decrease the driving lanes. The amount of bikes I see on the Ave each day minimal. Most days I see no one using it. I think more runners use it than bikers. Most of the time they are running against traffic. I didn't think we were also providing running lanes. Not to mention during winter months when there are no bikers using the lanes. This pilot makes absolutely ZERO sense. I've lived on the Ave all my life and I have not been in an accident or seen many accidents since I started driving it at age 16. It's a waste of our money and a waste of time and energy fighting over it. If you listen to the people that drive it each day they do not want this!
I would like too see a few crosswalks added..
I would love a hard barrier between the cars and bikes for everyone's safety.
I would love it if there were more crosswalk options on north ave-similar to pine street. Especially at village green/Killarney and by lakeshore dr

I would love to see more physical barriers to keep cars out of the bike lanes. Candle sticks or jersey barriers preferably, but "armadillos" when needed to accommodate parking. I would also like to see green lanes through the intersections to reinforce lane positioning for all users. Please do not make the mistake of prioritizing automobile throughput over user safety.
I would love to see North Ave go back to the way it was before the change. Traffic is way to congested now.
I would love to see some more education in Burlington regarding rules of the road for bicyclists. I feel we need to share the road and feel that this pilot helps with this however I feel that bicyclists need to follow the same rules as cars. This is an issue I see throughout the city not just on North Avenue. My travel time in the North end and around this city is higher than most as I am a home health clinician and not only live but work in the area so I am on the road throughout the day.
I would never allow any loved one to ride their bike on North Ave.It is an accident waiting to happen
I would never have biked on North Ave before the Pilot Project. Now I bike on North Ave 1 - 2 times a week.
I would prefer to see the avenue returned back to the original configuration. Getting out of side streets is difficult during high traffic times, and people do not know how to use the center turning lanes. I have almost been hit many times by people who do not know how to use the turning lanes and do not see any more bikers using the bike lanes than before, and using the side walks to bike, or joggers using the bike lanes. It seems to be a waste of tax payer money, and the "study" seems to be going on and on with no completion date in site to go back to the voters in wards 4 and 7 to give a final say in the decision for the avenue.
I would rather have a physical buffer for the bike lanes like at the beginning of the pilot.
I would really like to see some form of physical barrier return to the bike lanes on the bend between 127 and the High School light. Despite the paint, people routinely fade into the bike lane around that bend - especially on the west side. Even a small barrier as a gentle reminder (rumble strip? sturdy reflector?) that a car is out of it's position.
I would really prefer to have protected bike lanes on North Avenue - more people would feel safe riding their bikes if they are separated physically from car traffic. Complete streets for all make Burlington a safer city!
I would recommend an additional pedestrian crossing between Ethan Allen Parkway intersection and the Ethan Allen Shopping Center.
I would suggest a more permanent barrier to block off the former slip ramp to 127 that is on the right side of the road heading north from BHS. On at least two occasions I have seen cars driving in the bike lane, between the sidewalk and the bollards,mistaking the bike lane for a right turn lane or on-ramp for 127.LOVE the pilot - the road is safer, more calm, and an much improved asset in our community.
I would suggest that all of the bike lanes, both protected amd divided by painted lines have a different color on the pavement between the lines. Like green or red. This would help with any potential confusion for motorists "not from around here"
I'd like better markings and signage for all of our out of town visitors. I'd like to see some of the speed readers as reminders. THe worse part is that people still think it's ok to drive in the turn lane. Several times I've had close calls with a car that is already in the turn lane onto the beltline way before the dotted line saying it's allowed.
I'd like to see roundabouts at the intersection of 127/North Ave and Ethan Allen Parkway/North Ave. We also need more crosswalks across North Ave. I like the little poles separating the bike lane from the car travel lanes.
I'd like to see some of the inconsistencies in the bike lane surface repaired along the west side of North Ave between Shore Rd and 127. There are a handful of spots that require cyclists to veer out of the lane in order to avoid some pot holes and pooling of water in the road surface.
I'd like to see the protected bike lanes put back in place near 127 and the high school and possibly the bike lane continue after Scout and Co
I'd love to ultimately see better barriers between bikes and cars. I saw no issue with the armadillos or the posts.
I'd prefer the bike lanes to be more buffered and separated from traffic, such as with bollards or a lane between parked cars and the sidewalk. This pilot is such an improvement over the previous design though.
IF BIKE RIDERS HAD TO INSURE AND REGISTER THEIR BIKES AND FELLOW LAWS OF THE ROAD ,iMIGHT FEEL A LITTLE DIFFERENT AND TO LET THEM RIDE LEGALLY ON THE ROAD IS A JOKE.
If bikes are expected to remain in the designated bike lanes it is necessary to provide a clear path of travel. 'Clear' means no depressed storm grates, no sand, glass or gravel and no holes. At present, there are lots of the aforementioned obstructions in the bike lanes. If these exist it is necessary for the biker to avoid them or risk falling off their bike. Since 'clear' conditions only exist some of the time, bikes are going to be in the 'car' lanes some of the time. Please try to provide the same riding conditions for bikers as is maintained for cars and trucks.
If conditions by 127/north ave were better to prevent back up and bikes to be registered (like they do in Europe) I would be more then happy with all the changes. I forgot to mention that The white traffic barrier to turn onto Ethan Allen Parkway is very bad. You have to almost get into the on coming traffic lane to make that turn. Given that it's the only access road to a lot of neighborhoods there should be a turn right lane at that intersection.
If cyclists are to use the avenue as currently configured they MUST be required to wear helmets and respect the laws of the road.
If existing configuration stays. get rid of those poles and open the ramps onto northern connector
If North Avenue is safer in the Pilot configuration, it would be negligent and irresponsible for the City to revert to a less safe configuration.
If the bike lanes can be free from potholes and more bike friendly street grates can be installed as part of the final project, that would greatly increase safety for cyclists. I hope this will be part of the final phase of the project.
if the configuration stays the same, we need more lights and cross walks to be installed for safety. I see cars jumping into traffic from Lakeside if they are turning left onto North Ave going North. I see cars driving all the way down the center turn lane to get to their left turn road because traffic is backed up. I see long lines behind the bus, which has frequent stops all the way, no one will go around it. I see people running across the avenue, even the elderly trying to cross at their street intersection even though they don't have a cross signal. no one understands the double line for bikes, even the bicyclists. bikes do not yield to cars turning right and they don't stop when at a red light at the intersections. both situations are at the VT 127 and Ethan Allen Road intersections. Can't

wait to be hit there as they have no identification on them to be caught. How do we id a cyclist?? Hit and run and my insurance goes up. Almost happened twice on Mother's Day.

If the goal of this project was to alleviate traffic, it has failed at least when it counts, which are the rush-hour times. As an avid bicyclist who rides the area more than eight hours a week, ten months a year, even I think the traffic congestion is ridiculous, and while the bike lane is fine, I also feel no safer with the same cars whizzing by me at 30 mph. I feel safer riding the sidewalks. With the minimal amount of riders I see daily (which amounts to just about ZERO for literally six months of the year) I don't see why a wider sidewalk, as on Riverside Avenue, is not the best way to go. Works for everybody if bikers and walkers are simply courteous to each other. I was here when the avenue was first changed to four lanes. It was done for a reason. I think it's time for Tom Ayres to take his pet project with him to Randolph.

If the lane configuration stays the same, bicycles must be made to conform to the same rules as the cars - no going through stop lights. Bicycles at night should be made to have reflecting lights. Runners should not be allowed to use the buffer lane. Turning left on to North Ave from any of the additions is very difficult

If the Pilot Project were to change back to 4 lanes it may be worthwhile to shop downtown or south end Co-op facilities.V

If the pilot projects three lanes stay then they should add a green turn left arrow at the light on North Ave at the intersection with Ethan Allen Parkway.

If this pilot project becomes a final project, I think an advanced green on North Avenue at Ethan Allen Park, (heading south on North Avenue) as getting through that light especially during rush hour, but usually anytime is very dangerous. I know several people use the rite aide parking lot to avoid that light hassle, which is prohibited. Advanced green would make that turning lane far more safer for travelers turning onto Ethan Allen Parkway. Thanks

I'm afraid that you will lose respondents in this survey when you ask for their name and address. It seemed to have been an issue for some folks when the first survey was done. And, I thought when I entered the unique access code from my postcard, that would have been your check for singular responses from people.

I'm also concerned that during a snow storm I saw people driving in the bike lane (northbound) (on the right side of the posts so they could turn onto 127) at the North Ave Alliance church light.Yesterday I saw a car that was on Shore road turning south onto North Ave come alarmingly close to hitting a cyclist. The cyclist had to leave the bike lane and swerve into traffic to avoid being hit which caused me to swerve into the turning lane to avoid the cyclist.

I'm am very supportive of the effort to make everyone safe on North Avenue. The bike lanes do need work. Right now they are full of pot holes and standing water and the bikers go into the ONE lane for cars. Not good after all this time and effort. Please open the on and off ramps to 127 and put a crosswalk light for bikers and pedestrians to keep everyone safe. Thank you!

I'm aware that people living on Kilarney, Village Green, and other streets have difficulty turning onto North Ave. and that these issues are going to be addressed to the satisfaction of those residents. I hope this is the case.

I'm glad I no longer have to drive in the outside lane traveling in either direction. The street drains caused havoc on a vehicles suspension system. Now this burden is put on bicycle riders. Unfortunately, I rarely see bike riders using the lanes on the ave. They still mostly ride on the sidewalk when I do see a bike rider. When they do ride on the ave they swerve left around the drains, water puddles and pot holes. Streets in this climate do not lend themselves to bike travel because of the damage caused by the winters we have. The city has a bike path not far from north ave already. Make access to the existing bike path easier and more plentiful.

I'm happy with the project, no complaints

I'm just tired of sitting at lights for like 3 minutes all the while bicyclists ignore all traffic laws and blow through red lights and stop signs. It seems as though they feel like they can go wherever they want and get mad at people driving their cars who are in the right. An example is I was going home one evening when a car a few up from me put on his blinker to turn right on a side street and a bicyclists in his little lane yelled and flipped him off because apparently he felt he was cut off but as we all know that a vehicle in front of you puts on a directional you don't have the right of way to just go inside the turning vehicle because of your little bike lane. Very frustrated

I'm not afraid of change. But I think allot of $ went into this project and I'm hoping it was money well spent. I have lived my entire life in the new north end. We fought many years ago for the 4 lanes to reduce congestion. Now it seems all I see is cars sitting in traffic idling. Where are the crosswalks? How can this study be complete without the pedestrian safety not being addressed. I will say it is safer for bycyclist. But I say that I have not seen more bicycle use.

I'm not sure I would ever ride my bike on North Ave. Drivers turn right from their lane through the bike lane without looking back to see if a bike is coming up on their right side. I don't think there has been enough education of the drivers on this. The drivers stay out of the bike lane while going straight, but when want to turn right, they turn without checking where a biker is. California does a good job of this education I have been told. I called a woman involved with the pilot to express my concern and she had no idea what I was talking about and never did.

I'm not surprised to see that this project went ahead, even though we in the new north end voted overwhelming against

I'm open to making adjustments but the buffered bike lanes are excellent for biking and the straightening of the motor vehicle lanes has made driving down the avenue much easier, more predictable, less stressful, and it feels safer.

I'm VERY glad the "armadillos" and some of the white barriers were removed. Could still remove some of them. Although there is some more traffic congestion after the change, I have actually an easier time entering North Ave from my driveway. And as I live right on the Avenue, I REALLY appreciate how much quieter traffic is with only one lane in each direction. One concern I have is that some people turn into the center turning lanes too early and ride for several blocks in there, putting other turners in danger. I was traveling northbound, and turned into the center turning lane to get on Leddy Park Rd, when I realized someone was bombing along in the center lane already, and didn't turn until the People's Bank some ways south. I think they were in there much too early. Also in the area by the Elks Club, southbound traffic tends to get into the center lane too early, putting me at great risk entering North Ave. Finally, there are some jerks who get into the middle lane and really stomp on it to pass others waiting in the proper lane, then cut back in abruptly. I would love to see some enforcement against these dangerous individuals.

I'm very happy to see the pilot project, and how it's turned out. The City of Burlington still needs to address the number of vehicles and commuters in and out of the NNE on a long term scale. The Neighborhood should gain access to I-89 (I believe going directly from 127/North Ave over to Exit 16 area. I believe this would somewhat contribute to traffic congestion reduction in the NNE, and

greatly contribute to its reduction in Downtown, ONE, and Winooski. The south end has I-189, the NNE also needs the same.I believe we should look into this using a Solar Roadway : http://www.solarroadways.com/
Improve intersection of Star Farm and North AveBike lane should continue to Battery Park
Improve the access to the bike path and leave North Ave as it was. I don't see hardly any bikes on North Ave. No more than before the project.
Improve the condition of the bike lane. Trash, water, etc fill the bike lane. On another note, I've seen an increase in the use of the bike lane. More people are biking on North Ave.now. The 3 lanes has eliminated the speeders. Also at the intersection of Shore Rd and North Ave., the left turn lane is clearly marked and people don't drive straight through now....much safer!!
In addition to removing the bike lanes completely and returning the "Ave" to it's original configuration, I believe the speed limits should be increased by 5 mph throughout. Studies indicate that driving too slowly both increases traffic back-up and accidents. If you drive the avenue at most times but significantly during busy or 'drive' times its not unusual to see extensive back ups of traffic traveling 20mph or less, drivers can't turn either from the Ave or onto the Ave. This just frustrates drivers and creates unneeded driver frustration. This project has been a waste of money and time at the expense of the taxpayer. This project should not have been voted on by the entire city, but rather by the residents of the New North End, who have to endure this crap. The Director of Public Works should recuse himself from projects he has a personal history with. This project is part of his "local motion" efforts, and there are not enough bikers on a daily basis to warrant these changes. Another Burlington boondoggle...
In final configuration please add turn signal turning left onto Ethan Allen Parkway when travelling south on North Ave.
In general I struggle with the number of changes made to North Ave for very few people, I understand that by some measures there have been less auto crashes. However, I personally have seem much more reckless driving, caused by the middle turn lane and the pressure of getting out or in. We have a wonderful BIKE path it makes sense to me to push the bikes to the BIKE path and give cars the space they need on the road.
In general, all stop lights need an upgrade to a system that adjusts timing based on traffic volume. There are several intersections where lights cycle with NO TRAFFIC on the crossing road. The main goal is to keep traffic moving as fast as possible on North Ave. In the three lane configuration, it is much more difficult to pass a slow moving vehicle (bus, DPW equip, or oblivious driver). THis can cause major backups at busy times.
In general, I like the improvements done to North Avenue from both a driver and cyclist standpoint. There is more room for cyclists and wider lanes for drivers. However, there is need for some improvement at intersections and to better separate cyclists from motorists.
In general, I really love this new configuration! North Ave as a driver and as a biker feel much more safe. It is difficult to navigate as a pedestrian (too few crosswalks - the neighborhood feels equally disconnected between wards 4 and 7 as it did before the pilot). One request to have increased traffic monitoring - I have been unsafely passed in the turning lane between the high school and Shore Rd by crazy, impatient drivers more times than I can count!!
In general, I see very few cyclists using North Avenue. I'm not sure why the large # of drivers who use North Avenue every day now have fewer lanes with more traffic as a result of the bike lanes. This is particularly confusing since there is a bike path that runs parallel to North Avenue all the way from Shore Road into Burlington. Perhaps the money would have been better spent upgrading the bike path and putting in lights so riders could still use the bike path at night and/or when the days are shorter.
In my opinion the 3 lane set up has made it exponentially safer to drive and bike on that section of road while I travel to and from work along this stretch of Burlington. I think this mere is still some adjustment for people to understand how to use a center lane to turn into and off of the road, but this will come with experience in my opinion. Previously, I was honked at and sped around while traveling the speed limit in this section- I was constantly on high alert for an inpatient driver to crash into my family- his project had been a lifesaver!
In my previous response, I noted the danger imposed by cyclists traveling the wrong way. When driving, I now always double-check for an oncoming bike before turning right onto North Ave. I'm not sure what can be done to impress upon cyclists that this is potentially deadly. Luckily, though, only a few people do it, and I'm not sure how we might effectively discourage it.
In my travels to North Avenue I have noticed bicyclist traveling min a much safer way than when I lived on North Avenue and traveled to Downtown by bicycle. I also noticed pedestrians had an increase in safety crossing the streets and seeing where traffic was coming from. As a driver I have noted that speeding cars seem to have decreased considerably. Travel times may have increased for some, but mainly because the average speed of cars on the road (in my measurements) has decreased considerably. As a former taxi driver in Burlington I used to travel North Avenue frequently and it was the one road in Burlington I felt that the number of aggressive and speeding drivers was the highest - only a distant second to the upper main street area of Burlington (from the Sheraton to UVM green).
In some parts of the bike lanes the pavement has holes or the pavement dips around the drains which requires swerving around towards the road/cars. It would help tremendously if the sides of the roads (where the bike lanes are) would be paved smoothly. Btw, I haven't biked much in the last 30 days but hope to do more of it in the coming months.
In spite of people's resistance to having 3 instead of 4 lanes, safety is of the utmost importance to all who share the roadways. I became aware of much more aggressive driving and more accidents on North Ave. since moving here from the South End 5 years ago. I am hoping that you final proposal will increase safety while minimizing confusion about lane use. Also, while a minimal increase in travel time will eventually be absorbed by drivers, if a demonstrably instead of perceived longer travel time is the end result, I am concerned about people's frustrations coming out in road rage and distracted driving.
In the almost 20 years I've lived in the avenue, the beltway intersection has changed a few times. The slip ramps are very helpful. If money were spent on the sidewalks bikes would have an easier time.
In the entire time the pilot has been in place I have not once had a near accident with people barreling straight through the prior turn lane for Shore Road while I was going North on North Avenue. That happened 1-2 times per week before the change. I also have not seen the multitude of near accidents that used to occur from people weaving in and out of the two lanes per side trying to decrease their travel times by a few seconds. Most importantly, I feel much safer as a driver with bicyclists on the road. They have a place and cars have a place. I don't bike, but I think this is a much safer way to share the road. I have been driving 50 years and

have had two accidents - both on North Avenue. One was being rear-ended while trying to turn left (love the new turn lanes!!) and one was someone pulling out of a drive way between parked cars (decreased parking on a busy road a great idea!).
Increase the speed limit from 25 mph to 35 mph. Very few people drive 25 mph and it's too slow anyway.
Inforce biking rules of road bikers And it would be a lot safer direction,signs an lightsAny
Initially I was opposed to the pilot because of my location however I found it to be very successful for calming traffic and making the avenue feel safer. Thank you.
Install a few speed cameras, and it will be perfect!
Is there not already a bike path that runs parallel to this new creation?
It appears that the entire city is being surveyed to give an opinion about a road that only affects our neighborhood. I wonder how many South End folks would like Shelburne Road reconfigured like this? Why do they get to tell us how our main artery is to be configured? 95+% of people using North Ave live in the neighborhood...that is the opinion that should matter. A previous ballot question showed that the New North End was soundly against the change, but the city touted that the question "passed" because unaffected people from other parts of town voted yes. That result was used as justification to do something that our neighborhood heavily opposed.I believe the purpose of surveying the whole city is to skew the results to mask that those of us affected by this change are overwhelmingly against it. It seems like the whole process has been rigged from the beginning with a committee designed to stifle dissent. I hope that my fears are proven wrong, and that the City realizes that our property values and neighborhood have been very negatively affected by this change. I am not a crazy tea partier, and yes, I own a bicycle. However, I am shocked that our area's continuing concerns about this project keep getting brushed off.
It feels much safer to drive and bike under the pilot program. Thank you!
It has become frightening to try to navigate North Ave by car
It has been enjoyable traveling on the Ave. now. You do not have to worry about someone weaving in and out from lane to lane. It's a lot safer in my opinion. Lets hope it stays this way!
It has caused added time and stress to commutes. There is a bike path within a block of the street on either side that should be used if bikes want to ride somewhere and not follow the rules of the road.
It is a little dangerous when driving out of the North Avenue Co-op onto North Ave. by at the Ethan Allen Plaza light. The people turning left from the Plaza do not give the right of way to the people driving from the Co-op straight into the Plaza. They ignore the signs put up there. More needs to be done to make people aware of this. I have almost been hit several times.
It is a lot harder driving on and off the avenue.
It is clear to me that the pilot configuration for North Avenue saves lives and thus is a safer option than 4 lanes. Doesn't that say it all?
It is extremely difficult to access North Ave. from the side streets during heavy traffic times. The morning commute time has increased. Why is there a traffic back up between the shopping center and Ethan Allen Parkway?--- it makes no sense.
It is had to downtown because it takes so long. North Avenue is slow going.
It is hard to understand why some people are against this change, is it because they lost the vote, or simply refuse to change, or grew up there and that is the way its always been. I see no increased time of travel, much more orderly and safe, less aggressive driving, what is not to like ? I grew up in Manchester Vermont where we had a turning lane on Depot Street which worked great, turning lanes on this road work great.
It is much harder to get out of the New North End...people pass buses...more dangerous...takes longer to commute and would like it back the way it was before the Pilot.Thank you
It is NOT ABOUT BIKE lanes . it about making North Ave Safer for ALL. Going back to four lane is a MAJOR step backwards, even with the new pattern, very few car travel at the city speed limited. Any elected officall who votes against this project will not receive my vote
It is now a pleasure to drive on North Avenue. Old 4 lane configuration was too busy with automobiles darting from lane to lane and excessive speeding making for unsafe driving conditions. Bicyclists were at a high level of danger in 4 lane areas. Much safer with pilot configuration
It is very difficult to make any kind of a left hand turn - on to or off of North Avenue. To get onto Shore Road, traveling north on North Avenue, there should be a green arrow. And it is next to impossible to turn left - leaving Lakewood Estates onto Shore Road.
It is very unsafe for emergency vehiclesThat now need to ride in the turn lane.The bike lane is very infrequently used.Some cyclist still use the sidewalk.Doesn't seem like the use mandates taking Up the space for it
It made driving much calmer. The whole experience is better. I commute 5 days a week and I notice no additional driving time like I expected. Excellent design please make this permenant
It might also be helpful to do some educating of drivers on the use of 3 lanes. I often see people go into the middle lane and travel a long distance in that lane - not what it is intended for.
It needs to go back to the way it was . The 4 lane is uhc better for flow of traffic
IT NOT SAFE I FELL UNSAFE I BIKE REGULAR DOWN N. AVENUE BOTH
It really fries me that you have the access lanes from North Ave turning onto the Beltline, and you have the damn things blocked off!
It takes more time crossing N. Ave that before as a pedestrian not at a light. However the overall safety for everyone more than makes up for this minor inconvenience. Drivers may have to add a few more minutes to their travel time to commute. Again the added SAFETY more than makes up for the few minutes needed to compensate for any additional travel time.
It was an inefficient and foolish plan to seriously inconvenience thousands of automobile drivers to supposedly cater to a small handful of cyclists. I do not feel there was a problem when cycling on North Av and the changes have served only to complicate the road, create confusing areas, and to SERIOUSLY compound annoying congestion where there was NONE previously. Put North Ave back to its previous conformation!

It was fine the way it was traffic did move more then backups on the beltline and all the way up north ave. People dropping off their children does cause more traffic backup. John J Flynn school seems to be the worse they need to come up with a better situation for people to drop off their children.
It would be awesome if there were bike lanes from battery Park to BHS on both sides of the road. It's hard to bike on North Ave from BHS to Battery Park because there aren't any bike lanes. Gets really hairy by the police station in particular. I love the new configuration, though. I have a young family and it makes North Avenue so much easier to drive, bike and walk on and over. The new bike lanes influenced my family's decision to move to the NNE.
It would be great if the city councel and the Mayor actually listened to us that live in the New North End.
It would be great to see an education program of some sort (maybe a segment on the news) about what the lane marking means and especially that you are not permitted to DRIVE DOWN THE CENTER TURN LANE!!!). Also, some reminders along North Avenue to look before you turn right to avoid clipping a bicyclist going straight in the bicycle lane. This is especially true of the northerly end of North Avenue where people cut diagonally across North Ave from Dodd's Court to Gosse Court or from Green Acres Drive to Cayuga Court often without looking to see if a bicycle may be crossing the road following the bike lane along North Avenue.
IThe congestion on the commute on North Ave. has increased substantially. If you get trapped behind a bus it is a nightmare. If trapped behind a very slow driver (the ones that should no longer be driving) it is a nightmare. The whole trip is a nightmare. Thank you for considering changing it back.
It's a joke. We were told 6 weeks - 4 months. The mayor is trying to shove this through. Didn't like it from the start and hate it now
It's a nice gesture to try and accommodate cyclists, but the usage levels of those lanes are so low it just makes no sense to inconvenience the way higher traffic of cars, especially people who are traveling to/from work or picking up their kids at school. And that's how I feel about bike lanes in general. They aren't paying a road tax unless they're a car owner as well and if the ratio of cars:bikes on the road is probably less than 100:1.
IT'S a total waste of Burlington taxes...we voted it down..bikers still use sidewalk for the most part....when I bike I feel safer on the sidewalks...would never ever ride in the road with my children. It's not used as much as you think This was not supported by the residents of the area. The so called Mayor should be ashamed of himself. All this energy and money wasted for a few riders. Seriously .think about the actual amount of days that it's appropriate to bike in Vt....this is not the south! Even on the nice days so far this year I have only counted minimally 6 bikers....and 4 of them were STILL USING THE SIDEWALK!!!! GREAT JOB LISTENING TO THE RESIDENT'S OF THE NEW NORTH END MIRO!!
IT'S A TOUGH PIECE OF ENGINEERING, THE PILOT WORKS WELL IF PEOPLE CAN BE A BIT PATIENT. THANKS!
It's been a DISASTER. Traffic is absolutely absurd. Nothing about this project has been a success. Put everything back to normal.
It's fine the way it is. Do not change it back!
Its frustrating to still see people biking on the sidewalks!
It's hard to turn onto North Avenue from Village Green, this was an issue before, but has been magnified now that the lanes have dropped to 3.
It's has been very busy, and hard to get to school to drop they children off at school on time
Its is awful
it's much safer biking and with kids; thank you!!! i bike a lot more now, to pick my kids up from daycare on goose court, go downtown, etc. sometimes i want to go faster in the morning by car (i commute to middlebury) but the change has not added more than 1-3 minutes to my drive time. i'm very satisfied.
It's sad that the people affected the most by this mess voted against it but the decision was made. Traffic hasn't done anything but get more congestedand people trying to get out of side streets risk their lives because it's so congested and the increase in bike traffic is barely noticeable. Time to put it back and pave it!
It's still as terrible as the day it was started. There is way too much traffic in the north end to be reduced to less lanes and less parking, The bicyclist are a menace.I find having to swirl in and out of the lane to avoid the cyclist extremely dangerous.
I've always thought that North Ave needed a better system of bike lanes, and that the existing 4 lanes were much too narrow. The logical solution would be to widen the roadway to accommodate 4 wider lanes with a buffer for each bike line.
I've biked with the original configuration and the pilot configuration many times, and found the experience much improved by the pilot. I have driven the section many times in the pilot configuration and have had no issues or complaints about it. If the pilot is made permanent I will continue to bike in the section. If the pilot is reversed, I will now resort only to driving.
I've lived for 50 years on North Ave and didn't see or have any problem with the road. New drivers just can't drive or don't understand the road.
I've lived out here for 27 years and have never been a fan of North Avenue. I considered it a drag race through a neighborhood, but there re parts of the pilot that don't work well, buses during school hours, people trying to pass on the left and the right. Not nearly as many bikers on the avenue as I'd assumed there would be..... The actual wait seems closer to 3-4 minutes mor than what it was, and to have slower traffic as a result I can deal with extra 3-4 minutes.
I've seen cities where the bike lane uses parked cars to buffer from the road--the bike lane is next to the sidewalk, then cars parked, then traffic. This seems like a safer way to make bike lanes and I encourage it.
I've seen no increase in bicycle traffic because of this pilot project, and turning left onto or off of North Ave is terrible! Eliminate the green strips if you want to add bike lanes.
Just a horrible Questionnaire in every way. Useless except for people who are polarized..
Just go back to the way it was.....Before someone really does get hurt.
Just to name a few of my concerns, the Pilot project has reduced traffic flow, increased traffic congestion. Has reduced speeding which has improved crossing at intersections. The pilot project has reduced safety because you now need to move to the center lane

when needing to pass buses, delivery trucks, service trucks etc. Another safety issue concerns moving over for emergency vehicles, now you need to move over to the bike lane.
Just too congested for two lanes. Live on street off of North Ave and cannot pull out to get on to street, all have traffic jams. Too many vehicles to have 2 lanes for travel. Also Ethan Allen Pkwy has a whole section with only way out on North Ave. They speed onto North Ave and you get traffic jams. The lights so long that it backs up all the traffic. It has become unruly out here. It causes a lot of headaches. People feel like they are being impeded and not allowed to travel. It is against our freedoms. It shouldn't take 3x as long to get someplace as it used to. The traffic lights in the city have been slowed down so much that it backs up traffic.
Just total waste and foolishness. Doesn't Burlington have better things to use our tax payer dollars on?
Just want to reiterate that the intersection of North Ave. and Ethan Allen needs work. Turning left onto Ethan Allen from North Ave. is a harrowing experience during trafficky times. Most people I know cut through the Rite-Aid parking lot, but that is obviously also not a good option.
Just want to say that for bikers, having the lane is so important for safety. Maybe more people will start to bike and in return there would be less traffic. I hope the pilot program, in some form or another, stays on North Ave.
Just want to say that we enjoyed walking on North Ave., especially between the Ethan Allen Shopping Center and Heineberg Road, this past winter/spring, when the snow was melting as we were not being splashed by cars like in other years, because the cars were much further away from the sidewalks. A BIG plus! Thank you!
Keep bikes on the bike path or the side walk. Regardless of what anyone says, Roads are for cars/trucks. No road was ever built for bike traffic. There is enough stress and traffic on the roads without having to worry about someone riding their bike down a busy road during rush hour. Inconveniencing 1000 cars/trucks for every 1 biker is not practical.
keep monitoring! I'm sure that some people are dissatisfied, but I think it is much safer. Change can be hard, but it is part of growth.
Keep the bike lanes! Biking in Burlington is scary, we need to make it feel safe for people.
Keep the improvements coming! We're still way behind Europe.
Keep the parking in front of St. Mark's church. Needed for church and funerals
Keep the pilot and take it to the next level of protection for bike lanes!
Keep the traffic moving. The suicide lane is dangerous.
Last study traffic counts were extrapolated incorrectly visual counts should be used as fewer bike usage is evident than reported by Public Works. Winter travel is unsafe during the pilot and congestion a problem during snow storm and when the beltline needs to be closed. Left turn wait times on East side of North Ave increased. Promised improvements to Shore Rd. were never provided. Accident data includes the Shopping center parking lot are included in safety successes and were not just for North Ave. travel lanes. Separate North Ave. folks from South End respondents. Consider economic impacts of commuter traffic coming in from Colchester and points North going to downtown. Consider the negative impacts of increased traffic on the Belt Line and intersect impact.
Last week I was behind a car traveling south and the car was waiting to make a left turn. We had to wait about 2 minutes for this to happen. In that period to time, 3 vehicles passed me on the right going extremely fast and blowing their horn at me I was in the right as I we are not allowed to turn into the bicycle lane. The worrisome part of this, just a few minutes before this, 2 children on bikes were in the bike lane. This could have been a tragedy as these vehicles could not see these children in the lane. I was terrified.
LEAVE THINGS THE WAY THEY WERE PREVIOUS TO THE PILOT PROGRAM
Left hand turn into and out off Lakewood estates hazardous at bestTurning into Lakewood I experienced times where cas turning into rite aid entered my lane as I was trying to enter center lane for my left turnTrying to make a left turn out of Lakewood is also hazardous as traffic congestion (2lanes into 1) does not offer the same openings that existed previously
Left turn arrow onto Plattsburgh Avenue traveling south on North Avenue
Left turn arrow traveling north Ave south onto Plattsburgh Avenue
Left turns from Village Green onto North Avenue are IMPOSSIBLE much of the day because the single-file traffic means it's a steady stream with no gaps so I can make a left turn. We are dependent on the signal at Ethan Allen Parkway AND driver good will in order to ever get out of our neighborhood. Also, the bike lanes vary widely from satisfactory to way too narrow with pot holes, storm drains, etc., so they are not safe. It's not safe anyway to be right beside the fast-moving traffic. The painted line is small comfort. The BEST way to help bikers is to have them ride on the sidewalks. There's not that much contention between bikers and walkers on the sidewalks. It would be fine -- especially if the sidewalks are widened. If you want to keep 3 lanes, even if you move bikers to the sidewalks, we need more traffic lights -- changing on demand -- so that people can turn out of neighborhoods onto North Avenue. The only benefit of 3 lanes is that I can sometimes turn left into the "turning lane" so that I don't actually have to wait for the right-to-left traffic lane to be clear. The steady, unbroken stream of left-to-right traffic is the biggest problem trying to make left turns.
less safe bicyclist do not obey the rules of the road.and now we have joggers and pedestrians walking in the bike lanes.
Let me drive to and from work in a timely manner please.
Light at Shore Road and North Ave now very confusing!! At Shore road you can have a red light & think you can make a right on red but cars on Hinesburg have a green light and are turning also. Very dangerous!!
Lights are needed for Saratoga or Village Green
Like it. Enforcement of continued speeding from far north end of North Avenue remains a problem. People who use bike lane to pass is also a problem. City buses that pull out from bus stops along North Avenue without signaling is a problem.
Like the changes very much. Seem to be far fewer speeding cars. Please do not re-install the white posts by the high school, made the road too narrow by the cliff. Hated the armadillos, glad they are gone as well. Only complaint is the traffic light at North Ave and Ethan Allen Parkway seems to stay red too long for cars turning onto North Ave from the Parkway. Cars back up past the Rite Aid building during high traffic times.

Listen to the people. Don't push it through just because the mayor wants it.
Little to no impact on work commute or errands with new traffic layout.Confused by comments indicating traffic is "awful" "terrible" etc.Granted, I am not living directly along North ave. but traffic is exactly the same flow during my frequent commutes.
LONGER WAIT ON HEINEBERG RD! NO SAFE WAY OFF NORTH AVE TO ETHA
Looking toward 50 years from now, (I've lived here 43), I wish to see the transportation infrastructure INCREASE on North Avenue to aim toward growth of a diversified community. With this, the support of new larger mini-communities, (such as Farrell project) and of new businesses, (of which N Avenue has a woeful lack) will provide the people living out here an opportunity to live AND WORK here. The "new north end" should be an easily accessed part of Burlington providing jobs and opportunities -- opportunities for visitors and customers to be aware that there is, or will soon be action and activity out here. The thought pattern of the pilot project is commendable. Safety is paramount -- as it should be everywhere. However the process promoted here, indirectly, and perhaps unconsciously, may make North Avenue a quaint residential "dead end". This road plan, may soon leave this whole portion of the city toward a confined, more permanent stage of stagnation and even contraction. Restore vibrancy by clearing this artery -- even by considering some expansion.
Love it! Feel way safer in every mode of transport.
Love that this work is happening, but I really wish the bike lane was between parked cars and sidewalk! Same amount of space taken, but less risk from car doors, and a big steel buffer between bikes and moving traffic.
Love the "road diet" configuration - thanks to the Department for being so thorough with communication, surveys, and introducing the pilot configuration to this part of Burlington. :)
Love the bike lanes and the pilot configuration. Feels more safe and more like a small town/neighborhood (vs. shelburne road or another congested high traffic area.) It sometimes takes a bit longer in am commute or pm commute but it's worth it and not a big deal. Thank you!
Love the bike lanes, feel much safer riding bikes in traffic
Love the bike lines! Absolutely necessary on North Avenue.
Love the change to 3 lanes, much safer all around than 4 lanes.
Love the fact that traffic moves slower and people are more polite and let people in etc....
LOVE the new bike lanes. It's also slowed down traffic a bit which makes it safer. But, it's not too slow. Please keep the bike lanes. Only thing that would make it better would be a bike barrier ... when I'm on my bike I sometimes feel aggressive drivers getting too close. ALSO, a big thing is in the winter the bike lane is full of snow and ice. Better removal would make it much much better. As a driver I find it all good. Thanks!!!
Love the new configuration and it is way safer
Love the new configuration. Driving feels much safer!
LOVE the new traffic patterns!!!
LOVE the pilot configuration. Only thing I do not care for are the road armadillos, but not sure what other types of barriers are available to make an educated suggestion.Thank you for tackling this (hopefully formerly) huge traffic/safety issue!
LOVE the pilot study configuration. Seems that the speeds have slowed and it is a much safer road for everyone!
Love the slower speed and don't mind the inconvenience of short wait times
Love to see some hardened bike lanes. Walking from Lakewood Estates to the shopping center along North Ave is a completely different experience. Before the lane reduction I was always in fear of being run down by someone jumping the curb. I perceive people to not be speeding as much anymore. The turn lane is great for getting in and out of leddy park and our neighborhood. Taking a left out is a but harder now but still less dangerous as there are not four lanes of traffic to consider anymore.
Loved the Pilot Study configuration. It's safer, far less stressful and hopefully will encourage more cyclists to use the road.
made my comments in previous comment section
Main issue is the left turn lane for my road being dangerous and more lengthy.
Make city buses free. Have a direct bus route from the New North End to downtown to cut down on bus travel time (in addition to Route 7). Maybe do 3 lanes in the summer and 4 lanes during rush hour during the school year. Thank you for trying to improve North Ave!
make it easier to exit Ethan Allen Farms all the time not just low traffic times.
Make room for transit buses too!
Make the pilot permanent, with some adjustments to improve travel times, and with some sort of buffered bike lanes, if not the widely derided "armadillos."
Make the sidewalks into mixed use bikes/pedestrians
Many days I need to get onto North Avenue from Ethan Allen Parkway. The light (red) is too long and traffic backs up. I understand that it is staying longer to keep traffic flowing on the avenue but it is a big inconvenience. Also, the middle lane is also often a free for all. People will use that lane to get by traffic or will use the lane as a lane to turn into when turning onto North Avenue and then will either sit there waiting to turn into the main lane or will travel down the lane waiting to merge into traffic....very unsafe. I actually witnessed a car who was stuck in traffic going North on the avenue from 127 and was so fed up with the stop and go traffic, they turned into the bike lane and rode there car to where the old Funeral home is (near Village Green) to turn into the neighborhood. These are just a few of the incidents I see almost daily which creates new and different safety challenges with the pilot program.

May have to evaluate the timing of the Red Light at the 127 Intersection.Left turn signal allowance should be functional at all times.Left turn signal at the Hannaford Shopping plaza should also be on/functional at all times.
might have included questions asking why we were highly satisfied or not; that would have given you better qualitative information to interpret the numbers
Missing questions?
Monday thru Friday is almost impossible to turn northBetween 7:30 to 9 a.am. Rush hour in afternoon difficult too
MONEY BE BETTER USED. TELL THE BIKE RIDERS TO OBEY RULES OF RO
More bikes in the road is dangerous !!! I am uncomfortable driving next to bikes that don't follow the rules of the road.
More Biking opportunities!
More enforcement against cars passing righthand turning cars in the middle lane (instead of slowing and waiting for the car to turn) needs to happen and more enforcement needs to happen against runners who think they can use the bike lanes instead of the sidewalk. Other than that, the pilot works well!
MORE ENFORCEMENT OF TRAFFIC LAWS FOR BICYLISTS, MANY OF WHOM D
More warnings to bicyclists about stopping at intersections and using lights at night. More traffic enforcement of speeding drivers!
More/better bike lanes!!
most people on bikes use the sidewalk or the bike path. since they did th avenue over not many bike use the new lanes. it was a waste of time and money.
Most residents in Wards 4 & 7 do not support the Pilot Project, and never have. The amendments state that Wards 4 & 7 need to support the project for it to continue. There are huge delays for traffic, yet only a few bikes at any given time. Most are on the sidewalk where they belong. Data was manipulated and misrepresented from the 1st survey, and varied significantly from the independent data analysts results. The Director of DPW even admitted to counting bikes 4 times at 4 different intersections. How is that right? Or legal? What is your explanation for that??? What about the 1,000 postcards that were returned as undeliverable last week? I bet the city would have a different reaction if tax bills were returned as undeliverable. People from other parts of Burlington, and other towns/cities SHOULD NOT have been allowed to take the survey. N. Ave. is in great disrepair, yet the City striped the bike lanes on N. Ave last week, right thru the potholes. Waste of taxpayer dollars. And to have the nerve to do this while the survey is going on. I'm embarassed to admit to people that I live in Burlington. Amanda at Castleon Polling tells me they are going to ”try” to eliminate duplicate surveys, but admitted they don’t have a very good way to do that. So this means that Local Motion, the UVM Cycling Team, other cycling teams throughout the State, and whomever from across the state can take the survey, and once again skew the results. For once, listen to the people that deal with this traffic nightmare every day, and put up with the arrogant bikers that DO NOT follow the rules of the road. RESTORE N. AVE. TO 4 LANES.
much less aggressive driving, it was a great change for North Ave, much easier for making left turns safely
Much safer now. Easier to drive. Vehicles have slowed down. Good job, thank you. If it has prevented and will prevent accidents it is worth it.
My 80-year-old mother, who moved in with me in 2016, also likes the pilot configuration very much. She isn't yet registered to vote here, so that's probably why she didn't receive a survey invitation. She regularly walks, rides the bus, and drives on North Ave. and finds traffic much safer and more manageable now. We hope the pilot changes remain in place! Thank you for doing this study.
My answers would be different if the armadillos and the white posts or any other instrument is used. If I answered these questions last summer with the armadillos and white posts all answers would have been unsatisfied to very unsastified.
My biggest concern is that traffic has been re-routed, from four lanes to three. We are in single files, you can't turn east of beltline to North avenue. When people are turning into Hannafords heading North is more difficult. With bikes, if you are headed south b/t Shore and Leddy park, there are pockets of water which force bikers into traffic.There are stones in the bike path area. Who is responsible for this? It puts the driver at risk. We have two bike paths on both sides of North avenue. How many do we need? Why put someone at risk?
My biggest concern is the cowboys who move into the left turn center lane way before their turn, probably because I am going too slow for them. I fear that if I move into that lane at the proper time, they are there trying to pass.
My biggest concerns are backed up traffic on North Avenue during rush hour times, backed up traffic exiting the belt line during rush hour times, and the narrow area around BHS. It helps that the armadillos are gone. I hope they don't get put back in. It's a safety issue when emergency vehicles are in the area and you can't pull over. I'd like to see the entrance ramp reopened when exiting North Ave from the south onto the belt line.
My biggest problem is that people on bikes are still using the sidewalk or riding in traffic and not utilizing the bike lanes. What is the point?
My commute time to and from work are considerably longer due to traffic congestion on North Ave. Biker traffic is extremely dangerous due to bikes dodging out from their lane to make turns without looking and cutting cars off. Bikes are not cautious at intersections, and looking out for them when turning off North Ave is distracting and dangerous. Put it back the way it was! There arent enough frequent bikers benefiting from this to justify the negative impact on vehicle traffic. 30 more bikes a day vs. 19,000 cars? What a waste of money this was.
My concern is that Bicyclelist do not conform to the rules of the road, ie stopping at intersections with stop signs and/or traffic lights, and lack of lights on their bike or person making it near impossible to see them at night.
my experience, as a driver and cyclist, is that the pilot project has made traveling safer, more predictable, and more enjoyable. i urge you to keep the pilot configuration with any adjustments/improvements as needed based on data.
My family and I are very pleased with the pilot program. It is much more safe for everyone.
My feeling is that the planning was not fully thought out with consideration with those who own property and live in the affected area. Burlington's leadership is lacking and only special interests are considered to get points to get reelected. I am a native Vermonter

and the change in Burlington and Vermont in general is very discouraging and it is no wonder young people have to leave due to poor planning and lack of objectivity.
MY FEELINGS ARE: Q. WE HAVE A BEAUTIFUL & ACCESSABLE BIKE PATH
My feelings towards this project have not changed. The only thing this project has accomplished is to create traffic congestion for thousands of vehicles where there previously was very little, and all for about 16 bicyclists. The changes to the portions of North Avenue from Berry Street to the Route 127 intersection have little impact on traffic flow, other than the fact that the wickets placed near BHS have narrowed the lanes so much that it barely leaves enough room for vehicles to pull off to the side of the road to allow Emergency vehicles to pass. These wickets do nothing to improve the safety of the cyclists and are a nuisance to motorists as well as DPW workers, and increase maintenance requirements for city work crews who already have more than enough to do. The portion of North Avenue between Shore Road and Plattsburgh Avenue have little impact on traffic flow since implementation of the Pilot Project. The section of North Avenue between Shore Road and the Route 127 intersection with North Avenue have created traffic congestion since the conversion from 4 lanes to 2 lanes, with backups on Ethan Allen Parkway stacking up 18 cars at times. What this project has accomplished is to eliminate every feature that was added over the years to keep traffic moving in one fell swoop. You are impacting many to accommodate a few which just is not right. The residents of the New North End voted against this project, but their votes were out-weighed by those who do not live in, or visit the New North End on a daily basis. Any bicyclist who believes they are now safer are foolish as the Pilot Project places them directly adjacent to vehicles that could crush them in a moment. We have 2 bike paths that parallel North Ave
my husband and I have been regular walkers/cyclists along North Ave for more than 30 years. Since the lane reconfiguration, we do so much less often due to safety concerns. We do not feel safe biking along the Avenue any longer. The wait times to get into and out of our neighborhood have become really bad. Please, Please change it back.
My main complaint with the pilot lane configuration is that it is very difficult, time consuming and often dangerous making a left turn to get out of our neighborhood (Lakewood) to go North on North Avenue which I do at least once and often more times a day. I also walk frequently to the Rite Aid across the street from the Lakewood entrance, and crossing the street is treacherous.Thank you for conducting the survey.
My main concern is with turning right off of North Ave across a bike lane at dusk or later. Bikers don't have lights or reflectors and looking back through tinted windows makes them invisible. It's never safe to cross a lane of any kind of traffic to turn right. I've never seen a biker pulled over for not having lights. Bike laws have to be in place and enforced before these lanes are put in place.
My neighborhood is to the south of Ethan Allen Parkway. If there is anything that can be done to assist motorists turning left onto North Ave it would be appreciated. I had at one point heard rumors of a rotary at Ethan Allen Parkway - which would be personally beneficial because I would just turn right out of my neighborhood. But obviously that creates other challenges. Maybe a "don't block the box" paint marking in front of Village Green and Saratoga intersections that comes with a fine if busted. The line of traffic coming from south to north can be incredibly long during peak hours with no clear breaks based on the light cycles at 127. And that doesn't even take into account the traffic headed in the opposite direction.
My only concern is that you are only asking people to evaluate biking in the last 30 days. Many bikers may not have started yet for the season. I have biked the new configuration it was last season, and I would have liked to provide my feedback based on that. Thanks!
My only concern is where people cross North Ave. There should be numerous crossing places with blinking lights and crosswalks for pedestrians. Village Green, Saratoga Ave and other hard to cross spots.Lots of school children cross the road in many places and need to be able to cross without getting hit. Please add some proper crossing spots. Thank you.
My only issue is that it is hard to make a left when I'm on my bike. But the improvements from the pilot have made it much easier than before, so still all good from my perspective. Also, I'm totally comfortable with a double stripe that provides a buffer - I don't need ballards or anything else for comfort. But I know we are trying to inspire others who aren't yet comfortable.
My only suggestion would be to continue the bike lane from Scout & Co down to Sherman Street (as you head towards Battery Park). Currently cars are allowed to park on the right-hand side of the street meaning at that point, if cycling, you need to enter the traffic flow. The North Ave / North St intersection is normally pretty busy, and I currently feel much safer riding on the sidewalk at that point.
My opinion on this project would be greatly influenced by the data on automobile accidents and incidents on North Ave. Is the new configuration actually making it safer for bikers and pedestrians? Perhaps we do not have enough data yet, but my guess is that people's responses to these questions would be significantly influenced by such data. I'm willing to put up with a bit of inconvenience if it means others are traveling more safely. Thanks for the opportunity to comment on this important project.
MY PERCEPTION OF THE SPEED OF VEHICLES HEADING SOUTH IN FRONT
My preference for configuring the lanes on North Ave as they were originally done with seperations . The painted lines fade and invite dissregard from the driving public.Thank You for doing this .
My preference is that we focus on giving automobiles the ability to travel faster and with less traffic on our roads, including North Avenue. Burlington is supposed to be on the "Best Places to Live" list. Slow roads and traffic ruin the experience. It takes forever to drive up and down North Avenue. I hope there is a better way.
My primary concern is pedestrian safety. While I like the current configuration of streets, it does nothing to change the carelessness and indifference of drivers towards pedestrians.
My primary feeling about the changes are that they are a great improvement for safety and overall traffic control! My only concerns are 1.) Traffic is much more congested than with the 4 lane configuration around rush hour, and sometimes backs up to make the drive take an additional 3 to 5 or so minutes. I feel like this is probably acceptable given the increased safety, but would be nice if it could be improved. 2.) Heading south on North Ave and turning left on to Ethan Allen Parkway can take a long time due to the way it is configured. It makes it more appealing to take other routes, and many people cut through the Rite Aid parking lot to avoid this headache. 3.) Similarly coming off of Ethan Allen Parkway to go south on North Ave can take a long time -- during busy periods that light seems to take forever to change from red to green. -- Overall, great work and I hope we can keep the new configuration while perhaps addressing those concerns.

My road cycling career has been reinvigorated as a result of the 3 lane pilot reconfiguration. A heretofore decidedly unfriendly zone to cyclists is now reclassified as a more than acceptable avenue for the safe passage of bicycles. The new bike lanes make the sections of North Ave lacking bike lanes, such as in front of the police station and north of Plattsburgh Ave, look antiquated and in need of renewal. I drive on North Ave more than I bike. These sections without bike lanes create more consternation for me as a driver than the sections with bike lanes. My kids also bike on North Ave, both to school and also in the evening, so I worry much less with bike lanes and traffic calming in place. Ignore the naysayers and push for more progress! Thank you and keep up the good work!!!!! And btw, you have my blessing to go ahead and make more bicycle friendly changes without polling the public with votes and surveys... just do it! Feel free to call me if you need a spokesperson: Brooks Elder 598-3432
My son and his family live on Woodlawn and I travel frequently up north Ave. I feel that the current configuration is extremely unattractive and a bit confusing especially at Ethan Allen Park where I saw a biker crossing that intersection nearly hit. That section is particularly bad.
My sons who travel via bus daily to school say the middle turn lane clears up congestion
My suggestion is that North Avenue configuration be determined by the persons who use it the most. There is NO reason why ALL of Burlington should vote for North Avenue usage.
My survey number is 52846
My survey number is 82265
My understanding is the light at the end of Ethan Allen Parkway was supposed to be motion sensitive based on the camera/sensors on the pole next to the signals, but hundreds of times, I've been either the only vehicle at the light or one of a few with no traffic on North Avenue and have to wait one to two minutes before the light would change. That's much worse than the old sensor in the road ever used to be.
My unique access code is 60814. I didn't see anywhere to submit this code.
MY WIFE AND I ARE RETIRED. THEREFORE FOR THE MOST PART, WE DO
My wife walks down the side walk the length of north avenue from Killarney Drive to Starr Farm N. Home. She noted a great unintended consequence of the reconfiguration, she is no longer massively and repeatedly splashed as she walks as the bike lanes keep traffic away from the standing puddles along the side of the road. In addition, the bike lanes make pulling out of Killarney Drive 30000 % safer as they allow better view and better site distance. All bike riders should be required to use bike lanes and not the side walk (including students). It is very dangerous trying to pull out of Killarney Drive when a bike from the sidewalk suddenly darts in front of the car. Bile car barriers where possible make the experience for every one safer. Consider dropping the speed limit from 30 mph down to 25 mph and enforcing anything over 30 mph. Put permanent "this is your speed" electronic sign at several places along the avenue, especially at killarney drive. Have flashing yellow slow lights at Killarney drive. Beautify the road with plantings, etc. Mark all cross walks well.
N. A. Pilot Project has been a great improvement in safety - some drivers seem to think the speed limits don't apply on 4 lane roads.
N. Avenue needs replacing and sidewalks need replacing. I do feel safer driving and biking.Before when there were 4 lanes drivers were always trying to pass..The new set up has really slowed the traffic. Like it so fari
Need less wait time getting on North Ave. from Ethan Allen Pkwy. Should also put a turn arrow in the turning lane going south on North ave. to make it easier getting onto Ethan Allen Pkwy after the light changes green.
Need more crosswalks
Need more green space from sidewalks to curbing and narrower roads. Move the curbings with room for Bike lane but remove confusing Painted lines .
Need to extend bike lanes all the way to Battery Park on the west side of street. More physical buffers needed on entire stretch. People do not respect the painted white line buffer.
Need to reduce traffic congestion in the morning during school rush hour.. It often takes an EXTRA 15 min to travel one mile on North Ave from Shore Road to BHS
Next
NNE voters have a lingering mistrust since 1)there is no concrete actual data that show accidents on North Ave were sufficient to warrant changes. 2) there are virtually no bikers using the road to warrant bike lanes, which simply don't get used. The few bikers we see mostly downtown are running red lights and not being enforced. 3) The DPW and city are not committed to building a safe bikeway away from traffic that would safely meet the needs of bikers. 4) There are still old, poor crosswalks (such as Hunt Middle School) that deserve to be upgraded like the ones on Pine St. 5) The leadership has bias and conflicts of interest with pushing bike lanes on vehicle roads in a climate that sees very limited bike use at best.
No ave should have been left the way it was wasting tax payers money and maintains the bike paths is enough.
No comments
No edditional comments
No matter what the future holds for the pilot project; I hope the continuation of the NO PARKING from Institute Road to 127 will continue. It was so dangerous previously when we would try to get out of our driveway and there were cars parked on the road. We could not see around them and were almost hit several times. We have found it much easier and safer to get out of our driveway since the pilot project was started. Also, the on ramp to get onto the beltline needs to be brought back. It seems that more cars are waiting at the light which is not necessary if cars entering the beltline could get on with the ramp. I believe this would help to reduce the amount of cars that are on North Avenue at rush hour times. It doesn't make sense that a car which is turning right should have to wait in a line of cars that are going straight. The ramp would help to move things along better.
No on street parking hurts my business as there is no where for cars to park on busy days, especially during tax season. The construction of the new apartment buildings on North Avenue at the site of the old Catholic orphanage will also increase traffic,

therefore increasing congestion and making it even more difficult to travel along the road. As it is, traffic backs up to my home from the high school during evening commute hours.
None
None
North Av was a well-functioning road before they turned it into a jumble of lane worries, lines, barriers, and lights. It was easy to drive or cycle with no distracting artificial extras. I want to see it returned to the previous design. Also this new road has congestion that did not exist before, travel time is longer and more frustrating, and it feels no safer to bike. It was a bad idea.
North Av, previously, was manageable and traffic moved along very very well. Cutting traffic to 2 lanes is stupid and has created congestion and frustration for drivers. I feel MUCH LESS SAFE driving on it NOW!! One day I nearly crashed when another driver turned into that idiotic suicide lane at the same time as I did. Four lanes works very very well. Biking and walking have become also more confused with too many distracting things presented. I want to see the road returned to the much more efficient previous conformation.
North Ave and RT 127 exit is totally messed up. Please put it back the way it was. The mayor said all the bollards would be removed, but they were not.
North Ave is a very unsafe situation for bicyclist and motorcycles and vehicles there has been more accidents now with the configuration than before
North Ave is now horrible and dangerous. Even with the bike lanes, the bikers still ride in the road and pose a danger not only to themselves but to motorist. Traffic and travel times are horrendous. Spent our hard earned tax dollars to create a disaster.
North Ave is sooo much more safe now.....for everyone. It has slowed down cars considerably.
North Ave not enough. We need better protected bike lanes on Colchester Ave and St Paul street. Let's remove the free on-street parking and replace with protected bike lanes!!
North ave. is all rte. 127.....when you refer to 127 to Ethan Allen pkwy, you really mean the "beltline" entrance..that is how we refer to it...127 is also at the other end in Colchester as well!your respondent could be correct in using the other end of the "belt-line"
North Ave. needs more and better crosswalks - something like those on Pine St. Most residents of my neighborhood are unskilled at turning south onto North Ave. from Village Green. Even under the old configuration it confuses many. A light is probably the only fix for this.
NORTH AVENUE BETWEEN BATTERY PARK AND NORTH STREET is unfit to safely ride a bike on. The pavement is in too rough a condition. Why is this section excluded from the project? It should be included.
North Avenue does not need bike lanes. There is a beautiful bike path, the width of a vehicle, that runs parallel with North Avenue. You can access any spot on North Avenue from the bike path. The new pilot project has caused North Avenue to slow down significantly, with no added safety benefit. I have found that many vehicles are now passing vehicles on North Avenue because of congestion. One slow driver can result in a normally 5 minute commute taking 15 plus minutes. Burlington makes plenty of accommodations for bikes and runners, but we shouldn't cater to their every need. A roadway is meant for vehicles.
North avenue feels more like the neighborhood that involves everyone who lives here. I have lived on an and off North avenue for over 25 years s. This project is way overdue. I hope I answered the fire few questions as completely satisfied.
North Avenue has become much more difficult to navigate and much more dangerous. I am on this road several times everyday and have rarely seen a bike rider and if I have they are on the sidewalk. I would never allow my children to ride their bikes on it nor recommend it to anyone visitors. Why would anyone anyway with the established very well maintained bike path a couple of blocks away??
North Avenue has become safer in my opinion, the configuration has influenced drivers in a way that implies patience and courtesy. this is much the way it used to be years ago, Having specific lanes for cars, bikes,etc. designates a safe place for everyone, obviously if we adjust our times appropriately, use patience , and share the road. simple concepts, however, not always used.. This project has definitely reduced the amount of times someone has driven past me in the other lane , exceeding the speed limit and putting everyone at risk . North Ave. carries much more traffic than it did years ago, all the more reason we need to keep it slower, lanes designated for multiple uses, and specific turn lanes. after all it is an avenue and not an interstate.Thank you
North Avenue is a public ROW and belongs to all of the public, not just some types of users or for those living in a certain geographic location
north avenue is in terrible condition! fix the potholes first then worry about bike lanes and other amenities
North Avenue is so much safer to travel on noe. I am very happy accepting some additional travel time for safer commute for all travelers. The previous 4 lane configuration had at least weekly experiences of being passed by very excessive speeders.
North avenue should be 4 lanes from institute road to Plattsburgh avenue, the city has invested large amounts of money with this program just to appease the limited use of bikes. We have two bike paths from the north end into the down town area, don't understand why these are not enough. Also the intersection of 127 and north avenue should have the sweeps to allow traffic to flow.
Not enough crosswalks. Crosswalks need blinking lights to activate when pedestrian is crossing. Need crosswalk at every bus stop.The 25 mph speed limit NEEDS to be Enforced!!Turning left out of KIllarney Drive is a major challenge much of the day, especially at heavy traffic times.
NOT safe driving, Walking or biking.
Nothing is perfect, but this is a vast improvement on the previous dangerous traffic pattern that was in place for over thirty years on the Avenue.
Now that the weather is getting warmer I will be increasing my bike use dramatically for errands & leisure. For example, a ride on the bike path, come off at Leddy Park to go to the Ethan Allen Shopping Center to pick up groceries which will fit in the basket in my bike then ride home up North Ave. I really appreciate the changes which allow me to ride on the street. Previously I would only ride on the sidewalk for safety reasons.
Numerous experiences with not being able to get over for Emergency Vehicles or get around them in the Pilot configuration.
Old lines are still visible at night, this is confusing and dangerous

On many occasions cars have crossed solid line to make lane change prior to split line causing danger to walker Bikers and runners. Please put the money you are spending on this project back into road repair. If those few people who ride a bike are willing to register them and learn the rules of the road it will make for a safer North Ave.All bikes should be registered with the city and a fee paid to the city to support this project.

One big complaint that I have is making a left hand turn from North Avenue (driving north) onto Shore Road. There needs to be a delayed green light or possibly a green arrow to allow for cars to make this turn without waiting for extended periods of time during drive time. I also believe that drivers do not use the middle turn lane appropriately. Cars tend to enter the land before the designated turn area to speed thru the traffic. This is very dangerous for the drivers entering into the middle turn lane at the designated time. Cars come up from behind and the driver is unaware.

One concern: how to get drivers to respect the bike lanes, raising awareness when making right hand turns crossing the bike lane.

One of my biggest concerns about North Avenue when I moved to the New North End from the Old North End in 2014 was the speed of traffic on the avenue. It felt like a highway, and I was not thrilled about the thought of my two young children walking to school along such a road in the future (to Flynn, Hunt, and eventually the High School). I am so pleased with the reconfiguration of the Avenue to 3 lanes. Yes, I find that my travel time is longer -- but I think that's a very, very good thing. I hope this is just the beginning of making the New North End a truly integrated part of Burlington-proper and not an isolated suburb that you reach via speedway. I hope that the shortsightedness of many of my New North End neighbors

One of the biggest issues I have is the fact that MANY people still ride their bikes on the sidewalk. Also, if we are investing tax dollars into this project, bicycles should have to be registered and pay a tax to help cover the expenses. Lastly, there needs to be an advanced green light to turn left onto Shore Rd from North Ave (when traveling north).

One significant improvement from this project is that there are no longer 4 lanes in areas where there was nothing close to room for 4 lanes. probably the biggest improvements are as a runner/pedestrian-- it feels very safe. There have been some hostile drivers-- probably some of the sore losers on the pilot vote-- but generally people seem to have adjusted sensibly and are behaving well.

One thing that I have witnessed frequently, drivers frequently use the middle turn lane to pass other slower moving vehicles. I've also see the middle turn lane being used hundreds of feet as a travel lane before a car turns or transitions into the south lane for the beltway. I'm surprised there have not been some head on collisions.

One very dangerous spot is where the project ends. When you get to the southern part of North Avenue, headed into the down town area, the bikers have a very difficult time transitioning to the lack of designated lane. So, it seems counterproductive to go to such lengths to make North Avenue biker friendly only to have it end at the bottom of North Street. I think the money for development could be better spent on upgrading the current bike path.

Only a temporary resident of this address

Only people living in ward 4 and ward 7 should be a part of this survey Project a huge mistake by the city

Only problem is the turning into Little Eagle Bay from the south. In order to enter LEB one must advance beyond the left turn lane indicated. This means that anyone turning left into Ethan Allen Parkway from the north can't turn - could lead to a collision. If coming from the south and I see someone turning from the north into Ethan Allen Parkway, I continue to Lakewood Estates, turn around there and go back to LEB from the north - it's much safer than trying to gauge which of the turners should go first. The junction of LEB and Ethan Allen Parkway could use a better lights system.

Other people who do not drive on the Avenue have input into this survey then I contest the validity of this survery. If left to the people who live on or have to access the Avenue from a side streets none of the people I have spoken with like the test configuration. But people who don't drive on it get to have same input as I do is not correct and results of the survey not worth the time and effort spent filling this out. The mayor and his brown nose cronies always get what the want regardless of how people who drive on it daily have to put up with this gigantic waste of money time and effort. Couldn't this money have been better spent helping get the city out of debt? But what do I know I'm not one of the onointed few in the city where the people do not count if you disagree with the mayor and his minions. Arnold Jewett

Our back yard is on North Ave, across from Ethan Allen Park. The decrease in accidents at that intersection has been noticeable. Also, the decrease in traffic noise from speeding traffic has been noticeable! An increase in quality of life and safety. An increase in our property values also.

Our daughter rides her bike to Burlington Highschool and the bike lane makes it much easier and safer for her to ride.

Our mantra through this project has been, "if this saves he life of just one biker then it's totally worth any inconvenience to me". I wish more people could feel the same....if only they realized that it might be their family member is that person

Our money would be spent better if it would be used to repair the road on North Avenue. Bikers are few in number.

Over all from where I sit on my porch and watch, bikers still do what they want. My wife and I were out walking and 5 adults came at us going the wrong way on the side walk. One individual consistently goes into town on the sidewalk the wrong way. No one has slowed down. And I lost parking space that I had for things like my family Christmas party.

Overall I am very happy with the new configuration and look forward to more positive changes in the future for a more safe, bikable, and walkable neighborhood.

Overall I love the changes in the pilot project. Just don't bring back the "armadillos".

Overall I think pilot, while not perfect, is a marked improvement over what we had before.The pilot has been in place long enough now that folks have settled in to the new pattern and I've had the chance to walk, bike, bus and drive the corridor as part of my normal daily travels, so I feel confident in giving feedback at this point.Walking - For much of the corridor the walking situation remains largely unchanged. The bulk of changes are predictably in the VT 127 to Shore Rd segment. Crossing the 127 intersection on the eastern side is much improved with the closing of the slip lane. In the rest of that section walking definitely feels more comfortable with greater distance between oneself and moving traffic. An also very welcome change is that formerly when it rained I would often find myself holding my umbrella sideways to protect from "road spray" and thankfully with the new configuration this is no longer necessary. The new crosswalk on the south side of the shopping center intersection is very welcome, especially when getting off the bus.Biking - Cycling the corridor is much more pleasant with much less need to ride in mixed traffic. Having the bike lane

uphill in front of the High School is a very welcome improvement. Unfortunately when it rains much of the bike lanes, especially in the 4 to 3 section, get submerged due to improper drainage forcing folks once more into the (now one lane...) of mixed traffic. In the winter lack of plowing and improper plowing also limit the usefulness. When the snow is properly and promptly removed however it remains viable. The removal of the armadillos was most unfortunate because many folks speed through the 127 to Institute Rd section and fail to maintain their lane (as evidenced by the wear on the lane markings). When the armadillos were in place folks actually slowed down and stayed in their lane.Transit - My transit experience has been largely unchanged aside from the walk to get there. I still cannot easily cross from Gosse Ct to Dodds Ct even though I would prefer to use the stop there as it is closer, so I continue to walk over to the Shore Rd stop instead so I can have the benefit of the traffic light. At the end of August 2016 I talked to two bus drivers about their thoughts on the pilot. One was generally positive, saying it had improved things for him (e.g.
Overall I think the pilot configuration has made the car/bike interface much safer. However, I would still like to see more enforcement of traffic laws for bicyclists.
Overall I'm satisfied with the new configuration. I debate between sliding ramps on/off North Ave and RTE 127 as I do encounter occasional traffic backup on both North Avenue heading north and coming off the belt line. It's not constant; mostly peak drive time and bad weather. I like the turn lanes although that is where other motorists often try to gain ground, such as a car behind me entering a left-hand turn lane ahead of me (not waiting for the break in painted line). I always have to watch for that. The most precarious section in my mind is taking the right turn off North Avenue and onto Plattsburgh Avenue. It's fine with no bicyclist but it's a treacherous conversion if one happens to be in the bike lane and suddenly needs to be in the "straight" lane while I'm about to turn right onto Plattsburgh.
Overall several of the modifications are fine but there is difficulties daily at the Rte 127 & North Ave intersections.
Overall the project has been better in practice than I expected it would be when plans were presented. My complaints, as a user of this road in multi modes of transportation (driver, cyclist, walker, etc), relate to how the bike lane is maintained - lousy puddle management. One thing that would be helpful for pedestrians is adding the yellow flashing light signals that can be activated when a pedestrian wants to cross (Pine St, Winooski circle). Another thing that would improve safety would be for there to be enforcement of traffic laws that cyclists are breaking. I continue to see cyclists riding on the wrong side of the street, riding on sidewalks, riding through red lights and stop signs. BPD seems unwilling to enforce laws against cyclists and as a cyclist that makes drivers less respectful.
Overall the traffic moves at a slower pace (slower SPEED) but has fewer stops, THUS MUCH SAFER
Overall, changes have been positive. I hope we can keep the configuration and continue to work towards safer streets for all!
Overall, I can see slight advantages (having a central turn lane for example) and more disadvantages (I have a longer commute, with more idling). Personally, I don't know of anyone from my neighborhood who has switched their commuting habits to use the new bike lanes as a result of this redesign; there are several bike commuters who continue to use the bike path. Given that there is little or no gain, and that the city is spending a ton of money to revamp the bike path (I LOVE the "north 40" area now that it's complete and I look forward to continued renovation), this seems like a waste of resources to fix a problem that does not exist. In my opinion, safety would be just fine with a narrow, consistent 4 lane configuration running from 127 all the way to Plattsburgh Avenue (numerous studies have shown that traffic volume north of Shore Road warrants that) and-- most importantly-- increased police monitoring of the area.
Overall, I feel that the changes are worth keeping. I think N. Ave is safer for everyone. There does seem to be a significant increase in travel time during rush-hour (AM & PM) times.
Overall, I feel the pilot project has been a great success! We moved to Burlington from the mountains specifically because of the facilities for walking, biking and taking the bus. We're glad to see these facilities augmented and improved! I would like to see more crosswalks at various points along the avenue, as there are a fair number of people who just cross the road wherever due to lack of crosswalks.
Overall, I'm happy... Just restore the beltline on-ramp and get rid of ALL poles on North Ave.
Overall, I'm quite happy with the changes made to The Ave. As people become more used to it there are fewer issues such as going around buses, etc. I don't like how some people drive long stretches down the center lane to avoid backed up traffic but this isn't a big issue. The Rt 127 intersection remains a mess and is the primary culprit of congestion.
Overall, the pilot project has made the Avenue safer to travel. It really helps to not have all the lane changing as with the prior 4 lane configuration. Thanks for all the efforts to bring about needed changes.Eventually, would it be possible to move the catch basins to an under sidewalk, vertical opening design, rather than the current horizontal grates in the bike lanes?It would be great to have a protected bike path all the way down the Avenue to Battery Park. That section by the police station is tough to navigate.From the broader perspective, creatively addressing travel on the Beltline during snow storms might take some of the congestion off the Avenue. Might a mandatory speed reduction on the Beltline to 30 mph during storms help keep that road open, so most of the traffic doesn't divert to the Avenue? (At higher speeds, there are frequent accidents and shut downs of the Beltline in storms.) Snow fences on the upper Beltline might help keep that road more passable too.The intersection of Starr Farm Road and North Avenue is overdue for a redesign, as well as the section of the Avenue between Plattsburgh Ave and Flynn School. That block has issues for pedestrians, bikers and drivers.
Overall, the results of the changes have been positive. Its nice to not constantly be in fear that cars will weave in and out of your lane. It seems like car speeds have been slowed down by this as well!
Painted bike lanes are a great start but we need is protected bike lanes.
Parking on the avenue, in front of our house is lost, which is too bad. Pedestrians can use the side walk and cars can use the roads. The bike path is a good option for bikes into downtown. Bike path has had improvements so that's a perfect option for bikes. Montreal has a great, working, bike and car option that has a dividing "island" that creates a safe mode of travel for both cars and bikers. One should drive to Montreal and see how they are finding success. I would be willing to "share" the road, if it was done similarly to Montreal where there is a actual divider allowing for safe travel.

Pedestrian crossings should be more frequent with the Yellow caution lights like those that exist on Pine Street. There are not enough designated safe cross-walks in this road section. Cars traveling to and from the belt-line continue to travel at excessive speed.Drivers need to slow down and show more courtesy to bikes and pedestrians.
pedestrian traffic should be on the sidewalks, pedestrian meaning all foot powered traffic, walking, running, jogging, roller skates & blades, skates boards, blade and other scooters, and bikes. the reason the users of these items want off the sidewalk is it is poorly maintained, as well as far too narrow. the answer is simple get rid of the old concrete sidewalks and put in new paved sidewalks a full traffic lane wide. this would give them a smooth and even place for all the above forms of pedestrian transport. and the city could stop buying the expensive sidewalk plows and use it`s pickup trucks to plow and salt the walkways keeping them cleaner and safer for all pedestrian. having all intersections monitored by remote cameras to help improve safety by catching violations of the law as they happen.
People don't know how to utilize the turning lanes...rather than sit behind a slow car, they are driving in the turning lane. I have yet to see any police presence during morning and night time commutes. Bikers do NOT adhere to traffic patterns. Bikers are riding in road as runners are using the bike lanes
People need more time to get use to this concept.
People on bicycles still don't stop at lights, ride out of the bike lane, they don't use directional you never know where they are going. They swerve into the car lane to avoid potholes and are generally a major distraction for those who drive cars. They should not be on the road and should be using the million dollar bike path that was built for them.
PEOPLE STILL PASS MY CAR IN TE BIKE LANE AND PASS BUSES IN THE
Pilot Configuration is much safer than previous configuration. Pilot configuration is also quieter than previous configuration because cars are no longer racing to jockey for position along the lanes of North AVe. Keeping the pilot configuration is of benefit to public safety and the community in general.
Pilot is great. The exceptions are those who don't want to conform by using the middle lane for travel. Passing on the right when vehicles are turning (north of shore) is dangerous and I do worry about bikers not being seen. Thanks to those who did this pilot and I hope it stays.
pilot project a horrible mistake only ward 4 and 6 should be involved. If you live outside these wards you should have no say at all about north avenuewhy does the city even involve castleton state in this when castleton is no where near burlington
Pilot project calms the traffic down.
Plan 1 configuration for ALL OF NORTH AVE. Failing to acknowledge the 500 units being built at Burlington College negates any and all work going into this project.
Planners should conduct periodic traffic counts of both motorized vehicles and bicycles to ascertain whether all the bicycle accommodations are warranted.
Please add back in either the posts or armadillos between 127 and the high school, cars have been encroaching on cyclist space as evidenced by the worn buffer lines from car traffic.
Please bring back four lanes traffic and street parking as it is hard to fit all the cars in a driveway when we have gatherings at my relative house, which we do often. 3 lanes pilot is not working and it is a disaster. thanks
Please change the 127 ramp back to slip lanes! Otherwise - Kudos!! Love the new configurations. (oh, and please pave ASAP. It's 3rd world out there)
Please change things back to the way they were. This study seems to have been an enormous waste of time and money.
Please consider improved Street marking and/or other bike safety measures at the North Ave - Plattsburgh Ave intersection.
Please do not install the road warts again, super ugly! Feel bad for people living next to them. Makes the area look like New Jersey.
Please do not put any poles back up. They are not needed
PLEASE DO NOT PUT UP any additional barriers for the bikers. PLEASE enforce the laws for all people using the Avenue if the bike lanes are going to be permanent.
Please do not turn North Ave back into race track mentality.
PLEASE DO WHAT PEOPLE WANT-NOT WHAT- THE CITY WANTS
Please don't change it back- it was crazy and unsafe.
Please don't fix what is not broken. Burlington resident for over 40 years.
Please don't go back to 4 lanes. I know this pilot configuration is safer for drivers and cyclists!!! I used to hold my breath in fear every night I had to turn left off of N Ave onto my street thinking the person behind me would swerve into the right lane last minute and the person behind them would rear end me but not any more. Thanks!
Please email me a copy of the results: bjlska@msn.comTHANKS!
Please give safety a higher importance than perceived speed or convenience.
Please go back to the old configuration. The new one is unsafe for all! It takes longer to go from point A to B, especially at the start of the school day and the ending of the day.
Please have a public forum about this for those that cannot fill out survey at Miller center before enacting, and publicize it. Thank you.
please install an arrow for traffic driving north on north ave, but turning left to drive down shore rd. With a single lane of traffic driving south, it is difficult to turn at this intersection before the light changes. Also, with only one lane each direction, many cars each morning enter the turning lane on north ave to go around the city bus which is dangerous especially at the hannaford's shopping plaza area. Also, winter traffic back up was terrible and I've seen a lot of road rage by drivers who are frustrated driving behind a slow vehicle on this avenue with no lane to pass especially morning commute time! Sometimes passing in the turning lane! again unsafe.

Please install traffic circle or rotaries instead of traffic lights as they are much safer for all modes of transportation.Please keep upgrading the bicycle and walking/running as new ideas occur.
Please just let the people who live here decide what should be done here. Burlington at large does not need to deal with the incumbered commute, idiling cars outside their homes, frustrated drivers, etc. like the hard working citizens on North Avenue do on a daily basis. The promise at the beginning of this was that the people it most affects would get to decide. Let us have a voice here as promised...
please keep in place.
Please keep it set up this way.....much, much safer for everyone. No more morons shooting down the left hand lane trying to get ahead of everyone..!
Please keep it to 3 lanes. Just make the bike lane a bit safer! Thanks!
Please keep it. Traffic is slower and made exiting Poirier place much easier!
Please keep the 3-lane pilot configuration-don't do back to 4 lanes!
Please keep the bike lanes! This is about peaceful co-existence and safety among fellow travelers on North Avenue.
Please keep the configuration of North Ave as is now , especially from Plattsburgh Ave. to Ethan allen Parkway- It is much better than previous 4 lanes.
Please keep the current pilot configuration. I think it provides the safety needed for all modes of transportation, no matter the frequency of use. It gives everyone a chance to choose alternate modes of transportation besides a car. Everyone just really needs to leave five minutes earlier and slow down. We are all in this together. Thank you.
Please keep the pilot configuration! I feel so much safer. It is safer. Before the pilot, I saw cars doing 50 mph on the Avenue while children were walking to school. I frequently saw cars racing, weaving in and out of lanes and all manner of unsafe driving behavior. I haven't witnessed ANY unsafe driving behavior since the pilot started. Finally, I feel safe biking on a Burlington street and hope to do more biking if the lanes continue and use my car less.
Please keep the pilot configuration! It is safer for all - bikers, pedestrians AND cars!
Please keep the pilot project! It makes commuting to work (I work at UVM) many, many times easier. I feel WAY safer biking on the stretch of North Avenue from Saratoga Ave to downtown. Prior to the pilot project I felt that I had to keep checking over my left shoulder every second to be sure a driver wasn't getting too close, but now I can bike with ease, knowing that I have my own lane, and drivers have their own lane. It is truly a comfort having separate car and bike lanes. It also sets a nice example for others to consider using their bodies instead of vehicles for travel. I strongly believe that having a road that is designed to accommodate both bikers and drivers most definitely encourages people to consider healthier and environmentally conscious ways of commuting.
Please listen to the people and put it back the way it was . Thank , Louie
Please make the light at the end of Woodbury Road work on the weekend for people who want to cross the street. When we push the walk button, it never works on weekends. Also, blinking lights and a crosswalk by Goss Court would greatly improve safety right there (similar to what's on Pine Street and Main Street by Edmunds). Kids are always crossing there and I saw a close call there recently. Thank you!
Please make the pilot project permanent! I use my bike so much more in the summer now that I feel safe riding on the roads to go downtown! It would be a shame for the bike lanes to go away.
Please more buffered bike lanes everywhere!
PLEASE PLEASE PLEASE PUT NORTH AVE BACK TO THE WAY IT WAS! WE HAVE A BEAUTIFUL BIKE PATH AND SIDEWALKS FOR BIKERS! THIS IS NOT SAFE AND IS SO SLOWING DOWN TRAFFIC DURING MORNING COMMUTE TIMES AND THE END OF THE DAY COMMUTE! THE PEOPLE WHO HAVE TO DEAL WITH THIS ON A DAILY BASIS DO NOT WANT THIS....THE PEOPLE IN THE OTHER WARDS WHO THINKS IT IS AMAZING BUT DONT HAVE TO DEAL WITH IT DAY TO DAY ARE THE ONES WHO GOT THIS VOTED IN. IF YOU LOOK BACK BOTH WARD 4 & 7 VOTED A BIG FAT NO ON THIS! PLEASE PUT IT BACK THE WAY IT WAS AND STOP SPENDING OUR TAX PAYER MONEY ON THIS! WE HAVE ROADS THAT NEED FIXING AND OUR MONEY COULD BE BETTER SPENT. THANK YOU!!!
Please put in cross walks. Do not just focus on intersections. We live across from a bus stop that is heavily used (bus) by numerous people for the morning and early evening commute (prime work times). Due to these times, the traffic is thick, consistent, heavy. We have parents with babies, older individuals, individuals with disabilities and young children, teens who cross the street EVERY DAY. We strive to wait and use caustion, waiting almost up to 8 minutes before being able to cross. Sometimes, individuals run across to beat fast approaching cars. One woman, with an infant, was walking across and slipped on the ice. A cross walk would have provided her some safety to cross without worriying so much, and at a pace that would be appropriate. I am EXTREMELY disappointed that there has been no response to this need.
Please put it back the way it was and ask bikers to please utilize the bike path that was so graciously provided for them.
Please put it back to original road configuration.
Please put north ave back to the way it was. People ride the arrow lane all the way up to the light then try to get into the right lane the were suppose to be in causing issues. Motorcycles ride the bike lane and weave in and out of traffic to get ahead not good.
Please put the four lane configuration back. Traffic is not staggered enough now, which makes getting onto the avenue difficult at times. The turning lanes are too close together, which in turn, two oncoming vehicles headed for the same turning lane causes too many potential head on collisions.
Please reconsider these bike lanes. It truly feels like we made all these adjustments for a minority of the community on North Ave. I almost NEVER see people on bicycles on the street and I live in the heart of North ave. Bikes are on the sidewalk and there aren't a lot of them. When I'm sitting in a traffic jam at 5:30 only 100 yards from my house but it takes me 5 minutes or more to get there, I get pissed. And you know what, I never see a single bike while there's all those cars sitting there stuck in traffic. It just seems like we made a huge sacrifice in traffic flow just to make a few bike riders happy.

Please remove the asphalt from the slip ramp that was removed previously. Return this to green space.
PLEASE REMOVE THE WHITE POLES BY ETHAN ALLEN PARKWAY. The poles make it VERY VERY difficult to turn down Ethan Allen parkway coming from north avenue, even when going 25mph.
Please retain the pilot configuration for the North Avenue corridor! I've lived in the new north end for the past three years. I work in Shelburne and, this year in fact, started bike-commuting to work. The three-lane configuration allows for a safe and reliable roadway for cyclists while keeping drivers flowing north and south. I've also noticed an increase in cyclists using the lanes. I think that creating infrastructures that encourage healthier transportation options helps build a culture of sustainability, along with better physical (and mental) health. I LOVE cycling to work or into town to run errands!I think that the third (middle turning) lane is safer than the old four-lane setup; particularly in that traffic used to move faster and less safely when there were four lanes. People would try to slalom between the two lanes to get up or down North Avenue as quickly as possible. The three-lane configuration forces drivers to slow down and respect the fact that the new north end is, in fact, a residential/commercial area. As a person who loves the location and recreation opportunities that the new north end offers, I think that going back to four lanes would be a step backwards for Burlington becoming a more sustainable, enjoyable place to live.
PLEASE RETURN NORTH AVE TO THE WAY IT WAS BEFORE AS PROMISED.
Please return North Avenue to its previous road status. It is so unsafe you hardly see anyone riding a bike on it and why would they with the bike path right there?
Please return to past configuration...there are very few cyclists using this..and it parallels the bike path. I feel it is a waste of taxpayer $$ and cannot understand why the entire city voted for this when they are not impacted. It is dangerous with the buses, many cyclists use the sidewalk and really ..who uses this in the winter? It upsets me that a few folks desperately wanted this and how we who live her have been impacted. My fear is that this was not a "pilot" and as North AVe soon will have over 700 units at the old diocese...we will never get out of the New North End. I live on Cumberland...my road is a mess with multiple pot holes....why not spend the $ on fixing our existing roads. I have lived here 26 years and it needs to be re paved/ PLEASE ABORT THIS PROJECT... I see no need to have a duplicate route for cyclists... And I DO Cycle...frequently do 30-50 mile rides. Thank you
Please see suggestion regarding creating wider, paved multi-use sidewalks as a way to safely accommodate all users of North Avenue.
Please spend the time and money to do some qualitative research. Please address some of the ongoing infrastructure requests from people who are against the pilot because they feel left out or ignored.
Please try to keep the decision-making around this as fact-based as possible. There is a lot of emotion and politics involved and none of that has been helpful. Let's just evaluate success based on objective measures like safety, travel times, and crash rates.
Please, Please, Please, put North Ave. back to the way it was!!!! I'm soooooooo tired of bicycles taking over roads that were built for CARS!!!!! Does anyone who planned this out realize there are NEVER ANY people using these bike lanes?????? They have basically screwed up traffic on North Ave for no reason whatsoever. Also, are any of these people aware of the fact that we ALREADY HAVE A BIKE PATH a couple of blocks down from North Ave??????? Why can't they use this instead???? Makes absolutely no sense to me whatsoever... I also avoid using North Ave at all costs unless absolutely necessary because of these bike lanes. That translates into lost business for the merchants on this street simply because I don't want to deal with it. Thank you!
Please.do not go back to 4 lanes. It was terrifying
Police presence near plattsburgh avenue entering North Ave please!
Pooling rainwater along the bike lanes is a problem for bicyclists. When/if re-paving is done, the new surface must be graded to eliminate pooling water. Thanks for all the improvements!
Prefer no parking on North Ave expect in front of St Marks during church service for overflow needs.Continue North Ave project to Flynn School or Northgate / North Shore at least.Remove parking and add bike line on Plattsburgh Ave to Rt 127 make part of project.
preferred 4 lanes for cars but feel that bike lanes are an important feature to add to the configuration. nothing is perfect. i do think people get frustrated so maybe cops on the avenue for a while might help. there seem to be many on rt. 127.
Present bike lanes allow bicycles to get too close to moving vehicles
Previously stated, but would like to reiterate recommendation for removal of the overhead steel structures that used to support the old "interstate highway" type road signage. Also, remove the old on and off ramps that connect to North Avenue at the 127 interchange. By changing the feel of this intersection from an "interstate" on/off ramp to a neighborhood entrance, this will help to slow traffic naturally. Not to mention, that these un-necessary structures and road segments are very unattractive for a neighborhood.
Prior to the reconfigure cycling on North Ave was a terrifying experience. It is now very pleasurable. I would hate to see it revert.
Project great, the "armadillos" and divider posts between BHS and Rt 127 seem a bit over-built. There wasn't a question about that. That's my only thought for change.
Project has worked to make North Avenue much safer to drive on and also has slowed traffic. No more switching lanes above the posted speed limit.
Project was voted down and the city did what they wanted.
Protected bike lanes, please!
Put bike on the sidewalk. There's almost no pedestrian traffic on the sidewalk except in downtown Burlington.
put it back the way it was and leave it alone. keep the bikers on the bike path and off the streets
put it back the way it was it takes so much longer if you get behind someone who drives so slow and you cant pass it was fine the way it was

Put it back the way it was, as far as living out here goes it is the best way to travel in and out of Burlington, if you have ever lived out here in the most populated part of the city everyone does not care for this layout,and as far as the bike path, use the one that was made for them. You can count the ones that use this new layout which is no way what the city is telling us.
Put it back the way it was....spoiled bikers.
Put North avenue back the way it was!
Put the avenue back the way it was. I work in downtown and I find myself leaving 10 minutes earlier and I arrive at the same time I did before the avenue was changed. I think the police should be out writing tickets to bicyclists. If they aren't going to obey the law (stopping at red lights/stop signs) then get off the road. It's not just drivers in car that are dangerous. Bikers are too when they weave in and out of traffic and blow thru lights/signs.
put the road back the way is was and start fixing the roads. the bikes do not pay taxes or have to be insured or registered. you just spent a lot of money to up grade the bike paths. let them use that. north ave is for cars
Question 13 is poorly worded.
Raise the speed limit. Get rid of the obstacles to right turns at 127 and Ethan Allen Ave. It's great to be slow and safe, but there are way too many people living up here for one slow road. It takes way too long to travel anywhere into or out of the north end.
Rarely has so much harm been done to so many in Burlington for so little good for so few as with this idiotic North Avenue Pilot Project. In a city notorious for idiotic urban planning, this is the most idiotic urban planning decision the city has made since its disastrous urban renewal program of the 1960s. Please go back to the way it was on North Avenue. Special interest groups have ruined my main thoroughfare. If you want to ride a bike from our end of town into downtown, use the bikepath. This project has made my day-to-day life objectively worse. All of this nonsense was put in place so that a handful of self-important, over-privileged, virtue-signaling bourgeois bohemians can ride their bikes to work for three months each summer.
Rarely see bikes on my trips on North Ave. Don't seem to be using these bike lanes. Still seeing bikers on the sidewalk!!
RATIO OF BIKES TO DRVIERS IS SO MINIMAL. I RULY DON'T SEE ANY
Re question 36 - why is this survey being sent to the rest of the City. The decision about this project does not affect the rest of the City on a daily basis.
Really like the configuration, and it is a pleasure to drive and bike on North Ave. Thanks for powering through with this project despite strong opposition to change!
Really like the pilot configuration. Much safer.
Reduce the wait time entering North Ave, from Ethan Allen Pkwy
Remove the posts that are horribly placed along the roads.
Remove the white pvc pipes in the road. There is no need for them they look ridiculous.
RENTERS OR OTHERS WHO WANT IT ARE NOT TAX PAYERS THEY SHOULDN'
Reopen north bound on ramp. Preferably both ramps. Take down stakes at Ethan Allen. Reconfigure light at Ethan Allen. Turning lights To get into shopping center. Reestablish parking south of 127 and north of shore rd.
repair the streets and roadways [in critical shape] in Burlington before spending more of our misused hard earned tax dollars on bike lanes, use the bike path. Wonder if this pilot project is even going to appear on ballot in Nov. 2017. ?????
Residents in the two affected wards voted strongly against the pilot project. The vast majority of Burlington voters are either not affected at all or very infrequently. Doesn't make sense for voters on the other side of the city to have a vote on a two mile stretch of road they use never or very little. Also the great waterfront bike path runs parallel to north ave with many points of access from the path to north ave. No cars on the bike path makes that the safest route for bikers
Restore North Ave to the original configurationFix Exit 127
restore the 127 exit and all of North Ave
Return road to previous configuration. Fix or remove traffic controls responsible for traffic backups and congestion. Remove bike lanes from the road. Widen the sidewalk(s) on North Avenue allowing for bike and pedestrian traffic out of the roadway. Increase access points from North Avenue to the existing bike path. Encourage bikers and walkers to use the existing bike path and /or a widened sidewalk / path on North Avenue.
Return the traffic flow to previous configuration, enforce speeding limits, again with so few actual bikers using N. Ave. why is the city spending so much money on so few participating citizens especially when we have a great bike path. Maybe consider plowing the path during winter months ?
Return to the original configuration. This pilot project has NOT made it any better and perhaps helped only a FEW bikes. With the bike path a block or so away, we really needed more? I am sure there are more cars than bikes that use North Ave.
RIGHT NOW, OU ARE GIVING BIVCLES MORE RIGHTS THAN CARS- THE BI
Road is now more sane, and safer. Do not go back to the old, too-cramped 4-lanes!Please continue (add) bike lane markings north of Plattsburg Ave.
Road is. Basically at capacity in this configuration. Fireworks or any event creates issues. New construction on ave will create more issues. July 4 as example. Putting paved bike lanes between sidewalk and curb provides more safety and makes plowing easier probably. Pedestrian traffic is minimal and few things (poles) would need relocated.
Roadway too narrow at access points to gas station., .drug store, bank. Turning cars obstruct southbound traffic.
Roadwork that was done was poor quality. Holes in road are forming already. Drainage is poor. Water does not run well enough into drains, this forms ice which will deteriorate road quickly.
Safer, slower, smoother, calmer, for bikes and pedestrians should be the priority, along with fewer cars and car trips per capita.

Safety first has always been and still is my motto. Slow down the speed of the traffic while at same time increase perhaps the flow of the traffic, This program only makes sense and N. Avenue was a speed danger zone before the Pilot. Dangerous for cars, Bikers, as well as pedestrians . Now it will be so much safer for all modes of transportation.
Safety for bikers walkers and runners on North Ave has increased, bikers feel safer but still there is an small margin of biker safety due to vehicle driver road attention, unless there is a cement bern to protect the bikers.
Safety will never improve on the Ave unless there is an actual police presence. Right now there is virtually none and people know it. The bike lanes did nothing to stop the two people who ran red lights during my 10 minute trip down North Ave just today.
See comments in previous boxes . Didn't know this opportunity would be provided at end of survey . My commute time has been relatively unchanged because of the time of day I am driving . (Not rush hours .) That would have been a good clarifying question. The new configuration creates a less stressful experience with other cars because there is not so much lane changing now . Appreciate that we are all trying to make the roads safer for everyone but feel, when it comes to encouraging cycling on our streets , our goal should be to be the SAFEST with everyone doing their part for their own safety and that of fellow travelers , not just the FRIENDLIEST for cyclists .
See previous respknse
Shore rd to Plattsburgh ave should also be 3 lanes
SIDE WALK ON ONE SIDE FOR BICCLE - OTER SIDE FOR PEOPLE. DOES
Signs in place that says Bicyclist must obey all Motor vehicle laws. Bicyclists have the right to full lane use bu should ride to the right of the lane. Vehicle drivers should respect and give all Bicyclist safe distance and pass only when it can be done leaving at least 4 feet of clearance. Training videos should be made for both motorist and Bicyclist, and anyone over 18 should have to pay a state permit fee for each bike be operated on a public Highway. Bike lights should be mandatory, both front and rear. Out of stater being exempt unless residing in Vermont more than 30 day's.
Similar to the project that was conducted on Colchester Ave years ago, it is serving the intended purpose, which is to slow down traffic and reduce collisions. Yes, there will be small increases in wait times, but that is worth it in the end. It is the responsibility of local, state, and federal government entities to protect the safety of its citizens to the best of its ability. This project meets that goal while allowing for the continued flow of commerce and public travel.
Since having this work and study done , I have seen the followingearly morning traffic back up from shore road to the belt line traffic dashing ing front of you to race up the road in center lane has they are feed up with the traffic back up early in the morning heavy traffic to modrate traffic it has taken me 15 minutes on North Ave from the Belt Line to Woodbury Road at timesBikers that seem to have right off way on Road dart though traffic lights to cutting you off has they blow though intersection fire and recuse have a hard time to travel up thought he area has it is narrow now
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Since last year of 2016 when the Pilot project started, has been no accidents happening in the intersections of VT-127 and North Avenue.
Since the beginning of the project, I have counted 5 bikers on my travels on the avenue. We as a city have invested millions of dollars on our beautiful bike path and I feel this is the way to be traveling to and from the city center.
-Since the big signs at the intersection of the belt line/North Avenue and the Alliance Church were removed on overtime one Saturday years ago, why haven't the metal posts (structure) been removed yet? My understanding the signs came down to make it look more like a neighborhood. That project needs to be completed.-The intersection of N.Ave and Ethan Allen Pkway is the most dangerous intersection in the city. People are confused turning right onto Ethan Allen Parkway, inconsistant waiting times at this light. -The creation/cost of the bike lane on North Avenue Project has not come close to justifying the few bikes that use the lane.
Since the change a year ago I believe where the danger has increased is with the CCTA buses. When they stop they do not pull over to the curb but stop in the road so as not to block the bike path, adding congestion to busy commuting times, and then tempting drivers to drive around the bus. I've seen situations when a driver is driving around a stopped bus only to have the bus then pull forward squeezing the car further into the left hand lane or having to accelerate to move ahead of the bus.
Since the change of North ave. it now takes 2 to 5 minutes to head south on north ave. from my street
Since the implementation of the pilot, I've noticed that drivers are much more courteous & predictable, especially when traffic is busier. In the past, if you were trying to pull out from the Village Green / Saratoga neighborhood, somebody might stop to let you out, but you could never count on the person in the other through lane of traffic to do the same. Now that there is only one lane of traffic to cross when turning, getting into and out of the neighborhood is much safer & easier.

Since the pattern change people drive down the turn lanes. Almost never see anyone use the bike lanes. Getting in and out of my driveway is a nightmare. Traffic going home at night is awful been in backups all the way to aBHS trying to get home.
Since the pilot project has been enacted, travel on North Ave has become more time consuming, and more dangerous when trying to turn left from either side of the avenue, The number of bicyclists doesn't appear to have increased enough to warrant continuing the pilot project. Also, the bicyclists I notice do not follow the laws of road travel, the same as people driving vehicles have to. In my opinion, it is just a matter of time before there is a fatal accident involving a vehicle and a bicycle, because drivers are so fixated on how to merge into traffic, that it is difficult to see a person on a bike. Please return North Avenue to four lanes, as it was before June of 2016. Thank you.
Since the pilot started wait times on North Avenue have become excessively long when going southbound in the mornings. It's also impossible to turn left along most of the street. This includes trying to turn out of North Country FCU at almost any time of day. Please return to the previous configuration. If you are going to insist on keeping this plan, please increase law enforcement along the route. I have observed many cases of excessive speed near my street and have also found many bicyclist riding in the automobile lane and as usual the traffic signals are not for them. I would just once like to see a bicycle stopped for running a red light or obstructing traffic when they have there own lane available.
Since the reconfiguration I have noticed many drivers speeding to get around the buses, vehicles almost hitting each other in the "turn" lanes as there appears to be confusion as to who has the right of way in this lane (the arrows are rather ambiguous) ; bicyclists riding in the "buffer lane" or so close to the edge of the outside of the dedicated bicycle lane that it becomes necessary to cross the center line in order to avoid them. It's as though vehicles have no rights on the road, only the bicyclists. Who were the roads created for? Who pays to use them? CARS! Not bicyclists..... I personally have been in a near head-on collision with someone who was heading south on North Ave. and was attempting to turn onto the beltline; however they must have thought they were in a turn lane and were actually heading straight towards me---I swerved in time to avoid getting hit. If the City of Burlington wants to make this an accurate survey, particularly about the decrease in accidents, they need to take into consideration how many of the reported accidents reported in the past actually occurred in the shopping plaza as well - not the road! One of the bigger issues is the lack of respect shown by the bicyclists for vehicles and safety. Why are they allowed to race through intersections, disobey signs, lights and all forms of safety?
Skateboarding on the Avenue feels safer with the pilot.
Snow and winter travel on North Ave was terrible last winter ....bumper to bumper traffic to get 4 blocks up North AveThat traveling took 45 mins when would usually take 7
So glad the "armadillos" were removed. Waste of money.
So many other cities and towns in the USA and abroad are enlightened about bicycle traffic. The New North End should be, too! People who are not bicyclists rant that "bicyclists should use the bike path". Well, they do. But that's not valid when there's ice and snow on the path. Also, the bike path doesn't always get you where you need to go. It's a shame that so many drivers in this country are hostile to cyclists. It's not true in, for example, Italy.
So much safe to drive on north ave this way. You would always be worried about people going straight through left turn lanes before when the road went from 2 lanes to 1 at the church.
So much safer for everyone!
So much safer for me and my children. thank you!!
So much safer. Was super dangerous previously. And dangerous for pedestrians if I used sidewalk
Some serious improvements are necessary for everyone's safety. I bike and follow the rules of stopping at stop signs & red lights. There are a significant number of bicyclists that do not obey the laws of the road. They simply go along having no respect for residence lawns or rules of the road. Being polite and respectful to others on bikes, stopping and looking where you are at intersection(s) for your own safety and others as well is a necessity. It is not uncommon to have bicyclists cross lanes without warning, speeding down hills with no regard for intersections with stoplights. I am an avid bicycle rider and give hand signals when turn I and so on. I almost ran into several teenage riders, some on sidewalk and in the bike lane(s) going in the opposite direction. I think officers on bikes are needed to warn or even ticket those offenses….if we are going to have this bike access then we need to police it. What I don't understand is why the Burlington bike path that parallels North Avenue into downtown Burlington & beyond isn't considered the best option for bikers to use. It takes you right into BHS, the Waterfront & downtown Burlington and beyond. I used it for years and found these routes to be the safest and most direct to our city South Burlington and Colchester. We must learn how to conserve. We have a lovely bike path, away from the pollution of the Avenue, which could be improved if needed to accommodate the biking population. That is my two cents. Thank you for having this survey... All the best, Gary Ackel; 26 Killarney Drive Burlington VT 05408
Someone should look into moving the no parking sign on Shore road further west. Turning onto Shore Road from North Ave when cars are parked (especially Church hours) is hazardous.
Sometimes the buffering in between the bike lanes and the car travel lanes are unclear and confusing. I like them in theory but because it is all white lines it can be hard to figure out which is the bike lane and which is the buffering lane.
Southbound, left turn from North Avenue to Ethan Allen Pkwy is VERY UNSAFE for both vehicles and bicycles! Oncoming (northbound) traffic usually has a blinking yellow right turn arrow during a red light. Thus, as a southbound traveler attempting to turn left, you may believe that it is safe to enter the intersection and wait for northbound traffic to stop during their yellow/red light so that you can make the left turn before the red (which is common practice at virtually every other intersection). Simply put, we have created a very unsafe intersection! If we are to continue with the flashing yellow right turn arrow for northbound traffic, we must have a dedicated green left turn arrow for northbound traffic turning left onto Ethan Allen Pkwy.
Speed limits are not respected by vehicles.North Ave needs more crosswalks.Many vehicles ride on the buffer. (NOT GOOD!)The frequency of vehicle trips include unlicensed, unregistered and/or unlicensed operations.Random traffic stops would help to humble many car-centric sensibilities. Enforcement, please!
Still concerned about need for more crosswalks. Bikers need to be educated to no longer ride on the sidewalks.Some drivers abuse the turning lanes, bumping out far too early, but this configuration is still SO MUCH safer than before the pilot started!I previously

found driving this road with regularity very anxiety producing. I will VERY GLADLY pay for the alleviation of this anxiety that the lane reduction has offered with the longer commuting time that ONLY occurs during peak hours.
Still difficult to cross on foot from one side of North Avenue to the other, not many crosswalks with signals.Sometimes the light at the high school backs up traffic northbound for several blocks, light is too short and during winter weather when the roads are slippery the short light means 1 or 2 cars get through, sometimes it seems the light changes even when there are no vehicles leaving the high school, i.e. on a snow day. There have been times when the short light there has backed traffic all the way back to Burlington college.
Still wondering why the street lights on belt line (Rt 127) have been eliminated and is removed, not only disconnected, making travel during winter time very dangerous while not saving any money for the city. Meanwhile the tennis court in Leddy Park is illuminated all the time until late hours, including during winter. No players are on the courts yet traffic safety on the belt line is not considered vital or important to the City Council.
stop the nonsense with bicycles mixed with vehicle lanes...repair the city streets which currently in decline. continue to adapt the current bicycle path system we have already invested time energy and funds in for greater use.
Stop this insanity
Stop wasting money to make evrything worse and harder than it was. Invest money into teaching people how to drive instead of trying to make the roads idiot proof. Just imagine the environmental as well as the monetary savings if you don't let idiots drive. You can swallow all of your problems but making it harder to obtain a license. Just look at europe.
Stop wasting tax payer money on insignificant studies such as this travesty has been. When bicyclist start getting held accountable to road laws, then and only then should they have rights to the road that we pay for with every purchase of gas. The bicyclist pays absolutely nothing so what gives them a right to the roads???
Strongly urge Public Works to improve the grading and drainage of the street to ensure rapid and efficient draining of water that accumulates in the bike lanes. Riders must veer into the road to avoid the numerous areas of accumulation. As a resident who does not like the delays, I am glad to spend the extra 2-3 minutes on busy days in exchange for the benefits of this people-oriented road configuration. It encourages alternative means of travel, and helps ensure safe passage for riders, walkers and drivers.
Stupid project... for question 6 here is my real answer: I never use the North Ave pilot project bike lanes because I ALREADY USE the two existing ones aka the bike path that goes along the water and the belt line. This project does not "soften" traffic but aggravates it... we already have tons of people living in the New North End and adding traffic to the equation by shutting down lanes for a few bikes is a dumb maneuver, what you should be figuring out is how to add additional roads to get to and from the New North End. FUCK this is so aggravating... also don't ask everyone who lives in Burlington what they think, only ask the people who live where the project is being implemented otherwise you'll turn this beautiful place into a shit-hole.
suggestions is misspelled above...does not inspire confidence....this is part of surveying 101. I wish each question early in the survey had a comment to clarify--it forced dissatisfaction/satisfaction whereas a suggested change could resolve the issue. I do not have the answers but what if xyz was done to north bound traffic...i could not comment as it was a rating scale. My 2 cents. PLEASE PLEASE break out ward 4 and 7 residents and to hell what the rest of the city says. Unless they live in Ward 4 or 7...their is not important and should NOT be weighted into this survey.
suggestsions - please edit to correct spelling on this page.
Survey time frame should be for the time period when the changes started NOT just last 30 days. Traffic back ups during several periods during the day start at Institute Road down to the 127 light. The ramp onto 127 should be opened to allow for a lot of the backup on North Ave. I live off of North Ave. and now have to wait a significantly longer time to get onto North Ave. If there were 4 lanes, the traffic would be 1/2 what it is today because the 2 lanes would allow more cars on the same stretch of road.Since the has gone into effect, the fence in front of my development has been crashed into. This has not happened in the previous 49 years I have lived here. From an environmental standpoint, having a long line of cars sitting there with engines running is polluting my environment versus moving along as was the case before the lane changes.Summary: Harder to get onto North Ave., Polluting the air with longer lines of traffic, more dangerous, more clogged traffic
Survey was a little long. I got stuck a couple times. I called at 6:30 6/2 to let you know of the survey not working properly.
Take the bikes off the roadway and allow them on sidewalks. Widen sidewalks if necessary. Bikes and pedestrians co-exist just fine on the recreation trail (bike path)
Takes forever to take a left hand turn off of North Ave onto Ethan Allen Parkway. Sometimes takes 2 light changes before you dare to turn left. NEED ADVANCE GREEN ARR0W!! Why was North Ave from Washington St to North ST not converted into a bike lane? It appears that only two owners live in this section. So we have stopped owners from parking on North Avenue from 127 to the BHS, but we have allowed renters to park on North Ave. I believe the traffic data will show that the majority of accidents occur from Battery Park to Washington St. Trying to make North Ave more safer, but failed to address an area with more accidents. Where are the extra cross walks? Did not happen. Why don't you tell the residence on North Ave that this is just the first of a 3 part project for North Avenue.
Taking roadway away from automotive passage year round for only three or four months of usage by bicyclists is an unwise utilization of city resources
Taking up half the road to favor a few bikers while forcing the ever increasing number of cars, (especially relevant with the extreme amount of development going in), to use suicide lanes and so on is absurdly bad planning. Weinberger, White, and Co. get the message. Stop screwing Burlington.
Tax payers are already fitting the burden of paying to up keep the bike path that runs parallel with North ave, I don't feel it's necessary to pay for this as well for just a handful of bikers who use it. Weigh the cost for maintenance vs how much the bikers who use it pay into taxes and its a huge waste of money.
Thank you DPW for making this project happen!
Thank you for all your work on North Ave. I think the pilot has made the road safer for all, especially for bicyclists and pedestrians.
THANK YOU FOR ASKING

Thank you for calming traffic and making my community safer.
Thank you for doing such a thorough job!
Thank you for doing the survey
Thank you for doing this pilot and follow-up survey. North Ave is much safer for me and my family and neighbors these days.
Thank you for doing this Pilot Study. I feel SO MUCH safer riding & walking along North Avenue with my three young children (ages 3, 6, 8) than I did before the study. Additionally, I am really looking forward to being able to walk to the Bagel & Creemee stand this summer (now that there is less congestion and more safety). Thank you again!
Thank you for doing this survey. North Ave has become a dangerous place for me to drive. The suicide lane in the middle will eventually get someone either hurt bad or killed. People use it as a drive lane not a turning lane. UPS drivers, big rigs use it to park vehicles. Bikes do not follow the rules of the road. We have a beautiful bike path for the bikers. They should use it.
Thank you for gathering information.
Thank you for helping to make North Avenue safe for everyone!
Thank you for inviting our feedback and hopefully you will make a thoughtful and informed decision moving forward. Utilizing both data and community input. I would also say crossing North Ave. continues to be challenging. I would advocate for the flashing lights (like the one on Pine St.) for crossing the street at strategic locations (Hunt Middle School)
Thank you for making Burlington safer for bikes/peds
Thank you for making it safe for bikers to travel on the road. Please do this throughout the county.The use of 3.5 foot plastic poles with reflectors is a very clear way to delineate the bike route.Thank you and keep up the good work!
Thank you for making north ave safer for bicyclists! It's still pretty scary, but much, much better. I now feel sawyer visiting the new north end via bicycle.
Thank you for making North Avenue much safer and more pleasant for everyone.
Thank you for making North Avenue safer for the community
Thank you for making the road safer for everyone. So grateful we are considering all members of our community.
Thank you for putting this pilot project together. I've felt so much more safe biking down North Ave. I also have 2 small children and can feel so much more comfortable having them grow up biking in lanes rather than on the shoulder of a 4 lane road. Thank you thank you, I hope it stays the same!
Thank you for removing all the armadillos and orange stakes from North Ave near the high School. They were very distracting.
Thank you for soliciting public opinion, and for working in this pilot project. I am very happy with the changes made and feel much safer as a cyclist and driver when I see other cyclists on this road since the changes have made. I am hopeful these improvements can be maintained! Thank you!
Thank you for the efforts to make Burlington more hospitable to bicyclists, which has positive impacts on health and the environment.
THANK YOU FOR THE HARD WORK TO KEEP US SAFE
Thank you for the pilot project and survey and sincerely hope this gets passed.I think an additional question about what types of activities are you doing when you access the Avenue would be helpful.I use it for recreating at many of the public parks on North Ave--north beach, leddy, star farm, ice rinks, and to access the recreational path. Also, for grocery shopping, banking, hardware store, and work.
Thank you for this pilot project and conducting the survey. I love the changes on North Avenue to accommodate bikers! However, this survey design is troubling. My primary goal is share my opinion that I love the effort to create bike lanes and reclaim the street for more than cars. However, the way the questions are framed means that my answer to nearly every question-- "very satisfied"--is ambiguous. If you mean very satisfied in comparison with the way it was before the pilot, then, yes, I suppose my answer is accurate. But if you mean very satisfied in comparison to the best-practices, most-enlightened European (e.g. London or Amsterdam) street designs, then, no, I'm not very satisfied, and think the work on North Avenue is just a good start. However, answering "partly satisfied" or "not satisfied" in the aggregating of the answers, would, I bet, simply tip the data set toward the folks that want to go back to old status quo. In other words, there isn't a chance to say WHY respondents feels the way they do, nor is it clear what the reference state is in asking the questions. Which means that people like me are gaming our answers as part of the political process, instead of giving planners accurate information. Thanks for considering these thoughts.
Thank you for your attention to the NNE.
Thank you for your work on this. The north end needs the same level of attention as the rest of the city. It offers such a high quality of life. We often feel forgotten.
Thank you so much for taking the time and energy to try this pilot project and also gathering people's input. I hope the information you get is useful.
Thank you to all the people and organizations that made this happen - from research to implementation to follow up, this was a ton of work and you deserve accolades.
Thank you!
thank you!
thank you!!
Thank you.
Thank you. I think the pilot project is a great improvement to North Ave. Cars are no longer racing each other along the 4 lanes. I hope the project remains in effect and becomes permanent.

Thank you. North Avenue appears to be safer. People are no longer racing each other and blowing thru the light at Ethan Allen Parkway.
Thanks a lot. I think the pilot has been a huge success. Much easier for all users to navigate N. Ave with no noticeable decrease in commute times that I've experienced.My only comment is that I think the best solution for bike lanes is to truly protect them with some form of physical barrier: bollards, bumps, etc.
Thanks for all your work in accomplishing the changes on North Avenue. I feel much safe biking there now.
Thanks for doing this survey. Overall, changes are good, but change will never be accepted by a community when it make the travel almost punishing in some parts. Please suggest compromises, especially at the 127 intersection.
Thanks for helping to make North Ave safer for bikes!
Thanks for making our streets more bike friendly! So appreciative - helpful for bikers and raises so much awareness for drivers.
Thanks for making our streets safer
Thanks for sending out this survey. I appreciate that residents are being consulted and allowed to offer feedback, even if the majority doesn't agree with me!
THANKS FOR THE OPPORTUNITY TO BE HEARD. PLEASE MAKE CHANGES. N
Thanks for the opportunity to respond. I've lived in the New North End - off of North Avenue since my childhood and had been very satisfied with the travel route on the Avenue, prior to the pilot project. Let's face it, it takes at least 10 to 15 mins. longer to get anywhere from the Ave. and now the travel has become even harder due to this project. The road is a very busy one and has only become more congested since the changes. The bikers are not that plentiful on the Avenue and do not seem to stay in the designated lanes set up for them, which makes driving, and I'd say biking too, quite unsafe. There is a wonderful Burlington bike path which the city has spent tons of money on to upgrade and for upkeep. What's wrong with the bikers using that as there is a lovely view of the lake? It doesn't seem fair that all of Burlington, including all those who do NOT live in the new north end, were able to vote on this project. We, the ones who actually live in the area, are the ones affected and should be the ones to make the final decision. If I had my way, I'd say please bring back the pre-pilot project North Ave. that we were all used to and felt worked very well for us. Thanks.
Thanks for the survey, I've been so much happier and less stressed when driving the avenue since the change.Unrelated, but there's a typo above: "suggestsions" has an extra s after the t.
Thanks for your work.
Thanks!
Thanks!p.s. Spelling error above...
Thank-you for working so hard on making Burlington a bike friendly city!!
The "Bike Lane" is basically the gutter, where all of the glass, stones and metal debris end up. In addition it is full of bad pavement, manhole covers and those sunken water main shutoff covers. Finally, the south bound section between St. Marks and Leddy Drive is unusable in rainy weather because of poor drainage. It would be a good thing to fix the bad pavement and drainage and sweep the gutter effectively, often enough to keep it reasonably clean.
The "past 30 days" is not helpful for the recreational bikers. I have biked this stretch, but not during the winter. Also, the bike lanes from 127 to Shore are subject to in places poorly drained roads/road damage and in the long run I fear that the stretch will never be ideal. On balance I like the new configuration better but it isn't perfect in that section. The backups are worse from Institute to 127 in the evening commute peak than in the am peak from Shore to 127 (south bound) - I would think light adjustments would work, because traffic clears after that point.
The 3 lanes helps so much with both through traffic and turning left not at intersections.
the access code on my yellow postcard is 28653
THe amount of bicycle traffic on the avenue is minimal when compared to the resources committed and the inconvnience to people commuting to work.I also vehemently object to the preservation of on street parking in Ward 3. Once the bickers get to this point, they are pushed right back into traffic which is very dangerous .Finally, Ward 4 has consistently been in favor of dedicated bike paths. We have 2 onf them, one that parallels the west side of North Ave and ends in exactly the same place. We have also have committed ongoing resources to upgrading and improving this bike path. We have a second path that parallels the eastern side of route 127 an lands ddowntown at the Boys and Girls club. We don't need to commit more resources on North Ave to accommodate the1-2 dozen bikers in good weather and the rare user in the winter!
The area north of the intersection of North Ave. and Plattsburgh Ave. has only two exits to Rte 127, which become highly congested when school open in the morning and children are discharged in the afternoon. A possible third exit exists at the extension of Westward Dr. but is blocked by a barrier. In an emergency, such as a large fire or bomb explosion, residents living north of the stop light would be trapped and unable to get away from the emergency. This is unsatisfactory and potentially extremely dangerous.
The Avenue is calmer, traffic movement is more predictable, and it's more attractive, too. People are more polite, more relaxed. It was a race track of bumper cars before, a lot of rushing, speeding, and cranky drivers. The Shore Rd. intersection is dangerous because turning from the Avenue onto Shore, there are three lanes, with the right lane leading directly into parked cars. Similar situation at intersection of Stanbury and Woodbury -- there's a raised red lane divider, with right lane leading directly into parked cars. I don't know why the City allows private parking in the public way? We could have more bike lanes if people would park in their driveways instead on in the street. It's still not safe to bike on side streets to get the the bike lanes on the Avenue. I appreciate all the hard work of DPW staff and leadership that brought us this modern urban design via a pilot project..
The backup in the morning has made turning north onto North Avenue from Staniford Rd next to impossible. Between the busses stopping at the middle school and the traffic that has now been bottlenecked north of Shore Rd. it becomes a parking lot at times. In the afternoon, coming from Institute Rd. north, the traffic is so backed up that it takes up to 20 minutes to get to Staniford Rd. Taking the beltline all the way down to Plattsburg Ave is not always an option.

The barriers at north ave. and Ethan Allen, are very uncomfortable, making the turn puts you in direct line with traffic coming off Ethan Allen, I know some have been removed, I think all should be removed. Also open ramp back up going onto rat. 127
The best parts about the pilot study are:- Going from 4 lanes to 3 lanes. I have noticed the greatest improvement with this configuration while *driving*. It is better for bikes too, but the driving feels much safer, less stressful, and less congested!- There are still areas of the pilot where the buffer between bike lanes and cars is too narrow. Anything that can be done to increase this space and include barriers would make things better for bikes and cars. Thank you!
the bicycle lane is not used as frequently by bicyclists as one would think. they often use the sidewalk or the main road.
THE BICYLCE RIDERS NEED TO BE SHOWN THE BEAUTY OF THE WELL PAV
The big flashing crosswalk signals should be put in at the intersection farther down where North Avenue veers off onto Plattsburgh Ave. Lots of kids and bikes crossing there all the time and still people whip around the corner heading north on Plattsburgh Ave. The Crossing guard for school kids is essential! I would also like to see the bike path continue straight up North Ave so that bikers heading to the school with kids could ride all the way up to the school safely and cross when they get to the crossing guard(s) at both corners of the front parking lot of the school. The path disappears and it is unsafe with turning traffic heading north from Plattsburgh Ave onto North Ave.
The biggest issue with North Ave prior to the reconfiguration and after is the lack of police enforcement of traffic laws, speeding, not stopping at red lights and aggressive driving. The New North End is generally met with disrespect from the city officials.
The biggest problem I have experienced is entry on North Ave during periods of high volume.
The biggest problem is all these changes for Bicycles and you never see many bikes in those lanes, see more on the sidewalk!!! So what't the point. I admit it has slowed down traffic quite a bit except for those people in a hurry and don't follow rules and go ahead and pass you anyway...Seen a lot of that. I am retired so do not travel it at the real busy times.
The biggest problem with bicyclists is the lack of following the rules of the road. There is no enforcement! The bicyclists constantly ride thru red lights, stop signs and go from the road to the sidewalks when convenient for them. I have seen too many close calls. It is not safe!!! I would guess that only 10% of bicyclists riding on the road follow the rules. The other 90% do what they want. Bicyclists should not be allowed to ride on the road during the winter months! IT"S TOO DANGEROUS!!! Black ice will eventually get someone killed.
The biggest problems is entering N Ave from side streets and unavailable to pass when traffic is heavy or congested. Also, people I talk to would not allow their children/teenagers to use bicycles on N Ave. If the reason for the new configuration is to promote the use of cycling on N ave,I don't see much use on my 6 trips daily driving the ave, and often there are no bicycle at all from Battery Park to the shopping center.
The bike lane floods after rain and it it unrealistic that a student would ride through it safely without getting drenched. The lane is quite narrow by the shopping center and there is no buffer. I don't think it's safe. It holds up traffic at 127. My son rides it often and frequently was honked at by cars passing him. I think the bikepath is more safe.
The bike lane gets little use during most of the year . The current plan creates difficulty with back up from the traffic lights preventing access to North ave at certain times of day without significant delay. The bikes have the bike path as a substitute. Taking travel space for vehicles is unwise and unnecessary.
The bike lane helps to realize a safe commute for all community members in transit-- automobilists, cyclists, and pedestrians.
The bike lane needs to be paved. I often need to swerve to avoid rough patches or glass, which puts me in close contact with cars
The bike lane should take one whole car lane and be divided down the middle for coming and going, just as the bike path is along the lake. The bike lane should have a cement barricade to protect against swerving drivers as done in Montreal (many adolescents on North Ave. driving to BHS, etc.). Buses should have a pull over off of road for all the stops it is going to make, otherwise this is very dangerous for bikers and drivers. Bus stops should have bike racks where bikes can get locked and covered by a roof. Bike lanes should show specific stop signs for the bikes at every intersection on North Avenue. The lanes from BHS into town are very poor and make for inconsistency between new and old North End. The sides of the road should be routinely cared for and swept, because bikes are extremely sensitive to irregularities and can cause serious accidents even with small stones, gutters, glass.... Thank-you for making the bike lanes come to life!
The bike lanes actually make travel much less safe for bicyclists because the bike lane is constantly being crossed over and into by cars passing other cars as they turn left or by countless delivery trucks, busses, garbage trucks and recycling trucks that pull over and stop in the bike lane.
The bike lanes are great although I wish they were even further protected with a real physical barrier. Driving has been great through there. I no longer feel like I am constantly changing lanes to avoid traffic turning left.
The bike Lanes are great and were a big part of why we decided to move to the new north end last year. We have no complaints about traffic on north Ave, but when the bike lane ends near scout things get a bit dicey, I wish they continued all the way to battery Park.
The bike lanes are great if the bikers would actually use them
The bike lanes are great! However, the bike lanes end in the North End. Bicyclists need a through going bike lane to Battery Park, at least! This applies to the northern end of North Ave. too: There is no bike path beyond Jolley, going north.
The bike lanes are not shoveled in the winter so it makes this whole project even more of an inconvenience without the intended benefits of the bike lanes. It means that walkers and runners end up on the road since they do not feel safe using the sidewalks either. There have been no weather considerations for this project.
The bike lanes create safety hazards for cars, in that I have frequently had to pull into the oncoming lane to avoid coming too close to bikers. Secondly, bikers seem to feel unsafe as they are sometimes aggressive and belligerent toward drivers. I think the bike lanes give them a false sense of security without sufficient space to actually ride safely. I did not see any bikers during the months of December through April, and not many during the other months. However, traffic is much slower because of the lane reconfiguration. Driving in the allowed lanes now takes much more caution and concentration as they are significantly more narrow, or at least, appear to be so. I do not think there is sufficient bike traffic in the area to warrant the inconvenience to drivers and the actual greater

danger to bikers, as few as there are on North Avenue. It also seems that bikers are being counted as separate people on each leg of their trips.
The bike lanes help signal that the New North end is friendly to new families. I think pilot project has made traffic more calm. People are less angry when commuting. People's actions are more predictable. There's less 'racing' in the left lane only to slam on the brakes because someone needs to turn left. As Burlington housing prices continue to rise, you families will look to the New North End. Having a safe corridor to walk, bike and drive cars is crucial for retaining new Burlington residents.
The bike path is beautiful. Put it back the way it is because of the bike path. I didn't see anything wrong with it. [called in to complete by phone]
The bike path is literally 1/2 from North Ave. It would be worth plowing the snow. Traffic is congested and it's tearing up the roads. You never see anyone using the bike lanes! Take them out and put 4 lanes back in!
The bike path on North Ave sounds like a good idea. However, I have not yet seen one biker obey any traffic laws. Children ride in the street and are not steady on their bikes causing more concern for drives and unsafe conditions. Adults ride the wrong direction or walk in the street. Bikers should use the actual bike path designed for no cars. Turning left off North Ave is almost in possible. Getting on to North Ave from a side street takes way to long and causes cars to cut in unsafely.
The bike path was built to help get bikes off North Avenue, Why are you forcing them back to the Avenue? This is a dangerous situation for all!!!
The bikers do not follow the rules of the road. They don't even use the bike lane, you end up having to go around them because they are in the car lane. This happens at least a few times a week. I travel this road 7 days a week, 2-4 times a day. I have been stuck in traffic that has been backed up to the police station
The bikers do not follow the rules. I have seen so many almost get hit because they don't stop at red lights. It was just a stupid idea in the first place.
The bikes should never be on the road. In the European cities the SIDEWALK is expanded to accommodate Bikes and Pedestrians. The extremely large number of people off Etahn Allen Parkway and is Lakewood Estate make this unpalatable unless you return to 4 lanes. The complete disrespect for Drivers by the City and the fact that this HIGH TAXED city requires us to drive to jobs OUTSIDE Burlington to afford to live here, means we have to be able to get home. Sitting in Bumper to Bumper traffic hundreds of yards before our turn and see 0 Bike Riders makes me want to scream. And why all the other bike lanes everywhere>? No one is riding bikes.
The buffer area when turning onto Ethan Allen Pkwy from North ave is VERY dangerous. Cars are almost in the oncoming lane in order to make the turn. I feel very strongly that the pilons should be removed.
The buffer lines are a little inconsistent and confusing, but not too bad. There is a problem with pooling after it rains in several parts of the bike lanes. Passing cars turning left north of Shore Road is a little confusing as it's not clear of it's legal to pull into bike lanes to do that. everybody does it, but that doesn't clear it up.
The center
the center turn lanes are dangerous when cars travelling in opposing directions use the center turn lane simultanteously
The change I would like to see is addition of left turning lane onto Gosse Ct. it should go from Gosse ct to at least Staniford Rd.
The city council created a legal agreement, which was signed by the mayor, giving wards 4 and 7 the final say on whether the pilot project stays or not. After wards 4 and 7 voted against it prior to the pilot, the next logical step would be to have another vote after the pilot project. Use that to decide the outcome of this North Ave project. Please follow the rule of law and ordinance, especially that created by for the purpose of this pilot.
THE CITY HAS TOTALLY BLUNDERED IN TRYIN TO REINVENT THE WHEEL"
The City of Burlington is wasting the taxpayers money on these supposed surveys and supposed pilot projects. This is all for show. It is foolish and dangerous to allow bicycles on any road designed for automobiles and trucks anywhere and should be stopped immediately.
The concept is sound. Full implementation should include improved paving techniques along bike lane, i.e. manhole covers and drainage covers.
The condition of the bike lanes' surface really need upgrading. There are places where the metal utility/water covers cause one to avoid because it could make one wreck the bicycle. The drainage after a rain event leaves some parts of the bike lanes with 2-4" of standing water- not safe!!!
the condition of the road frm BHS to Burlington College is really terrible
The configuration in the new north end makes travel at school time an utter mess as well as rush hour. I have encountered a majority of bicyclists riding on the outer white line rather than in the protected space given them, so it still requires that I swing wider left than car lane; I do not feel that adding these bike lanes has enhanced safety for cars or bicycles.
The congestion going to and coming from work is awful on North Avenue now. I will often take an alternate route on the belt line to avoid the frustration. The buses especially make is tough and people take unnecessary risks to pass them. When I am on North Avenue, I rarely see people on bikes - maybe one or two if that. We have the bike path which has access to many side streets for those who want to bike. There is also another bike path parallel to the belt line.
The congestion is ridiculous from BHS to the shopping center. Bikers do NOT follow the rules of traffic, they are going to cause the accident ! Too many obstacles on the roads with barriers and poles, it is very confusing for those that do not travel the road each day. I have heard this from many out of town relatives and co-workers.
the congestion is terrible and making drivers take many more risks in just getting out onto north ave than i have ever seen in the past 11 years. additionally turning off north ave puts cyclists at much higher risk because drivers may not always see riders coming up along side them thinking they have the right of way. it also hampers emergency vehicles because the lines at red lights traffic can be backed up all the way to the previous intersection. very bad idea. there is the bicycle path just yards away that people can use to ride downtown safely and certainly folks who want to bicycle downtown shouldn't mind having to go a little further to use the path for a little extra exercise and safety. someone is going to get seriously hurt. and for older folks more congestion is a nightmare. this should have been decided only by the people who have to live it every day not by the entire city.

The congestion of traffic on North Avenue since the lane changes has been significant at certain times of day. There Windows of time in the morning when just entering the avenue from our street can take quite a long time as there are no breaks in traffic and no nearby traffic lights. Every single time it snows it takes nearly an hour to get downtown and it is impossible to enter traffic traveling south unless someone lets you in the long line creeping alone . Between 7:45 and 8:15 am, when I have to get my kids to school and go to work, traffic is backed up. If it snows, traffic is backed up in the southbound lane from the high school all the way to Flynn elementary. I also see very little use of the bike lanes and people jogging in the street. Buses pull in and out of traffic indiscriminately and with almost no warning. When they are stopped, you don't have another lane to travel in, so either have to wait or try to go around. Going around isn't a viable option with them just starting to move without warning or waiting for cars so our only option is to wait. I've found the new configuration to cause a lot of frustration during my daily (sometimes twice daily) commutes.
The continued inclusion of the parking spaces in front of St. Mark's is odd to me. I'm not sure why these were grand fathered in. I feel like a solution similar to what was used in front of Scout and Co. coffee further south on North Ave would be far better.It is beyond the scope of the pilot, but North Ave desperately needs more cross walks.The bollards that were formerly part of the pilot are sorely missed while riding a bike. Their return, or another solution would be great.There is a zig/zag in the bike path just past (headed south) Burlington High School that could use some attention. That spot is deceptively narrow. It would be very difficult to navigate safely with a trailer without going out into the vehicle travel lane.
The crash data evidence is key to decision-making, and I hope will be given substantial weight. It is okay for there to be a little more congestion and time for drivers, as they move more slowly, as a trade-off for a walkable, bikeable New North End.Might consider two lanes on Village Green where it meets North Ave - for left/right turns.
The current administration already knows the outcome of the pilot. This survey is a joke and is being used to appease the public outcry (wards 4 and 7), the locals who voted against this from happening.
The current changes do not help or make it safer for bikes or cars. It increases congestion causes more idling and greenhouse gas emissions. North ave should be an easy quick way to get in and out of this part of town that is it.
The current set up makes it far more dangerous for cyclists because most of them do not follow traffic laws that automobile drivers must obey. You need a license to drive a car on the road but cyclists don't. They run red lights, turn whenever they want with no signaling and expect cars to yield to them. Seems like a huge waste of taxpayer's money to reconfigure an entire strip of road for cyclists, who pay nothing for the care and maintenance of it. No license, no registration. How about maintaining the current roads by repairing and repaving them instead?
The driving is much calmer without people rushing to pass each other on north ave. I don't see travel times increased at all
The driving lanes near Burlington High School are too narrow. The bike lanes are about as wide as the car lanes and it feels unsafe driving that section with oncoming traffic separated only by a double yellow line. Also, turning left out of the Village Green neighborhood at certain times of day (ex: 3pm-6pm) is next to impossible.
The exit from the belt line onto North Avenue is too tight. Large vehicles, including SUVs, don't have enough room to maneuver. Getting onto the belt line from North Ave. is harder than ever. Many people don't understand that the solid white line means they should not change lanes. Too many people wait until the last minute to pull into the left turn lane for the belt line. The area around the shopping center is a mess. People coming out of the shopping center to go left onto North Ave. often forget there is now only one lane. Having snow on the road so people can't see this makes it even worse. The bike lane is nice, but bikers still pull into the car lane to swerve around potholes. Many bikers still use the sidewalk. I think people tried to fix something that wasn't broken.
The fact that parking was taken away from the front of my house is extremely dissatisfying . The number of bilkers does not give a rationale to change the traffic lanes. The bike path was just redone.
The idea of bike lanes is wonderful. However if the pavement for the bike lanes isn't maintained, the bikers need to move into the traffic lanes and this creates congestion. I would also like to see posts or some kind of barrier to prevent vehicles from using the bike lane as a passing lane (not safe!). I also think the buses should stop in the traffic lane for drop offs and pick ups and not stop in the bike lane. I urgently request the City Of Burlington police to discreetly monitor North Ave motorists and issue warnings to the many drivers who carelessly and wrecklessly pull out onto North Ave without stopping and who turn off of North Ave turning directly in front of oncoming traffic! These dangerous driver behaviors need to change!
The improvements to North Ave have made the roadway more safe for everyone. Enforcing the speed limit very vigorously would improve safety and traffic flow even more. If the pilot project is removed, the city would be knowingly creating more dangerous driving conditions. How is that even a possible scenario? My suggestion for improving the project is to stop using unconventional traffic signals. A blinking red with a blinking yellow turn signal... a blinking red turn signal.... a green light with a blinking yellow right turn signal. This creates confusing situations for drivers, slows traffic and likely doesn't achieve the intended safety outcome. Light signals at the right hand turn onto Ethan Allen Parkway, traveling north on North Ave creates a hazardous situation. If the right hand turn lane is triggered red, by a pedestrian crossing, the light for going straight north on North Ave stays green. I have almost been rear-ended a couple times here, or have been surprised myself. Both lights should turn red or green together.
The increase in auto polution caused by the interruption of traffic flow at the beltway intersection should be included in any decision regarding North Ave. traffic. The funding of this " study" for the benefit of less than 2 per cent of the passenger miles on No. Ave. is obscene and should have been applied to the infastructure, which is in dire straights. The on and off ramps at the Rt.127 intersection should be returned to their original configuration which was designed by "professional" traffic engineers, not bicycle shop managers.
The information regarding travel times delays as reported are not accurate especially during the winter, ie snow storms as well as delays at Ethan Allen Parkway heading north and at Rte 127 coming off the belt line. Also I am a biker who very rarely uses the road (I use the bike path) This initiative is okay in general, but the majority of the citizenry using this corridor feel we had no control as Wards 4+7 voted "NO "and for the rest of the city to dictate by their vote and not having to deal with any of the same consequences in their own neighborhoods or like the speedways of Shelburne and Williston roads.
The intersection at Shore Rd and North Ave seems to be confusing. Do the cars from Heidenberg Rd have an advanced green light? Also the do the not walk signs seemed to regularly to be ignored causing hazardous situations with pedestrians. .
The intersection of North Ave/Plattsburg Ave/Tracy Dr red lights do not serve Tracy Drive. It is very dangerous to exit Tracy Drive to goacross 3 lanes plus bike lanes onto Plattsburg Ave. Vehicles and bikes going north at the curb lane turning onto Plattsburg Ave are hidden by the middle lane line of vehicles and you have to guess when it is safe to precede to Plattsburg Ave. There is traffic

that exits onto Tracy Dr from 2 corner stores that make the need for a control light even more compelling. This needs to be address now!
The intersection of north avenue and Ethan Allen parkway, turning left, is especially aggravating and dangerous. This section should be addressed if the rest of the Avenue remains the same.
The intersection where North Ave & the Ethan Allem park are is atrocious! So many lights are confusing & there have been many accidents...Not good at all!
The issue of the plastic pipes is very disturbing. First the people that live in the North Ave area and that use the road every day are and have been ignored by the city. The city spent money to put this on the ballot. It was voted down by the people that live here over 90%. The city never planned to listen. Why did they waste the money in the first place knowing they would go ahead with it? The rest of the city got to vote on something they had little or no interest in so they voted it in. We waste so much money in this city. Look at the roads. Worse shape they have been in. Emphasis should be placed on that rather than wasting time on most of this. Lets get back to these plastic pipes. Turning on to Eathan Allen Pkwy from North Ave. is a joke. You have to swing way out into cars exiting the pkwy trying to get on to North Ave. It is dangerous in the winter with slippery roads. You can easily slide into the cars trying to exit Eathan Allen because these unnecessary pipes are in the way. What is the purpose of them? Are people stupid enough that they need half of the road to make sure it is safe to cross rather than stand on the curb which is what you are supposed to do everywhere else in the country? Whose brain child was that ? Why again are the people of this community subjected to this crap? Fix the roads !!! One positive and with common sense note is that more people ride bikes. I have no problem with a 3 ft. bike lane. They don't need more. Most bikers do not pay any attention to the laws of the road anyhow. Police ignore them and let it go. It is worse in the middle of the city. Why do they need up to 6 ft or so in some areas? There are at times travel delays, especially during busier times. Cars exiting E
The lack of a pedestrian crossing between Ethan Allen Residence and the Thayer School buildings/doctors offices, is the biggest safety hazard on No. Ave. I have personally experienced people getting off a bus and crossing without taking care or just deciding to cross at any moment without a bus.
The level of traffic congestion reminds me of the reason 4 lanes were originally put in place years ago. Changing it to three lanes is a terrible idea. It now takes multiple traffic light rotations to pass straight through a intersection with a light and even longer if you want to make a left turn.. Its also impossible during busy times of the day to make a left turn onto North Ave off streets without lights due to much longer lines of uninterrupted single lane traffic passing by. Therefore many of us are now turning right and then are looking for a place to turn around to go back in the originally desired direction. Drivers are now becoming impatient with the wait times and are taking more aggressive chances to cut into traffic on N. Ave. What I 'll never understand is why all this inconvenience with traffic delays and higher left turn entry risk is now being put on thousands of auto drivers for less than 50 bikers and zero bikers in the winter months. Why are we seeing hundreds of cars stuck in slow traffic backups with zero bike riders using their new lanes. Please take a count of bike riders vs cars in summer and winter months and show me that stat instead of only lower traffic accidents to date. Thanks. .
The light at St Mark's Church has a bike lane. People drive into the bike lane to avoid a car that is turning onto Heineburg Rd in order to continue down North Ave faster. I fear that someone will get hit on a bike.
The light at the entrance to the Ethan Allen Shopping center creates a dangerous situation. After a year and despite yield signs, cars turning left onto North Avenue rarely yield to traffic across the road turning right onto North Avenue.
The light at the intersection of Ethan Allen Parkway and North Ave needs to be run with sensors so you don't have to wait for the green if there is no traffic on North Ave. In the Morning when North Ave is busy I understand the long red to get off Ethan Allen Parkway but when North Ave is not busy this red should not be as long as it is. The posts at this intersection "to make the crosswalk shorter" are too far into traffic. one should be removed.
The light for Ethan Allen Parkway entering onto North Avenue should be on a sensor not a timer. The time length is too long when you are waiting to get onto North Avenue. The polls that were placed near Ethan Allen Park as you're entering Ethan Allen Parkway get in the way of turning and do nothing to benefit traffic changes. They should be removed.
The light for leaving the Ethan Allen Shopping Center is the only way to exit there to turn left on North Ave. This light generally only allows about four vehicles to get out. It needs to be adjusted to allow more cars to exit left before changing.
The lines that were removed from the avenue approaching Institute Road from the north are still visible in the rain and make it harder to judge position on the road. Bike lane markings need to be done in more permanent paint. Thanks.
The main issue with these changes is the lack of traffic law enforcement. I see daily, every morning and every night, drivers blatantly breaking the law and putting other drivers and cyclists at risk by misusing the centre turning lane. There is little to no police presence, and no enforcement of the traffic laws. Drivers routinely use the centre turning lane as their own private express lane to the belt line. They use this lane to pull out into traffic when they should not. They use this lane to pass other drivers. They use the centre lane for literally every dangerous and illegal use it offers, yet I never see any driver actually using it as a turning lane. Drivers that do stay in the single lane as they should continue to drive recklessly with heavy tailgating and running red lights. Drivers on this stretch of road seem to be concerned with nothing but making up the time they have lost by not having two lanes to use. And there is no fear of fines or driver penalties because there is again, literally no police enforcement of the basic rules of driving. This three lane option could work, if the city took the time to enforce the laws to make these lanes work properly. As it stands now, drivers use these lanes however they see fit to get ahead of whoever is in front of them - and this does nothing but put everyone on the road in danger. This is a family area of town with lots of kids, and the drivers here are nothing but reckless. Please either change it back, or take the time to enforce the law. Thank you.
The main limitation now to safe biking on North Avenue is the (poor) condition of the pavement on shoulders and turn-offs, e.g. jumbo pothole on South corner of Lakewood, protruding cast iron manhole and underground utility covers/collars, potholes on West side of North Ave. from Staniford Road to Rt 127 ramp, etc. The main limitation to safety/comfort for walking/running is the (poor) condition of the sidewalks generally. Thank you
The main thing I've noticed since the changes are these. 1) Not having to dodge indecisive lane leapers. 2) Speeding has been calmed down greatly

The major problem continues to be bicyclists believing they have exclusive right of way. Numerous cyclists travel outside of the lane, ride 2+ abreast, fail to signal,and do not obey traffic signals. Rerouting traffic will not help that. This is a lose/lose proposition for motor vehicles and pedestrians.
The middle lane where the arrows turn in opposite directions has been dangerous, especially by People's United Bank
The middle turn lanes are very convenient and helpful.
The Morning and afternoon commute has Drastically Increased since the recent Lane Reduction, Lines of traffic Both on North Avenue and On the South end of rt.127, it was far better the way it was by far in my opinion..
The most important thing I can say about the current setup on north ave is:It regularly is creating un-expected congestion, more constant congestion, and more people using the turning lane improperly. All of which are huge safety hazards that far exceed the previous levels of risk of biking on North Ave. I regularly try to avoid biking on north ave in comparison to previous setup. The road condition in the NNE is terrible and this is causing people to migrate out of their normal lanes causing FAR larger amounts of danger.I love the idea of a bike option on North Ave, the current implementation is a failure if for no other reason than I and others I have spoken to are incredibly fearful @ intersections and the added congestion.
The new configuration is much safer for all users than the original configuration. I would prefer to have protected bike lanes rather than the current buffered lanes. I feel that the protected lanes between 127 and Institute Road were removed prematurely.
The new configuration makes North Ave much more enjoyable to drive, bike & walk on. I wish the bike lanes were marked better though. I also wish people knew how to use the center turning lane properly - there are many times when I see someone traveling in the turning lane for way too long.
The new configuration really slows down speeders without slowing down the flow of traffic. It is easier now to take a left onto North Ave from anywhere there is not a signal. Biking and walking is easier too, crossing only two/three lanes instead of four. I am grateful for the work done to help keep us safer.
the new configuration seems to be a hassle. cyclists hardly use it. traffic is more congested. the poles separating the lanes are a hazard. north avenue is wide enough to be a 4 lane avenue the whole way through.
The new North Avenue configuration has changed my life for the better. I now feel safe biking on North Avenue into town. I would never do that before this new set up. And I feel safer walking. The bus would be a good option also if they shortened the North Avenue Route to go straight into town (to the end of North Avenue and around Battery Park) instead of all the way up North St. completely out of the way. (And then use this same route on the way back north.) This makes for a too long ride, and is probably the cause of the bus being late almost all the time. It is not usable as is if you need to get somewhere at a set time.
The Norh end has a bike path that goes along the whole north end. Why do we need to restrict traffic lanes for bike?
The North Ave Pilot Project is a blatant waste of tax payer money: It was created to cater to a very select population of the New North End. I rarely see bicyclists actually using the bike lanes, many times my dog & I have had to move off the sidewalk to avoid being hit by cyclists. Since so much money is being poured into revamping the bike path, why don't these select few go and use it? The state of Vermont needs to wake up and realize that people who live & work here still drive cars and need to be to work on time, not stuck in traffic in front of BHS just so someone who thinks they are Armstrong can practice their skills...that's why the bike path was created in the first place.
The North Avenue is not in my usual commute. I commute almost only by cargo bike. If I travel to the New North End I often travel with my children on the bike. Depending on my destination I use all or part of North Avenue from the Police Station to the North end of the avenue. Safety is an important aspect for me while riding the bike. The few times we use the car to go to the new North end, going to Leddy or Hannaford. I find the 3 line configuration significant safer and less stressful. Especially when I try to make a left turn on or off North Avenue.
The old way was better for traffic. There are too few bikers to have a lane dedicated.
The one issue that I have seen more than once that has scared the daylights out of me, (for lack of better term) is when folks come out of Hannaford shopping center and continue to stay in the left hand side of the road all the way up to Shore Road.....I have seen that happen a few times and it is really frightening to see. Not sure how to address it, but, it does occur.
The only concern I have had is people using the turn lane as they get close to the light to turn onto the extension (near the Alliance church) as a second lane as they drive south on the Avenue. It happens most regularly in the morning during "rush hour". They are using that lane as a second lane headed south rather than a turn lane as intended and indicated by the painted lines. I find it dangerous as cars end up creeping up on you on your left side instead of waiting for the point where it is actually appropriate to move into the turn lane to wait for the light to turn left. Having a police car there a few mornings in a row would probably fix the issue. Overall- appreciate the pilot. Keep the new lanes and patterns in place! Thanks.
The only issue I have or seen was city buses not pulling over to board passengers thus blocking traffic. This seems to have improved
The only people who should have a say on this issue are the people who live in the New North End.
The only problem with the configuration are those who adhere to the "No one can tell me what to do" group
The only reason I put neutral as my response to the buffered bike lanes is I would like to return to the protected bike lanes with the bollards. People complained that it made noise when cars hits them, this just means they are doing their job and protecting the bike lane.
The only reason North Ave became unsafe was because someone thought it was a good idea to allow bicycles to use full lane, resulting in cars swerving and changing lanes as bicycles do not do the speed limit. (almost seems like someone created a problem to fit a projected plan) This is a bedroom community not a tourist destination, what works on Pine street doesn't work for North Ave.
The only thing I can think of to make this better is if you'd remove the parking in front of the church as well.
The only thing I do not like which made me put many dissatisfied answers is when turning on to the Ave from People's Bank, Rite Aid and give to cross traffic there is long waits. Otherwise single lane driving is okThanks
the only thing I would like to see changed is the right turn onto Ethan Allan Parkway -- the white cones make the turn more acute and difficult to navigate. It wa much easier to turn onto the Parkway before, when it was more of a merger scenario.

The opposition to this project is opposition to a changing world. It is a small minded knee jerk reaction not all that different from opposition to the town center.
The parking in front of St Marks has to go so the WHOLE corridor will be safer.
the part of the pilot where citizen input was a serious mistake. the safety issue of North Avenue has changed dramatically with the pilot. frustration level has dropped because traffic is self modifying. I Run a business and travel north Avenue multiple times a day. Now the yahoos are not passing at high-speed and risking others lives continuously by aggressive driving. somehow this has to be made clear to people who oppose this project. And that is why it should never have been brought to the public decision process.
The pedestrian crossing signals are way too slow on North Avenue. Pedestrians should be granted quicker crossing responses, rather than yielding to the lights that are primarily responsive to traffic.
the pilot configuration feels much safer than the previous design
The pilot configuration is a major improvement to North Avenue. It brings our transportation infrastructure in the New North End up to modern standards. As the data show, it is clearly safer. Let's keep in that way!
The pilot configuration is completely fine and works well. Hopefully the data indicates that it is also safer for all. Please share that data, as well!
The pilot has greatly improved both the safety and the appearance of North Avenue, for drivers, bikers, and pedestrians. Please do not go back to the terrible original layout.
The pilot has made me feel less safe. As a pedestrian i have encountered bikes on the sidewalk. Including a mother with her child in a wheeled tagalong. I am sure she felt unsafe on the Ave. there is also much confusion about twhat to do when emergency vehicles take anlane and because of the numerous medical facilities and assisted living and senior housing on nirth ave corridor this is andaiky occurrence.
The pilot is a good effort but I think they are roads that are in much more need of attention for cyclists like route 7 or route 2...
The pilot is not a good plan. There should be 4 lanes. There is too much traffic. There is no problem and never has been with walking/running. We have sidewalks! We also have a bike path at the water. The traffic is more congested. The white pillars on Ethan Allen turn and 127 turn are dangerous. It is too easy to go into traffic on Ethan Allen if you are turning off North Ave onto Ethan Allen because pillars make you swing wide. They are also ugly. Please remove them. Please go back to 4 lanes. We need to allow traffic to flow more. Commute has doubled. Frankly, I like biking, but I have to say that I have not seen many of the cyclists be responsible. They go through red lights. They cut off traffic at 127 often. They go through red light going towards Burlington on North Ave at light of Ethan Allen and when you come off Ethan Allen and are entering traffic they are often in your lane. It is quite dangerous.
The pilot program has been great. Please keep the three lanes and the bike lanes!!!
The pilot program has succeeded beyond our hopes. We do not ride our bikes on this road, but appreciate having more room to avoid bikes that are there. Bikes are an important part of lowering our dependence on fossil fuels.
The pilot program went better than I anticipated. The two bike lanes takes up a lot of travel space for very little use. It feels more dangerous at the mentioned intersections.One well defined bike lane, on the safer side, of North Ave seems like it could serve the needs of bikers, be safer, and free up more travel space for cars.
The Pilot project has been great for the Avenue. I commute daily into Burlington and I'm hard pressed to notice any difference in my commute time. That said the pace of the Avenue feels safer and more orderly. As a pedestrian and cyclist it feels MUCH safer. Please keep it as is. Going back would be a big step backwards.
The pilot project has greatly improved safety for both cars and cycles. It encourages me to bicycle to Hannaford from my home in the ONE, rather than drive. I hope it remains in this configuration!
The pilot project has made North Ave. MUCH safer for cyclists and pedestrians, and for drivers as well because people are not speeding as much.
The pilot project has turned North Avenue into a much better street to travel on. The craziness that used to occur while driving has dropped off, people are more courteous drivers
The pilot project is a complete farce, and is indicative of the poor way that progressives from the city center mistreat other residents.
The Pilot Project is a gross misuse of funds that could have been totally avoided. The people responsible for this project didn't appear to have the best interest of the people that live in the area in mind when they decided to spend tax payers money on a stupid, whimsical idea. There's a bike path that parallels all of North Ave where bikers should be riding. There's no reason on earth to make riding on North Ave seem like a good or safe idea. Shame on the politicians for this one. Everyone of them in favor of this non-engineered catastrophe should be fired.Put North Ave back to the way it was 12 years ago.
The pilot project is a huge improvement
The pilot project is a vast improvement over the previous state of things, but as a bicyclist I would still strongly prefer sheltered bike lanes. Many people in cars behave recklessly toward the current bike lanes, and the current lanes aren't separated enough from vehicle traffic to feel truly safe.
The pilot project is great! I love the new configuration! Both driving and biking are easier and safer than they were before.
The pilot project is such an improvement for bicyclists that when traveling southbound on North Ave and arriving at the section where parking on street is still allowed, it is glaringly obvious now more that ever that this is now the most dangerous part of North Ave for bicyclists.
The pilot project is working great. Bikers and pedestrians have rights! Keep it!
The pilot project probably reduced traffic crashes but that is because cars have to be moving to crash into each other. Why are we inconveniencing hundreds if not thousands of drivers to accommodate less than a hundred bicyclists? We have a law about letting our vehicles idle to warm up a few minutes but we don't care about letting everyone idling in the road for hours. We have bike paths In multiple places in the north end, why do we need more? Why cant the bicyclists use the bike paths that exist? Is it because we

are inconveniencing them? This project has been a huge waste of money and I am very dissatisfied with the city government forcing this onto the residents in the new north end. We didn't want it to start with.
The pilot project was done much against the residents of North Ave and should not have even happend the question on the ballot was backwards and a yes vote was to decline it to happen and the mayor went with it anyway
The pilot should be scrapped and the four lanes returned to how they were; ideally with a road widening so that the outer lanes are not right up against the curb. The severe congestion around rush hour is simply not worth it, even if the accident rate has dropped (mostly low speed side swipes I'd guess), and its certainly not worth it for the small number of bikers using the bike lanes. I've driven quite a few times and not seen a single biker whereas you almost never don't see many cars during the day. Worse, pedestrians (joggers mainly) think that they can use the bike lanes to run in as well, increasing the risk to them. The sidewalks are not typically very crowded in my experience, and I actually prefer to ride on them than in the road, which I feel is more unsafe. That does mean I have to ride slower and yield to pedestrians which is fine, I think its a fair trade off in the end.
The pilot study adjustments to North Ave. have made both bike and driving on the avenue much less stressful and I feel safer. From what I've seen it has slowed down traffic to closer to the speed limit. When I bike on North Ave now I feel safe and drivers are much more respectful of my right to be on the road. Before the pilot study configuration, when biking on North Ave., I was often cut off, buzzed, yelled at, or honked at. The bike lane configuration has provided everyone with a clear and safer system for bikes and cars to share the road.
THE PILOT STUDY HAS PRODUCED VERY UNSAFE CONDITIONS FOR TRAVEL
The pilot works between Ethan Allen PKWY and Shore road, but it doesn't work between Ethan Allen PKWY and Round Church. Traffic gets backed up for a mile during rush hour, all due to the intersection by Round church
The pilot would be fine In a perfect world with a high percentage of alert, competent drivers. However, given the number of folks who creep along at 20 mph and/or pay no attention to prevailing traffic conditions, it's a complete disaster. All it takes is one clueless motorist and everyone suffers for 1/4 mile behind them. I'm all in favor of bicyclists, but let them use the bikepath. For some odd reason I thought that's why we spent our tax dollars on it. We've tried the pilot and it's turned commuting on North Avenue into a miserable experience. Enough already.
The previous 4 lane configuration just did not work well. Especially in the winter when the lanes became even narrower, the road just isn't wide enough. Especially when one (or worse, more) of the lanes is occupied by a bus, truck, or large SUV. At times, it was downright scary! Even before this pilot was brought up, I thought the 3-lane configuration was the way to go.One thing that does need to be done (independent of the pilot) is to get more bicyclists to follow the rules of the road (like stopping for red lights), and put lights, or at least reflectors, on their bikes when they use them after dark.
The previous 4 lanes road was better as it was faster way to travel. Those turning left from north to hunt and cp smith could use the left lane and the traffic behind could keep moving from right lane without time waste. Bicycles could use the right lane and the traffic behind could still keep moving from other lane.
The previous four lane setup on North Ave was configured as a drag race and rewarded people driving like a maniac. As soon as people would hit the Ethan Allen parkway intersection where it would split from two to four lane headed north, you could almost hear someone yelling "green flag, green flag, go.go.go!" There is no need for that.
The problem I see is that the bicyclists use the lanes to best fit their needs. As they ride south from Rte 127 to Ethan Allen Parkway, some riders use the sidewalk, others ride in the opposite direction. Once they get to the lights, some don't stop for the lights, they ride thru with out without stopping for red lights , if there is across walk they will pull into the cross walk and ride a cross rather than get off their bikes and walk them across. This happens on most cross walks along the Ave. I have seen several riders, riding together on die walks and they expect the walkers to get out of their way when they should be in the bike lanes. When its dark I see several riders without headlights or rear deflectors. Other times I see riders in the bike lanes and decide that they want to cross the street, they pull into the drivers lane without checking to see if cars are coming up behind them. I don't think this will work until bikers become more responsible.
The problem with the 3 lanes is that there is no place to pass a person driving 15-20 mph. This has happened to me driving both north and south on N. Ave. In winter time it is a slow process to go down the Avenue. I used to travel North Ave most of the time as it was quicker than going back to the Intervale. Since the modification, I take the interval most often due to the slow drive on North Ave. I do bike quite a bit and have never worried about traffic during my 30 years when I biked down the avenue.
The problem with this bike lane change is conjestion. I don't care if it is only conjested once or twice a day, because that is usually when I am on it. Going to and from work. If people want to ride a bike, use the bike path to downtown or the bike path to riverside area of burlington. I would understand a little more if the bike paths did not exist. How about widening the sidewalk to add a bike lane or just use the bike path. I am not against safety. I would be for adding more crosswalks with the bright flashing lights when button is pressed.
The problem with this survey is the fact that you are only inquiring about the use of North Avenue in the last 30 days. I am a bike rider and feel 100% safer with the way North Avenue is configured. I haven't ridden my bike in the last 30 days due to weather but in the next week or so I will be on my bike riding it to work downtown. It's unfortunate that no questions were asked regarding bike lanes.
The process still seems "fuzzy" to me & not as good asIt should or could be
The project is totally deficient in every way. Traffic is congested from Ethan Allen shopping center to battery park. Cyclists do not follow rules of road. Many without helmets, lights, or refective gear. Many do not use hand signals whatsoever. Very hard to see at night. If they want to use the road like vehicles do, get registered, pay for the use, and follow the rules of the road. I am an avid rider both recreational and competitive. I voted no for this project and would vote no again. Our streets need a lot of work for their initial intention.
The project was supposed to have additional signaled crosswalks. How is this study to be complete with out these upgrades. No matter what happens with this study either moving forward or back. These signaled crosswalks would definitely improve the safety of all users. Lets get this right! I still haven't seen that many more bicyclist then in the past. My opinion way to much money for an additional 12 extra bycyles. Our new public works director needs to get his priority's straight.

the public works director recently commented about this 3 lane configuration by saying "it's here-get used to it" during an interview.-----that is why the north end residents have little faith in their fact finding.----we already have two bike paths--one east & one west on north ave.
The questions regarding "comfort" on North Avenue are disingenuous. Is a Cadillac less comfortable than a Kia Rio while on North Avenue? Is a Huffy or Murray bicycle more comfortable than a Marinoni while cycling on North Avenue? Trick questions attempting to support a Progressive move where it isn't wanted.
The ramp to merge onto 127 from the northbound lane of North Ave should be reopened
The real problem with this project is the attitude and agenda of thee director of DPW Mr. Chapin Spencer. His mission from day one has not been about North Ave but his previous involvement with local motion a bike enthusiast group of which he used to be the leader. His organization of bikers parading down North Avenue in protest mode to encourage this process totally disqualifies him as a leader of the city and the dept. he heads.Conflicts of interests prevail with him and he exhibited that frequently during the construction of the street during the setup of the Pilot. He took liberties when ever and how ever he could at the chagrin of taxpayers, to due it the way he wanted and no other way. With him as director of DPW too many conflicts of interest make it a project that cannot go on under his leadership. He needs to resign to restore confidence credibility and faith in the DPW. Many good employees of DPW are stressed out dealing with his incompetent leadership.
The reason I indicated "satisfied" versus "very satisfied" for comfort while biking with the new pilot configuration is because I often need to bike closer to the cars than I like to avoid sand/debris, drainage grates, or pot holes. These things often prevent cyclists from taking full advantage of the space in the bike lane.
The reason that this is better than the bike path is that it avoids hills, making it easier for everyone to bike into town from the New North End.
The reconfiguration has caused delays, near accidents and traffic congestion. And the sad part we've seen only one or two bike riders in the bike lanes over the course of months of driving back and forth during this "trial" period. So sad.
The reduction from 4 to 3 lanes between Shore Rd and Rte127 has had an extremely positive impact on the safety of all traffic, vehicular and pedestrian, in this corridor. No more worries about vehicles speeding along at 45-50 mph and weaving from lane to lane to save those precious few seconds to be gained in that 0.8 mile stretch ! Please, please keep this at 3 lanes.
The road as it is now is extremely annoying to drive on. It is very difficult to pull out of my sisters house on 1222 North Ave. to go south, the left-hand out of her driveway has taken up to eight minutes and she is only three houses away from the stop light on shore road. Also trying to go north from Kalarney Drive near the Elks club can be even worse. Why get rid of the right-hand merge area onto 127 from north ave south ? It makes no sense it's easier to just bare right there then to go straight wait for the light and take a hard right the ramp is already there very unneeded change. Also, Jogging and walking is very easy on the sidewalk, never very congested now or before .I feel the pilot project has been a total waste of money time and energy and if we keep this and just makes it so difficult to travel on the northern part of yawls Avenue by the time they build the 700 units it's where the old orphanage used to be, it will make it literally impossible to navigate left-hand turns anywhere near the shopping center the Elks club the Banks, Rite Aid and Ethan Allen Park the road should definitely go back to four lanes the bicycle riders should ride on the bike path
The road rage has increased from drivers of cars to bicycle riders. Driving from my home to Work approx 6 miles now takes me 40 minutes. Heard told it only adds 3 minutes extended time. I agree but, it's 3 minute per mile extended time.
The safety issue has become problematic in different ways with the change of traffic flow. The traffic is extremely heavy when the schools are in session and particularly in the morning and evening commute times. People are frustrated that what was once a 10 minute ride down the avenue toward Burlington to get to work has become a 25 minute ride. I have seen cars pass around each other in an attempt to just get moving.....a dangerous situation for anyone in the bike path lanes. And might I add: there is a wonderful blke path just feet away, why this additional expenditure ?
The satisfied v. very satisfied answer in my responses are based on this observation: The protected bike lanes slowed car traffic and kept me safe on a bike. I noticed that even I drove more slowly with protected bike lanes. As someone who lives on North Ave, there should be more traffic calming measures as by the time cars headed south reach my part of North Ave they are usually 5-10+ miles over the speed limit without calming measures and alterations in the lane configuration. I do hope the pilot configuration can be enhanced with more pedestrian crossings (flashing crosswalks) for the elderly trying to get across the avenue as well as kids crossing to and from buses to school.
The slip lanes on 127 were really scary as a biker heading north--cars would rarely, if ever, stop and look south to see if anyone was coming before turning. The first time I biked north using the pilot configuration, I laughed out loud because I was so giddy with the safety the new configuration presented. I have protection from the cars on North Ave, and the cars coming off 127 actually stop! As a driver in this intersection, I have not experienced a noticeable difference in travel time without the slip lane.
The survey is a waste of time and money as the politician powers of Burlington have already made the decision. This survey is just to cover their ass
The surveys should be mailed out to all Ward 4 & 7 residents regardless if they are registered voters or not. As these are the residents effected daily by this pilot project
The thing that kept me from voting "very satisfied" about the lines of paint separating vehicular traffic and bike traffic is that I'd like even more of a visual or physical barrier given the speed of cars on North Ave.
The three lane configuration is dangerous because people don't know how to navigate it for turns and some are very aggressive because they think it slows them down. The whole area is too heavily traveled at times
The traffic and driving has slowed down which is good; however, the double line, poles at intersection and inadequate light sequencing has made it more stressful for drivers. Lights in the mornings and afternoons needs to be better studied and configured. Remove the distractions please. Right hand turns with bike lanes is terrifying now.
The traffic change has congested traffic flow dramatically. As I turn left onto north ave from 86 Leonard St, it will sometimes take me upwards of 5 minutes to even get out. If we are going to share the road with bikers, which I find extremely dangerous. All bikers should be required to wear helmets, and register bikes like we have to register vehicles. If a vehicle is using the road and has to abide by the laws, so should a person riding a bike. I have had serveral people on bikes dart in front of me with no hand signals. It's terrifying. When this traffic change was voted on, other districts were allowed to vote on an area which they don't even live near or expereince on a daily basis. I did not find that fair to the people who live on north ave. The way that the vote was proprosed was also

extremely decieving, so unless you did your research, you would have not understood the proposal at all. I would like to see the roads maintained properly, instead of all of this money being used to make it so inconvenient for the people who actually live here. Thank you for this survey
The traffic is horrible -- especially at rush hour, and when there is a bus traveling North Avenue. The intersection at North Avenue and Ethan Allen Parkway isn't discussed as part of this survey. During the morning commute, the red light (to get onto North Avenue) is much too long. Traffic backs up almost all the way to C.P. Smith School. When the light does turn green, it is very short, and doesn't allow for enough cars to exit Ethan Allen Parkway.
The traffic light at Heineberg is great - but the timing in the morning (around 8:00 a.m.) is way too long. It has been adjusted to allow for the North Avenue traffic to flow freely - but for too long a time. Often there is little traffic on North Avenue and we just wait forever to have the light change.
The traffic may be seen as considered to be "safer" but the only reason I could see that being would be the fact that traffic is essentially at a standstill during the busiest times of the day. They claimed that the changes "didn't negatively impact traffic patterns," however a drive that used to take me 3 minutes now typically takes me at least 8.5; while that may not seem like a huge deal, when you're trying to get to work in the morning it is unbelievably inconvenient. They removed the turn signal at the shopping center, something that took literally years for us to get in the first place and significantly improved traffic flow in that area, so now it is more dangerous to turn in because you have to wait for a break in traffic which is now down to one single lane for oncoming rather than two. They made it so that the traffic light for the trailer park and the shopping center line up rather than the previous method in which the trailer park had a green light then the shopping center had a green, this has increased the number of almost accidents because most people were not aware of this change and it also holds up traffic for longer. The onramp for the beltline being removed has increased the number of cars being held up at the light because now cars have to wait to get to the light before they can turn. The light there frequently does not give an arrow to this coming off the beltline, increasing the wait time and traffic for those trying to merge with the traffic on North Avenue. Many bikers although using the bike lanes are using them on the WRONG side of the road and not obeying traffic laws. The only good thing I can say about this change is that they put in a light at the corner of shore and Heineberg which allows for Heineberg to have a green light, then changes for Shore to have a green light, making it easier for traffic on those two roads.
The traffic pattern on N. Ave. is a huge disaster. Commute times have tripled. Traffic back-ups that were virtually non-existant are now the norm, aggrevating commuters and causing more pollution while idling in traffic.The bike lane throughout the day sees very minimal use from cyclists. It is used improperly by people pushing baby strollers, running and walking, creating a huge safety hazard for themselves and motorists. To impede the smooth flow of traffic for the 19,000 cars that use N. Ave. every day as the bike lane now does is wrong. It is nothing more than a social experiment that is a total failure. Bring back the four lanes as the majority of residents in wards 4&7 have requested many times! Why I took the time to write this I'm not sure, City Hall never listens and I'm sure, they won't this time either!!!! That is a sad commentary!
The traffic signal at the shopping center needs to be returned to work separately from shopping center and mobile home community
The traffic speed is definitely slower (and safer) with this new configuration. That is a plus.
The travel lane is being used inappropriately, so either adding islands or stepping up enforcement is needed.
The turn into Lakewood Estates and the center turn late both meet at the foot of my driveway. Coming from the shopping center turning into my driveway there have been close calls with residents in my building and someone trying to turn into Lakewood Estates.
the turn lane between lakewood estates and Rite aid is very short and seem dangerous. The turn lane into lakewood is much longer and if traffic is traveling north to turn into Rite aid, there isnt much space to fit more than 1 car without blocking the southbound traffic lane. Also morning traffic is so congested it is impossible to make a left or right turn out of Lakewood unless someone kindly allows you to do so. Usually it is so heavy that the cars are moving at such slow speeds so you get a chance. Now that the bike lane is so big and safe can you please stop plowing the bike path in the winter? So many of the north enders use this as a recreational path when it snows. That's why we built up the bike lane on North ave anyway right?
the turn lane has become a passing lane with many people using it to pass or to drive for an extended distance to make a turn. Often interfering with people trying to make a turn but having to get out of the way of the "passing" car
The turn lane southbound to enter Rite Aid is inadequate.Got a bicycle this spring and expect I'll feel safer riding on North Ave although there are still some drivers who seem to think they own the road and anything they do is okay.Please be attentive to keeping all lines on the roadway very visible and understandable regardless of what design is decided upon.
The two districts that are directly affected by these changes both voted no on the original vote. I expressed my opinion and dissatisfaction with the project in the last survey conducted by the city and I have done so again. I still believe the city is going to do what it wants to do in the end anyway. The data used to say that accidents are down included all accidents including many that happened in the Hannaford's Shopping center parking lot and other places that have absolutely nothing to do with the project.
The white barriers that have been put up at N. Ave/127 intersection and the intersection of N. Ave and Ethan Allen Pkwy are problematic. They jut into the road and make driving unsafe. If I had to swerve in that direction in the event of a car coming at me, I wouldn't be able to without damaging my car or causing a dangerous situation.The remaining onramp from N. Ave onto 127 is very confusing. I check for traffic each time because it's just sitting there, unadjusted. Maybe tear it out if the pilot project succeeds?When cyclist don't follow traffic signals at N Ave/127 (which they don't), they drive into the middle of the intersection where people are turning left onto 127, making for a very dangerous situation. Maybe there could be some signage for cyclists that if they want to be treated like cars, they should follow traffic signals. If they abided by the rules like the rest of us have to, maybe people wouldn't be so opposed to sharing the road with them.
The white vertical things that protect the bike lane just south of Rt 127 intersection are a bit confusing. Would be nice to figure out something better.
The worst area of this pilot is after the high school when the armadillos are set up. Please do not bring them back now that the weather has changed. They are very dangerous for drivers and makes the lanes too small. Also if an emergency vehicle needs to get through, there is no where to pull off.

The worst problem is turning onto No. Ave from Killarney Dr. during rush hour. That includes turning R or L. The traffic on No. Ave. is moving too slow and is too congested with only one lane in each direction.
There are alot of problems with the whole "pilot" project to say, but here are some. Why have bike lanes on North Ave, when we already have 2 bike paths? Biggest congestion is the evening drive home between 4:45pm-6:00pm. Very hard for vehicles to turn left out of the Center turn lane to get to any side streets or their home. Long back up coming off Rte 127 to get on to the Ave when having to use the light. Bicyclist NEED to follow rules of the road, just a vehicles do. Only 2-3% follow it, where everyone else do not use hand signals, stop at lights or stop signs. There is a big problem when they veer out of their "lane" to avoid sewer drains, pot-holes and puddles without warning, causing drivers to veer left into the center lane to avoid the bicyclist.
There are bike paths already in existence. Don't ruin our streets. Use the darn bike paths!
There are dedicated bike paths on both sides of the North Ave.If you are serious about safety, Bikers should use those and not part of the street.
There are never any bikes using the bike lanes!
There are not enough bikes to justify the change. Travel times have increased refuting in more road rage and annoyance. And buses refuse to pull over completely resulting in the turn Lane being used for passing. Thus change simply hasn't worked and the opinions that matter are those who are affected by it everyday. Not those who never drive it. It should also be noted that I and many other bikers refuse to every use the bike lanes because they are pointless and not safe and never will be. So just put the roads back in a way that make sense for cars and let the bikers use the sides walks and the bike path. There are many routes that work that don't screw over the rest of the people commuting.
There are not that many people riding bicycles on North Ave. Most people ride their bikes on the bike path. My concern is with lines in the road in the winter which don't show up very well. And I think that many cars merging in the center turning lane at once is an accident waiting to happen.
There are significant safety issues at other turn areas on North Ave. particularly North Ave. to Ethan Allen Parkway and North Avenue to Leddy Park. Also, North Avenue to Plattsburgh Avenue. In general bicyclists in Burlington do not adhere to traffic lights and signs and these laws should be enforced for everyone. Also, there should be strict enforcement that runners, joggers, walkers and skateboarders do not belong on the city street. As noted in this survey I use this street many times a week and I have seen very few bicyclists and the ones I do see are the same people over and over. Thousands of people a day are put at risk with this configuration for the convenience of a few who could use the existing bike path along the lake that parallels North Avenue. The white poles at turn areas require drivers to make exaggerated turns and result in many near misses and I am sure some accidents. They also create confusion for those walking on North Ave. My last comment is that it seems ridiculous to maintain this bicycle configuration when we live in a northern state and winter driving is much more difficult with the limitations of this configuration. I can only imagine that plow trucks also are extremely challenged by it. There should be helmet requirements in Burlington as well as licensing for bicycles that include inspections of the bikes to improve safety to assure bikes have proper equipment especially lights and reflectors on the bikes themselveswhich many bikes do not have. Maintaining this bike configuration is a poor use of street/sidewalk money when we have many streets in Burlington in very poor repair which also cause safety issues.
There are still areas where the bike lanes feel a little tight given the aggressiveness of some drivers. Also, it would be nice to see a crosswalk between 127 and Ethan Allen. Overall the newer traffic pattern makes turning left out of my neighborhood (Saratoga) much safer and overall travel on the avenue safer as well. It would be a real loss to return to a four lane congfiguration.
There are still too many visual barriers at the intersection of 127.
There can be a solution to ensure that bikers can bike safely and that the congestion in the North End is reduced. The present system in place is not the answer. There needs to be better biker adherence to the rules of the road. Some of the bikers are unsafe as they do not have helmets, lights, light clothing, do not make intersection stops, run Red lights, etc. They must also share the road with the motorists. That too can lessen the possibility of accidents. As there are bikers and I too like to bike, more people should bike to reduce the emissions into our atmosphere, and to promote better health, we need to ensure we are safe on the road. Bikers need bike lanes and need to feel safe so they are not hit by cars. Some cars drive too close to the bikers which has caused some of us to have to ride on the sidewalks prior to the restructure. There should be a bike lane to ensure bikers are safe. Should there be a possibility for a panel of people, I would like to participate.
There have been a few improvements during this program, but I have yet to see any of the issues I've heard other community members complaining about. However I have seen a steady increase in pilot-related instances that cause me concern while driving, namely reckless driving and lane changes, traffic congestion due to signal issues, and significant back-ups at the Rte 127 traffic light specifically due to the new traffic pattern. I didn't live here very long before the pilot program went into place, but I didn't notice any issues in the time prior and I see a lot now.
There have been several instances where other drivers used the center lane to pass at a relatively high speed, when I was in the process of moving into the center lane to make a left hand turn. Fortunately, I drive defensively and avoided an accident. Is there anything that can be done about that?
There is a cumulative negative impact on the environment due to backed up and stalled traffic while at the same time few bicycles pass our residence on a daily basis. There is no on street parking within a quarter mile of our house which diminishes the enjoyment and accessibility of our property.
There is a noticeable difference in the traffic flow. Vehicle speed has been reduced. Walking, biking and boarding the bus are now all much safer.
There is abike path for cyclists. Roads are for cars.
There is an new problem coming for North Avenue. Increased traffic with the housing planned to replace Burlington College. This additional traffic will make the congestion at North Street South worst!
There is no point in having installed bike lanes on North Avenue given the ready availability of a bike path which runs parallel to North Avenue and is accessible from a myriad of side streets. In order to address a previous question on this survey the addition of bike lanes has done nothing to change my experience travelling on foot along North Avenue given that pedestrians should not be walking/ running in the road. Either inside or outside of a bike lane. We have side walks for a reason.

There is nothing about this project that makes it safer for cyclists (I am a cyclist). Furthermore, this project has done everything to hinder the "acceptable flow of traffic" in our end of town. Every aspect of traveling on North Ave is less safe. Please repeal the pilot project.

There is one feature I like the most, as a driver, bicyclist, as well as when I am a pedestrian who wants to cross North Avenue where there is no crosswalk. Can you guess? It is the center turning lane. Why? For several reasons: 1. It eliminates the passing lanes for cars which has in turn successfully filtered out rogue speeders who had been an unpredictably frequent hazard when I crossed North Avenue on foot. In contrast, with the pilot configuration in place, I can feel safe to pause in the turning lane if I must because all cars are going more slowly. (Usually I don't have to pause because the distance to cross the Avenue is shorter now.) 2. Turning on to North Ave I frequently find that drivers will stop to let drive across the Avenue to travel the way opposite from them. Any cars behind them must stop because of the pilot and its single travel lane. In contrast, before the pilot I would NEVER accept their polite offer because of the good chance that a rogue speeder would appear quickly in the second lane. Today I accept everytime and feel an extra layer of comfort that I turn onto the turning lane before joining the main traffic lane. 3. The turning lane allows me as a driver to get "out of the way" so that thru traffic can continue at its faster clip. In my neighborhood near Village Green the turning lanes seem perfectly positioned to accomplish this in a safe way.I know you cannot control the weather but these unusually cold temperatures in May will no doubt skew down the number of bicycle trips reported "in the last 30 days". Could this be tweaked to say something like "# of bike trips usually taken in 30 day period" instead? Just a thought...Thanks for your good work!

There is one way in which I think the pilot is LESS safe for bicyclists. The intersection of Staniford Rd. and North Ave is busy because it's the entrance to the Appletree Pt. neighborhood. When there were 4 lanes, people turning onto Staniford often had to wait in the left lane, while traffic behind them passed on the right. Now if you pass on the right you are in the bike lane--yet many people still do it. This needs to be signed well in advance, "Do Not Pass on Right." I communicated this concern to the DPW weeks ago and never got a response.

There is only one road into town in the North End and it's shared with Colchester. There's a bike path for a reason. It runs the entire length on North Avenue and then some. This entire project has been a disaster and an irresponsible waste of taxpayer dollars.

There is still too much parking on N. Ave. Painted bike lanes are not adequate protection for cyclists!

There is to much congestion of traffic on North Ave, the way it is right now.

There needs to be a lot of thought put in to making it easier for people to get in and out of driveways on North Ave

There needs to be some education of younger people - I still see them biking on the sidewalks!! I think if more people used the bike lanes, the project would feel/be/appear more vibrant and viable.

There remain the large take-charge vehicles passing a right-turning vehicle by entering the center lane, however briefly. At the far end of the range of travelers, there are the bike riders who ride in the wrong direction. And will anybody stop the idiotic behaviors of those riding close to traffic with baby buggies attached to their bikes? How can good parents imagine this as safe, as opposed to dangerous, snapshot-like portrayals of their high-fashion smoothness? Vanity has no limits, say caring observers.

There seems to be confusion as to whether the bus or bicycle has the right of way when the bus needs to move to the curb!Some near misses.

There was fairly low use of the new bike lanes during the pilot period. Believe that money would have been better spent on improving the existing bike path which parallels the route on North Avenue.

There was never an issue with sharing North Avenue with bikes. It is more dangerous now than previously. It is more dangerous and bikes are being held to the eules of the roads.

There was no reason to reconfigure North Avenue to accommodate bike riders. The number of people who live/work/drive on North Avenue year round is significantly higher than those who access the bicycle lanes. The needs and convenience of the majority were not taken into consideration.Lastly, there is already a bike path in Burlington running parallel to North Avenue. It's ridiculous that it apparently is not enough.

THERE WERE ESSENTIALLY NO BIKES ON NORTH AVE DRUING WINTER 6 M

There's obviously no "right" answer for everyone! Good luck!

These changes have made North Ave much safer and slowed all cars down to the posted speed. I have only had a slight 1-2 min increase in commute time and appreciate that better than cars speeding by me when there were two lanes.

This doesn’t pertain to the pilot project but I must say – the abandoned slip ramps look awful and the guard rail that was installed when the slip ramps were closed doesn’t conform to the curvature of the road and doesn’t leave enough shoulder room. Typical incompetence under Steve Goodkind’s ‘leadership.’ Once again the city is scratching where it isn’t itchy with the North Avenue Pilot Project. A property owner in Burlington would be cited with a code violation if their place looked as dilapidated as the slip ramps. The pilot money should’ve been used to address those.

This entire study is an effort in futility and makes a mockery of democracy. North Avenue residents decidedly voted against this lane change and it happened regardless. Even if we all voice our opinions in this survey, nothing will change. Our voices will be heard, but unfortunately ignored. We didn't want this to begin with, but it still happened, and you have the temerity to ask for our opinions now? How dare you? As if the city of Burlington will actually change the lanes back to the prior setup. What is the point of voting on something if you disregard popular opinion and do it anyway because it suits YOU? Even if 99% of residents agree with me, you have already proven that you will just do what you want anyway. So go ahead, take a "survey", ask our "opinions", pretend you actually give a shit. What a joke.P.S. To the poor student that has to read this, don't take my anger personally. You're probably not even from Burlington.

This experiment has done nothing to protect pedestrians from cyclists. They continue to ignore both stop signs and lights putting pedestrians at risk of being hit.

This has been nothing short of a nightmare. Trafffic is fucking ridiculous. I grew up on north ave and it was fine the way it was. Now traffic and congestion is at an insanely high level. I hate driving on north avenue now. This was the wrost change the city has made in years. Change it back to the way it was.

This has been touted as a safety improvement. As someone who drives and bikes on the ave Daily I can tell you the major issue has always been the width of the lanes. This has not addressed this issue as the car lanes remain far to narrow. There are parts of the

road where the bike lane and buffer lane are considerable wider than the car lane. This is stupid beyond belief. Additionally there are man made objects on the side of the road which force cars to the center of lanes which remain inadequate in width causing cars to pass far to close to each other. Getting on and off the ave has become annoying at best and dangerous at worst. This project is a complete and utter failure. The people who actually live here (wards 4 and 7) do not want it and those who don't live here should not be included in this survey

This has made my recreational bike rides so much better and more fun! Thank you for support the good health habits of Burlington citizens.

This is a difficult corridor, and it does not help that it is the only N-S road providing access to this section of the City. Thank you to all involved in helping to maximize safety, efficiency, and comfort on this road that is used by so many.

This is a great idea...and just like the work on Colchester Ave has made our city a better place to drive, bike and walk. Keep it up! let's see more complete streets.

This is a much safer configuration for drivers and bikers. Before the narrow lanes made driving extremely dangerous for driving and almost impossible for bikers, or lethal. The approach to the high school is much safer. The traffic flows well and, in my opinion, more quickly, without the reckless weaving that some drivers engaged in.Some suggestions: First: a bright flashing light pedestrian crossing (like the ones on Pine Street) at the new development immediately north of the Ethan Allen plaza. People (especially children, and mothers with children, are trying to jaywalk cross halfway in between Shore Rd and the Bagel. Second, a similar pedestrian crossing, or probably a traffic light, somewhere between the Bagel and the 127 entrance. Ward 4 and 7 have a hard core of residents who HATE change, even change that improves safety and travel time. Do not be surprised if they vote against the pilot just because it is change.

This is a very biased survey. The questions were submitted by DPW. Castletons reputation of being a neutral survey provider is in jeopardy. Shame! There are more cyclists riding on sidewalks than in the bike lanes. I'm not sure why the city is letting a handful of bike commuters run the pilot project. All tax payers will be paying for the changes which will benefit only a handful of cyclists. Very poor use of our tax dollars.

This is ridiculous and what do you propose to do traffic wise when the apartment monstrosity is completed at the former orphanage. How is the trip to the shopping center going to be smoother? There has been absolutely no increase in bicycle activity to warrant this mess. The danger is the gentleman who continues to try to cross in his wheelchair. These are BIKE lanes not running lanes. All the yapping about bikes and no substantial increase what so ever. Traffic back up during peak times - what used to take 5 minutes to get to work now takes 15-20 minutes - not because speed has lessened but traffic back up. Hate to - you will never ever get my vote to approve. Not that it matters because you beat us to death and you do what you want anyway. Take away the illegal student votes and things would change...

This never should have been even started, the Wards 6 & 7 were suppose to decide if they wanted it and we outstandingly voted it down. Just another example of how our vote does not count if you are not supportive of city hall bureaucracy.

This new bike lane. Is the worse thing to happen to north ave. The bikers are unsafe not following the rules of the rd causing cars to almost get into accidents. It's beyond a waste of money n time. The travel time now since this has gone in is beyond crazy and super long. Beyond a waste of time and money bring north ave back to the way it was before this shit.

This new setup makes getting in and out of our neighborhood near impossible in the morning and evening. It promotes more aggressive driving to get onto North ave. The fact that the bikepath was closed during this trial makes any bike travel numbers disingenuous. If we are to make it better for bikes and pedestrians we need to widen the sidewalks like we have on riverside ave. I strongly dis agree with the current setup.

This part of North Ave was changed in the 70's to ease the traffic congestion so the people who live out here could travel to and from work at 7 thru 9 am, and 4 thru 6 in the afternoon. And that is why the bike path was built for the bicycle's to travel on there own lanes for safety and away from cars and trucks.I live off the avenue and without this change you would take your life in your hands just to get off from Ethan Allen Pkwy.

This pilot configuration is vital to economic growth and development on North Avenue. I have seen drivers harass cyclists physically and verbally. This pilot configuration is a huge improvement.I spend less time in traffic on North Avenue today than I did 2 years ago...the flow is outstanding for my commute each day and saves me approximately one to two hours per week in travel time. Busses need to be more careful pulling into lane after pick ups. We need more speed limit signs.

This pilot is great! This is just smart city planning and finally we're on board!

This pilot program is ridiculous . Who came with this idea needs to reconsider . Worst thing ever happened .

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!

This pilot project is a complete waste of taxpayer funds and attempts to fix a problem which does not exist and in turn creates additional problems. From the initial statement: "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" all views are subjective and provide no quantitative goals to strive for. From living on North Ave for many years were there ever a high number of crashes or un-calm traffic or excessive speed related incidents (which were not substance related- another issue completely). What exactly is an "acceptable flow of traffic???" and how does this project make anyone "safer???"- safer than what?- what were the numbers before and now after? Was there a 50% reduction in crashes, 75% reduction in bicyclists accidents? Not only does this program fail to address an ambiguous problem, it creates other issues. Leddy Park road now sees the traffic that the left hand turn into the Hanniford's plazza should see because the lights are not timed right and traffic is now redirected down a street that isn't meant for it and doesn't even have a centerline. Parking on much of the North ave

street has been reduced where many people have small driveways and now cannot accommodate company. Car drivers tend to speed even more now due to the added congestion of a single straight lane. As a biker I do not use the new lanes because I do not trust drivers to not passing on the right side. I use the sidewalks and just yield to pedestrians. To be completely honest, I moved off of North Avenue mainly because of this horrific ordeal.With Kind Regards,-Dave WilliamsPS Please stop this horrible project.On a side note, I think its time for North Avenue to seriously consider breaking away from Burlington to form its own township just as South Burlington did years ago!
This project has definitely created some tension in the community and unfortunately while the configuration may make it safer for bikers there is a lot of road-rage against bikers in the North End now
This project is a huge improvement for many reasons:- The bike lane is often flooded after rain storms -- under the old configuration, people on the sidewalk would get sprayed with water- The turning lane makes it safer to cross since it offers a buffer (I saw an elderly man crossing from the Ethan Allen Residence to the pharmacy which he would not have been able to do under the old configuration- Cars don't have to weave around other cars making left turnsSadly, I think many new northenders don't like the idea of liberal/conservative city hall telling them what to do in their conservative part of the city -- and as a result, no amount of evidence is going to change their minds.
This project is all slight of hand. Wards 4 and 7 voted it down by a wide margin and the city did it anyway. It's a conflict of interest, considering the public works director was the leader of local motion. It's like the city's other pilot project, the dog park.
This project is run by an out of touch Mayor, and a previously Local Motion employee. It is also voted on citizens that don't live in the area that is affected. So lets make this fair and let the Wards that this affects vote on this, NOT THE WHOLE CITY.
This project is several projects in one. A) Institute Road to Ethan Allen Parkway is one project, B) Ethan Allen Pkwy and Shore Road is a second C) Shore Road to Plattsburgh Avenue. Section A has irregularities throughout.. The width fluctuates wildly, a rock outcropping and reverse super elevation is experienced just north of Institute Road. The size of the North Avenue, Route 127 Intersection/change is large enough for a roundabout. North Avenue north of Ethan Allen Pkwy is a uniform 40' wide roadway. As a four lane road including traffic markings, 9'3" clearance is provided. Two 102 " Wheelbase vehicles could not be accomadated on the current roadway. Do the math.
this project was a total waste of money. I use North Avenue many times during the day and I would be hard pressed to say that I've seen 1-2 bikes total. Most often times I see 0 bikes. I, for one, want the previous configuration reinstated. Don't continue on and spend good money after bad.
This project was for the Mayor and his inner circle the people on the north end voted it down .But what the mayor wants the mayor gets .He said if we didn't want it by spring he would turn it back.Good police work would do the same thing without interfering with peoples lives.He would respect what the people of the north end want. feel like I'm getting TRUMPED.His vision for OUR city isn't the same as his .
This project was forced on the No Ave residence
This ridiculous project was thought up by a mayor and City Council with too much time on their hands and a fetish for all things bicycle related. I've lived here over 20 years and there were never any problems on North Ave. in this area. While the city's infrastructure is crumbling, our government decides to spend hundreds of thousands of dollars on a useless project we neither needed nor wanted. I witnessed all of 8 bicyclists on North Ave last summer and half of those were actually riding on the sidewalk! People have to wait an average of 3 years to get their sidewalk repaired - shameful.
This seems a 'make work' idea...totally unnecessary !!
This survey is VERY long and I worry about not enough people filling it out due to the length. I would recommend a format where you answer each question and click submit/next at the end, instead of between every question.
This survey should be done for those most affected on and off North Ave. I can give my opinion but it should not be the deciding factor.
This survey should be limited to people who drive North Ave or live in the new North End.
This survey should be only given to wards 4 and 7, the actual people affected. What does my gender have to do with it? Where are questions 8, 9, 10, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 27, 29, 31, 33, 35, and 37!! Why do we need a bike path on North Avenue when there are bike paths on both sides parallel to the Avenue??? This project is less to drivers! The petition that received all signatures needed was totally ignored. The New North End should not even be having this discussion.
This survey should have comment boxes for many of the questions. i am very much opposed to the new configuration and the New North End voters were clear in their vote that they were not interested in the new configuration. I find it interesting that a few people persuaded city hall to spend tax dollars on a new configuration with complete disregard for road conditions as a factor to motorists and bicyclists. Additionally, the police presence on North Avenue would help deter speeding and encourage safe driving. The congestion this configuration creates at peak hours is unacceptable. Prior to this configuration I never sat in bumper to bumper traffic at peak hours from the former Burlington College to Shore Road. It can take me upwards of 30 minute to travel that short distance at peak commuter times. This spring I have witnessed three bicyclists fail to stop at traffic lights and almost cause accidents. Perhaps you should consider training bicyclists to follow the rules of the road. More signage and again more police presence where they enforce the traffic rules for everyone including bicyclists. Final thought: Why have a bike path if your going to spend this much tax money on a configuration?
This was a failed project. I've not noticed an increase in bik traffic, and traveling is more difficult.
This was a good, thoughtful change that has made driving on North Avenue safer. i.e. fewer vehicles doining unsafe passing. Thank you for your patience and courtesy.
This was a huge waste of taxpayer dollars to fix a problem that did not exist. I was born in Burlington and lived here all my life. We have bent over backwards to accommodate the vocal minority's over the last few decades and what have did we get for it ??? Huge debt for little pet projects just like this one that are always shouldered by the Burlington taxpayer.
This was a solution in search of a problem. Safety may be diminished because frustration levels are so high on the congested road, with the clearly wasted space of the turning lane and the bike lanes. People use the middle turning lane as a passing lane, or entry point if having difficulty turning onto North Avenue. Very dangerous. I do ride my bike on the bike lane in the summer. As a heavily

traveled road, there is broken glass, metal debris, etc. The bike path could be much better than it is, and I would prefer to ride on that. Please devote resources to improving/lighting the bike path. I see no reason why the opinions of people who don't live out here are being included in this survey.
This was a waste of money. The bike path is perfectly accessible for cyclists traveling to the New North End. Plus how do you tell people who have lived on the avenue for years they're not able to park in front of their own house anymore.
This was done against the voters decision and I'm very dissatisfied with the whole thing.
This was such a good way to find out if something works--to actually try it and see! My impression from my regular trips to see friends, take my child to the pediatrician and go grocery shopping at Hannafords is that the whole corridor is safer and less congested, both for bikes AND cars. As a bicyclist, I would feel safer with a raised barrier of some kind between the bike and car lanes, but generally feel that the distance between lanes is okay at this time.
This whole this has been a massive waste of time and money and caused aggravation to those who live on North Ave.
THOSE WHITE POSTS ARE HORRIBLE ESPECIALLY AT ETHAN ALLEN PARKWAY
Though I haven't had a chance to ride my bike on North Ave. this month I'm looking forward to it this summer for shopping and other trips. Esp getting to Bessery's. Had a good experience on bike last fall on the Avenue. Even riding back from downtown in the evening felt safe. This is a huge improvement. However, there needs to be more marked crossing points (with Pine st. like flashers) for pedestrians. Good work!
Three lanes is the way to go. Much smoother and safer, except close to 127 where traffic turning and through traffic can start to split into four lanesNo more 'armodillos'
Three lanes with a center turn lane is both safer and moves the traffic better
Too many white pylons by intersection of North Ave and Ethan Allen Parkway - need to swing around into middle of road to turn - very awkward, feels like you could head into oncoming traffic as you enter onto Ethan Allen Parkway.
Traffic backs up more.Do not like it when emergency truck comes threw area of high school.Too narrow for towing a trailer and turning around barriers.Harder to turn onto the Avenue.Very seldom see a bike on North Ave.The traffic light turning onto the park way does not make sense with one lane and flashing turn right arrow.Any one that has to stop to make a left hand turn, stops all traffic.Going north on North Ave and turning right onto the Parkway, with the barriers blocking the intersection have to swing wide and getting close to traffic coming on to the Ave from the park way. Also pulling a trailer have to swing wide and get in other side of lane to clear the barrer.
Traffic congestion on North Ave may have gotten a little worse under the pilot project, but it's still not nearly as bad as Pine St or Shelburne Rd, and it's worth it for the significant increase in safety for bicyclists and drivers.
Traffic flow has been significantly worse since 3 lanes, biking is only feasible 5 or so months, but traffic is affected 24/365!
Traffic has been horrible and I see very few people use the bike lanes.
Traffic is a mess, especially when the schools are session. Road rage is at an all time high. I commute daily along North Ave and the Beltline. Why can't bikes use the sidewalk or take the "Bike Path"? I see about three or four bicycles daily using this convoluted configuration. I vote and plan to vote for an administration that will listen to the constituents that reside within this mess. The city of Burlington tickets idlers, but it is ok to spend 20 minutes to travel by car two miles.
Traffic is slower. You can't deny there's some congestion. And yet, to me it feels safer this way. And that's in a car! I imagine for the pedestrians and bikers it has to feel more manageable, but I don't know.
Traffic lights Hannaford, St.Marks, and 127(turning onto beltline) all need left(green signal) to move safely. Biker on sidewalk need to let walkers/runners know they are coming up from behind, young and old bicycles. If there not going to use the bike lanes that the person from local motion/mayor designed. Sidewalks designed like a bike path for bicycles/runners/walkers.Paint it in GREEN. No more crazy white lines.
Traffic moves slower , back up at major intersections creating driver inpatience, Less margin for error ,
traffic on north avenue is an awful experience, 8 o'clock in the morning was never busy till north ave pilot project and 5 PM was never as bad as it is now, i sit in traffic for an hour and i see maybe one biker per day on the ave, im on it 3 hours a day and see one biker, if that.
Traffic pattern from north avenue to Ethan Allen parkway seems more dangerous and confusing to both cars and bikers since the pilot began.
Traffic times have more than doubled, bicyclists are still using the sidewalks over the bike lanes, it is dangerous to turn onto Shore rd due to no green arrow and backed up lanes. Residents already have limited driveway space and it's harder for guests to park. UPS and other delivery trucks force drivers into for turning lane making it unsafe and raising the chances of a head on collision with people who legitimately need the turning lane. First responders are having a hard time getting through with the pylons becuase cars can't fully pull over.
Travel time has increased with the current configuration. Getting onto and off of North Avenue has increased due to North avenue being more congested.
Travel times on N. Ave have increased tremendously during rush hours!!
Traveling North Ave is a part of daily life for me and my family. Thank you very much for making it more safe, sane, and enjoyable.
Tried to complete this survey 2 previous times but link did not work -- frustrating!Received postcard with code to enter to complete survey but code was not requested -- also frustrating and gives sense that the process is unprofessional, which is unfortunate. I DO feel that people should be restricted to 1 comment; seems this system allows the deck to be stacked. question re: double lines separating cars from bikes: people don't know what that means! Area residents (Wards 4 & 7) should be mailed complete information/instructions about what the markings mean and the rationale for the proposed changes (which, by the way, I am very much in favor of).thank you for this open process, despite a few shortcomings!
Truthfully, I really prefer driving on the old configuration. The new configuration makes for a lot of stop and go and more congestion. But I am also a bicyclist - I don't bike in that section of Burlington, but I feel if other bikers feel safer with the new configuration, then

we should stick with it. We should aim to increase bicycling and public transportation, instead of making life easier for automobile drivers - as much as I love zipping around in my car...
trying to get on to north ave even with the traffic it can take two to three minutes some times turning against traffic it can take longer. In all the trips i have taken since the road has been changed i have not seen moor then a couple dozen people use the bike lane i have seen more skate boarders and walkers i have even seen people use the polls by 127 to weave in and out of and kids doing stunts on the bike lane that kind of stuff is not safe.
Trying to make a left had turn off a side road or out of a business is awful. I feel like I'm going to get hit all the time.
Trying to turn north out of Lakewood Pkwy especially at rush hour times has been made very hard by making traffic one lane only. Instead of 2 cars passing at a time, we have to wait twice as long for the same # of cars. We have to turn north to get to the Ethan Allen Shopping Center, so we make this turn frequently. The northbound turning lane into Lakewood has been helpful, but we'd rather have the 2 lanes returned- cars could still pass on the right. There are just NOT A LOT of bicyclists on this part of North Ave!! The bike path parallels North Ave, so there is not a need for bikes to be on the Ave unless they are locals, and not that many locals that we know of bike to the shopping center. We are elderly and do bike to the shopping center occasionally, using the sidewalk for the 2 blocks between Lakewood and the Leddy Park access road where we turn west and then into the shopping center from there.
Turning left on to North Ave from my neighborhood during rush hours is nearly impossible. During off-peak hours, it is very difficult. Turning right is not much easier; I have had to wait for more than 30 cars to pass before I could turn right! I find myself depending on the kindness of strangers (which is not often offered) or entering on to the avenue very aggressively, hoping for the best. Statistics aside -- you know what Mark Twain had to say about statistics, right? -- I think a head-on collision in the turning lane is just waiting to happen. I also see about 3-5 cyclists on the avenue in a week, and fewer in winter . . . all this aggravation and danger for the benefit of so few? Does someone really think Burlington is going to turn into Copenhagen or Brussels? Please listen to those of us who live in affected areas, not those who travel North Avenue infrequently. Declare defeat and end this misguided experiment.
Turning left onto Ethan Allen parkway from North Avenue probably needs a turn signal of some sort during peak travel hours.
Turning left onto HEINEGERG road is difficult at busy times of the day
Turning left with the turn lane is so much easier and safer in the present configuration! For example, I am often in the Village Green neighborhood and it used to be terribly difficult to turn left.
Turning onto and off from N. Ave. has become extremely unsafe. In some instances, the way you have painted lines is completely inappropriate for a particular section of the road. In other sections, it's clear that many drivers do not understand how to use center turning lanes, etc. You have tried (unsuccessfully) to adapt big-city, urban traffic configuration to small city - if not town - roads. Regardless of the street configuration, I would NEVER ride a bicycle on the street that is North Avenue (I use the sidewalks). It is extremely unsafe, even with your configuration that was supposedly set up to improve bicycle safety. Finally, as a daily commuter to UVM, the inbound congestion during peak morning hours has significantly increased my travel time. I moved to Burlington to avoid big-city traffic, and you have only succeeded in making my daily commute extremely unpleasant and frustrating. Between this traffic issue and the administration's apparent intent to cover every square inch of green space with inordinately ugly and soulless buildings, I am seriously rethinking my long-standing commitment to residing in Burlington. (P.S. Typo in your instructions above - please check your spelling next time!)
Turning right onto North Avenue from Shore Road is confusing. Not sure when it is safe to turn on red.
Two survey cards were sent for people who do not live here. One has not lived here for more than 20 years. The other never lived here.
Typo in satisfied on many of the questions.
Unfortunate choice of photo in Qs 2 and 18 -- it's counterfactual to part of the content of the items.
Unfortunately the level of education surrounding the middle lane (aka the suicide lane) is very poor. People do not understand how to use this lane, and I often see drivers at full speed, unaware of how dangerous this is. No effort was made to by the city to educate drivers on the proper use and etiquette of this middle lane, so it is being misused. In addition, I find the reduction of lanes on North Ave has caused considerable delays during times of high volume. I am happy to see additional space for bikers, but the flow of vehicle traffic is very poor. The 127 on/off ramps need to go back to the way the were.
Unsure why this survey is being mailed to some burlington residents, while I had to make an effort to find it- the link on City DPW website to the survey is not working as of 5/12
Upon approaching Shore Road going north, I would like to see the dotted slashes farther south so I can get into the turning lane on to Shore Road earlier. When traffic is backed up I have to wait to get almost to the intersection to get into that turning lane.
Upon implementation of the new traffic design there has been increased congestion and serious safety concerns. Turning out of Village Green, right or left, but particularly left takes 3-4 times as long with only two lanes and when there is rush hour traffic the only way you get out is if someone is kind enough to let you out. Otherwise there is a non-stop line of traffic, and if you need to turn left, it's quicker to turn right and make a u-turn. As far as safety, the middle lane is extremely dangerous with people entering it too early and speeding by stopped traffic to make their left turns. I've witnessed numerous near misses where someone tried to turn into the middle lane and was nearly rammed by someone trying to pass traffic before the entrance to Leddy park. Also, cars use this middle lane going both directions which creates the danger for a head-on collision.For bikers, they were safer on the sidewalk, which wasn't ideal, but with the limited bike traffic and shoreline path alternative, it doesn't seem necessary for them to have their own lane on a very busy road. These bike lanes give bikers a false sense of protection that only works if drivers are paying attention. Drivers pull out in front of you trying to get onto North Ave. because they are only paying attention to cars and miss the bikes. Or if turning off of North Ave., drivers don't think to check their mirrors and blind spots and will often make the turn right in front of you. Either of these scenarios is generally a minor accident with two cars, but a potential fatality with a car and a bike. I'm very vigilant when I bike near cars and always assume drivers don't see me, but it's not a far stretch to think someone will ignore this danger when they treat this as if it was as protected as the shoreline path.My suggestion is put the traffic design back how it was for cars and perhaps widen the sidewalk like they have along Riverside Ave.. This will separate the bikes from the cars, improve traffic conditions for the people who live in Ward 7, and provide enough room for the limited bike and pedestrian traffic to share the sidewalk. This sharing of the

sidewalk was happening before and after this change so rather than disrupt everything, lets fix the real problem without creating others and expand the sidewalk a foot or so on each side.
Use of the bicycle lane is insignificant. Maybe see one bike every day I travel N.A.
Usually not too much of a problem going north on No. Ave. coming off east side streets. Rush hours, hard to get off west side and go NorthHowever, patience is the key. I do not have to wait more that a few minutes for a break in the traffic. I leave the Elks around 5PM some days and that can be a problem any time. Lights at Ethan Allen Prkwy can hold south traffic and the 127 lights can hold the North traffic. Cars can time the breaks and get out . Patience///
've shared all my thoughts about the pilot study in the previous question, so I'll take this box to make a comment about this polling process. While I did receive a postcard in the mail with a "unique access code" on it, I did not need to enter it to complete the survey. I've heard that other people have noticed it too, including some people who are highly passionate on this issue and have encouraged people to submit their answers multiple times in order to skew the results of the survey. I don't know if there are any controls on the survey measurement end to account for this, but I would hope that those people who do state their names and addresses carry some greater weight in the polling process. As a true multi-mode commuter, I hope my thoughts are considered. Please feel free to reach out to me if you have any questions about my experiences.
Very dissatisfied with this survey as it includes non Burlington residents. This survey should be for North Avenue residents only.
Very pleased. I never rode my bike on North Ave until the bike lanes were put in. Eliminating the 4 lanes cuts down on speeders but has not increased congestation. Great job.
Very positive about the pilot and the three lanes. Throughout Burlington there needs to be an ordinance, and subsequent enforcement of, required front and rear lights on bicycles.
Want more Ballard or armidillosvto protect bicycle
Wards 4 & 7 voted NO on the North Avenue corridor and were not listened to by the rest of the city. We (the new north end) drive it every day to work and back and the congestion at 5p is horrible. It seems that the city is trying to change it into Pine Street which is more of a neighborhood and it is not like that on North Avenue. It's basically a truck route. I live off of Shore Road and it takes a long time to make a left to go home often sitting through 2 lights. It used to be 4 lanes so at least we could make a move. The rest of the city SHOULD NOT been allowed to vote on this change.
Was not sure I would like the change. However, once it was in place I thought it really was a very good solution.
Waste of time and money city has already made up their mind. They didn't spend all this money to set this current traffic flow to change it again.
We already have the bike path, shouldn't need to have this so close to one another. It's more dangerous, more congested, and then previous configuration wasn't broken to begin with. It's already expensive enough to live here, this is fiscally irresponsible especially considering this side of town did not vote for it and we have to live here.
We are actually having the opposite effect with safety. Bike lanes crossing turning lanes never make sense. The bike path which already goes north/south in Burlington is the safest option. Honestly, where are all these people riding bikes anyways. You never really see that many on the road and we are spending a significant amount of tax payer dollars for a very very small percentage of bikers. Despite what our friends at Local Motion say Vermont will never have a large contingency of bicycles on the streets year round. The climate is just too severe. We need to accept that and not strive to change all of the streets for such a small percentage of folks. The average person just isn't going to ride bike as a primary means of transportation- especially in the winter. I am all in favor for investment into expansion of Mass transportation. A large investment into bike routes is a waste of money. Maybe if Burlington was in Florida it would make more sense.
We are hopeful to get the 4 lanes back as I feel the 3 lanes are maxed out with traffic volume already! There is no room for growth! Not very good forward thinking planning. Also the bike lanes should be on one side and share a car lane or side walk area.
We are very happy about bike lanes on North Avenue. We wonder how to increase acceptance of this in the community and how to decrease polarization between those who are for the bike lanes and those who are against the bike lanes. Also, how to increase public awareness about cyclists rights on the roads?
We as tax payers pay a lot of taxes to have a beautiful Bike Path for our city. It is selfish and unreasonable for the people on bikes, I being one, that expect to also take over the public roads.
We attend St. Mark's church and appreciate the parking space avail out front!
We bought a home in the NNE Ward 4 last August. We think the pilot is great granted we know no different. We hope our neighbors can unite on this though most of our neighbors have lived here for 20+ years and don't like change.
We can do this. Btv needs to be more bike friendly.
We could use many more crosswalks, North Ave is not friendly for pedestrians trying to cross east/west. Crosswalks, similar to those on Pine Street are needed, with visible lights.
We do not need protected bike lanes in the North End
We do not need protected bike lanes in the North End or any other part of the city.
We don't need a bike path on this road. There is one that follows the lake and one that follows the belt line. Bikers are not following the rules and it is scary driving. The back up coming off from the belt line at 5:00 pm is just awful I am waiting to get rear end. Why oh why at the end of Ethan Allen Parkway do we need those white plastic polls....just let us turn so were not in the other lane (almost). I'm all for change but it doesn't work on this road. There are plenty of roads in Burlington that could use a bike lane. Where not one on them we have spent a lot of money on the bike path by the water lets us that one at let the cars have the road. Or let's before we change roads for all the bike folks have them pay for bike registrations or road maintenance or get a ticket for not following the rules. we have ton's of people using it for running now.....
We drive North Ave. 3-4 times per day plus we visit friends on Killarney a Drive and in Lakewood. It is very difficult to exit either of these neighborhoods particularly when trying to turn left. Also, I believe that turning into Rite Aid when coming from the shopping center is a safety issue as is turning into Lakewood when coming from the High a School.

We have 2 available bike paths in the NNE. Those are what should be used for biking. Who would want to bike with car polution in their faces when there are better options. Also not a fan of having my trip home extended from work. Until these were put in place, I never once since living off the Avenue (starting in 1993) had to begin my wait in the middle of the off ramp to North avenue from the beltway. It should not take 15-20 minutes to get from starting that exit to the beginning of Ethan Allen Parkway. All the while seeing not 1 bike use that lane. Even when people ue the lane, they are riding double/triple in that lane and are too close to cars. They act like there is some magic force field protecting them from the lines. And it would be nice it bikes remembered they should also follow the rules of the road if they want to pretend they are a car.
We have a beautiful bike path that runs North/South for the entire route in question. On the bike path there are zero cars and zero toxic emissions. This is where the relative handful of cyclists belong including myself.
We have spent a lot of money on the bike path, make them more user friendly so people use them instead of the roads.How many accidents have we had between bicyclist and pedestrians? Do we really need to put bicyclist in the roads making it more hazardous for both bikes and motor vehicles.Roads were intended for people traveling to and from work and appointments not for the recreational bicyclist. We don't need to follow a bike doing 10 mph all the way to the city.I know they are supposed to pull over when cars are following but that is usually not the case.I have seen people with baby carriages, with shopping carts, on skateboards using the "bike lane" now bikes have to pull into traffic to get around them.
We have to improve the biking infrastructure if we're to remain a relevant desirable community. Our kids deserve it. We deserve it.
We live in this part of Burlington, and I drive on this part of North Avenue daily. I think the North Avenue Pilot Project has made the corridor safer for both bikers and cars. I applaud the efforts behind the project and hope that at least some of the modifications made for the pilot remain. We have two children who walk and bike in the area as well. The safety, accessibility, and usability of this corridor for everyone who lives here and uses it is paramount.
We live right next to a beautiful "bike path" please have people utilize that instead of endangering themselves and others by riding on the roads. Many of these people to do not use hand signals and also ride in the winter when the roads are bad, icy, snowy and plows are out and still on the road putting themselves in danger and others.
we need a traffic light at top of lakewood estates.
We need better bike lanes and this pilot project is a start!
We need much more of a police presence near the intersection with Plattsburgh Avenue, people are still entering North Avenue at very fast speeds. This intersection is dangerous, I'd recommend looking into a roundabout.
We need to improve the level of service on the Bike lanes. They are often blocked by snow, signage or city vehicles. They will be used consistently if they are dependably clear of obstructions.
We never see the bike lanes used and we have a beautiful bike path by the waterfront.
We pay taxes to improve and in some instances reconstruct the Bike Path. Note the name: BIKE PATH. There has been a special and very scenic travel space created for bicycle travel. It extends to the City and beyond. So why is it necessary to disrupt traffic flow on North Avenue to accommodate bicycles? Do they not belong traveling on the Bike Path?? Is there an issue with the Bike Path?? I see motorists give a wide berth to cyclists despite the bicycle lane.This, in itself creates a traffic hazard. Bicycles in most cases are only able to travel 2-3 seasons per year. So what is the reason for disruption of traffic 365 days per year? I don't think so. Please understand the issue on the Avenue from those of us who travel 360 days a year As to the issue of traffic flow: I have yet been involved in a traffic jam, not only while exiting Rte 127 onto North Avenue, but while traveling from the origin of North Avenue (by the Police Department) to my destination which is off Shore Road.
we shot it down before why should this be any different it seems the south end has the last say
We should not need to submit our name info to participate in the survey.
We spend millions of dollars onm the bike path and now they put another million plus in this pilot project program .I guess the Mayor should set his prioritys to the tyax payers of the city instead of the special interest that hes involved with .
We spent all this money on a nice bike path and don't see the need the make all that extea room for bikers. It also is ugly and makes trips to work longer than what it was.
WE SURE ARE WASTING TAX PAYER'S MONEY ON THIS...AND TAKE OUT A
We walk on the sidewalks--would never run or ride bikes in the road on North Avenue--too dangerous--and we have a very expensive bike path 2 blocks down--why this was ever changed in the first place is beyond me
We were forced into trying this when in fact we did not agree with it. A waste of tax money. This will be remembered come election time.
Well done!
We've lived in four states in the Midwest, and I've never known people to expect to decide on road configuration that way this project has allowed.
What a mess. I have to turn off North Ave onto Shore Rd to get home. Twice in the last week, I've had impatient drivers try to pass me in the suicide turn lane just as we approach Shore. Once, the other driver noticed my turn signal, slowed, let me change lanes, and then roared past me in the right lane as I slowed to turn. The other time, I had to come to a complete stop on North Ave as the passing car failed to observe my turn signals--and all the cars behind me had to stop, too. The driver got through the intersection and continued straight, even though he was just in a left turn lane. The same thing happened to a friend coming to visit me two weeks ago--and it scared him so badly that he now refuses to visit my home. So, thanks for that.Bicyclists don't stop for stop lights or stop signs, so they need to not be in traffic with vehicles. Period. Cyclists appear to think they are immune to traffic laws, but they are not.There are claims that this was done for safety, but the increasing road rage is eliminating any safety that might have been achieved. Oh, and FIX THE POTHOLES AND LIFT THE MANHOLE COVERS, PLEASE! North Ave is in a sad state, and it's pathetic that the infrastructure of such a major artery has been allowed to fall to such shabby condition. It's so bad that I've memorized the pattern of potholes and manhole covers to be dodged on my drive. Going north, stay left from 127, but swing right to go around the potholes by Ethan Allen Parkway. Then, be sure you're waaaay to the left by Rite Aid, as one of those holes is quite a

clunker. Then, stay right until Poirer (the farther right the better) because the seam where the bike path was made all pretty and the road where 99.999999% of traffic happens is quite awful. Going south from Shore, stay right, but go way to the right for the bad patching by the entrance to Thayer House. Stay right again, but look for the potholes between the shopping center and Lakewood. Swing left by the hydrant across from the gas station by Ethan Allen Parkway. Look out for rumble strip road degradation after that. Straddle the repeatedly patched bits by the high school. And swing far to the left to get around the dip by the high school by where the oncoming traffic left-turn-lane starts--I've hit my tranny pan on that one. Rather than spending money o
what are the stats by type of accident before the pilot and after the pilot? It is really frustrating now driving on North Ave especially trying to get home. I would not move out here today but 22 years ago, it was 4 lanes. I am amazed that I NEVER saw an accident on what is supposedly the most accident prone stretch of road in Burlington.
What does complete? Was this a typo for complete the survey? I am concerned about bikers riding with cars. Growing up I rode on the side walks. The sidewalks in Burlington are in terrible shape. Burlington put a lot of money and time on the bike path this is where bikes should be ridden. Not in the road. Bikers need to carry insurance they can be at fault or cause an accident. Some bikers just go throw red lights and ride with no respect. I want Burlington to be a safe place to live and drive and ride.
what has been the demonstrated increase in bike traffic since the reconfiguration? was it all worth it?
What is a slip ramp?traded one merge entering North Ave for safer North bound North Ave to 127gave up a lot of space designed as auto road for bikes which have their own bike path
what is not to like, much better than the mess before
What is the data tracking of bikes in the ave? Are more or less or the same using it during the pilot than before? Is the number the same during all 4 seasons?
When are the police in the city of Burlington going to start enforcing laws regarding stop sign and stop light regulations that give motorists tickets but are ignored for cyclists ? Will the city start charging parking fees for bikes just like cars ? My car has to be registered, inspected and insured. When will bikes have the same share of responsibility ? Why are these changes being ramed down our throats ?!!!!Shall bikes be registered to collect a fee for maintanence of the bike lanes ??!!!
When emergency vehicles are on north ave, can not pull over., same for busses.
When entering North Ave at Shore Rd I just noticed a green arrow turn signal but have only seen it that once. No idea how long it has been there or how often it goes on. Also I believe the cars coming from Heineberg Rd. Have an advanced green. If this is to stay that way there should be a sign saying so at Shore Road since we can turn right on red and have no idea that a car might be turning left from Heineberg Rd. onto North Ave.
when given the opportunity, bicyclist who legally "use the entire lane" can be absolute jerks. they do not obey any one set of rules. Sometimes bicyclists follow the rules of a driver and behave like a car, OR (that same bicyclist) can be a jerk and ride the middle of the busy road and sometimes more than one abreast, OR whenever it suits them they choose to be a bicyclist and ride through lights and stops ignoring all rules hoping to "beat the light", OR they make up their own rules and create safety concerns because they frankly do not care. As a driver, it has become more difficult to "predict" what action a bicyclist will take at any given minute while driving down any street because as they are riding they often change their riding behavior. And I will never understand whose brilliant idea it was to allow bicyclists to ride the WRONG WAY DOWN a ONE WAY STREET. In most cases, the driver is deemed at fault when bicyclist act foolishly with total disregard for anyone else. No lights, no helmets, dark clothes on a rainy night, riding down a busy street.....Why bicyclists are NOT ALLOWED ON THE SIDEWALK I'll never understand. NO ONE walks on them any more!!! they all have cars or take the bus. there is a perfectly good bike path to get into town and a bike path along 127 if you are going into town or to winooski. keep bicyclists off our one busy route to and from work and school!
when heading north on the avenue and you want to turn down shore road the light should be a green arrow or a delayed green tro let cars turn onto shore road i have sat through two light cycles numerous times before i could turn onto shore road. also cars heading south there go around cars that are turning onto heineberg road. also i see no law enforcement on the avenue like there used to be. bicyclist should also learn the rules of the road. as for a pilot program we all know you will confuigure the data in your favor so this was basically a waste of my time,
When it comes time to finalize the paving of the North Avenue Corridor which I hope will be soon, I strongly suggest that plastic asphalt be used instead of the surface composition that is on the road now. I understand that the former product has been determined to be more durable especially in wet or cold climates. Even if it cost more than existing materials, it may result in less maintenance and lower overall cost for the Dept. of Public Works and we taxpayers. I hope this suggestion is given due diligence.
WHEN IT RAINS THE OLD LINES SHOW THROUGH AND DRIVERS BECOME
When riding my bike I love the configuration. When driving home in the evening I dislike it very much. I leave early in the morning so no issues then. I am conflicted and would love the configuration if traffic was not such a pain in the evening.
When the pilot project began, there were a handful of people putting lots of time and energy into protesting. Yet as a cyclist AND car driver, I am infinitely grateful for this project. I feel SO MUCH safer without people speeding by (upwards of 40 mph in a 30 zone) in the former 4-lane configuration. I commute every day to work downtown from the New North End, and the pilot project has been an invaluable improvement. I begin each work day feeling calm and safe, and also EXCITED by the number of cyclists I now see using North Ave, rather than stressed and outraged by drivers who had regularly threatened my safety with the former configuration. I am fearful that the same handful of outspoken individuals might convince the city to revert back to the original format, which I strongly feel would be a huge mistake. This pilot project is helping to build community!!!
When there were 4 lanes, every winter the lane closest to the sidewalk on both sides became extremely difficult to use due to potholes. So there would really only be two (inside) lanes. The new configuration is so much safer and better. Hope it sticks!
When this all started it should never have gone to a city wide vote. When the voters of the New North End voted it down then our mayor put forth to the entire city.
When travelling North on North Ave. in a car, turning right onto 127, how can drivers be sure there isn't a biker beside them? How can bikers trust that drivers will check their blind spot before turning onto the beltline?
Where I live on the Ave, the project has made it unsafe to leave my driveway, plus cars are going around cars which are turning across traffic and driving on the new bike lanes, the whole project is a bad mistake. The project took away my street parking I hate it.

While at rush hour, it feels like the lines of traffic are longer, if you time how long it takes to turn onto North Ave,it really is only a minute or so. Traffic has definitely slowed down especially at rush hour. Before cars would weave between lanes trying to get somewhere faster and that doesn't happen now. Also when I want to turn left off North Ave, I feel safe in the center lane whereas before, I always held my breath that a car would rear-end me! I also would like to see flashing lights at crosswalks like on PIne St
While I appreciate the efforts that have gone into the Pilot study, it just feels to me that this project did not accomplish the goals: the side roads entry/exit seem more dangerous and the bike lanes seem precarious. If a bike lane on North Ave is really what is needed for safety, I would have preferred to put in infrastructure and widened the sidewalks etc to keep the cars/bikes separate or increase access to the two existing bike paths. Now, it juts feels like we increased the risk by putting the bikes/cars closer to each other.
While I consider myself pretty neutral on the whole subject, as someone who doesn't ride my bicycle all that frequently, I still support road changes that facilitate friendlier bike commuting for those who choose to do it. Thank you for the opportunity to participate.
While I don't live in the New North End, I'm more likely to go there for shopping from the Old North End if the pilot project changes stay permanent.
While I have noticed a bit of a slowdown around the 127 interchange, it's never more than a few minutes to clear, and that is a very small inconvenience for the increased safety this project has created for drivers, much less bikers.
While I rarely use North Ave, as a high school student, I rode my bike on North Ave most days. It was always scary from the high school to Shore Road. The pilot project arrangement is MUCH better. And, in the few times I have used it in the past year, I have never had any concern with congestion. Thank You!
While I was initially skeptical about how the pilot would effect my neighborhood, Lakewood Estates, I have been thrilled with the change. It feels safer to drive. It feels safer to bike. And, it feels much safer walking on the sidewalk to and from the shopping center. The awful traffic congestion that people were concerned about just has not materialized. What little lag time that may have been created is a welcome trade-off for the safety of my family and my neighbors.
While the addition of protected bike lanes seems to be a good idea I have concerns that the previous existing bikes paths are severely under utilized, especially the bike path that runs parallel with the Beltline. Also I am concerned that the increase in bike traffic that has been noted along the North Avenue Corridor was as a result of the Burlington Bike Path having undergone refurbishment. I hope that bit of info gets into the feedback because it would be a disservice to imply that the increased use of the North Ave. bike lanes was singularly due to the addition of said bike lanes..
While the car driving seems fine to me with the present population density (about to grow with new developments), I've seen bikers on the road only 4 times this past year in my hundreds of drives along the renovated road, and I was one of them one of those times. I'm guessing most bikers understandably prefer traveling the lakeside bike path. I certainly do except for the southern stretch where the North Avenue link is a higher elevation that eliminates a steep bike climb compared to the Main Street link from the lakeside bike path. Make a connection from the lakeside bike path to downtown Burlington that eliminates the steep climb, and hardly anyone would ever elect to bike North Ave again except to shop for small items.
While the new configuration requires some getting used to, the current configuration feels MUCH more safe than the previous configuration!
While the thought behind the pilot program is admirable the bike lanes are not being utilized hardly at all. There are few people actually biking on North Ave, with most people choosing to use the bike path that is only .5 miles away. Those who do bike on North Ave use the sidewalks instead of the bike lane, making it hazardous for pedestrians. In addition to the bike lanes not being utilized the reduced lanes has caused additional traffic back up, especially weekday mornings and evenings. This is made worse by the buses that now block traffic when they stop to load/unload passengers. Many drivers also don't seem to understand how to use the center turn lane which sometimes becomes dangerous when they are not adhering to the rules of the road. It would make more sense to return the road to it's previous configuration and instead make changes to the bike path that makes it usable year round
White poles at Ethan Allen PKWY should be removed and it should return to the way it was.
WHY ARE YOU ASKING OUR OPINION OF THE LAST 30 DAYS WHEN WE ALL
Why can't the bikers share the side walks instead of the roads!!!!! Side walks have my vote!
Why do we need another bike path? There is already a very nice one that runs parallel to North Avenue.With new configuration, there is too long a wait at traffic lights on side streets that turn onto the avenue.I travel No.Ave. nearly every day, at various times of the day, and since the pilot project has been in existence, with NO exaggeration, I have seen fewer than 20-25 bicyclists TOTAL! In the area from the high school to Plattsburgh Ave. It seems the need for re-arranging the North Avenue traffic pattern is over blown.(On another topic: there should be more consideration for senior citizens who aren't able to bicycle. Too many parking spaces are being deleted which makes access to city functions, shopping, dining, meetings, appointments, etc. extremely difficult. I rarely go downtown anymore due to the inconvenience & shortage of parking spots.)
Why does this survey include the whole city when only the people who live on or off the avenue are affected. You will see if a vote was done in just ward 4 and ward 7 this project would be turned down by a huge majority. Why do we need bike lanes when there is a bike path on both sides of the avenue. This is a sham!!! The powers at be are just pretending to give us a say, they will do what ever they intend to do regardless of this survey. This has certainly made this stretch of road very unsafe for drivers as well as bicyclists. This survey is completely BOGUS!!!!!
Why don't the city use the bike path ? I feel if the bicyclelis use the main road they should pay their share (register insurance and held to the same laws that vehicles are . Have them enforced
Why is the section of North Ave in front of the shopping center posted at 30 mph when the rest of the ave is 25 mph?
Why is the whole City once again being asked to fill out this survey (see question 36). Ward 4 voted this project down when we voted but the Mayor and a majority of the rest of the City that are seldom out here, voted in favor of the project because of incorrect wording on the ballot. Many people in the rest of the City voted "No" thinking they were voting against the project but because of the wording of the ballot issue, No meant Yes for the project.
Why is this survey so difficult to find?

why the surveys, the mayor has no intentions of changing this .he promised to do it in the spring if the NNE didn't want it .now he says fall.with our mayor its his way or the highway.good police work would also slow down traffic . He's our version of Donald Trump.doesn't care what the people want .he's smarter than all of us.just ask him.

Will any of the traffic study data be shared? Interested to know the impact on congestion/safety, etc.

Wish they had left it alone. It take a lot more time to get off my street to get on North Avenue and at certain time I do not even try.

With 4 lanes, you are never in the "correct" lane when the car ahead is turning left or even making a slow right. There is always a lot of jockeying for lanes. Unsafe.With 3 lanes, you stick to your travel lane and are not blocked by a car ahead making a left turn from the center lane. And there's enough room to slide by a car making a slow right turn. I find it much less "competitive", And thus much safer.

With more congestion and slower commute times, what is the carbon impact??? Much more pollution due to many more cars just idling in traffic

With respect to the buffer area between the bike lane and driving lane on N. Ave. To be honest, I wasn't sure what that was until you included it here on the survey. I think the buffer area should be cross hatched or something to more clearly mark it as a buffer.

With the exception of just north of the high school until the intersection at Ethan Allen parkway, I think that the pilot is working well. I was very against the pilot program but it is better then I thought it would be except for that once part.

With the pilot 3-land configuration, biking along North Ave is definitely more comfortable. Turning left, as when heading north, then turning toward the bike path, is occasionally problematic, but is now significantly better than the four lane configuration.

With the pilot project I have noticed cars going slower (and safer), have not seen or heard any accidents (prior to pilot project I would hear and see a couple every year), and have seen more people biking. However, I would strongly encourage the City and organizations like Burlington School District and Local Motion to begin a coordinated bicycle safety and education campaign for middle school, high school and college age people to learn the rules of the road as bicyclists. I have seen too many students riding bikes on the sidewalks, on the wrong side of the road, and particularly, biking at night w/no lights, no reflective clothing and no helmets. Careless and reckless biking gives all bikers a bad rap. Crossing North Ave from Village Green is a major issue. A crosswalk would be extremely beneficial.

With the upcoming increased housing at the old Burlington College site, North Avenue will no doubt become a nightmare. Not just for traffic but for parking on side streets too. Get ready for more accidents and increased "road rage" incidents. The greater Burlington area keeps building more and more condos/homes but no new roads to handle the substantial increased traffic. Pretty soon our local streets will rival the I-95 corridor in Connecticut! Get ready!!

With two already existing bike paths that run parallel to North Avenue, there is simply no need for bike lanes on it. The money should be spent upgrading the bike path that runs along Lake Champlain. The fact that the city chose to implement the bike path project with no feedback from the residents in the New North End is deceitful.

Without the ability to bike along North Avenue, I would never consider moving to the New North End, nor sending my children to a school there. It is also much harder to patronize businesses. Four lanes of traffic never felt safe to me, even in a car!

Worst road project ever. All involved should be fired

WOULD LIKET O SEE WHITE POSTS REMOVED NEAR BHS ON EAST SIDE OF

Would love for there to be wider sidewalks and the greenbelt between the bike lanes and parked cars. That way, bike travel is better protected.Required bike safety classes for children and teens (perhaps as an all school assembly). Neighborhood safety or bike clubs for kids and adults --- especially for new American children whose parents may not be familiar with bike safety in this country.

Would love to have a left turn signal going north at Shore Road!!!!!!!!

Would love to see Burlington eventually undertake a bike infrastructure project with even more separation of bikes from traffic (lanes separated with barriers or berms instead of just paint), but I understand that is not possible at the current time. I'm grateful that this pilot project exists, and I hope it becomes a permanent change to the city's infrastructure. It has enabled me to feel comfortable biking from Burlington's hill section out to North Avenue to visit businesses in the Ethan Allen shopping complex as well as recreation areas in that part of the city. I changed where I do my dry cleaning as a result, and am now a happy customer at Gadue's! Whenever I drop off dry cleaning I also get groceries or other items at shops nearby. Having a large bike basket is quite handy for this.

Would really like add'l pedestrian crosswalks (especially with the push-button lights like in Winooski rotary), particularly near bus stops. Making a left turn onto North Ave from Saratoga or Village Green is brutal during rush hour. It wasn't good prior to the pilot but the pilot has made that worse in my opinion. A stop sign/traffic light would be wonderful. That said, biking feels much safer and once on North Ave driving does feel safer as well with more appropriate speeds.

Wow where are the questions about bicyclist. I watch them fly through red lights all the time. Why all of the questions about walkers and runners and drivers. Actually the people on bikes are the ones that make North Ave unsafe. They need to learn to follow the rules of the road and stop pretending they are on a motorized vehicle. They should have to register their bikes and ride with caution. It is a well traveled road not meant for bike racing. I witnessed a woman riding her bike so fast with her head down slam into the back of a car that was turning into a gas station. She was going way to fast!!!!!!!!! Bicycle people are so rude. Even on the bike path they are like bullies and will run you over.

Yes the cones on the entrance to Ethan Allen Parkway stick out too far. You have to go past the turn before you make the turn. It is not a natural turn. I think if they don't stick out as far it would be ok. This would have to be measure to get it correct. Also if bicycles are going to be allowed on the road they should be registered and bicyclist should be insured. We all make mistakes and if someone on a bike is at fault they should pay for damages not the motorist. I think we have a long way to go before we make the kind of changes to the roads, which were intended for cars not bicycles. Also there should be bicycle safety courses taught by the police department. We used to have them years ago. I have seen enough traffic delays due to the pilot program and people not using the lanes correctly as well as people on bicycles not following the rules of the road. This last statement does not apply to all but the few who decide they are above the rules and disregard the pilot. Also I turn on to Ethan Allen Parkway almost every day and I should not have to be worried about a bike to my right. The bicyclists should yield to the cars since they require more room to stop. Like I said there is a lot to be done and considered before this pilot can move forward. Until then put things back and go to school on how to

properly make road changes. Oh and don't just ram things down our throats like this again, it was unfair and tax payers should have a say in how their money is spent.
You are creating a very dangerous situation for all that travel the Ave
you asked which ward I lived in then I had to give you my address. I opted out of the gender question, next question you asked for my name? maybe I am missing something
You can make all the improvements for biking to these sections that you want, but the chain is only as strong as the weakest link (to use an appropriate metaphor!), and as soon as we encounter parked cars bicycling along North Avenue is nothing short of treacherous. Please remove all parking from North Avenue. Period.Thanks for your bold initiative here; kudos for the great work, and for the thorough follow up. Good luck in getting it through.
YOU CAN'T FIX SSTUPID WITH DUCT TAPE OR SUPER GLUE. IT SHOULD
You guys are doing a great job!!
You have a typo in your text on this page.I wish their was nicer landscaping at the North Ave/127 Intersection. Make it feel more like a neighborhood, still feels a little interstate-ish.
You have misspelled "complete" in the above sentence.
You misspelled "complete".I am willing to slow down and deal with more delays in order to make North Avenue safer.
You need to spend time educating people how to use the middle turn lane. We find that many drivers wait for BOTH lanes of traffic to be cleared on North Ave. prior to taking a Left onto North Ave. This is not the correct way of using the turn late. Videos posted on FPF would certainly help educate people how to drive correctly using a turn lane.
You needed this box after every question. North Ave is not wide enough for four lanes. It has always been dangerous. Three lanes does not help when people make turns from the moving lanes and don't use the center lane. Bike/running lanes need to be repaved and kept clean. They have pot holes and are dirty. Garbage, grass, glass, etc are always in the lanes. This is not safe for anyone. If they are to be used as bike lanes they should be cleaned weekly. Buses stopping does not allow traffic to flow freely. People continue to park in the bike lanes. Passing in the bike lanes happens constantly with cars. Runners typically use the side walks which need to be maintained. They flood and freeze regularly. The bike path along the lake and from Ethan Allen Pkwy should be the route bikes use. Neither of these routes are maintained well. Shame on us! I have never lived anywhere that I have seen so many drivers run red lights! I also question what the city of burlington plans to do with Burlington College turning into condo's and single family homes. This will create even more congestion on North Ave. and make traveling it on a bike, running, or in a car even more dangerous. Does the city have a plan?!
You should ask if people have 2nd homes on the lake and travel in the summer when bike traffic is high. The question of travel time on the road in summer is high but not in the winter.
you should not let all of Burlington vote on items like this, they do not use the road that much. and further more we have a bike path that these people can use. I do not ride my bike on N Ave I use the bike path, or ride around my block
You spelled complete incorrectly.
You went forward with the even though the residents of the New North End voted it down. Not to mention that there is not more bikes on the road and the ones that do still do not follow traffic laws. We have a bike bath for bikers and when I was a kid we were always told do not ride your bike in the road. The dangers have not change no matter what configuration you use, so why was it dangerous wrong back then. But safe and ok now. Traffic was much smoother the old way.
Zero downside. No additional congestion. Much safer for cars too!
1. A WASTE OF FUNDS WHEN BURLINGTON HAS MORE SERIOUS ISSUES THHAT NEED ATTENTION - PROPERTY TAXES, DUGS, CRIME. 2. MOTOR TRAFFIC LANES HAVE BEEN DECREASED IN WIDTH. 3. THIS ILOT PROJECT IS SELF-SERVING FOR A FEW A THE EXPENSE OF THE MAJORITY
1. WARD 4 VOTED NO TO THIS PROJECT TO BEGIN WITH. CITY OF BURLINGTION WENT AGAINST ITS' CITIZENS, RIGHTS. PERHAPS A PETITION TO CREATE A NEW CITY AS OUR RIGHTS BEAR NO RESPEC. PUBLIC MONIES, TRANSPORTATION SAFETY; SHOULD BE SPENT ON THE IMPROVEMENTS OF EXISTING BIKE PATH. EXPANSION OF BIKE LANE(S) THERE. ENTRANCE, EGRESS RAMPS TO BHS, OTHER MAOR POINTS. THIS WOULD ALLOW SAFETY ISSUES ELIMINATED FROM CAR - BICYLCE. IMPROVEMENTS THERE FOR PEDESTRIANS, RUNNERS AND BICYCLES THERE WOULD ALLOW N. AVENUE LESS CONGESTION. PUBLIC WORKS DIRECTOR OVERSTEPS AUTHORITY.
A CITY LEADER HAS A THANKLESS JOB, HOWEVER WHEN THEY DON'T LISTEN TO WHAT THE RESIDENTS WANT, THERE IS A REASON FOR THAT. THE RESIDENTS OF NORTH AVE. VOTED NO ON A ROPOSAL TO CHANGE THE TRAFFIC PATTER BUT THAT WASN'T WHAT THE LEADERS WANTED TO HEAR SO THE SPENT MONEY CHANGING IT ANYWA, THEY GOT FLACK FROM THE RESIDENTS AND NOW THEY ARE SPENDING MONEY ON A SURVE, AND MY HOPE IS THEY WILL HAVE TO CHANGE IT BACK TO THE WA IT WAS (EVENTHOUGH IT WILL COST MORE MONEY). I WOULD RATHER SEE TAX MONEY GOING INTO THE MAINTENANCE OF RAODS AND MANTENANCE OF SCHOOL AND CITY OWNED BUILDINGS SO THEY WOULDN' HAVE TO KEEP RAISING OUR AXES. IN M YOPINION THEY ARE NOT REALIZING THEIR RESPONSIBILITY TO THE TAX PAYERS BUDGET MONEY DOESN'T GROW ON TREES. WHEN THEY LEADERS MAKE ALL THESE PROPOSALS TO THE VOTERS PROMISING THE MOON AND SAYING IT WILL ONLY COST "X" AMOUNT THEY NEGLECT TO SAY OH BY THE WAY NEXT YEAR WERE GOING TO RAISE TAXES MORE BECAUSE WE HAVEN'T BEEN MAKING NECESSARY CORRECTIONS TO THE PROPERTIES WE ARE RESPONSIBLE FOR MANY OF THE VOTERS OF THIS CITY PAY RENT. HOW MAN TIMES WOULD THE VOTE NO, IF THEY GOT A $7,000 TAX BILL EACH YEAR?

AS I UNDERSTAND IT, BUS DRIVERS ARE TOLD NOT DRIVE ON BIKE LANE BUSES STOP AT STOPS IN THE TRAVEL LANE. GETTING OFF. A BLND PASSENGER DID NOT KNOW THIS AND NEARLY WALKED INTO THE SIGN AT THE SIDEWALK EDGE. SOME DRIVER'S DO THIS AND SOME DO NOT. CAN BE SCARY!!

ATTACHED NOTES: THANK YOY FOR MAILING ME THIS SURVEY. I HAVE LIVED ON LAKEWOOD PARKWAY FOR OVER FIFTY YEARS. I HAVE WALKED, BIKED AND DRIVEN ON NORTH AVENUE MANY TIMES OVER THE YEARS. HOWEVER, I DON'T RECALL SEEING MORE THAN 20 BIKES ALONG THE AVENUE FROM SHORE RD TO BATTERY PARK AT ANY GIVEN TIME. WE HAVE TO PAVED BIKE PATHS ON EITHER SIDE OF THE AVENUE AND TWO CEMENT SIDEWALKS. I FEEL THAT THEY SHOULD BY USED BY NON-MOTORIZED BIKES AND WALKERS. I HAVE RIDDEN AND WALKED ON THE BIKE PATH ALONG THE ALKE AND BIKERS CALL OUT OR RING BELL TO WARN THE WALKERS WHEN THEY PASS. MOTORIZED BIKES SHOULD BE ON THE ROAD. IF BIKES ARE TO BE ON THE ROAD, THEY MUST OBEY ALL RULES FOR CARS - AT RED LIGHTS, 4-WAY STOP SIGNS AND OTHER STOP SIGNS.

BIKER SHOULD FOLLOW THE RULES AS TOO THE CARS. SHOULD STOP AT REDLIGHTS ETC.

BIKES SHOULD NO BE ON HE ROAD BECAUSE THEY DO NOT OBEY THE RULS. THEY RIDE THROUGH STOP LIGHTS/SIGNS AND RIDE IN THE LANES THE CARS ARE IN. THEY DON'T CARE WHAT DANGER THEY ARE CAUSING.

BIKES(THE FEW THAT THERE ARE) GENERALLY FAIL TO FOLLOW TRAFFIC LAWS: RARELY STOP AT RED LIGHTS OR STOP SIGNS, RDE FACING TRAFFIC DO NOT USE HAND SIGNALS. MOST BIKERS ARE STILL USING THE SIDWALK. BIKERS USING THE NEW BIKE LANES AT NIGHT FREQUENTLY HAVE NO ILLUMINATION. LIVING ON A SIDESREET OFF NORTH AVE I REQUENTLY HAVE TO WAIT FOR OR MORE MINUTES TO ENTER TRAFFIC ON NORTH AVE. HISTORICALLY, FOUR LANES ON NORTH AVE. WERE CREATED TO REDUCE TRAFFIC CONGESTIN- NOW WE HAVE MORE PEOPLE LIVING IN THIS PART OF THE CHIT THUS MORE CARS IN USE AND INCREASED CONGESTION WHERE IS THE LOGIC IN REDUCING TRAFFICE LANES. WE HAVE 2 BIKE PATHS (CREATED AT CONSIDERALBE EXPENSE) IN THIS AREA - WHY DO WE NEED TO PUT BIKES IN WITH TAFFIC WHERE THEY ARE AT HIGHER RISK OF INURY? THE MONE FOR THIS CHANGE COULD BE BETTER USED AT STREET PAVING. IT SEEMS THAT MAJORIT MUST SUFFER FOR THE WISHES OF A FEW.

CARS SHOULD STOP WHEN ANY VEHICLES HAS A RED LIGHT ON

EVER SINCE THE PILOT PROJECT BEGAN I TRY TO AVOID TRAVEL FROM MY CONDO DOWN NORTH AVENUE AS MUCH AS POSSIBLE!! TRAVELING UP FROM BHS - NORTH BEACH TO PEARL STREET - OK

GENERAL COMMENTS: THIS SO CALLED PILOT PROJECT SUFFERS A HIGH (CREDIBILTY- ILLEGABLE) PROBLEM BECAUE OF THE UNDO INFLUENCE OF A LOBBYING ORGANIZATION, LOCAL MOTION, WHOSE DIRECTOR HAS STATE IN LOCAL MEDIA, "THAT IS IS THE GROUP'S GOAL TO REDUCE CAR USAGE BY BURLINGTON REDIENTS'. I ALSO QUESTION THE VALIDITY OF THIS PILOT PROGRAM AND TO BASE THE OUTCOME TO A LARE DEGREE ON A SET OF METRICS DESIGNED BY DPW AND THE CCRPC. TO HAVE A VALID PILOT STUDY, YOU HAVE TO BE ABLE TO MEASURE THE ORIGINAL PATTERN, AND THEN MEASURE THE SAMEOUTCOMES AFTER THE CHANGES WERE MADE AND COMPARE THE DIFFERENCES. THE PATTERN IS THAT DPW CONTUED TO MAKING MAJOR CHANGES TO THE CHANGES AFTER THE STUDY BEGAN. A PRIME EXAMPLE WAS THE CONTINUED CHANES THE TRAFIC LIGHT AT THE NORTH AVE, ETHAN ALLEN PKWY INTERSECION. MANY TIMES DURING MORNING RUSH HOUR OR WINTER WEATHER, DPW HAD A PERSON MANUALLY CHANGING THE LIGHTS TO AVOID TRAFFIC JAMS. THE ORIGINAL PLAN WAS TO HAVE METRICS PLAY A MAJOR ROLE IN DETERMINING OUTCOME IT WAS TO PROVIDE ELIABLE ATA FOR PEOPLE TO USE INSTEAD OF "ERNOTION". THE MAJOR PROBLEM IS THAT THE ROOT BASIS FOR METRICS IS FLAWED AND PRODUCES FLAWED, SATISTICALLY INVALID AND BICCLISTS COUNTS AND WAIT TIMES. THE SO CALLED SUICIDE LANES WHICH ARE THERE TO ALLOW FOR TURNS OFF FROM NORTH AVENUE WITHOUT HAMPERING. TRAFFIC FLOW IS A MAOR ROBLEM AND IS BEING MISUSED. VEHICLES TURNING SOUTHBOUND ON TO NORTH AVENUE (ESPECIALLY FROM SARATOGA AVENUE AND VILLAGE GREEN) ARE USING IT AS A MERGING SLIP LANE TO AVOID WWITING FOR BREAK IN TRAFFIC IN BOTH DIRECTIONS. IT CREATES A HEAD ON POTENTIAL FOR ORTH BOUND VEHICLES USEING THE SUICIDE LANE TO MAKE LEFT HAND TURN TO THE ALLIANCE CHURCH, ELKS CLUB, OR KILLARNEY DRIVE MOTORISTS RAVE.ING SOUTH, ESPECIALLY DURING MORNING RUSH , ARE GOING INTO THE SUICIDE LANE EARLY O AVOID BEIN CUT OFF FROM THE 127 INTERSECTION. THE NORTH BOUND SLIP LANE EXIT AT NOTH AVE/ RT 127 SHOULD BE REOPENED TO AVOID CONGESTION AND LARGE VEHICLE TURNING PROBLEM AT THE LIGHT AT THE INTERSECTION. THERE IS NO LEGITAMTESAFETY ISUE OR METRIC MEASUREMENT WHICH DPW CAN SUPPORT WHEN ASKED WHY DPW RESPONDED BACK "SOME PEOPLE WERE CONFUSED" AND WOULDN'T NAME THE NUMBER OR WHO THEY WERE. THIS IS THIS IS ANOTHER EXAMPLE OF WHERETHE CONVIENCE OF BICYCLIST WERE PUT AHEAD OF MOTORISTS. THERE IS NO PEDESTRIAN ISSUES THERE IS ALMOST NO PEDESTRIAN TRAFFIC ON TH EAST SIDEWALK. FOR THE EW WHO DO THEY CAN COSS AT THE SIGNALED CROSSWALK AT THE INERSECTION OF NORTH AVE/RT 127. MOS RESIDENTS WHO DO WALK, AND SUDENTS USE THE WEST SIDEWAK FOR SAFET REASONS, NO INVLOVING TRAFIC, BUT DEALIING WITH

OVER GROWN AREAS ADJACENT TO THE INTERVALE. PEOPLE FEEL UNCOMFORTABLE DUE TO PONTENTIAL MUGGING, ESPECIY AT NIGHT OR EARLY MORNING. WAIT TIME AT NOR AVE / ETHAN ALLEN PKY LIGHT FOR ETHAN ALLEN PKWY MOROIST IS EXCESSIVE. DURING MORNIG RUSH HOUR RED LIGHT VARIED FROM 1 MINUTE 40 SECONDS TO 2 MINUTES WITH A REEN LIGHT LASTING BOUT 35 SECONDS. WAIT TIME IS BEWEEN 2 TO 6 MINUEES AT THE LIGHT. MAN TIMES DPW HAS HAD PERSON WRKING THE LIGHT. SINGAL TIME HAS VARIED DRASTICALLY OVER THE WINTER MONTHS.
I DON'T LIKE THE FOOTBALL HUMPS PUT ALONG NORTH AVE. BETWEEN BHS AND RT. 127 AND THE PARKING ON THE STREET
I FEEL THAT SEPARATION OF AUTOMOBILE AND BICYCLE TRAFFIC HAS GREALY ENHANCED SAFETY FOR ALL CONCERNED. THIS SHOULD HAVE BEEN LONG AGO! THE CREATION OF THE LEFT TURN LANE IN THE ROADWAY SHOULD ALSO HAVE BEEN DONE LONG AGO. I FEEL MUCH MORE SECURE MAKING LET TURNS WITHOUT HAVING TO "JOCKEY" TO GET INTO THE PROPER LANE AND WORRY ABOUT GETTING "REAR ENDED." THIS CONFIGURATION HAS ALSO ELMINIATED THE FREQUENT SUDDEN SOMETIMES ON UNSIGLLED LANE CHANGES BY DRIVERS SEEKING TO PASS SLOWER VEHICLES. THAT PRACICE CREATED MUCH TURBALENCE AND WAS DANGEROUS FOR ALL.
I HATE THIS THING. PEOPLE ON BIKES HAVE BEEN VERY DISRESPECTFUL AND RIDE THROUGH LIGHTS + STOP SIGNS. MANY TIMES I SEE MOST BIKES ON SIDEWALKS- NOT EVEN ON ROAD IN LANES OR THEY RIDE IN MY LANE!!
I HAVE TAKEN MY OWN SUVEY - HARDLY ANY ONE USES THE BIKE LANE IN FRONT OF Y HOUSE- TEY USE THE SIDWALK - WE HAVE A PERFECTLY NICE PIKE PATH - WHY DID WE AVE O GIVE UP OUR PARKING FO A HUGE BIKE LANE NOT TO MENTION HOW MANY HUB CAPS ENDED UP IN OUR YARDS FROM THE ARMADILLOWS THAT WERE PLACED THAT NO ONE COULD SEE AT NIGHT - I WOULD LIKE TO HAVE OUR PARKING BACK
I THINK MONEY SPENT ON THE PILOT PROJECT COULD HAVE BEEN BETTER USED
I THINK PEOPLE RIDING BICYCLES SHOULD BE HELD MORE ACCOUNTABLE. NEED TO STOP AT STOP SIGNS AND RED LIGHTS. NEED TO HAVE LIGHTS AT NIGHT.
I THINK THERE SHOULD BE A PEDESTRIAN CROSSIN OR PEOPLE WHO LIVE AT EATHAN ALLEN HOME. QUITE OFTEN PEOPLE WAIT QUITE A WHILE TO CROSS OR THE JUST START CROSSING HOPE A CAR WILL STOP FOR THEM. SOME OF THESE PEOPLE AVE WALKERS, CANES AND OR WHEEL CHAIRS. ALSO, BUS AT THAT SAME AREA CANNOT PULL OVER FOR ENOUGHT SO CARS CAN GET BY, THEREFORE, TRAFFIC BACKS UP.
IT NOT SAFE I FEEL UNSAFE I BIKE REGULAR DOWN N. AVENUE BOTH DAY AND NIGHT.i AM THANKFUL WHEN I HAVE TO GO AROUND A CAR TRUCK, THAT THE CARS ARE WATCHING AS I'M IN THE LANE OF CAR TRAFFIC AND I HAVEN'T BEEN HIT. PLEASE GO BACK TO THE OLD.
LEAVE THINGS THE WAY THEY WERE PREVIOUS TO THE PILOT PROGRAM
LONGER WAIT ON HEINEBERG RD! NO SAFE WAY OFF NORTH AVE TO ETHAN ALLEN PKWY! IT HAS BEEN 2 YRS FIX THE MAN HOLE COVER ON HOWARD ST / ST PAUL. FIX ALL ROAS AND SIDE WALKS - NOT JUST DOWN TOWN! WE SAVE TAX PAYER $ FOR THAT!
MONEY BE BETTER USED. TELL THE BIKE RIDERS TO OBEY RULES OF ROAD (PAY THEIR FAIR WAY OR USE BIKE PATH WE PASS FOR THEM TO USE??
MORE ENFORCEMENT OF TRAFFIC LAWS FOR BICYLISTS, MANY OF WHOM DO NOT STOP FOR LIGHT OR SIGNS, RIDE IN THE CORRET DIRECTION OF TRAFFIC, USE TURN SIGNALS, ETC. EDUCATION IS ENCOURGED, BUT ENFORCEMENT IS A NECESSITY! REDUCE SPEED LIMIT TO 25 (REDUCING JUST FOR A FEW FEET AT SCHOOL EXIT DOES NOTHING!) PEDESTRIAN - ACTIVATED CROSSING IS A NECESSITY! LEFT TURNS ONTO NORTH AVE (ESPECIALLY STANIFORD ROAD) ARE DANGEROUS!
MY FEELINGS ARE: 1. WE HAVE A BEAUTIFUL & ACCESSABLE BIKE PATH SO CLOSE TO N. AVE., THE PATH, N. & S. ON N. AVE. IS NOT A GOOD OR SAFE IDEA. HARD ENOUGH TO GET OUT ON N. AVE. WITHOUT WATCHING FOR BIKES. THE SINGLE LANES MAKE IT ALONG WAIT TO GO N. ON THE AVE. WITH THE LIGHT CHANGES FOR EHTAN ALLEN PKWY. GOING S. N N. AVE. THE LIGHT CHANGES FOR 2 WAY TRAFFIC ON N. AVE. 4 LANES FOR CEHICLES NO BIKES. BETER TRAFFIC CONTROL.
MY PERCEPTION OF THE SPEED OF VEHICLES HEADING SOUTH IN FRONT OF ST. MARK'S CHURCH IS THAT THE ARE GOING FASTER - MAKING MY TURN ON SHORE RD DANGERUS. ALSO, TRAFFIC TIE-UPS DURING MORNING RUSH EXTEND FROM BHS TO SHORE RD, REMINISCENT OF THE TIME BEFORE RT 127 WAS BUILT.
MY WIFE AND I ARE RETIRED. THEREFORE FOR THE MOST PART, WE DO NOT HAVE O TRAVEL ON NORTH AVENUE DURING COMMUNTING. WHEN WE HAVE USED NORT AVE. DURING THOSE TIMES, TRAFFIC MOVES MUCH MORE SLOWLY THAN WITH FOUR LANES.

PEOPLE STILL PASS MY CAR IN TE BIKE LANE AND PASS BUSES IN THE BIKE LANES ALSO. STILL DRIVING TO FAST. ALSO SKATEBOARDING IN THE MIDDLE OF RAOD. ON MY SREET, WHEN I GET MAIL I ALMOST GET HIT. EVEN TRYING TO GETTING IN MY DRIVE WAY IS DANGERIOUS AND MY NEIGHBORS HAVE THE SAME. STEVE & ERIN MCENTIRE
PLEASE DO WHAT PEOPLE WANT-NOT WHAT- THE CITY WANTS
PLEASE RETURN NORTH AVE TO THE WAY IT WAS BEFORE AS PROMISED. THIS WILL MAKE IT SAFE AGAIN.
RATIO OF BIKES TO DRVIERS IS SO MINIMAL. I TRULY DON'T SEE MANY BIKERS --YET EMPHASIS IS ALWAYS ON BIKERS. I RARELY SAW TRAFFIC BACK UPS AS I DO NOW - PRIOR TO THE PILOT PROJECT.
RENTERS OR OTHERS WHO WANT IT ARE NOT TAX PAYERS THEY SHOULDN'T BE ABLE TO VOTE
RIGHT NOW, YOU ARE GIVING BICYCLES MORE RIGHTS THAN CARS- THE BICYCLES DO NOT OBEY TRAFFIC LAWS AND DO WHAT THEY PLEASE. IF THEY ARE IN THE ROAD THEN THEY PLEASE. IF THEY ARE IN THE ROAD THEN THEY SHOULD BE MADE TO REGISTER/INSEPCT THEIR BIKES YEARLY AND PUT LIGHTS.DIRECTIONALS ON ALSO. NO REASON AT ALL WHY THEY CAN'T B3E ON THE SIDE WALK- NOT THAT MANY PEOPLE WALK ON THE SIDEWALKS ANYWAY! BIKES RIDE 2X2 A LOT ON THE AVENUE AND BECAUSE OF THAT, DRIVRS HAVE TO EITHER ET STUCK BEHIND THEM WHICH CAUSES TRAFFIC BACK -UPS OR THEY TO GO INTO THE OTHER LANE OF ONCOMING TRAFFIC TO GO AROUND THEM WHICH IS UNSAFE! I AM AN ADULT AND WILL NEVER RIDE MY BIKE IN THE RAOD ON NORTH AVENUE! I NEVER ALLOWED MY KIDS TO EITHER! IT IS NOT SAFE, AND NO REASON TO FIX SOEMTHING THAT WASN'T BROKEN TO BEGIN WITH! BICYLCES BELONG ON THE SIDWALKS! IF YOU WANT TO WASE MONEY SO BADLEY, THEN THE CITY SHOULD BE RESPONSILBE FOR PUTTING MOTORS LIGHTS, REGISTRATION/ INSPECTION SITCKERS ON EVERY BIKE THAT "HAS THE RIGHT TO BE ON THE ROAD" BECAUSE THEY MUST FEEL THAT THE SIDEWALK ISN'T SAFE! WHAT A BUCH OF CRAP AND THE CITY CONTINUES TO LIE TO EVERYONE ABOUT THIS WHOLE PROJECT THAT SHOULD HAVE NEVER HAPPENED IN THE FIRST PLACE!
SIDE WALK ON ONE SIDE FOR BICCLE - OTER SIDE FOR PEOPLE. DOES NOT INERFER WITH THE TRAFFIC. PLEASE GIVE THIS SERIOUS THOUGHT.
THANK YOU FOR THE HARD WORK TO KEEP US SAFE
THANKS FOR THE OPPORTUNITY TO BE HEARD. PLEASE MAKE CHANGES. NOBODY CARES ABOUT BIKES, MAKE THEM USE THE BIKE PATHS!! I USE IT THEY'RE QUITE LOVELY. PEOPLE WHO WORK FOR A LIFE ARE STARTING TO GET UPSET. COOP
THE BICYLCE RIDERS NEED TO BE SHOWN THE BEAUTY OF THE WELL PAVED ROAD ALONG LAKE CHAMPLAIN. THE RIDE IS SAFE, BEAUTIFUL SECENERY, RELAXED, FRIENDLY, SEVERAL EXITS ALONG THE PATH WHERE RIDERS AY ENTER AND EXIT THE PATH ONTO NORTH AVE. THE BICYCLE PATH IS ACROWN JEWEL FOR TOUIST TRADE FOR THE CITY OF BURLINGTON, AS WELL AS THE GENERAL POPULATION. MAKY WOKERS RIDE THE BICCLES PATH DAILY FROM NO. AVE, DOWN TO THE WATER FRONT, BOARD THE CITY BUS: UVM BUS, CHAMPLAIN COLLEGE BUS, UVM HOSPITAL BUS RE-VERSE THE SYSTEM AT NIGHT AND ENJOY THEIR ROUING. tHEY DO NOT USE NO. AVE, EXCEPT FOR WINTER TRAVEL.
THE CITY HAS TOTALLY BLUNDERED IN TRYIN TO REINVENT THE WHEEL" ON ALTERING NO. AVE. PEOPLE WHO CHOOSE TO BIKE SHOULD USE THE DESIGNATED "BIKE PATH" DOWN BY THE LAKE. CCTA BUS DIVERS HAVE NO LANE TO PULL OVER TO PICK UP OR DROP - OFF PASSENGERS.
THE PILOT STUDY HAS PRODUCED VERY UNSAFE CONDITIONS FOR TRAVEL/. We WITNESSED MANY CLOSE CALL ACCIDENTS. EMERGENCY VEHICLES UNABLE TO RESPOND THOUGH BLOCKED CARS. (METRO BUSS WITH WASTE NONE DIVIDERS - ILLEGIBALE) LIGHTS AT 127 INERSECTION & NORTH AVE HAS MANY ISSUES. (MORE TURNS LESS SAFE-ILLEGIABLE) DPW LIES TO US - WILL NOT STOP IT WHEN WE COMPLAIN. VERY FEW BICCLES USE BIKE LANES. WE SEE 50/50 USE LANES/SIDEWALKS IF NOT HIGHER PERCENTAGE ON SIDEWALKS IN WINTERTIME - WHAT A WASTE! NO BIKES YET - SLOWER TRAVEL TIMES! EVEN MORE SLOWER! PARKING REMOVED A ST. MARKS AFTER PROMISES PRE PILOT STUDY IMPLEMENTS- LOSS OF PARKING SPOTS. THEN MOVING NPHTC SIGNS ON SHORE RD AND NORTH AVE TOOK WAY EVEN MORE ST MARK'S PATRONS SUFFERED MORE LOSS THAN NEEDED. nO WILLING ACESS FRO DPW OR ASW FOR TO ALLOW FOR 3-5 HOURS WEEK FOR USE OF THIS PARKING- UNCALLED FOR- BICYCLIST RIDING 2X2 TAKING SPACE OUTSIDE OF LANES CAUSES CARST TO FEEL UNSAFE. NOT WILLING TO BE HONEST WITH COMMUNITY MAKES US VERY SUSPICOUS OF THIS OUTCOME.
THERE WERE ESSENTIALLY NO BIKES ON NORTH AVE DRUING WINTER 6 MONTHS OF UNNECESSARY BIKE LANES. 2. 90-95% OF BIKER DO NOT OBEY TRAFIC SIGNALS, SIGNS, ETC. 3. HAVE SEEN BIKERS DURING BARKNESS (MORNING AND NIGHT) WITHOUT HEAD LAMPS OR TAIL LIGHTS. 4. BIKE PATH IS ONLY A COUPLE OF BLOCKS AWAY. IT IS SAFE,

CONVENIENT AND SHOULD BE THE LOGICAL CHOICE DURING THE BIKER SEASON. 5. CONGESTION DURING MORNING AND EVENING RUSH HOURS IS MUCH WORSE.
WE SURE ARE WASTING TAX PAYER'S MONEY ON THIS...AND TAKE OUT AND PUT BACK MARKER'S TWICE A YEAR.. AS A SCHOOL CROSSING GUARD - THE BIKES DON'T STOP WHEN CROSSING KIDS THEY SHOULD HAVE PLATES AND SAETY EQUIPMENT ON. LIKE I DO...FOR BIKES THEY SHOULD BE THE FAR RIGHT... NOT BETWEEN THE TWO LANES ON THE LEFT. YOUR CROSSING GUARD - LEONARD
WHEN IT RAINS THE OLD LINES SHOW THROUGH AND DRIVERS BECOME CONFUSED AND ANGEROUS 2. CARS PASS STOPPED BUSES AND DELIVERY RUCKS USING THE TURN LANES - SO FRIGHTENING IF OU'RE IN THE WRONG SPOT. IT HAPPNED TO ME! 3. PEOPLE DO NOT KNOW HOW TO USE "CHOICE" (SUICIDE) LANES tHE RISK OF HEAD ON COLISIONS IS VERY REAL! 4. IT IS ALMOST IMPOSSIBLE TO MAKE A LEFT TURN OUT OF NORTH AVENUE INTERSECTION. 5. THE BACK UP FROM THE BELTLINE TO THE HANNAFORD LIGHT, ALTHOUGH IT IS ONL DURING SCHOOL DROP OFF AND PICK UP AND RUSH HOUR, IS ENDLESS. IT WAS NEVER THAT WAY. 6. INITIALLY, PEOPLE WEN SLOWER AND WERE MORE CAUTIONS WHEN THEY WERE GETTING USED TO THE NEW SETUP, BUT NOW THEY ARE NOT. ALTHOUGH I AM AN OLDER PERSON, I AM NOT A PERSON WHO GOES AGAINST CHANGE UST BECAUSE I DON'T LIKE CHANGE. I NEED YOU O KNOW MY FEELINGS ABOUT THE PROJECT.
WHY ARE YOU ASKING OUR OPINION OF THE LAST 30 DAYS WHEN WE ALL HAD TO EDURE THIS DISASTER OF A DESIGN FOR OVER 10 MONTHS? IS I BECAUSE MR CONFLICT OF INTEREST HIMSELF CHAPIN SPENCER (WHO DOES NOT EVEN HAVE AN ENGINEERING DEGREE REQUIRED FOR HIS POSITION) WAS TWEAKING THE LIGHTS TO MANIPULATE THE SURVEY?! (A REAL NO-NO DURING A SURVEY). I GUESS YOU DON'T NEED TO FULFILL THE REQUIREMENTS IF YOU ARE PICKED BY THE MAYOR TO SHOVE THIS DOWN OUR THROATS! GUH. IF I WERE CASTLETON I WOULD BE WORRIED THAT MY PEUTATION IS GOING TO BE TRASHED - CHAPIN AND MIRO ARE NOT TO BE TRUSTED.
WOULD LIKET O SEE WHITE POSTS REMOVED NEAR BHS ON EAST SIDE OF NORTH AVE CONFLICTS WITH PULLING OVER FOR EMERGENCY VEHICLES!
YOU CAN'T FIX STUPID WITH DUCT TAPE OR SUPER GLUE. IT HAVE STAYED THE WAY IT WAS. WHEN IT'S NOT BROKEN, YOU DON' NEED TO FIX IT.

Phone call with NNE resident (Access Code: 58137)
May 24, 2017, approximately 2:30 PM
(name concealed for privacy)

Mr. Resident first expressed his skepticism and concern that I did not know the area and circumstances.

He expressed in no uncertain terms and more than three times that bike lanes in the road is a mistake.

He had spoken with the mayor about his concerns at a bagel shop.

He does not want rumble strips put back on the road; the noise from which had started an older man causing him to fall down.

The new structure is tying up traffic by not letting people use the ramp between the beltway and the road.

There is a bike path nearby for people to use (only a couple blocks).

He wants two lanes put back coming off the beltway.

Great concern about the width of the road and the ability of tractor trailers to navigate around the pipes extending up dividing traffic from the bike lane.

There is no pitch to the road, leading to problems with drainage. This creates large puddles, forcing bikes into traffic.

Mr. Resident also expressed dismay that the leadership had not done what they had promised early in the process, including face-to-face discussions outside supermarket.

The tone of the conversation was civil, but Mr. Resident was adamant in his opposition to the pilot changes.

Appendix E: Survey Instrument (Screen shots from the online survey)

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

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

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.

Next

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

1 The first set of questions will ask your opinion about the individual components of the North Avenue Pilot Project.

What is your opinion of the 4-lanes reconfigured to 3-lanes in the North Avenue Pilot Project?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

2 What is your opinion of the bike lanes buffered from traffic by two lines of paint in the North Avenue Pilot Project?

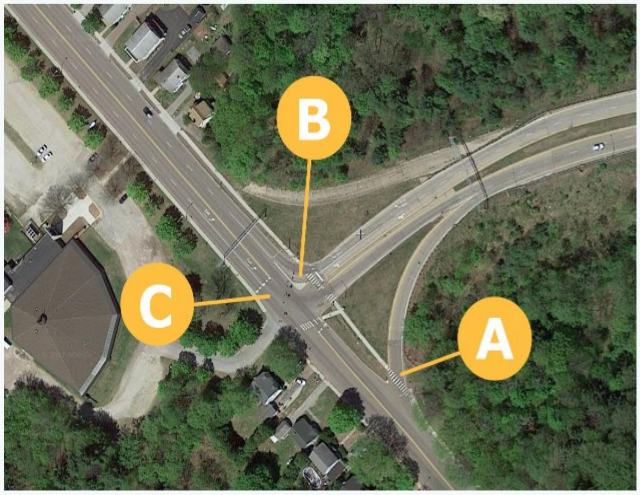
- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

North Avenue Pilot Study Follow-Up Survey

3 What is your opinion of the intersection modifications at North Avenue and VT 127 in the North Avenue Pilot Project?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure



Location A: The high-speed northbound ramp is closed. Drivers now access VT 127 by turning right at the traffic signal.

Location B: The free-flow westbound right-turn movement is closed. Drivers now access North Avenue at the traffic signal.

Location C: The traffic signals have been adjusted to increase safety for pedestrians crossing the VT 127 crosswalk and for drivers turning to/from the VT 127.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

4 What is your opinion of the removal of parking between Shore Road and Plattsburgh Avenue (except in front of St. Mark Catholic Parish) in the North Avenue Pilot Project?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

5 What is your opinion of the removal of parking between Institute Road (High School/North Beach) and VT 127 in the North Avenue Pilot Project?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

6 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 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

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “car” in question 6.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

7 Since the North Avenue Pilot Project started in June 2016, how has your perception of safety driving on North Avenue changed?

- Become less safe
- About the same
- Become more safe
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “bike” in question 6.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

8 Since the North Avenue Pilot Project started in June 2016, how has your perception of safety biking on North Avenue changed?

- Become less safe
- About the same
- Become more safe
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “walk/run” in question 6.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

9 Since the North Avenue Pilot Project started in June 2016, how has your perception of safety walking/running on North Avenue changed?

- Become less safe
- About the same
- Become more safe
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “bus” in question 6.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

10 Since the North Avenue Pilot Project started in June 2016, how has your perception of safety using the bus on North Avenue changed?

- Become less safe
- About the same
- Become more safe
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “car” in question 6. All others skip to question 16.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

11 Over the last 30 days, based on your experience driving on North Avenue, how satisifed are you with the level of comfort?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

12 Over the last 30 days, based on your experience driving on North Avenue, how satisifed are you with the travel times?

- Very dissatisfied
- Dissatisfied
- Neutral
- (•) Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

13 Over the last 30 days, based on your experience driving on North Avenue, how satisifed are you with the congestion?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

14 Over the last 30 days, based on your experience driving on North Avenue, how satisifed are you with turning onto North Avenue?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

15 Over the last 30 days, based on your experience driving on North Avenue, how satisifed are you with turning from North Avenue?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “bike” in question 6. All others skip to question 20.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

16 Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisifed are you with the level of comfort?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

16 Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisifed are you with the level of comfort?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

18 Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisifed are you with the bike lanes buffered from traffic by two lines of paint?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

North Avenue Pilot Study Follow-Up Survey

19 Over the last 30 days, based on your experience using a bicycle on North Avenue, how satisifed are you with the safety of biking through intersections?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “walk/run” in question 6. All others skip to question 23.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

20 Over the last 30 days, based on your experience walking/running along North Avenue, how satisifed are you with the level of comfort?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

21 Over the last 30 days, based on your experience walking/running along North Avenue, how satisifed are you with the separation from bikes and cars?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

22 Over the last 30 days, based on your experience walking/running along North Avenue, how satisifed are you with the crossings at intersections?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “bus” in question 6. All others skip to question 26.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

23 Over the last 30 days, based on your experience using buses on North Avenue, how satisifed are you with the travel times?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

24 Over the last 30 days, based on your experience using buses on North Avenue, how satisifed are you with the adherence to schedule?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

25 Over the last 30 days, based on your experience using buses on North Avenue, how satisifed are you with the comfort from traffic and bikes when getting on/off buses?

- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisified
- Not sure

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “car” in question 6.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

26 Over the past 30 days, how often have you traveled on North Avenue using a car?

- 5+ days per week
- 3 to 4 days per week
- 1 to 2 days per week
- Less than once per week

Previous Next

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Asked only of those who selected “bike” in question 6.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

27 Over the past 30 days, how often have you traveled on North Avenue using a bike?

- 5+ days per week
- 3 to 4 days per week
- 1 to 2 days per week
- Less than once per week

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “walk/run” in question 6.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

28 Over the past 30 days, how often have you traveled along North Avenue while walking/running?

- 5+ days per week
- 3 to 4 days per week
- 1 to 2 days per week
- Less than once per week

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “bus” in question 6.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

29 Over the past 30 days, how often have you traveled on North Avenue using a bus?

- 5+ days per week
- 3 to 4 days per week
- 1 to 2 days per week
- Less than once per week

Previous Next

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North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

30 My preference for North Avenue between Rt 127 and Ethan Allen Parkway is:

- 3-lanes, pilot configuration
- 3-lanes, if some adjustments are made
- 4-lanes, previous configuration
- 4-lanes, if some adjustments are made

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “3-lanes, if some adjustments are made” in question 30.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

31 In the previous question, you indicated a preference for 3-lanes, if some adjustments are made. What adjustments would you like made to North Avenue between Rt 127 and Ethan Allen Parkway?

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “4-lanes, if some adjustments are made” in question 30.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

31 In the previous question, you indicated a preference for 4-lanes, if some adjustments are made. What adjustments would you like made to North Avenue between Rt 127 and Ethan Allen Parkway?

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

32 My preference for North Avenue between Ethan Allen Parkway and Shore Road is:

- 3-lanes, pilot configuration
- 3-lanes, if some adjustments are made
- 4-lanes, previous configuration
- 4-lanes, if some adjustments are made

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “3-lanes, if some adjustments are made” in question 32.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

33 In the previous question, you indicated a preference for 3-lanes, if some adjustments are made. What adjustments would you like made to North Avenue between Ethan Allen Parkway and Shore Road?

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “4-lanes, if some adjustments are made” in question 32.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

33 In the previous question, you indicated a preference for 4-lanes, if some adjustments are made. What adjustments would you like made to North Avenue between Ethan Allen Parkway and Shore Road?

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

34 My preference for the intersection of North Avenue / Rt 127 is:

- 4-way signal-controlled intersection, pilot configuration
- 4-way signal-controlled intersection, if some adjustments are made
- Intersection with slip ramps on and off Rt 127, previous configuration
- Intersection with slip ramps on and off Rt 127, if some adjustments are made

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “3-lanes, if some adjustments are made” in question 34.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

35 In the previous question, you indicated a preference for 4-way signal-controlled intersection, if some adjustments are made. What adjustments would you like made at the North Avenue / Rt 127 intersection?

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Asked only of those who selected “4-lanes, if some adjustments are made” in question 34.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

35 In the previous question, you indicated a preference for Intersection with slip ramps on and off Rt 127, if some adjustments are made. What adjustments would you like made at the North Avenue / Rt 127 intersection?

Previous Next

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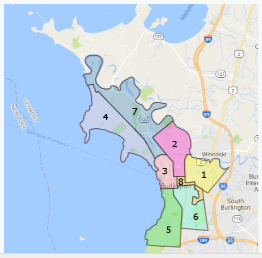
North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

36 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



Previous Next

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Asked only of those who selected “I live outside of Burlington” in question 36.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

37 What is your Zip code?
Only numbers may be entered in this field.

Previous Next

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North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

38 Which category best describes your age?

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

This information is only used to understand if the responses we receive reflect the population of the region. No one indivdual's responses will be presented, but rather the aggregate summary of responses. Your individual response will be kept confidential.

Previous Next

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North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

39 What is your gender?

- Female
- Male
- Other
- Prefer not to answer

This information is only used to understand if the responses we receive reflect the population of the region. No one indivdual's responses will be presented, but rather the aggregate summary of responses. Your individual response will be kept confidential.

Previous Next

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Asked only on the open survey.

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

40 Did you receive a postcard in the mail inviting your to participate in this survey?
Choose one of the following answers

- Yes
- No
- Don't know/unsure

Previous Next

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North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

41 * **Please provide your contact information:**

First name:
Last name:
Street address:

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

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

42

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 compelte the survey.

Previous Next

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

North Avenue Pilot Study Follow-Up Survey

North Avenue Pilot Study Follow-Up Survey

43 Thank you for taking the time to complete this survey! Please click "Submit" before exiting to ensure your responses are saved.

This survey is being conducted by Castleton Polling Institute for the City of Burlington.

Please share this survey! Copy and paste this link to share: https://goo.gl/DehgXU (Please DO NOT copy and share the link in your address bar.)

Previous Submit

For technical assistance or questions, please contact Castleton Polling Institute at polling@castleton.edu or via telephone at (802) 770-7040

Appendix F: Respondent Contact and Recruitment

Includes

- Original postcard text sent to registered voters in the New North End
- Follow-up postcard text sent to those in New North End who did not yet complete the survey on the closed version of the online survey
- Facebook ads
- Front Porch Forum advertisement

Source of referrals for open online survey

Source	*Website Traffic*
City Website & Efforts	388
Facebook Ad 1	281
Facebook Ad 2	472
Facebook Ad 3 (ran very briefly)	11
Referral from the survey	285
City Facebook Page	285
Local Motion	347
Front Porch Forum Ad	126

We are writing today to ask for your feedback on the **North Avenue Pilot Project**. As a pilot project, the current changes that have been made to the area are reversible. The Project is an on-going Burlington Department of Public Works effort to make North Avenue safer for vehicles, pedestrians, and bicyclists.

The City has contracted with the Castleton Polling Institute at Castleton University to conduct the North Avenue Pilot Study Follow-Up Survey. Your response in this survey is voluntary, but please respond by May 29, 2017. To participate, please enter this address into your Internet browser's address bar:

http://www.castleton.edu/NorthAve

Next, enter your unique access code: <<Token>>

The access code has been created just for you to provide input once. If you would like to share the survey link with someone else, if you wish to request a paper copy of the survey to be mailed to you, if you need an interpreter, or if you have any questions, please contact Amanda Richardson, Associate Director of the Castleton Polling Institute, by telephone at 802-770-7042 or by email at polling@castleton.edu.

The information gathered from the surveys will be summarized and reported by the Castleton Polling Institute to the City of Burlington and to the public, in preparation for a City Council update in June 2017. For more information on the Pilot Project or the schedule, visit www.burlingtonvt.gov/DPW.

By taking a few minutes to provide your opinions, you'll greatly add to shaping the future of North Avenue. Thank you in advance for your thoughtful feedback.

Castleton
Polling Institute
North Ave. Pilot Project Survey
PO Box 6049
Rutland, VT 05702

<<Name>>
<<Mailing>>
<<Mailing City>>, <<Mailing State>> <<Mailing Zip>>

We are writing today to ask for your feedback on the North Avenue Pilot Project. As a pilot project, the current changes that have been made to the area are reversible. The Project is an on-going Burlington Department of Public Works effort to make North Avenue safer for vehicles, pedestrians, and bicyclists.

The City has contracted with the Castleton Polling Institute at Castleton University to conduct the North Avenue Pilot Study Follow-Up Survey. Your response in this survey is voluntary. To participate, please enter this address into your Internet browser's address bar:

http://poll.castleton.edu/Northave

Deadline extended to June 4, 2017

If you've already taken the survey, thank you!

If you wish to request a paper copy of the survey be mailed to you, if you need an interpreter, or if you have any questions, please contact Amanda Richardson, Associate Director of the Castleton Polling Institute, by telephone at 802-770-7042 or by email at polling@castleton.edu.

The information gathered from the surveys will be summarized and reported by the Castleton Polling Institute to the City of Burlington and to the public, in preparation for a City Council update in June 2017. For more information on the Pilot Project or the schedule, visit www.burlingtonvt.gov/DPW.

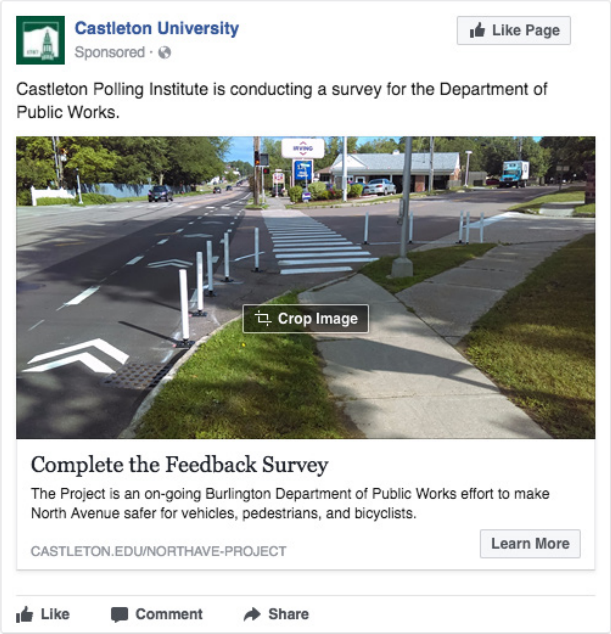
By taking a few minutes to provide your opinions, you'll greatly add to shaping the future of North Avenue. Thank you in advance for your thoughtful feedback.

Castleton
Polling Institute
North Ave. Pilot Project Survey
PO Box 6049
Rutland, VT 05702

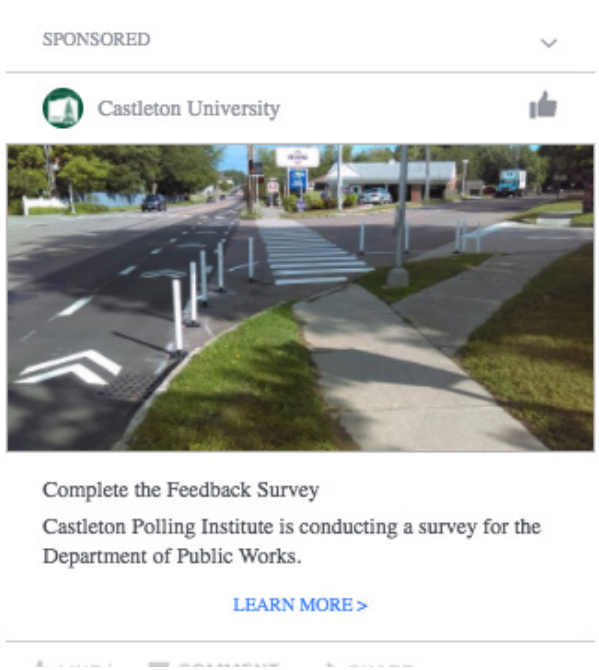
<<Name>>
<<Mailing>>
<<Mailing City>>, <<Mailing State>> <<Mailing Zip>>

Facebook Ad: 1

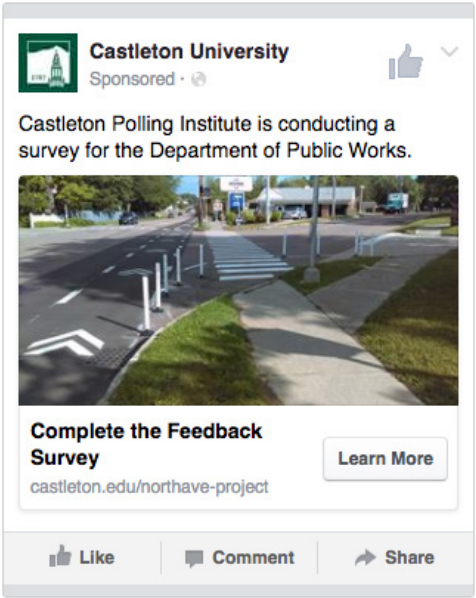
Short URL: https://goo.gl/OG6LzR



Desktop News Feed



Instant Articles



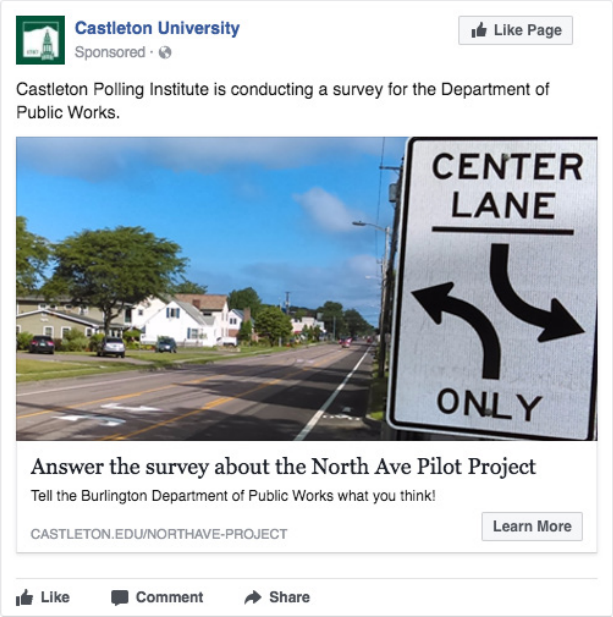
Mobile News Feed

Desktop Right Column

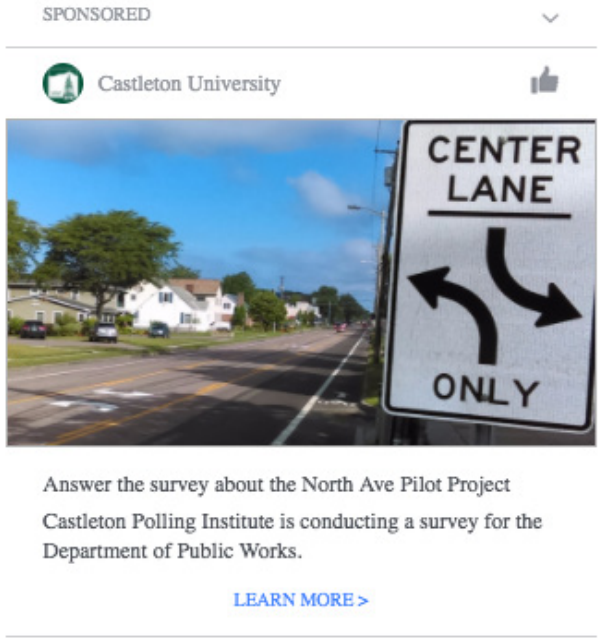
Feature Phone

Facebook Ad: 2

Short URL: https://goo.gl/5oL4DZ



Desktop News Feed



Instant Articles

Mobile News Feed

Desktop Right Column

Feature Phone

Front Porch Forum Advertisement

Ran May 21-27, 2017 to all 3 Front Porch Forum Areas in the City of Burlington for a total of 60,231 impressions.

North Avenue Pilot Project Follow-Up Survey

http://porch.ly/CastletonPolling-NorthAve/2453/

Castleton Polling Institute is conducting a survey for the City of Burlington Department of Public Works about the North Avenue Pilot Project. Take the survey to provide your input on the project.

TAKE SURVEY