

Constant Contact Survey Results

Survey Name: Old North End Walk/Bike/Stormwater Public Survey

Response Status: Partial & Completed





Filter: None

12/20/2019 3:11 PM EST









TextBlock:

The City of Burlington and the Chittenden County Regional Planning Commission (CCRPC) are working in partnership with Toole Design Group to evaluate opportunities to improve connectivity for low-stress bicycling routes in the southwest section of the Old North End. Developing routes to connect Battery Park, the Old North End Neighborhood Greenway, and the future Depot Street and Lakeview Terrace Neighborhood Greenways will provide Old North End residents with safe and accessible bike routes. In addition to bikeway connectivity, this project will also identify opportunities to improve pedestrian crossings and enhance stormwater management while minimizing impacts and costs. For more information, please see the project website: <https://www.ccrpcvt.org/our-work/transportation/current-projects/scoping/burlington-one-bike-ped-stormwater/> We want to hear from you to help us identify issues and potential connections for conceptual designs that support walking, biking and clean water in the Old North End. The survey can be completed in 5 minutes.

Do you live in the Old North End?

| Answer | 0% | 100% | Number of Response(s) | Response Ratio |
|----------------------------------|---|------|-----------------------|----------------|
| Yes |  | | 104 | 60.4 % |
| No, but I live in Burlington |  | | 60 | 34.8 % |
| No, I live outside of Burlington |  | | 6 | 3.4 % |
| No Response(s) |  | | 2 | 1.1 % |
| Totals | | | 172 | 100% |

Are any of the following Old North End intersections unsafe for people walking and biking? If one of these stand out as least safe, please select and list under, "Other."

| Answer | 0% | 100% | Number of Response(s) | Response Ratio |
|--|---|------|-----------------------|----------------|
| (1) North Ave/North St |  | | 55 | 37.4 % |
| (2) North St/Park St |  | | 23 | 15.6 % |
| (3) North St/North Champlain St |  | | 31 | 21.0 % |
| (4) North Ave/Sherman St and Battery Park entrance |  | | 54 | 36.7 % |
| (5) Park St/Sherman St |  | | 46 | 31.2 % |
| (6) Monroe St/Park St |  | | 47 | 31.9 % |
| (7) Park St/Battery St and Pearl Street |  | | 75 | 51.0 % |
| Other |  | | 37 | 25.1 % |
| Totals | | | 147 | 100% |

The City is planning or has recently installed new bike infrastructure throughout the Old North End. Have you walked or biked along any of the following routes?

| Answer | 0% | 100% | Number of Response(s) | Response Ratio |
|---|----|------|-----------------------|----------------|
| (1) Lakeview Terrace Greenway (planned, to be built 2020) | | | 62 | 36.6 % |
| (2) Depot Street Greenway (planned, to be built 2020) | | | 103 | 60.9 % |
| (3) Old North End Greenway | | | 111 | 65.6 % |
| (4) Through Battery Park | | | 134 | 79.2 % |
| I have not walked or biked on any of these routes | | | 13 | 7.6 % |
| Totals | | | 169 | 100% |

Which of the following bike connections in the Old North End would you like to see?

1 = Most important, 3 = least important






| Answer | 1 | 2 | 3 | Number of Response(s) | Ranking Score* |
|---|---|---|---|-----------------------|----------------|
| (A) North Ave between Haswell St and Sherman St | | | | 137 | 1.9 |
| (B) North St between Depot St and North Champlain St | | | | 137 | 1.9 |
| (C) Park St between Sherman St and the Battery St Shared Use Path | | | | 137 | 2.2 |

*The Ranking Score is the weighted average calculated by dividing the sum of all weighted rankings by the number of total responses.







Are there any other streets that would be important or helpful bike connections in the Old North End?

72 Response(s)





Which of the following streets should be considered for low-stress (high level of comfort for all users) bike connections in the Old North End?

| Answer | 0% | 100% | Number of Response(s) | Response Ratio |
|---|---|------|-----------------------|----------------|
| (1) Front St between North St and North Ave |  | | 73 | 54.0 % |
| (2) Sherman Street between North Champlain St and Park St |  | | 51 | 37.7 % |
| (3) Monroe St between North Champlain St and Park St |  | | 39 | 28.8 % |
| (4) Battery Park Connection |  | | 96 | 71.1 % |
| None of the above |  | | 21 | 15.5 % |
| Totals | | | 135 | 100% |





As part of Burlington's Walk Bike Master Plan, North St was identified as an important community destination in the Old North End. Which of the following would you like to see on North St to improve safety for walking and biking?

| Answer | 0% | 100% | Number of Response(s) | Response Ratio |
|------------------------------|---|------|-----------------------|----------------|
| Shorter pedestrian crossings |  | | 40 | 24.6 % |
| More street trees |  | | 86 | 53.0 % |
| More lighting |  | | 66 | 40.7 % |
| More crosswalks |  | | 80 | 49.3 % |
| None of the above |  | | 10 | 6.1 % |
| All of the above |  | | 24 | 14.8 % |
| Other |  | | 53 | 32.7 % |
| Totals | | | 162 | 100% |

Burlington's Walk Bike Master Plan identified the Rose St / North St / Murray St intersection as a Top 20 Priority Intersection, based on crash data and public input. One of the proposals to improve safety includes raising the intersection, which would increase the visibility of people walking and biking and improve stormwater management and slow traffic through the use of permeable pavers. What is your opinion of this project?

| Answer | 0% | 100% | Number of Response(s) | Response Ratio |
|------------------|---|------|-----------------------|----------------|
| Strongly support |  | | 58 | 33.7 % |
| Support |  | | 58 | 33.7 % |
| Neutral |  | | 27 | 15.6 % |
| Oppose |  | | 11 | 6.3 % |
| Strongly Oppose |  | | 8 | 4.6 % |
| No Response(s) |  | | 10 | 5.8 % |
| Totals | | | 172 | 100% |

Are there any areas/streets in the Old North End that appear to have stormwater-related problems (areas with standing water, excessive runoff, etc.)?

| Answer | 0% | 100% | Number of Response(s) | Response Ratio |
|----------------|---|------|-----------------------|----------------|
| Yes |  | | 87 | 50.5 % |
| No |  | | 4 | 2.3 % |
| Unsure |  | | 65 | 37.7 % |
| No Response(s) |  | | 16 | 9.3 % |
| Totals | | | 172 | 100% |

Are there any other issues related to walking, biking or stormwater that you feel should be addressed in the project study area within the Old North End?

98 Response(s)

Constant Contact Survey Results

Survey Name: Old North End Walk/Bike/Stormwater Public Survey

Response Status: Partial & Completed

Filter: None

Dec 20, 2019 3:13:07 PM

2. Are any of the following Old North End intersections unsafe for people walking and biking? If one of these stand out as least safe, please select and list under, "Other." - Other responses

| Answer | Respondent |
|--|------------|
| Pearl St & Battery is super sketchy and I avoid it at all costs. | Anonymous |
| Park/Sherman is super challenging especially 5 across island, and 4 and 6 | Anonymous |
| Biking along North St is dangerous all along the street. | Anonymous |
| They are all bad, but #6 is especially bad for walkers | Anonymous |
| I find (7) to be most unsafe. Fastest cars here. Also uphill bike start | Anonymous |
| Depends what you mean by unsafe. | Anonymous |
| If the biker or ped follows current laws no issues are noticed | Anonymous |
| School and Loomis at | Anonymous |
| grant st / north winooski | Anonymous |
| Also the intersections of N. Champlain/Manhattan and Park/Manhattan are terrible | Anonymous |
| None | Anonymous |
| All fine | Anonymous |
| (6) and (7) most dangerous | Anonymous |
| The two without lights, 4 and 6, are the worst | Anonymous |
| (7) Park St/Battery St and Pearl St | Anonymous |
| bump outs are an obstruction to cars, bikes, people. Put ramp back on 127. | Anonymous |
| #6! | Anonymous |
| (6) Monroe St/Park St | Anonymous |
| None | Anonymous |
| Nor/Sth across Pearl courthouse to west sidewalk N Champlain need put crosswalk | Anonymous |
| stop and look both ways before crossing, no problem | Anonymous |
| No roundabouts mean = no safe intersections | Anonymous |
| Because the city has made it unsafe | Anonymous |
| None | Anonymous |
| Oak st / Manhattan Dr | Anonymous |
| 5 | Anonymous |
| Worst: Park St/Sherman St | Anonymous |
| 1) Yellow light is too short for bikers 6) Pedestrians need a signal light | Anonymous |
| N Champlain and Pearl | Anonymous |
| (1) is especially tough | Anonymous |
| Monroe is least safe | Anonymous |
| 6 worst for walking, 5 & 7 worst for biking | Anonymous |
| They are all very bad but Champlain/north is the worst | Anonymous |
| 5 | Anonymous |
| Riding along Pearl St and Battery St | Anonymous |
| solar caution light at each school crossing. | Anonymous |

3. The City is planning or has recently installed new bike infrastructure throughout the Old North End. Have you walked or biked along any of the following routes? - Comments

| Answer | Respondent |
|---|------------|
| Walking remains dangerous everywhere. Not only from traffic but the bicyclists think they own the roads and the sidewalks, It's very hard to know what they're doing when you're walking. They need stricter laws to abide by, that allows foot pedestrians the right of way. | Anonymous |
| These are fine, but for real transportation solutions we need bike access on main routes. I travel east to west quite often. I've taken the ONE Greenway when out for a random bike ride with my family, but not as a way to get where I want to go. | Anonymous |
| Priority for bikes is going south from North St. on North Ave past Battery Park to Pearl and Battery. Lakeview and Depot don't need much beyond wayfinding and (on Depot) amenities for pedestrians and pause places (plus repaving and preventing cars from using it). | Anonymous |
| I will leave comments on ONE Greenway for people who use it more. I think it's fine but I don't ride there often. | Anonymous |
| The planted pot barriers on Peru and Elmwood are great at slowing traffic! Very nice. | Anonymous |
| I am thrilled about the Lakeview & Depot greenways (I live on Lakeview Terrace)! My biggest concern is North St. It is THE major travel route for bikers - especially those heading to or from the Depot St access to the waterfront - and it is terrifyingly dangerous. | Anonymous |
| North St is narrow, granted, which is why all street side parking needs to be eliminated in order to create space for protected bike lanes. This needs to be part of the long term plan. | Anonymous |
| Any improvements that can be made to make Burlington more bike-able are greatly welcomed. | Anonymous |
| I ride my bike here often and year round | Anonymous |
| The bump out are really dangerous when biking. I really just want to be able to safely bike down North St. | Anonymous |
| I bike in Burlington very regularly for work and pleasure. Sometimes, the planter containers and road narrowing strategies make me feel less safe on bicycle than I did before they were there. Even though they are "traffic calming". they force me closer to car traffic. | Anonymous |
| Leave it al as is | Anonymous |

No need for any more bike facilities.
 I ride throughout Burlington and am fine with how it is.
 Most of your plans have really confused bikers and walkers and vehicle operators.
 I realize this is falling on deaf ears.

North avenue worked because it was wide enough.
 This isn't Copenhagen, I wish it was.
 They are great build more build many many more please

Anonymous
 Anonymous

The map is confusing as to where one route ends and where another begins, so I am unsure if I have been on a specific route or not. I regularly walk, and sometimes bike these routes. I am an advanced walker and have little trouble, but I am aware of potential challenges for others: traffic speed, poor sidewalk conditions (ice/snow, puddling, cracked/broken sidewalks), faded street markings. As for biking, traffic speed and lack of awareness of bikers are the primary safety issues.

Anonymous
 Anonymous

I feel the process isn't functioning well. ie: green bike lane paint should be downtown Pearl to Main before painting up a chess board on Loomis area. Those poles aka chessboard pawns should be on South Winooski in the North bound side first & foremost over instead of North Union. I walk, bike, ride a motorcycle.

Anonymous

I find the bike greenways and corner barriers ridiculous. By restricting drive space, it is more hazardous for all. How about just a rumble strip to designate bike lanes?

Anonymous
 Anonymous

Having no bike lane for the first block of Champlain (off Pearl) is awkward

North Champlain St sidewalks are in terrible condition and have been for over a decade. They are not safe to use after snow has accumulated because of ice and water accumulation. One has to repeatedly cross the street or walk in the street to avoid flooded areas. This needs to be fixed, especially near the school.

Anonymous

Depot St is dangerous for descending cyclists due to potholes/rough pavement and pedestrians/dog walkers/runners being all over the place.

Bump outs on ONE Greenway - while theoretically an improvement, these force cyclists out into oncoming traffic. When cycling westbound on Peru, I've often experienced oncoming cars accelerating toward me through the bumpout zone so as not to have to slow down for me (this feels so disconcerting!). Being able to cycle through the bumpouts would be safer.

Anonymous

Give back out parking on North Champlain!! Sherman Street Greenway sign is placed into Public Right of Way sidewalk. Why? The sidewalk is one cement square wide and other tow cement squares are on Bill Bissonette Property. That is not public walkway even though used as such. Give us back out actual public walkway. I hate the Sherman Street Greenway.

Anonymous

when i walk i use the sidewalks, stop at intersections, and look both ways before crossing the street. i've never in my life had a problem in any city. when I ride my bike i alternate between low use portions of the roadway and low use portions of the sidewalk because riding with cars is dangerous and there's dozens of miles of bikepath and sidewalks to get me where i need to go safely.

Anonymous

Wiggle big signs add to hideous sign blight of ONE. Wiggle has no cycle track forcing sidewalk use by cyclists on Grant. Sort of absurd question on Battery Park as cars not allowed! Depot Street insignificant...our one San Francisco hill! Leave it be.

Anonymous

I'm not sure that the Depot Street greenway will add much -- what will it do? I would rather see resources put toward creating space spaces for bikes on shared streets. The greenway is great for East-West travel, BUT it would be much better if the one block on Union were two-way (like on North Champlain -- the little bit that "connects" the east-west portions of the greenway).

Anonymous
 Anonymous

No

If I'm going northbound on Battery St., I usually don't cross to take advantage of the path. I usually ride in the road, even though it feels sketchy, or hop off onto the eastern sidewalk if I need to.

Anonymous

North Street no fun to bike on: bike edge is too bumpy and narrow.

I get off asap, taking Front St. south to Summer, then over to Park to Sherman and thus onto the Wiggle. I love the Wiggle.

Anonymous

Loving the ONE east-west wiggle (3)

Anonymous

We me and my kids use the Old North End Greenway frequently to commute home from their school. The infrastructure has significantly improved the commute. It is not perfect, the experience depends on the behavior of the car drives. Aggressive often make risky maneuvers that are challenging for me and my kids.

Anonymous
 Anonymous

The bike lane at the end of Pearl as it intersects Battery is at best total idiocy and at worst, a fatality waiting to happen.

I often ride on the sidewalk as there is not much space with the construction at the Sara Holbrook Center and the traffic goes fast and I am older, but I ride and walk.... walking is pretty safe.

Anonymous
 Anonymous

It's very unclear as to whether or not biking is allowed in battery park. Signage would be very helpful

As a bicyclist who routinely bikes in the road (signaling, with lights at night, etc.) I find the bike lanes and barriers recently installed on North Champlain St. problematic. If I ride in the designated bike lane (now on the left), I cannot make the right turn onto North St. that lets me reach home, because now I have to cross two lanes of traffic. Before, I rode on the right and signalled, but now cars honk at me for not riding in the designated lane.

Anonymous

I'm the president of the board of a condo association on Lakeview Terrace (addrs 60-72) and this is the first I'm hearing of the Greenway. The last plan I happened to catch involved a bumpout directly in front of our driveway that would have blocked garbage truck access to our lot, so I'm concerned about what this could mean. Where do I find the plans for this? tim@gmara.org

Anonymous

Lakeview Terrace is a very narrow street with not enough parking. I regularly run, walk and bike on it and live on it. It is not wide enough to put a bike lane through, it is hard now for 2 cars to pass each other.

Anonymous

I usually bike directly on Battery St. as there is not enough room to safely pass people walking on the separated walkway. If the safety of biking on Battery St. is to be improved, a separated bike lane and/or a widened and separated walk/bikeway needs to be part of the plan. Using a bike uphill on battery is slow of course, and people using cars often use unsafe passing maneuvers, honk, or otherwise decrease the safety of people that are using the roadway with bikes.

Anonymous

4. Which of the following bike connections in the Old North End would you like to see? - Comments

Answer

Respondent

There are an unreasonable number of lanes for cars by battery park. That makes it way too unpredictable for all cyclists to navigate confidently. North avenue still has street parking southbound approaching the park which drastically undermines the buffered lanes heading out to the NNE

Anonymous

I think everything should be done to give bicyclists a way to get OFF the road from a to c even if that's giving them a dedicated raised lane down the length of battery.

Anonymous

Doesn't BA already have a bike lane? At one point it was even marked with flex posts.

Anonymous

A and C are both important connections. B is also important but I think North Ave should be a slow shared street. Anonymous

My biggest concern is North St. It is THE major travel route for bikers - especially those heading to or from the Depot St access to the waterfront - and it is terrifyingly dangerous. North St is narrow, granted, which is why all street side parking needs to be eliminated in order to create space for protected bike lanes. This needs to be part of the long term plan. Anonymous

These are ordered purely on the basis of my personal use. Anonymous

As with most of your surveys, you are more concerned about bikes than pedestrians. As long as bike riders do not stop for stop signs and red lights, pedestrians are unsafe. I know several elderly people who avoid walking because they feel and are unsafe. And you don't even ask about sidewalk condition or lighting, which are critical for pedestrians. Anonymous

None Anonymous

None Anonymous

Fine as they are Anonymous

As promised by DPW there should be no parking on the South end of North Ave. Anonymous

None. This is a waste of tax payer money. Anonymous

I don't think the bike lanes have been well done. The planters are distracting and further crowd a crowded street. They do not seem safe. They are the height of a child on a bike. They are also a poor use of financial resources. The reflective posts that stand up to block the bike path get run over by delivery trucks and decimated by drunk people and then replaced. This is also a waste of money. A bike lane is awesome, the rest of this is stupid. Anonymous

What does bike connection mean? Is it synonymous with bike path? Anonymous

None Anonymous

North St. is currently one of the least safe streets for cyclists, any and all improvements would help to keep people safe! Anonymous

Make connections so that bicyclists can move across the city in both directions. Anonymous

The North Street section is challenged by narrow streets with parking making it more difficult to navigate safely when biking. The other two areas are close second and third but I feel there are alternate options for both (battery park and depot). Anonymous

How about carving away some of the sidewalk and adding a bike lane to North St between Depot and N Winooski? Anonymous

As someone who bikes these streets almost daily, I would be excited for any of connections to be developed for bicycling accessibility and safety. Anonymous

North St is such a important route for people who live in the ONE to get around (particularly for folks who work up at UVM) -- it needs bicycle infrastructure so, so badly (not to mention just some lines on the road!). Section C here can also feels pretty unsafe if you have to ride down Battery for if bike path is super-busy or unplowed. Anonymous

None Anonymous

A- North Ave - I have used the sidewalk to bike on this stretch of road (it is permitted) but I often feel uncomfortable doing so because of a fair amount of pedestrian traffic which I give priority to. The road is too narrow and unsafe in that area to bike on it. Anonymous

i'd like to see cars on existing bikepaths to relieve the stress of bikes on the road. Anonymous

Cannot answer this because ONE like rest of City is unsafe to walk and bike...safe roundabout intersection first, cycle track, preferable on sidewalk level in shopping blocks. City does not consider safety for cars...or peds/bikes. Anonymous

It doesn't matter what the citizens think. The city is going to do whatever they want to do. Some of these make no sense, but it just seems someone needs to justify their job. Anonymous

None, the City desperately needs to reprioritize parking, including on-street and to stop the damaging and destructive trend it has been on in the last several years of attacking car usage. It's time to be real and understand that students will bring cars regardless (and seeing as they are adults, they are entitled to). They will need to park them somewhere. Burlington is not a warm-weather climate and, realistically, few people bike-commute from November-April. Anonymous

Having a safe way to get to Pearl from the Battery Park area would be by far the most important, I think! Anonymous

all 3 would be nice, tbh Anonymous

North St is an essential corridor to reach the waterfront from much of the ONE and it is very unsafe. Anonymous

I would like to see an alternative to the Battery "shared use" path. It's not appropriate for bikes due to the steep downhill - bike speeds are high and it's a conflict with pedestrians. I've always considered this a walking path - not biking (and I'm a biker, too!) Anonymous

I want them all improved. Anonymous

North St. NEEDS bike lines. It is heavily trafficked by both bikers and cars and it is chaos. Anonymous

I do not bike - I walk or drive. Anonymous

I am content to ride in the street, without a barrier, but would appreciate better infrastructure at intersections to help with the different start speeds of bikes and cars, and to help turning bicycles. Anonymous

Don't mess with North St. It is narrow, it is a bus route with very high ridership rates. Buses can barely get through the street now. It is fully pedestrian friendly with functioning cross-walks/lights, and all traffic moves slowly so biking is not problematic. When North St. was revitalized there was a comprehensive parking study completed. It showed there are virtually no off-street parking options and tons of low-income/working people rental apartments who need parking! Anonymous

A and B both very important. I live on Lakeview terrace and don't feel that there's currently a safe way to bike to downtown or up the hill east. Both North Ave from Lakeview terrace to Pearl St. AND North Street from North Ave eastward are not accommodating to bicycles at all. There's no room and I'm nervous riding within inches of parked cars with traffic speeding by me. Anonymous

5. Are there any other streets that would be important or helpful bike connections in the Old North End? - Responses

| Answer | Respondent |
|---|------------|
| North Street from North Champlain East | |
| Elmwood Ave | Anonymous |
| Where Manhattan Drive meets 127 is presently a bit unsafe. | Anonymous |
| I would like to see a connection from pearl to the bike path and a safer way for bikers to make it down north ave to that entry point. | Anonymous |
| Archibald st from prospect to spring | Anonymous |
| ALL of North Street. | Anonymous |
| I think the connection between North Ave. and Manhattan Dr. and on to Riverside (and the Arts Academy) is critical. Plus the Champlain 2-way PBL. And of course Battery St could use a road diet and better bike facilities. Finally, make the bike lanes on Pearl St. real bike lanes not next to parking. | Anonymous |
| Oak St and Manhattan | Anonymous |
| Literally just North St. The side streets are fine as they are. | Anonymous |
| No | Anonymous |
| North Winooski avenue; but don't steal parking for it | Anonymous |

A northbound bike lane on Winooski Ave between Pearl and Union, preferably on the east side of the street. Also, when you're biking northbound on Elmwood, it feels dangerous to make a left turn onto Peru using the bike lane the way it's currently designed. Anonymous

No Anonymous

Fine as they are Anonymous

Manhattan Drive is terrible to bike on, but I'm on it all the time between home, work, and kids' school. Anonymous

Original design for the ONE greenway allowing 1/2 block of opposite direction bikelane on Union would be much more logical, clear, and not 7x as long.

A Battery St 4-to-3 lane switch would be great. I bike commute up Depot, going extra distance and steepness for more comfort, to avoid Battery.

The streets leading to 127: bad at rush, else ok Anonymous

No Anonymous

No Anonymous

Intersection of north and north union. It's very scary turning left on to north. Anonymous

Stop putting up planters. Anonymous

Additional lane space would make the length of north ave more bike friendly. I would also like to see more bike signage on Winooski ave by the rite aid. Anonymous

Too of bike path near the intervale behind boys and girls club connecting over to elmwood area Anonymous

Pearl Street (S. Union to S. Prospect) Anonymous

On-road connection for battery street going south si merging back into traffic is easier than the dedicated shared-use path. Anonymous

North Winooski Ave. and Archibald St. Anonymous

Commit to Pearl St with bike lanes east & west for the entire length to connect to Colchester Ave bike lanes. Anonymous

North Street in general (the length of it) is terrible for bikers and also for drivers trying to get past them it can be really maddening. I live on Front Street and struggle with letting my kids bike to school because there just isn't room Anonymous

Manhattan Drive! Anonymous

North Street (top to bottom), North Winooski if it isn't already, Intervale Ave, Oak/Manhattan/Washington Streets, North Willard. Anonymous

At the waterfront, I do not think the bike path should be restricted or rerouted during festivals and concerts. Let's maintain the routes we have, and not sell them off. Anonymous

Riverside Ave and N. Winooski Ave from where the bike path from Winooski ends and on. Anonymous

South winooski between pearl and maple Anonymous

Manhattan to Roosevelt park. Anonymous

The bike lane on Park Street was never repainted after repaving last summer. It should be restored. Also, there should be a bike lane on N. Champlain between Pearl and Monroe. Anonymous

Manhattan Dr from Park to Oak St (especially the segment from Park to N Champlain); Oak St from Manhattan to Riverside. This is a great route to the Riverside bike path. N Champlain to Park can feel very unsafe, particularly when cycling westbound toward Ward St in the evening when drivers are impatient to get onto Rte 127. Many close calls here! Anonymous

Monroe St across Battery Anonymous

Allen St to Murray to Peru Anonymous

No, too many accommodations made for non-existent bicycles already. Chapin Spencer is using public money to pursue his personal agenda Anonymous

Getting up to the ONE via Battery Street. This is the most dangerous part of my commute, but they city has done nothing on this de facto urban arterial. Anonymous

Monroe has vast amounts room for biking & is not the emergency vehicle road as Sherman is. Sherman is too small a Street & CITY DOES A TERRIBLE JOB maintaining it. Potholes everywhere! Move Greenway to Monroe (better paved, has Greenspace (Sherman has NO PUBLIC GREENSPACE on Greenway bike path -WTF) & crosswalk more direct from park to Monroe Anonymous

the entire world is too dangerous. it's also too cold. if we can't be safe cycling in ice and snow, where can we be safe!? there's also too many hills. everything is difficult. why can't i fly? Anonymous

Safe Pedestrian movements first, then bikes. Anonymous

N. Winooski Ave Anonymous

No. Anonymous

Some way of dealing with the fact that North Avenue is currently most direct for biking -- but it's not a good road to bike on at all (for bikes or cars). Making the greenway more efficient (e.g., by not making us go way out of the way to avoid one one-way block on Union) would really encourage people to use it, I think. Anonymous

Manhattan/Oak Intersection =scary intersection, being a main path to access the 127 Bike path. Anonymous

Elmwood Avenue Anonymous

North Street between Winooski and Willard. Anonymous

I'm sure yes, but I can't think of them specifically! Anonymous

Berry Street - Manhattan Drive - Riverside : it would be great to have this be a SAFE east west connection... along the north edge of the O.N.E. Anonymous

more good north-south connections would be helpful. i would like to see some thru-streets blocked off so as to become basically useless for anyone to drive on except residents of that street, such that they would become safe for pedestrians, cyclists, kids playing, etc. (Berkeley, CA did this well, for example.) Anonymous

TWO-WAY bike facility on North Champlain St!

Also, consider east-west wiggle: From Elmwood ave, take Cedar to N Champlain (allow southbound bike traffic on N Champlain). Anonymous

Make Myrtle 2-way for bikes. Bike paths could be created between Park, Pitkin, Blodgett to continue the wiggle west. Anonymous

North Street is a main connector and is way too narrow for bike riding! Anonymous

Archibald, N. Winooski Ave Anonymous

If you are on the Greenway it is difficult to connect to Church street. Elmwood turns into a one-way. South Winooski has a difficult intersection to manage. The bike lane disappears and if you want to make a left turn, you need to cross 3 lanes. Anonymous

North Winooski still feels dangerous to bike on even with the bike lane Anonymous

Please FIX the intersection of Intervale and Archibald!!! Also, Intervale is generally a nightmare to cross between north and Archibald. We need crosswalks and traffic calming along that corridor. Kids use it to walk to school (down spring) and have nowhere to cross. Anonymous
 Manhattan Street could very much benefit from a bike path running both East and west. Anonymous
 Also, North Champlain between Pearl and Monroe Streets. Anonymous
 Northbound on Winooski Ave, and North St Anonymous
 I'd really like to see a designated bike lane (with concrete barriers like they have in Montreal!) on North Ave. This is my commute route, and I'd prefer not to have to weave around, but have a safe lane on this main street. :) Anonymous
 Making Park or Champlain have a 2 way protected cycle track. Anonymous
 ALL of North Street Anonymous
 I wish more could be done with North Street. Particularly going west, as it is very difficult and narrow with the parked cars. Anonymous
 fix safe bike access on North St - not sharrows. Anonymous

or at least have a lower stress pathway from Archibald west to Elmwood, south to Cedar, west to North Champlain, South to Myrtle, West on Myrtle to get at least most of the way to Depot St/waterfront access. Anonymous
 Manhattan drive Anonymous
 North Street between North Ave and Mansfield Ave Anonymous
 Manhattan from Oak to Pitkin Anonymous
 Two directional bike lanes on Elmwood. Anonymous
 bike route through battery park Anonymous
 Manhattan Drive. And please fix the Manhattan - No Champlain St. T-intersection from a pedestrian safety standpoint, esp for kids. Anonymous
 Along Battery St. and Pearl. Existing roadways are not safe for people using bikes, and walkways are not wide enough to safely pass people walking. Anonymous
 Put in a proper bike lane on Battery street. There's plenty of space where the green strip and path are on the west side. That would complete a major helpful connection to travel from the north to downtown and the waterfront. Anonymous
 Bike lanes for any major driving routes like Battery would be great! Driving next to bikes on Battery Street or other common commuting roads is terrifying for the person in the car and on the bike. Anonymous
 college st to the ymca. and from pearl st. to the ymca. Anonymous

7. As part of Burlington's Walk Bike Master Plan, North St was identified as an important community destination in the Old North End. Which of the following would you like to see on North St to improve safety for walking and biking? - Other responses

| Answer | Respondent |
|---|------------|
| Lighted pedestrian signs for crosswalks | Anonymous |
| Make it like you are driving down college st past church street | Anonymous |
| Hard to find space to ride a bike in the road, especially with GMT busses | Anonymous |
| Please consider CAR traffic as well, North ave around north st gets backed up | Anonymous |
| Bike lanes | Anonymous |
| slow traffic, benches, art | Anonymous |
| Increased traffic policing to quell terrible driver behavior | Anonymous |
| More traffic calming so cars have to go ~15MPH | Anonymous |
| Flashing light crossings | Anonymous |
| Fill potholes at intersections so bikes don't have to swerve around them | Anonymous |
| More parking | Anonymous |
| clearly marked bike lanes and bike-free walking paths (pls no bikes on sidewalks) | Anonymous |
| a safer bike lane, flashing lights at crosswalks | Anonymous |
| BIKE LANE ON NORTH | Anonymous |
| Less parking | Anonymous |
| Better biking lanes. | Anonymous |
| bike lanes | Anonymous |
| Dedicated space for bikes | Anonymous |
| Not sure why we didn't make a bike lane on North St instead of the cobble stone. | Anonymous |
| add bike lanes | Anonymous |
| An instant cross light at park on the battery park entrance on corner of sherman | Anonymous |
| Traffic stop lights that react/are triggered by cyclists. | Anonymous |
| protected bike lanes | Anonymous |
| bike lanes! (It is shocking to me that this is not on your list) | Anonymous |
| More streetsweeping, garbage pickup | Anonymous |
| enforcement of speed limit, required stops for ped. in crosswalks | Anonymous |
| Flashing pedestrian signs to alert drivers to slow down at pedestrian crossings | Anonymous |
| Bike lanes on each side of the street | Anonymous |
| mandatory safety padding, insurance, registration and seatbelts for all cyclists | Anonymous |
| Safe intersections, aka roundabouts. | Anonymous |
| less parking | Anonymous |
| Protected bike lane! | Anonymous |
| Get the drug dealers off the streets | Anonymous |
| Continue to allow street parking. Realize the insanely large buses use North St | Anonymous |
| More signage and "sharrows" to indicate that it is a shared space (if intended) | Anonymous |
| Bump-outs at intersections like the new ones on St.Paul | Anonymous |
| Safer biking infrastructure. | Anonymous |
| better pavement for bikers. Are bikes supposed to use full lane on North Street? | Anonymous |
| ban cars plz | Anonymous |
| Traffic calming, bike lanes | Anonymous |
| bike facility | Anonymous |
| more bike racks | Anonymous |

| | |
|--|-----------|
| Bikes are often passed unsafely on this route. Slower speed limit! Maybe 15MPH? | Anonymous |
| Bike lanes | Anonymous |
| A dedicated BIKE LANE | Anonymous |
| Crosswalk at Blodgett or Drew St / Front Street | Anonymous |
| actual bike infrastructure - sharrows are not appropriate | Anonymous |
| redesign to reduce traffic speed & removal of parking | Anonymous |
| bike lanes | Anonymous |
| MORE BUSES | Anonymous |
| bike lane demarkation | Anonymous |
| Decreased parking to carry out the objectives of safer & more accessible streets | Anonymous |
| push button crossing lights at schools traffic light on corner of archib/ inter. | Anonymous |

9. Are there any areas/streets in the Old North End that appear to have stormwater-related problems (areas with standing water, excessive runoff, etc.)? - Comments

| Answer | Respondent |
|--|------------|
| North end of Lafountain Street | Anonymous |
| Most of Burlington's streets are not great for biking. I did not purchase a road bike because they generally don't have shocks to absorb all the potholes on streets and sidewalks... | Anonymous |
| Sidewalks are flooded in the winter because melting snow has nowhere to go. Ankle deep in places | Anonymous |
| Park street gets a lake after the last speed bump when it rains heavily or during January thaws. | Anonymous |
| Booth Street by Pomeroy Park gets very icy in the winter. The same is true of North Union on the left-hand side (facing north) across from the intersection with Loomis. | Anonymous |
| Drew St has a huge puddle problem due to fire trucks running hoses as well as rain. The puddle collects in front of the Gauthier property. | Anonymous |
| Cedar Street | Anonymous |
| Booth st | Anonymous |
| All of North Champlain | Anonymous |
| North Street between Elmwood and Winooski on south side. Intersection of George St and Pearl. Intersection of Elmwood and Pearl. | Anonymous |
| Driveway aprons on Winooski between North and Pearl. | Anonymous |
| many driveways on north champlain st | Anonymous |
| Booth St floods in heavy rain | Anonymous |
| Corner of North and North Champlain gets big puddles and ice patches where the water doesn't drain well. | Anonymous |
| Much of the old north end has issues. In particular North Union often has much of its bike path width endangered by puddles. | Anonymous |
| Youâre kidding right ? | |
| Please stop spending money on your experimental ideas and maybe hire someone who actually cares about Burlington. | |
| Who is Toole Design and how much are they being paid ? | Anonymous |
| Existing bike lane in North Union | Anonymous |
| Corner of Booth & North Streets next to Pomeroy Park regularly floods. | Anonymous |
| Yes but would need to walk the streets to identify them (none pop out in my head). | Anonymous |
| North Union St. between Pearl and Hickock. Huge puddles due to lack of drainage. | Anonymous |
| Intervale Ave. | Anonymous |
| South Willard Street, Sout Union. | Anonymous |
| Since it was repaved a few years ago, Front Street has had very large standing puddles (at least 20 feet long) that donât drain and that freeze in winter. | Anonymous |
| Front Street. It was recently repaved and supposedly re-engineered, but it has become a major puddling zone because of poor drainage. The water doesnât run to the sewers and after even modest rain, puddles make it challenging the cross the street with out excessive effort or walking significantly further than one would expect. This also presents challenges for parked cars having to sit in deep puddles - especially when those puddles freeze in the winter! | Anonymous |
| they should always be clear year round, although harder in winter but the lil' bike path plows along w/ sidewalk plow duty could double up and make sure all street drains stay clear so flooding doesn't happen. Downtown stores often deal with that problem and homes thru out the city as well as Cherry lane area drains and many others I could point out but hey they cause flooding at peoples homes as well as those downtown stores. | Anonymous |
| Front street has 2 standing 1/2 block puddles during storms and the drain on the corner of summer and front is constantly plugged with leaves | Anonymous |
| North St. and Elmwood (SW corner) and North Ave and North St. | Anonymous |
| Greene and hickok | Anonymous |
| Front st. | Anonymous |
| Rose/Cedar | |
| Cedar/N. Champlain | Anonymous |
| The corner of Monroe and North Champlain is frequently under water on the east side and there is no apparent drainage. Pedestrians have no safe way to cross from the east side to the west side, or on the east side from North to south. | Anonymous |
| in front of our house! (58 Front St.)- major pooling water | Anonymous |
| The already narrowed section of bike lane at corner of North St and North Champlain (right in front of Nunyans) always, always has piles of leaves, ice, snow, etc in it. The corner of Murray and North always has sand piles in it. I'm assuming that some of this must be drainage related. . . | Anonymous |
| Allen/Murray St southeast corner | |
| Elmwood/Pearl St northeast corner | |
| Champlain St between Peru and Sherman east side | Anonymous |
| The Union St bike lane | Anonymous |
| Park & north Sts | Anonymous |
| leaves and recycling debris clog drains creating troublesome standing water. we need to remove all the trees and stop recycling to improve drainage. | Anonymous |

Please pass on to the appropriate authorities: on South Union across from the old Memorial Auditorium there is constantly standing water in the bike lane! I know it's not the ONE but hopefully this can be passed on through the right channels. Anonymous

There is always a gigantic puddle on front street, on the SW corner of the intersection with Summer Street. There is a drain right there; just a little contouring of the pavement would allow the puddle to drain! Anonymous

All across Monroe St. there are multiple spots with low and uneven sidewalks where water pools, stands, then freezes in the winter, creating a hazard for pedestrians. There are spots like this on George St., as well, between Monroe and Pearl. Peru St. used to be a huge problem, but I expect that will be mitigated by the recent sidewalk project, which I would like to see on the streets mentioned above. Anonymous

There is always a giant puddle of standing water after every significant rain in front of my house at 44 North Avenue. Pedestrians are consistently splashed with dirty street water as every car that drives by heading north has to drive through the puddle. Anonymous

Depot Street is eroding and has real problems with debris blocking the drains. Anonymous

Need green stormwater infrastructure, and not the ultra-expensive and resource-intensive fancy rain gardens like on St Paul. Just expose some soil! De-pave! Hire people to bang the pavement open with sledgehammers, the dirt and the life that emerges from it will take care of the stormwater. I'm not kidding one bit. It'll also sequester carbon and create beauty and provide play space and calm traffic and other benefits. Anonymous

Have a look at click it fix it on North Union. The bike lane is not usable in rainy and wet condition due pools of water forming. The majority of sidewalks are partially flooded during snowmelt condition. A good example is the entire Elmwood street. Anonymous

N. Union St. Anonymous

North St near Pomeroy Park

Intersection of North Champlain and Manhattan.

Interesection of Elmwood and North St, near T Ruggs. Anonymous

I know I always see pooling run-off on intersections on North Ave, on the east side of the street, between North St. & Convent Square. Anonymous

N Champlain St is a night mare 2 blocks on either side of the Sustainability Academy. In the spring it is perpetually flooded and very often icy and treacherous with uneven pavement. Considering the number of parents who walk this street with their children it's shocking to me that it is in such disrepair and has been virtually ignored by city maintenance. Anonymous

A lot. I notice is everyday when I walk my dog. There are some problem parts near the Archibald/Intervale intersection. Anonymous

At the top of the driveway at 33 North Ave that goes down to a condo parking garage!!!! Anonymous

On North Ave between Battery Park and Depot Street and on Haswell Street Anonymous

North Street, south side between North Winooski and North Union Anonymous

several gravel driveways along the south end of North Ave run off into the North Ave bike lane and sidewalks. Anonymous

Huge amount of standing water at Pitkin and strong Anonymous

On Elmwood Avenue just before the intersection with Peru Street on the west side of the street. Anonymous

a number of sidewalks have water/snow/ice coverage which "force" pedestrians/young bicyclists to use the street. Anonymous

Oak St near the Boys and Girls Club Anonymous

Intersection of Pitkin and Strong streets Anonymous

I mostly notice it in the middle of blocks, where the sidewalk is so broken or sunken that water can't run to the street and storm drains. This makes walking (and pushing a stroller) incredibly difficult, especially in the winter. Notable locations: Lafountain St., Manhattan Dr., Cedar St. Anonymous

The sidewalk in front of our house, 83A North Champlain is always flooded, forcing people into the median grass area. When that area is covered in snow, this becomes more difficult for mobility challenged people. Anonymous

North Champlain and Manhattan (see comment above). If you raise the jogging intersection of Rose/North/Murray what I have seen happen is that water pools on either side of the raised pavement and creates dangerous icy conditions in cold wet weather. Anonymous

The 'separated' bike lane along N. Union Ave. is often un-passable because of flooding in the fall, and iced over/snowed over in the winter due to lack of plowing. Even when the weather is not a problem, double-parking, delivery trucks, etc. often block this biking route. This means I often use the full roadway on N. Union, which drivers often respond to by yelling at me, tailgating, etc. Anonymous

the square things are awkward. the drains need to be maintained by the city better. fix potholes for safely and uneven sidewalks please. Anonymous

10. Are there any other issues related to walking, biking or stormwater that you feel should be addressed in the project study area within the Old

Answer

Dedicated bike lanes on North St. Anonymous

People heading west towards Battery Park (destination=park, police station, Simons store) have to cross North Champlain St. If they are close to Sherman Street they are not walking North or South for 5 minutes to access a crosswalk. They cross the road around the entrance to Sherman. It's ludicrous there is not a crosswalk somewhere right there. Anonymous

Biking lane on North street would be my highest priority Anonymous

Walking remains dangerous everywhere. Not only from traffic but the bicyclists think they own the roads and the sidewalks, It's very hard to know what they're doing when you're walking. They need stricter laws to abide by, that allows foot pedestrians the right of way. Anonymous

The blockades at the pearl street/battery street intersection makes it more dangerous for bikers and cars. It's not a good solution to curbing traffic or whatever the intention was there... Anonymous

Limited bike racks up and down north street! Anonymous

More enforcement against cars parking on lawns or expanding driveways over time that lead to impervious surfaces Anonymous

Cars move too quickly from 127 to park at when crossing Manhattan drive. This is a route to BHS and is used by bike commuters, needs better ped and bike infrastructure Anonymous

Any sort of road diet to bring traffic speeds down on North St -- all the way to Prospect St. This can often be a dangerous corridor as car traffic is moving significantly faster than bikes when the timing of the traffic lights works out. Anonymous

Relocating storm drains so that they are not in the middle of bike lanes. They are often recessed and dangerous to ride over. Anonymous

Make it nicer for pedestrians by adding benches, art, trees, crosswalks, and slowing traffic wherever possible. Anonymous

Traffic calming is needed on North St to get cars to go ~15MPH so mixed traffic cycling is more comfortable since I know you'll refuse to remove parking to make room for cycling infrastructure then slowing cars way down is the only tenable option for a true multiuse street. Anonymous

It would be nice if there were some to adjust people's attitudes to bikers in the Old North End. Anonymous

Fix the sidewalks, improve lighting, and enforce traffic laws for bikers. Anonymous

Crossing North Champlain at Manhattan as a pedestrian is difficult because it is hard to see the traffic light to know what the traffic is doing. Anonymous

I've watched a lot of streets lose parking and driving access so bike lanes can get put in, and then the bike lanes aren't plowed, or they plow into the streets, or bikers don't use them anyway and they just make it shittier to drive and park around BTV. You can plan all you want, but they are poorly used. How about we maintain what we have 1st?? Anonymous

No Anonymous

Enforce that bike lanes are one-way on streets that are one-way. Or create a second bike lane going the opposite direction, on the opposite side of the street. Anonymous

It doesn't matter. Whatever Local Motion wants they get. Anonymous

some study of how to provide bikers with a safe place to bike and encourage them *not* to use the sidewalks when these safe places have been created. I have been run over by bikes many times while trying to take my dogs for a quiet walk in the neighborhood. Anonymous

Personal and bikes important but many more People need to move from point a to point b in cars 12 months of the years do not show strong bias against vehicles or it will backfire no pun intended Anonymous

The parking on North Street makes for bad visibility for a lot of drivers, especially those pulling out of side streets. Also, why is it legal to park going the wrong way in Burlington? This can be so dangerous (especially to bikers) when someone is pulling out of a parking space into oncoming traffic. That law should change! Anonymous

Biking from Sherman onto North Ave makes sense. Entering the ONE Greenway going East is confusing: become a pedestrian or use North St?

The Sherman St stairs!

Finish the ONE Greenway so people see the final planting and stormwater and not beat up plastic and grey tubs, so that they will support more similar changes. Anonymous

Bikers should follow the laws of the road. Anonymous

The City of Burlington needs to give more consideration to the tax payer. Taxes in Burlington and in Vermont are suffocating. Anonymous

bikers should obey the same rules as a car

lights-signals-stop at red light and stop signs

they should get ticketed as a car would

What would happen if a car failed to stop for a red light? Anonymous

Biking north street is terrifying but the best way to travel Anonymous

Some of the roads that have the bike paths are angled in a way that water collects. When this happens or when this happens and it freezes, people ride on the street side of the bike path. The reflective bike path indicators that stand upright become hazardous when the cover is removed. I saw one get whip the side of a child's bike trailer. Anonymous

Fuck off Anonymous

Who owns Toole Design ???? Anonymous

There could be improvement in how promptly snow is plowed on many streets in the ONE. It also seems as if some streets are plowed once and never plowed again. Large snow drifts and slushy puddles making navigating the streets more dangerous by forcing pedestrians to cross in unsafe areas and decreasing visibility of drivers. Anonymous

The narrowness of North Street mixed with the significant amount of street car parking and high car traffic make it a nightmare to bike east-to-west. (Biking west-to-east is a little easier since cars can't park on the south side of the street.) Anonymous

Sidewalks are often lower than the lawn that flanks them as a result when there is snow, giant puddles form and people have to walk in the street Also the puddles freeze and become huge sheets of ice and people walk in the street also when the streets get huge puddles because they don't drain well the cars splash sheets of water into walkers Anonymous

The maps being used here cut out the North Eastern part of the old north end which includes a narrow north street that can be challenging for bikes. Anonymous

We enjoy visiting businesses and restaurants in the ONE. We hope that parking spots won't be taken away so that we can continue to visit these businesses. We do not have the option of riding a bike to these locations. Anonymous

Rays Seafood lets its trucks drain into the stormwater drains and doesn't chase it with water, so there's often a strong smell of rotting seafood at the corner of Front and North St. Anonymous

Pick one or two key routes for people on bikes, and add physical protection for those routes. Anonymous

It would be awesome if we had an app (maybe we do) to notify DPW./Streets, BPD/BFD, BED, etc. of challenges in the moment: potholes, broken sidewalks, unplowed streets or sidewalks, disorderly conduct, etc. Anonymous

I grew up bicycling in a city, so burlington feels safe for me. However, there are many community members who are newer to cycling and for whom this is their main transportation method due to financial circumstances. It is important that we take these community members into account and create safe spaces for all to access jobs & community. Anonymous

the storm water bump outs do not work for water run off purpose or road travel. Anonymous

The entrance to battery park by the police station is a pedestrian danger zone. Traffic rarely stops, and instant blinking light would be great. Having no crosswalks at the early end of North is a problem. We have a long stretch between north ave and park street without a crosswalk. Anonymous

Repave areas currently are so rough that bikers have to steer around pot holes, often requiring sudden movement that is unsafe if cars are present. Add signs notifying drivers them how much space drivers need to give bikers. Street lights that activate when bikers are present. Also, ACTUALLY PLOUGH N. ST! Anonymous

Still waiting for protected bike lanes! Anonymous

Thx for all you're doing. Anywhere that slows traffic and makes it more accommodating for bikes is better. Anonymous

More defined bike lanes the full length of Park St. & N. Champlain. Anonymous

Thanks for asking for input! Anonymous

There should be bike lanes on all the roads and bike stoplights, so bikers can go before cars. Anonymous

Is there any possible way that the city could please do something about the mattresses, sofas, broken chairs, etc that get dumped around our neighborhood (especially along on the west side greensward of North Champlain St) -- sometimes items fall out onto the sidewalk and/or into the bike lane. It's both depressing and dangerous. Anonymous

I think that education of motorists about their responsibilities in relation to cyclists and pedestrians is a necessity. Anonymous

Public education of homeowners/property managers of their responsibilities around snow clearing on sidewalks and bike lanes. Anonymous

Too many accommodations made for non-existent bicycles already. Chapin Spencer is using public money to pursue his personal anti-car agenda. Anonymous

Safe connections to the waterfront and 127 bike paths Anonymous

A number of driveway washouts that add dangerous gravel to road / sidewalk Anonymous

The crossing at North St and Berry is very unsafe. It needs to be narrowed. Anonymous

I hope that we can find a way to put in bike lanes and mini roundabouts on Winooski Ave. The proposed short term plan looks great! Anonymous

All the streets that lead to battery park have unsafe sidewalks.

North ave, Front st, park st, Sherman.

Please, it's been years and no action has been taken Anonymous

You really do not value opinions. Give space for write in more than 350. You only want to hear what answers you direct questions toward. Sherman Greenway stupid. Street too narrow and Monroe has direct crosswalk AND trees! Two summers ago you took our parking away at North Champlain just before Peru. Three spots gone-you stole it. Pissed at Greenway Anonymous

please adopt only panic-driven shortsighted virtue-signaling solutions designed to alienate the greatest number of citizens possible Anonymous

Yes: the sidewalk on the east side of Park Street from Sherman St north for several yards is a mess. Major cracks/potholes that are hazardous for pedestrians. Anonymous

As most cyclist are restricted to sidewalks the Grant/No. Winooski corner curbed water treatment is dangerous to both bikes and peds. Need a privatized ONE conversion of stop lights to roundabouts, then connectivity can be addressed. â€œeachâ€ not considered, how to help business. No. 8/80 planning. Anonymous

Everything here seems to relate to bike facilities. There should be at least equal focus on walkers. Anonymous

such a limited input. oh well typical technocrats looking at the little picture.no wonder BTV is a decade or more behind a real city Anonymous

A more reliable pedestrian light on Pearl St by the DTC. If you need to cross from the other side of the street, you run the risk of missing your bus as the light won't change for minutes at a time. Anonymous

Connections to the bike path. Anonymous

I think it is necessary for Burlington to reverse most of the changes to the streets of last few years. Weinberger administration has strangely declared war against car owners & public parking, to the great detriment of the city. It makes people who live in the city decide to shop elsewhere, even when one has to drive farther. Anonymous

I love that you are doing this!! A hundred cheers for this project!!! More biking and walking, yay! It's the perfect place for it. I guess one last night: make sure it's uber-easy to get to downtown (that's why the Pearl connection is important ...). Thank you! Anonymous

The crosswalks on either side of battery Park are so dangerous, with no light to cross. It's terrible as a driver and as a pedestrian. They need lights (like the on-demand flashing lights) Anonymous

Manhattan/oak street intersection! :) Anonymous

None that I can think of. Anonymous

Education/signage for biking through city streets i.e. biking the proper direction on a one way street so that cars expect to see you going in a certain direction. Anonymous

Many of the sidewalks throughout the Old North End are uneven, cracked and hazardous and need to be addressed for pedestrian safety. Anonymous

No. Please fix the standing water issue in front of 44 North Avenue Anonymous

The proposed changes for Rose St. Murray St. North St.: are those pavers easy for people with walkers, or canes, or poor balance? Some of the raised crosswalks are actually more difficult because of variations in surface textures (some are slick, others lumpy) and slope. Anonymous

I would like a network of streets that the city chooses not to plow in order to enable active and low-carbon transport in the winter via cross-country skis and vehicles on sleds/skis. This is a serious proposal and I ask you to question why your initial reaction is to think otherwise. Anonymous

I think it would be great to have more rain gardens along the streets to slow the flow of water, and filter it a bit more before it heads into the lake. As many as possible! Partner with UVM where possible Anonymous

Please address connectivity traveling East-West from the northern part of ONE to the Waterfront. North ave/North St intersection should be optimized for bike traffic to access Depot and connect to bike path. Currently, once you reach the bottom of Depot St, there is no good connection to the rec path. Anonymous

I believe a reduced speed limit (between 15 to 20 mph) and enforcement on the all old North End streets could lead to a significant improvement for all street participants. It seems this is an underutilized tool that does not take a large capital investment. Anonymous

Broken and uneven sidewalks through out ONE Anonymous

I just filled out this survey, but I popped back in to comment about how great it would be if this Old North End plan was focused a bit further North, where the ONE elementary schools are. IAA isn't even on this map! Thanks for taking this final comment. Anonymous

I strongly think there should be a pedestrian initiated flashing light added to the crosswalk between Monroe & Battery Park (like what Winooski has in their roundabout). It not only feels, but is very unsafe to cross 3 lanes of traffic. I've seen a woman get hit & many times cars don't stop mainly due to lack of visibility across 3 lanes. Anonymous

Need walking signal on corner of North Champlain and Manhattan

Need better traffic enforcement for traffic coming off 127 onto Park St.

Sidewalks on Strong St need repair. Anonymous

Bike lanes on North Street to help limit the currently excessive number of people who jump on and off the sidewalk with their bikes playing the "am I a pedestrian or am I a biker" game. Anonymous

Just want to reiterate my support for a designated bike lane on North Ave up to the New North End. Lots of bikers on this route, and as Cambrian Rise is being built, I'd love to see how the city can encourage less cars on this route! Thanks. Anonymous

See above Anonymous

The complex intersection at the base of Depot Street was not included with the bike path improvements and is poorly designed, awkward and favors cars. Depot St should not be opened to cars. Anonymous

North Street needs to be a focus area. There are already many bikes on this street and it's not bike friendly. Anonymous

Thank you for working on these important issues! Anonymous

The city needs to find a way to curb speeding and flagrant red light running in the old north end. I've nearly been struck numerous times walking my dog by people speeding through and ignoring the lights. Anonymous

Clear bike lanes would be better than sharrow. While the sharrows that are part of the ONE "Wiggle" are good, drivers largely ignore them. Anonymous

repair of sidewalks so they are safe for walking throughout all seasons Anonymous

| | |
|---|-----------|
| While on the edge or out of the study area, I find the planter bump out on Grant and Union to be dangerous, and the protected lanes on Elmwood by Grant to be worthless due to their shortness, the one way on Elmwood and the narrowness due to parking (which I think is needed) on Elmwood from Peru to North. | Anonymous |
| People driving cars speed constantly! My daily commute takes me past the Sustainability academy right at school drop off time, and I have multiple times seen cars blow past the crossing guard in front the school, seriously endangering children. In addition, people coming off 127 drive far above the speed limit routinely. | Anonymous |
| The red paint used to make crosswalks visible is a great idea, but it gets incredibly slippery in rain and snow, much more so than the nearby asphalt. I have fallen several times in the past few winters, including once while pregnant. I wish we could find something less slick. | Anonymous |
| I am a regular biker,in all seasons,though less in winter.Bike paths and bikers is something of a "Chicken or Egg" thing--people needing nice paths to be encouraged to bike more, but then the paths take up a lot of space and aren't used, especially because few bike in winter. With that in mind the N Winooski bike path plan seems problematic. | Anonymous |
| In 2004, the City undertook a \$6M infrastructure revitalization project on the 7 blocks of North St. from North Ave. to North Winooski. Parking was deemed as critical to supporting the neighborhood businesses and predominantly low-income tenants on the streets. There were no feasible sites found for additional off-street parking. Leave it alone! | Anonymous |
| There's a steep path used by many from the north end of battery park/police station parking lot down to the base of Depot St. It would help prevent erosion, as well as further divide foot traffic before/after major waterfront events, to build a stairway in that location. | Anonymous |
| Enforcement of safe driving and driver education is a must. I am often yelled at, honked at, tailgated, etc. when I use my bike. Wearing lights, reflective clothing, signaling and practicing safe biking does nothing to fix these issues. Car users should respect the safety of all community members. | Anonymous |
| There are small potholes in front of the school on North St Eastbound that have popped multiple bike tires for me, forcing me to move into traffic when I pass them. | Anonymous |
| need to have parking for vehicles on all streets and must be painted year as people take up two spaces with one car. The rule regarding not at the end of the driveway should be painted in to help guide cars. We only need one bike In north/so. and one east/west the speed limit in the city should assist that goal of bikes in traffic and traf. lights | Anonymous |