

PUBLIC ENGAGEMENT COMMENT SUMMARY

Produced 10/29/2020 from a readthrough of all comments received from the Front Porch Forum, emails, and Konveio link



Location	Topic	Overall Sentiment	Preferred Option	Positive	Negative
North St	Trees & Green Stormwater Infrastructure	Positive	na	support for addressing tree stresses, expanding soil volume for trees, and addressing stormwater infiltration	Concerns about whether soil volume will be expanded and how pervious pavers will be maintained; stormwater management needed at N Champlain between Pearl and North
	Crosswalk across North St at Front St	Positive	Keep as part of North St proposal	at least 3 people supportive as it will address N-S foot travel	
	Curb extensions	Negative	Reconfigure/construct with cyclists in mind	support for rebalancing streets away from cars	> Cyclists have concerns about existing curb extensions at N Champlain pinching off the lane headed south. > Are concerned about being funneled into traffic lane. > Wheelchair user and someone else concerned about buses being able to make turns.
North St/North Ave	Left turn lane removal	Heavily Negative	Need alternate solution	people like the focus on safe movement for bikes	> Cyclists agree the costs outweigh the benefits > improve timing for lights and make sure bike activation is useful and consistent; person on bike has to cut right to go left > cutthrough behind Redstone/COTS used by many people biking
	Crosswalk Straightening & Relocation	Positive	continue with realignment but fine-tune or just provide more support	> support for shortening crosswalks > support for moving crosswalk to where the button is located will walk diagonally if trying to access Depot St > a couple people commented that if removing the left turn lane, an exclusive left turn light is needed for people heading onto North	concerns about alignment with sidewalk or whether people will be visible enough to drivers turning right from North
	Curb extensions	Negative	na	protection of bike lane needed	needs to start where bike lane starts, which should be at Washington St
Front St	Passage	Negative	Option 1	> make an option with a dedicated 2-way bike lane passage for the counterclockwise loop, could just be painted stripes > option 1 the winner for cost	> keep sidewalk access > bikes wouldn't make two crossings but head down sidewalk to go east on two-way > keep bikes and peds separate as much as possible, so Option 1 > don't waste time and money > eliminate triangle patch of grass
Sherman St	Two-Way Bike Lane (Quick Build)	Negative	One-Way pair		> North St is primary East-West route for cyclists (2 people and bike traffic data) > don't force people onto ONE > prefers one-way pair (2) > would need to commit to maintaining bollards
Sherman St/Park St	Intersection configuration	Negative	Consider modifications that reduce asphalt and protect right turns for cyclists	> devote unneeded pavement to stormwater (trucks may need?) > long-term protected area good, but can it be improved so a right turn onto Park isn't complicated?	> consider mini roundabout (2 people) > need improvements for cyclists headed south on Park; NRTR for right onto Sherman
	protected intersection	Mixed	reconsider	likes the protection; supports removal of slip lane	makes it harder for cyclists to turn right (2)
North Ave/Sherman St/Battery Park	Bike crossing	Positive	Clarify bike crossing operations		> refuge island suggested for cyclists to allow conflicting westbound cyclists to pass (not enough space) > how would ROW work? Push button or sensor for people on bikes?
	Intersection configuration	Mixed	Modify raised crossing concept to included crosswalks		> one crosswalk suggest rather than two, deleting crosswalk to police station > still need delineation of crosswalks > remove parking on North Ave as safety for bikes more essential than vehicle storage
North Ave/Front/North Counterclockwise	Parking	Negative	No change	a couple bike people say get rid of cars	several people against removal of parking
Monroe Crossing		Negative	Analyze more for bigger change/road diet	RRFB is good, though comments make it sound like HAWK signal is needed	RRFB gives false sense of security, need road diet
Park St/Battery St/Pearl St	Intersection (quick-build)	Neutral	na	> can you add stormwater feature from long-term plan? > yes to bike conflict markings	design of bikeway through park can be done through paint only; signalization and signage for bikes?
	Intersection (long-term)	Neutral	na	what about protected stop with the curb extensions?	