



Wednesday, December 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

6:30 pm, Main Conference Room, 645 Pine St OR Remotely via ZOOM:

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/83495330508>

Or Telephone: Dial US: 301-715-8592 Webinar ID: 834 9533 0508

Channel 17 also often livestreams this on their YouTube channel and airs it over the air at a later date.

Note that comments on YouTube are not monitored.

1. Call to Order

2. Agenda - 5 Minutes

Subject	2.1. Motion to amend/adopt agenda
Meeting	December 20, 2023 - DPW Commission Agenda - Wednesday, December 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	2. Agenda - 5 Minutes
Department	Public Works Department
Type	Action
Recommended Action	Motion To Approve Agenda

3. Public Forum - 3 Minutes per Person Time Limit - 10 Minutes

4. Consent Agenda

4.1. Approval of Draft Minutes 11-15-23

4.2. IAA Parking Changes

4.3. South Champlain Meter Installation Memo

Subject	4.4. Motion to Approve Consent Agenda
Meeting	December 20, 2023 - DPW Commission Agenda - Wednesday, December 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM
Category	4. Consent Agenda
Department	Public Works Department
Type	Action (Consent)
Recommended Action	Motion to Approve Consent Agenda

5. Off-Street Parking Rate Changes - 20 Minutes

5.1. Communication - C. Spencer & J. Esperti

5.2. Commissioner Discussion

5.3. Public Comment

Subject

Meeting

5.4. Action Requested - Approve

December 20, 2023 - DPW Commission Agenda - Wednesday, December 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category

5. Off-Street Parking Rate Changes - 20 Minutes

Department

Public Works Department

Type

Action

Recommended Action

Action to Approve

6. Director's Report

Subject

Meeting

6.1. Communication - C. Spencer - 10 Minutes

December 20, 2023 - DPW Commission Agenda - Wednesday, December 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category

6. Director's Report

Department

Public Works Department

Type

Information

7. Commissioner Communications - 10 Minutes

8. Adjournment & Next Meeting Date - January 17, 2024

Subject

Meeting

8.1. Motion to Adjourn

December 20, 2023 - DPW Commission Agenda - Wednesday, December 20, 2023, 6:30 PM, To Attend in Person - 645 Pine St. Main Conference Room OR REMOTELY via ZOOM

Category

8. Adjournment & Next Meeting Date - January 17, 2024

Department

Public Works Department

Type

Action

Recommended Action

Motion to Adjourn

**DEPARTMENT OF PUBLIC WORKS
645 PINE STREET
BURLINGTON, VERMONT 05401
COMMISSION MEETING NOVEMBER 15, 2023
DRAFT MINUTES**

For video of the meeting, please visit Town Meeting TV's YouTube Channel:
<https://www.youtube.com/watch?v=k0r9VW6DgXY&t=978s>

Commissioners Present: Commissioner Barr, Commissioner Damiani (Vice Chair), Commissioner Fox, Commissioner Hogan, Commissioner Munteanu; Commissioner O'Neill-Vivanco (Chair),

COMMISSIONER ABSENT: Commissioner Sears

ITEM 1 – CALL TO ORDER

Commissioner O'Neill-Vivanco called the meeting to order at 6:31 p.m.

ITEM 2 – AGENDA

Commissioner Barr made a motion to accept the agenda
Commissioner Damiani seconded
Unanimous approval

ITEM 3 – PUBLIC FORUM

Sharon Bushor called in and asked about the holiday parking for two free hours on Fridays and Saturdays during the holiday season. Has a concern for downtown and wants to remove the obstacles for people to come to downtown to shop.

ITEM 4 – CONSENT AGENDA

- 4.1 Approval of Draft Minutes 10/18/23**
- 4.2 Motion to approve Consent Agenda**

Commissioner Barr made a motion to approve the agenda
Commissioner Fox seconded
Unanimous approval

ITEM 5 – ASSET MANAGEMENT

Warren Rich was introduced as the person who heads the Asset Management program for DPW. He explained the life cycle of set Management stating it could take to one to two years to work efficiently. He explained that Parks, DPW and Traffic right now are the

departments who are using Vue Works the most and did an overview of the data that we had in our programs.

Commissioner Hogan asked if we could see the service, level agreement and Director Spencer stated it was not on the website but he will share with the Commissioner.

Commissioner Hogan asked about the update process from Vue Works and Mr. Rich explained he gets a nightly copy from Vue Works nightly, usually just before midnight, the end of the day. The information Mr. Rich provided at the meeting was up to Tuesday night.

Commissioner Munteanu asked about the assets themselves and data we have. Mr. Rich stated that it might be up on the portal, anything that can be made is put up on the portal.

Commissioner Fox how do we get at preventative versus reactive maintenance, how is it prioritized?

Commissioner Damiani asked about See Click Fix today and Mr. Rich stated that Vu Works opens a closed and is submitted to when closed.

Commissioner O'Neill-Vivanco asked about the training for new staff. Mr. Rich stated that he created training documents and videos and works with individual groups.

Commissioner O'Neil-Vivanco asked about extreme weather events and tracking the work orders. Mr. Rich stated we are not working on putting the external contractor work into the system and still working on storm events.

ITEM 6 – LEAD AND COPPER

Eleanor Walker was introduced as a new member of the Water Division and is the lead person in the water/sewer line inventory. She went through a brief overview of the sampling that Burlington has done over the year and found that there are six sites that have elevated lead levels. The 2021 revision of the lead and copper rules is that all lead must be removed from the drinking water.

Commissioner Munteanu stated the 80's and 90's lead and copper rules what is the action on other metals Mr. Lee and Engineer in the Water Division stated that the galvanized lines need to be replaced and when we do a water service and see this type of pipes they are replaced by us.

Commissioner Fox asked about the actual process of the inventory and Ms. Walker stated there are colored pipes. Commissioner Fox asked about outreach and if translation would be provided to our residents that do not speak English.

Commissioner Hogan asked about the post cards going out in December or January and if later there was an intent to send out mailers and would it include owners, residents and property managers as well? MS. Walker replied there was. Questions about the

distinction of the outside o house are you asking for pictures inside? Engineer Lee stated that one side of the meter is city and one side private.

Commissioner Damiani asked if the postcards were going to be colored to show the importance of the project.

Commissioner O'Neill-Vivanco stated it was important on the outreach for the renters and non-English speaking population and wants to know who will be held responsible to inform the residents.

ITEM 7 – PROPOSED PARKING RATE CHANGES

Division Director Jacki Esperti gave an overview of the funds for the two parking garages and the six parking lots that the city oversees. She advised that the rates in the parking garage have been the same since 2014. With the upgrades in the security in the garages and the revenue from the permits, we need to change the parking rates. An overview of the rate changes was also in the presentation.

Commissioner Fox stated this made sense and asked about the meter rates changes as well. Also commented on the Sunday enforcement and the monthly permit rates if they were less expensive than the private parking garages. Director Esperti stated they have looked at some and the city parking is cheaper in the garages. Commissioner Fox also questioned the employee parking and was informed that it was the store's manager responsibility to issue and take away the permits.

Commissioner Barr stated to raise the rates maybe use less costly ways to get around, such as bus. He does support the rate change and if you start charging for Sunday parking there will be some pushback. Park Mobile is a wonderful app with so many tools within it to use.

Commissioner Munteanu asked if people were taking advantage of the free permits. Director Esperti stated that a lot of people don't qualify and did not have this information available right now.

Commissioner Damiani stated we need to push folks to the downtown garage.

Commissioner O'Neill-Vivanco is in support of the increase. Look at funding for the security in downtown businesses. What do peer cities charge?

ITEM 8 – COMMISSIONER COMMUNICATIONS

Commissioner Munteanu stated the speed bumps on South Prospect Street are a little steep.

Commissioner Hogan asked if the multi-use path was going to get smoothed out for the winter with the Champlain Parkway Project. Director Spencer stated yes.

Commissioner Hogan stated that on Flynn Avenue the driveway to the brewery is a little steep. Director Spence stated that we will check on this and might have to put in a transitional ramp.

Commissioner Hogan asked about a staffing update. Director Spencer stated we have no hired for the planning position yet; we have 2 of 10 position filled with the water distribution team, 2 more are hired but have not started et and we are in negotiations for 2 more. Street maintenance is well staffed.

Commissioner Barr stated he appreciates the quite answers they Old East End has been receiving to their questions from staff.

Commissioner O'Neill-Vivanco stated the speed cushion people are driving too fast and they seem steep. The speed bump does not go over to curb and cars drive close to curb so only one tire is hitting the speed bump. Asked about the Tower Terrace issue for resident only parking. Director Spencer stated we will be following up on a time limited on Willard would be useful.

ITEM 9 – DIRECTOR’S REPORT

The sewer line under the Winooski River is completed

We are prepared for the winter season.

There is a survey out for the North Winooski Avenue is still open

Main Street Great Street bids came in higher than anticipated so we will be phasing in that project as resources allow. Did go to Board of Finance with this

ITEM 10 - ADJOURNMENT AND NEXT MEETING DATE – DECEMER 20, 2023

Commissioner Fox made a motion to adjourn

Commissioner Barr seconded

Unanimous approval

Meeting ended at 8:43 p.m.



City of Burlington
Department of Public Works

Technical Services Engineering Division
645 Pine Street, Suite A
Burlington, VT 05402
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www.burlingtonvt.gov/DPW

Memorandum

Date: December 20th, 2023
To: Public Works Commission
From: Madeline Suender, Associate Public Works Transportation Engineer
CC: Phillip Peterson P.E., Public Works Engineer
Subject: IAA Loading Zone

Staff recommends the DPW Commission approve the following:

Modification of line 35 from Appendix C, 12-1 (No parking except vehicles loading or unloading) to the following:

(35) On the west side of Walnut Street, ninety five (95) feet from the corner, for ~~one hundred (100)~~ two hundred and fifty (250) feet, during the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday, for school related purposes only.

Final language of the amended ordinances is subject to the review and approval of the City Attorney's Office

Purpose & Need:

The purpose of this request is to add capacity for Integrated Arts Academy (IAA) school drop off and pick up. The need is increase on street parking resources for IAA.

Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?		X		Burlington School District Travel Plan
Followed Public Engagement Plan (PEP)?	X			These Traffic Regulation changes part of the INVOLVE portion of the PEP.

Summary and Conclusion:

After meeting with IAA and discussions with neighbors, school staff, and parents, DPW Staff identified this change as one area that can add capacity for vehicles to drop off/pick up students. This change is an iteration of a recommendation from the Burlington School District Travel Plan which called for a total conversion of these spaces and converting Walnut to a one-way street during drop off/pick up hours. DPW determined this one-way traffic pattern was not logistically feasible and would not be necessary to maintain safety.

In September 2023, staff added additional street parking to this area on the east side of Walnut Street in response to these conversations with IAA regarding on street parking in the area.

Outreach:

Staff met with school staff in April 2023 and identified the parking needs and traffic flow. Staff met with a parent and crossing guards in May 2023 to further discuss the site. In advance of the Commission, staff placed fliers in the vicinity of the parking changes. There was one public comment received following the mailing against this proposal. The School Principal and School Department are in support of this proposal.

Attachments:

1. Regulation Change From
2. Map
3. Public Comment

Attachment 1: Regulation Change From

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic Commission—

Sections: 12-1 No parking except vehicles loading or unloading.

Sponsor(s): Department of Public Works

Action: Approved

Date: December 20th, 2023

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 12-1 No parking except vehicles loading or unloading, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

12-1 No parking except vehicles loading or unloading

No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:

(1) - (34) As written.

(35) On the west side of Walnut Street, ninety five (95) feet from the corner, for ~~one hundred (100)~~ two hundred and fifty (250) feet, during the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday, for school related purposes only.

(36) – (54) As written.

** Material stricken out deleted.

*** Material underlined added.

TD: BCO Appx.C, 12-1
12/20/23

Attachment 2: Map



Attachment 3: Public Comment

Email 12/7:

To whom it may concern,

I received notice about the possible change in parking on Walnut street. My family lives at 50 Walnut street. I am contacting you to provide some feedback about the proposal. I had also spoken with someone about this a couple months ago.

As I am sure you know that parking is a challenge in this neighborhood and city. On Walnut street it seems folks park on both sides of the street and often block our driveways as well as our neighbors. The no parking signs are often just ignored. There have also been some aggressive conflicts over parking during school drop off and pick up. I often witness people driving recklessly on this street.

When others who often park on the adjacent side of the street by the school it blocks us from getting out of our driveways. This being a challenge particularly in the morning and afternoon when we leave for work and get home. This would affect us and our neighbors who all have tight driveways which we have to back out of. During winter months snowbanks make things even more challenging.

I had proposed that parking be increased and utilized by the park in front of the school. If there was to be an increased area for drop off and pick up that the time for this to be limited 15-20mins in the loading zone. Although it seems that IAA staff seem to be taking up most of the residential parking on our street, that seems to be the bigger challenge. Yet there are many families and children who walk to school in this neighborhood.

I'm hopeful we can find a resolution that doesn't impact our street and neighborhood negatively.

Best,

Alexander Ferguson
50 Walnut Street

Email 12/1

This would help with our parking needs at IAA in the future.

Mattie Scheidt, IAA Principal

Call 11/30

Lyall Smith – BSD Facilities Manager, in support of proposal.



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Memorandum

Date: December 20th, 2023
To: Public Works Commission
From: Madeline Suender, Associate Public Works Transportation Engineer
CC: Phillip Peterson P.E., Public Works Engineer
Subject: IAA Loading Zone

Staff recommends the DPW Commission approve the following:

Modification of line 245 from Appendix C, 7 (No-parking areas), to the following:

(245) On the west side of Walnut Street with the exception of a ~~250~~400-foot loading zone between 7:00 a.m. and 4:00 p.m., Monday—Friday, for school purposes only.

Modification of line 35 from Appendix C, 12-1 (No parking except vehicles loading or unloading) to the following:

(35) On the west side of Walnut Street, ninety five (95) feet from the corner, for ~~one hundred (100)~~ two hundred and fifty (250) feet, during the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday, for school related purposes only.

Final language of the amended ordinances is subject to the review and approval of the City Attorney's Office

Purpose & Need:

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Project Checklist:

	N/A	Yes	No	Reference
Aligns with MUTCD standards and/or established City Policy?	X			
Aligns with City plans?		X		Burlington School District Travel Plan
Followed Public Engagement Plan (PEP)?	X			These Traffic Regulation changes part of the INVOLVE portion of the PEP.

Summary and Conclusion:

After meeting with IAA and discussions with neighbors, school staff, and parents, DPW Staff identified this change as one area that can add capacity for vehicles to drop off/pick up students. This change is an iteration of a recommendation from the Burlington School District Travel Plan which called for a total conversion of these spaces and converting Walnut to a one-way street during drop off/pick up hours. DPW determined this one-way traffic pattern was not logistically feasible and would not be necessary to maintain safety.

In September 2023, staff added additional street parking to this area on the east side of Walnut Street in response to these conversations with IAA regarding on street parking in the area.

Outreach:

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Attachments:

1. Regulation Change From
2. Map
3. Public Comment

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the Traffic Commission—

Sections: 7 No-parking areas and 12-1 No parking except vehicles loading or unloading.

Sponsor(s): Department of Public Works

Action: Approved

Date: December 20th, 2023

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, 7 No-parking areas and 12-1 No parking except vehicles loading or unloading, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

7 No parking areas

No person shall park any vehicle at any time in the following locations:

(1) – (244) As written.

(245) On the west side of Walnut Street with the exception of a 250~~400~~-foot loading zone between 7:00 a.m. and 4:00 p.m., Monday—Friday, for school purposes only.

(255) – (584) As written.

12-1 No parking except vehicles loading or unloading

No person shall park a vehicle at the following locations unless engaged in loading or unloading the vehicle:

(1) - (34) As written.

(35) On the west side of Walnut Street, ninety five (95) feet from the corner, for ~~one hundred (100)~~ two hundred and fifty (250) feet, during the hours between 7:00 a.m. and 4:00 p.m., Monday through Friday, for school related purposes only.

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** Material stricken out deleted.

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Attachment 2: Map



Attachment 3: Public Comment

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I had proposed that parking be increased and utilized by the park in front of the school. If there was to be an increased area for drop off and pick up that the time for this to be limited 15-20mins in the loading zone. Although it seems that IAA staff seem to be taking up most of the residential parking on our street, that seems to be the bigger challenge. Yet there are many families and children who walk to school in this neighborhood.

I'm hopeful we can find a resolution that doesn't impact our street and neighborhood negatively.

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Mattie Scheidt, IAA Principal

Call 11/30

Lyall Smith – BSD Facilities Manager, in support of proposal.



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Memorandum

Date: December 20th, 2023
To: Public Works Commission
From: Madeline Suender, Associate Public Works Transportation Engineer
CC: Phillip Peterson P.E., Public Works Engineer
Subject: South Champlain Parking Meters

Background:

This memo is for information only. On the northeast side of South Champlain, staff is planning to install four parking meters that are in ordinance but have not been installed for unknown reasons (Figure 1). In Google street view, meters existed in these 2 of these 4 spaces from 2012-2014 but from at least 2019-today, no meters exist.

These meters are written into ordinance as:

17 Designation of parking meter zones

(e) *Three (3) hour zones.* The following streets or portions of streets are hereby designated as three (3) hour parking:

(44) On the east side of South Champlain Street from College Street to King Street.

Implementation and Outreach:

DPW will install meter posts in these 4 spaces in the coming days and will add signage with information about meters coming early January to these posts. We will work with Parking Services to ensure a smooth transition.

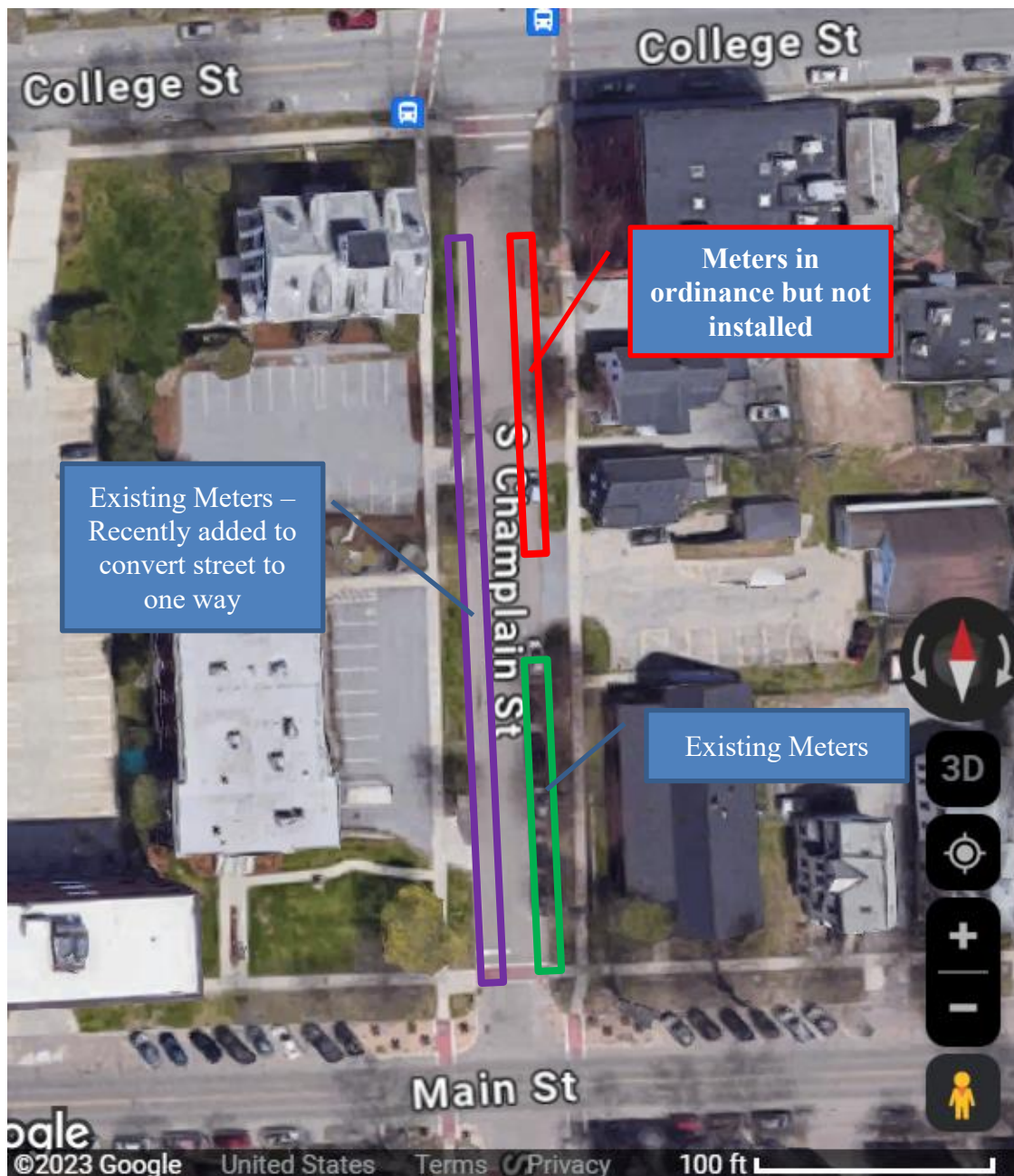


Figure 1: S Champlain Map of Meters



City of Burlington
Department of Public Works
Division of Parking and Traffic
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www.burlingtonvt.gov

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

Date: December 20, 2023
To: DPW Commission
From: Jackie Esperti, Division Director – Parking & Traffic
Chapin Spencer, Director of Public Works
Subject: Proposed Garage Parking Rates Adjustments

BACKGROUND:

Pre-pandemic, the Parking & Traffic Division made significant strides in garage renovations and modernization of our operations including spending hundreds of thousands of dollars on improved lighting, 24-hour security, capital upgrades such as a new staircase and concrete and beam repairs. During the COVID shutdown, however, garage operations were suspended with no revenue coming in and with a slow recovery the fund balance for the Parking Facility Fund has been depleted.

Garage recovery has not been as quick as hoped. The change to remote/flex work, construction downturn and inflationary expenses have impacted our ability to have revenues cover the expenses for our municipal parking facilities.

Since it has been nine years since rates have substantially adjusted in the garages and given the garages' financial constraints, we are advancing some initial adjustments that partially catch up for inflation's impact. At the same time, staff is continuing to collect parking occupancy data and is beginning a comprehensive review of on-street and off-street parking rates. We expect to be back to the DPW Commission in a few months with additional updates and likely additional adjustments.

FINANCIAL OUTLOOK

Last month, we provided the DPW Commission an overview of the FY'24 financial performance of the Parking Facilities Fund. Updated projections for the fiscal year are provided below:

Revenues 265	Adopted Budget	Year To Date Revenue	YTD % Revenue	Projected Year End Revenue	Delta
Parking Fees	\$1,550,000.00	\$609,842.58	39.34%	\$1,355,205.73	\$194,794.27
Parking Permits	\$1,479,800.00	\$327,136.00	22.11%	\$726,968.89	\$752,831.11

An Equal Opportunity Employer

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Parking Lots	\$250,000.00	\$123,671.52	49.47%	\$274,825.60	\$24,825.60
Third Party Gateway		\$24,232.50		\$53,850.00	\$53,850.00
Insurance Reimbursements	\$2,000.00	\$0.00	0.00%	\$0.00	\$2,000.00
DID	\$159,733.00	\$159,733.00	100.00%	\$159,733.00	\$0.00
Total	\$3,441,533.00	\$1,244,615.60	36.16%	\$2,570,583.22	\$870,949.78

COST CONTAINMENT:

While operating expenses are trending closer to budget, we are also looking at addressing the revenue softness through expense side strategies as well including:

- Controlling labor costs by targeting enforcement times in the garages and considering a freeze on hiring
- Exploring options to reduce credit card transaction costs
- Monitoring operational expenses closely

INITIAL PROPOSED CHANGES

We currently suggest the following changes:

1. Adjust Maximum Daily Rates & Hotel Rates

- Municipal garages are some of the most affordable, if not the most affordable, off-street parking options downtown.. For now we are proposing to keep current hourly rates and simply extend the maximum daily rate at both garages. Marketplace Garage (MPG) is currently \$10 per day and we propose to increase it to \$14 per day. The Downtown Garage (DTG) is currently \$8 per day and we propose to increase it to \$12 per day. Adjusting the DTG maximum daily rate will also increase overnight hotel parking charges from \$4/night to \$6/night.

2. Adjust Monthly Permit Rates

- We currently have approximately 40 permits in the MPG and over 500 in DTG. These monthly rates haven't changed since 2014 and the monthly rates are far cheaper than other garage rates downtown. The 5 day monthly rate is proposed to go from \$80 to \$84 and the 7-day rate is proposed to go from \$96 to \$100. This initial 5% increase is a modest step to close the large gap in our budget, while continuing to hold space for our local businesses. These changes do not reflect the cumulative inflation rate over the last ten year, which would be a 20+% increase. We are proposing to raise the rate of the Marketplace garage permits to \$120, as we have a waitlist for those spaces. Additionally, we are working to develop a more flexible regular parker option in coordination with two of our current vendors. This flexible option would be beneficial to multiple work groups such as hybrid workers or weekend retail workers. We plan to bring this new flexible parking product forward within the next few months.

ESTIMATED BUDGET IMPACTS

Proposed Change	Projected Increased Revenue Over Full Year		
	Marketplace Garage	Downtown Garage	Total
Extend to 12 hours	\$35,156	\$53,212	\$88,368
Increase Monthly Permit Rates	\$10,944	\$2,096	\$13,040
Increase Overnight Hotel Rate	N/A	\$102,060	\$102,060
Total	\$46,100	\$157,368	\$203,468

PUBLIC ENGAGEMENT

DPW staff have undertaken the following steps to notify / engage the public:

- Presented proposed rate changes at the November 2023 Commission meeting
- Emailed all current permit holders in both municipal garages
- Communicated directly with each adjacent hotel
- Met with BBA Executive Director and shared documents with them
- Added notice of potential changes on DPW and Park Burlington websites

As of the Thursday, December 14, no written public communication has been received regarding the rate changes. Verbally we have heard concerns from some stakeholders about the fragility of downtown as our business core is struggling to address public health and public safety challenges. As such, we are working hard to balance the needs of downtown stakeholders with the financial realities of the City's Parking Facility Fund and Traffic Fund. If we receive any written feedback before the meeting, we will compile it and bring it to the meeting.

NEXT STEPS

If approved by the Commission, we will seek to implement these rate changes as early in 2024 as possible.

Staff will continue the parking occupancy data collection, propose any additional proposed adjustments based on the data, and return to the Commission this winter or spring with any additional recommended changes.

REQUESTED ACTION

Move to adopt the City of Burlington Ordinance changes related to adjusted rates in the City's municipal garages as detailed in the attached document.

Please reach out to me (jesperti@burlingtonvt.gov) with any questions or feedback.

CITY OF BURLINGTON

In the Year Two Thousand Twenty-three

A Regulation in Relation to

Rules and Regulations of the
Traffic Commission—
Section 19 Parking Rates.

Sponsor(s): Department of Public Works

Action: Approved

Date: 12/20/2023

Attestation of Adoption:

Phillip Peterson, PE

Public Works Engineer, Technical Services

Published: _____

Effective: _____

It is hereby Ordained by the Public Works Commission of the City of Burlington as follows:

That Appendix C, Rule and Regulations of the Traffic Commission, Section 19, Parking Rates, of the Code of Ordinances of the City of Burlington is hereby amended as follows:

Section 19 Parking rates.

(a) As Written

(b)

(1)-(7) As written.

(8) College Street/Lakeview/Westlake Parking Garage Facility.

a. Hourly, Maximum Daily Rates. One dollar (\$1.00) per hour; first two (2) hours free; maximum daily rate of ~~eight~~twelve dollars (~~\$8~~\$12.00).

b. Parking is free on Sundays.

c. Monthly Permit Rates. ~~Eighty-four~~ dollars (~~\$84~~.00) for a five (5) day per week monthly permit; the five (5) days per week shall be Monday through Friday ("standard workweek permit"). ~~Ninety-six~~One-hundred dollars (~~\$96~~\$100.00) for a seven (7) day per week monthly permit ("standard calendar-week permit"). Twenty dollars (\$20.00) for a five (5) day per week monthly permit for city employees when paid for by a City of Burlington department. Zero dollars (\$0.00) for a restaurant/retail/service worker seven (7) day per week monthly permit with eligibility determined by the department of public works within policy approved by the public works commission. Fifty-five dollars (\$55.00) for a five (5) day per week monthly permit for individuals who held valid monthly parking permits at the Elmwood lot as of April 30, 2022, for the period inclusive of May 1, 2022, through April 30, 2025, after which such rate will increase to the standard workweek permit rate. The director of the department of public works or his or her designee may prorate monthly parking permit fees at times of sale and termination.

(9) Marketplace Parking Garage:

a. Hourly, Maximum Daily Rates. One dollar (\$1.00) up to one (1) hour, two dollars (\$2.00) up to two (2) hours; three dollars (\$3.00) up to two and one-half (2 1/2) hours; four dollars (\$4.00) up to three (3) hours; five dollars (\$5.00) up to three and one half hours (3

1/2) hours; six dollars (\$6.00) up to four (4) hours; seven dollars (\$7.00) up to five (5) hours; eight dollars (\$8.00) up to six (6) hours; nine dollars (\$9.00) up to seven (7) hours; maximum day rate of ~~10~~fourteen dollars (\$~~10~~14.00) after seven (7) hours.

b. As Written.

c. Monthly Permit Rates: ~~Ninety-six one-hundred and twenty~~ dollars (\$~~96~~120.00) for a seven (7) day per week monthly permit in the Marketplace lower garage. No monthly permits available in the Marketplace upper garage, except maintenance of those in existence at the time of adoption of this language. The director of the department of public works or his or her designee may pro-rate monthly parking permit fees at times of sale and termination.

(e)-(f) As Written

** Material stricken out deleted.

*** Material underlined added.

TD: BCO Appx.C, Sec 19,
12/20/23



CITY OF BURLINGTON DEPARTMENT OF PUBLIC WORKS

645 Pine Street, Suite A
Burlington, VT 05401
802.863.9094 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **DPW Director's Report**
Date: December 20, 2023

CITY ENGINEERING STANDARDS HEAD TO COUNCIL DECEMBER 18

Thanks to the effort of many Engineers in Technical Services and Water Resources, draft City Engineering Standards are heading to the City Council on December 18 for adoption after obtaining recommended approval from the Transportation, Energy & Utilities Committee. [See presentation here.](#) These standards do many things including:

- Ensure infrastructure is built consistently throughout the right-of-way
- Help us be more prepared to maintain and repair assets throughout the City
- Streamline contract development and have uniformity across divisions
- Create a more straightforward and predictable bidding experience for contractors

Thanks to many other work groups across DPW and beyond who helped put these draft standards together. This will achieve one of the goals DPW leadership has sought to obtain over the last eight years, but a high workload of capital projects kept getting in the way. More info: Julia Ursaki, jursaki@burlingtonvt.gov.

NORTH PLANT SIPHON EMERGENCY RESPONSE

As you may recall, last month we reported that the Winooski River sewer siphon break has been repaired and as of November 8th is operational and conveying sewage to the North Waste Water Treatment Plant. Additional good news is that the City Council approved executing a contract with a design consultant to begin the alternative analysis and conceptual design for a permanent, climate-resilient upgrade to the existing river siphon. For more information on this flood-damage incident and emergency repair effort, please visit www.burlingtonvt.gov/water. More info: Megan Moir, mmoir@burlingtonvt.gov.

NORTH WINOOSKI AVE SURVEY

DPW, in coordination with the Department of Business & Workforce Development distributed a survey among North Winooski Ave stakeholders to get feedback on how the changes on the street have been working. We had over 200 responses and the results have been compiled. The results are attached. I am happy to take any questions or feedback during the Director's Report during the meeting. More info: Phillip Peterson, ppeterson@burlingtonvt.gov.

GREAT STREETS MAIN STREET

At their November 20 meeting, the City Council approved execution of an initial construction contract for the Great Streets Main Street project. The revised scope of work includes rerouting the ravine sewer and renovating three blocks of Main Street (from Winooski Avenue to Pine Street). We are meeting with project stakeholders on December 14 and can bring an update to the December Commission meeting. The project website is at: <http://greatstreetsbtv.com/main-street>. More info: Laura Wheelock, lwheelock@burlingtonvt.gov.

CHAMPLAIN PARKWAY WINTER SHUTDOWN UNDERWAY

After a very productive construction season this year, our contractor has mostly shut down construction by December 1. There will be some winter work, but mostly off the roadway – focusing

on signals and utilities. Thanks to everyone who has helped Norm Baldwin and Corey Mims with the extensive coordination work this season and everyone generally for being patient with this project as it has impacted some of our operations this year. Construction updates can always be found [here](#). More info: Corey Mims, cmims@burlingtonvt.gov.

Please don't hesitate to reach out with any questions.

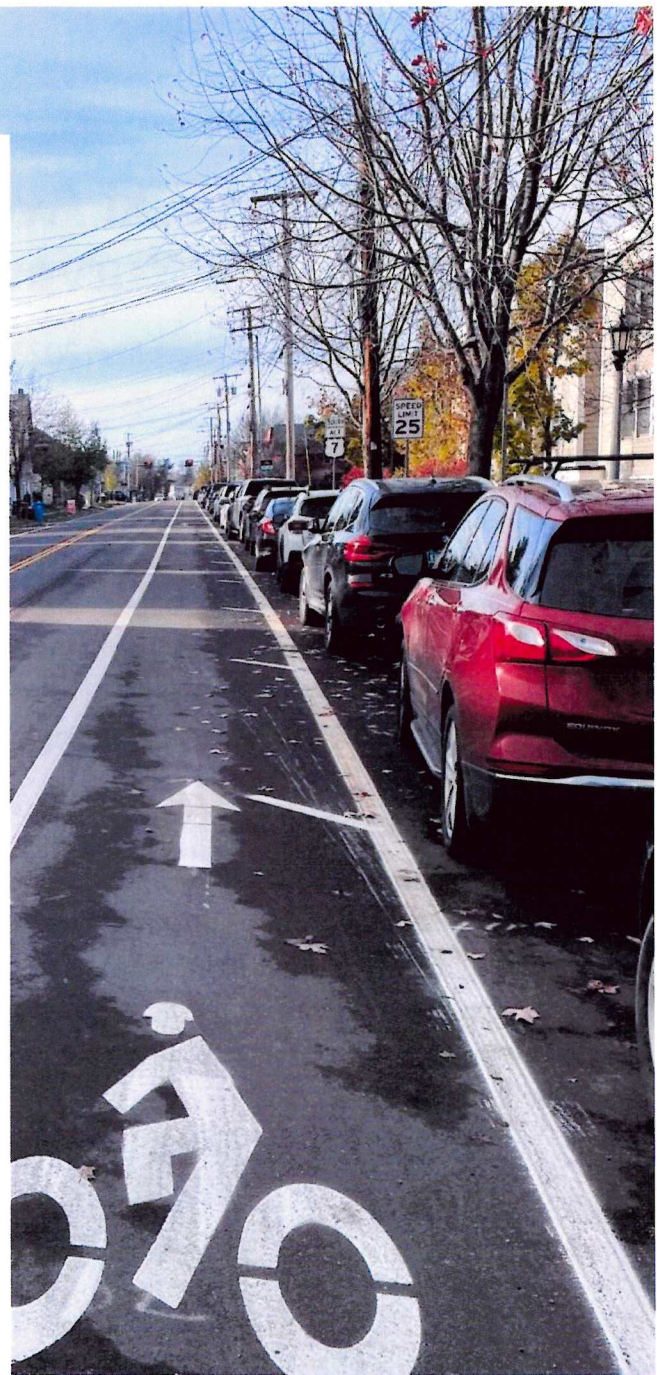
North Winooski Avenue New Configuration Stakeholder Survey & Data Collection Report

City of Burlington
City Council Transportation Energy & Utilities
Committee (TEUC)



November 28, 2023

City of Burlington
Department of Public Works (DPW)
Phillip Peterson, PE
Public Works Engineer



North Winooski Avenue New Configuration Stakeholder Survey & Data Collection Report

Prepared for the November 2023 Meeting of the Transportation Energy and Utilities Committee (TEUC)

Introduction:

In response to the recent reconfiguration of North Winooski Avenue (NWA) during the VTrans Class-1 paving project, the Department of Public Works (DPW) conducted a comprehensive Stakeholder Survey and Data Collection effort in collaboration with the Transportation Energy and Utilities Committee (TEUC). The purpose was to assess the impact of the changes, specifically the allocation of separated bike facilities from Union Street to Riverside Avenue. The reconfiguration involved reallocating parking on the east side of the street for a bike lane while maintaining a bike lane and parking lane on the west side of NWA.

Outreach Initiatives:

DPW Staff, in collaboration with Business & Workforce Development, the TEUC, and the Public Works Commission, undertook proactive outreach efforts during the project. This included the creation of time-limited parking zones to address varied parking needs. Furthermore, DPW Staff distributed City Council-approved grant funds for Transportation Demand Management (TDM) strategies, aiming to enhance transportation system efficiency.



Stakeholder Survey

Overview:

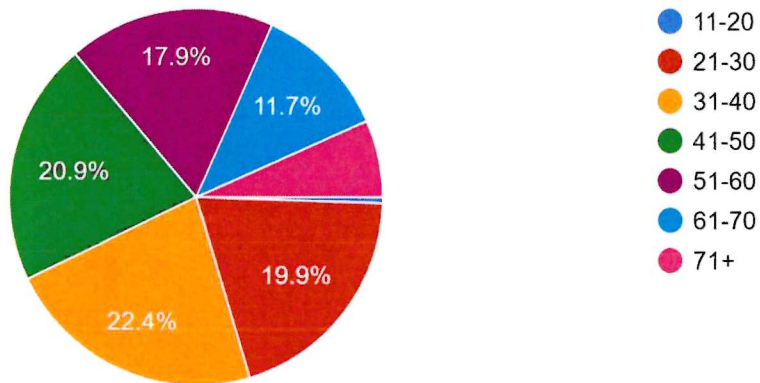
DPW Staff, in collaboration with TEUC, distributed a survey to gather feedback from local stakeholders. The survey, open from 10/20/23 – 11/21/23, received 203 responses. The survey captured diverse perspectives on the new NWA configuration, reflecting the varied modes of transportation and experiences of the respondents, see Appendix raw data of survey respondents.

Demographics of Survey Respondents:

Important to note, not all respondents answered every question.

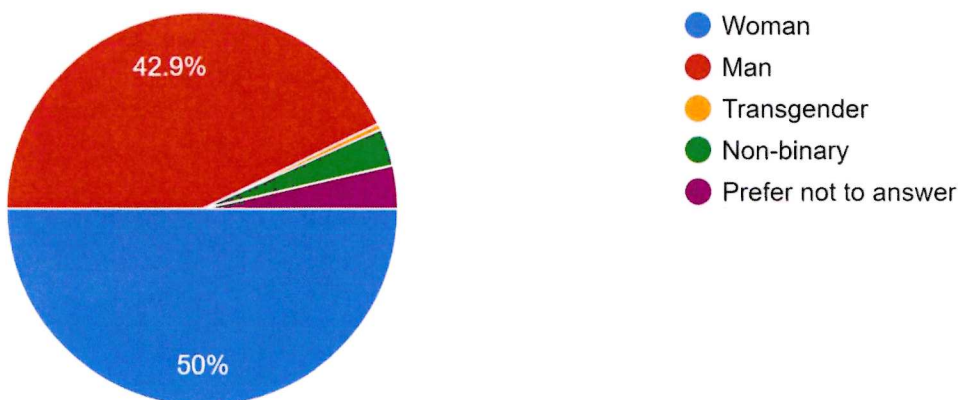
Age

196 responses



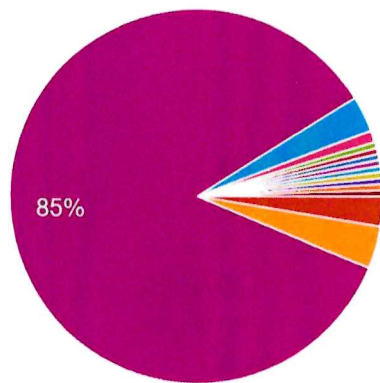
Gender Identity

196 responses



Race / Ethnicity

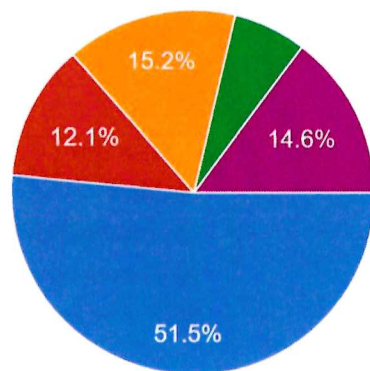
193 responses



- Asian
 - Black
 - Hispanic
 - Native American
 - White
 - Asain
 - 2
- 1/2

Place of Residence

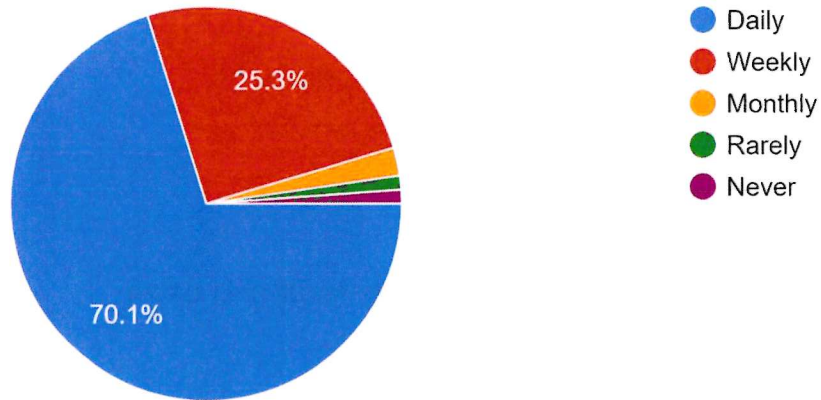
198 responses



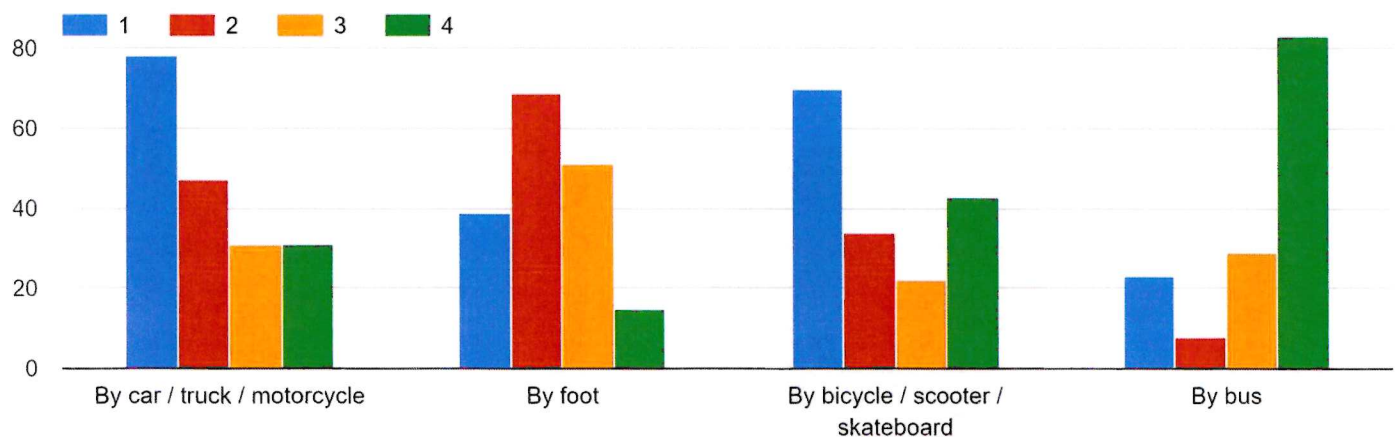
- Central District (Old North End, Downtown)
- North District (New North End)
- South District (South End, Southern Hill Section)
- East District (Old East End, University Area, Northern Hill Section)
- Outside of Burlington

How often do you use North Winooski Avenue?

87 responses



How do you travel most often along North Winooski Ave? (Rank 1 for most often to 4 for least often)



The survey respondents represented a diverse range of transportation modes*:

Motor Vehicle: 40% (82 respondents)

Bicycle: 34% (70 respondents)

On Foot: 19% (39 respondents)

Bus: 11% (23 respondents)

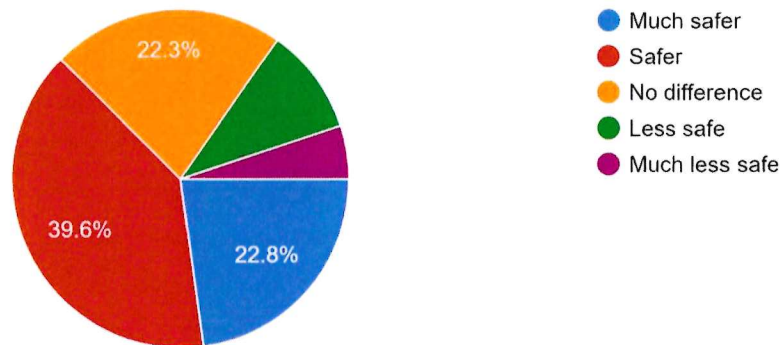
Perceptions of the New NWA Configuration, all respondents:

54% found the new NWA configuration to be more functional.

63% perceive the new configuration as safer.

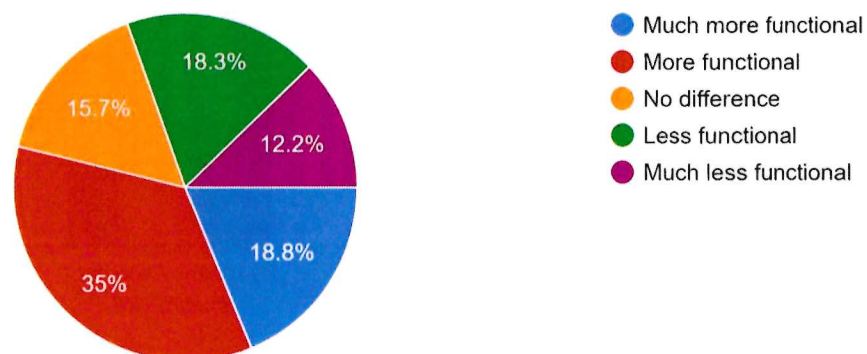
Does the new street configuration improve the safety for all road users

197 responses



Does the new street configuration make North Winooski Ave more functional?

197 responses



* Some respondents indicated their primary mode of travel involved more than one mode of transportation.

Bus Riders' Perception:

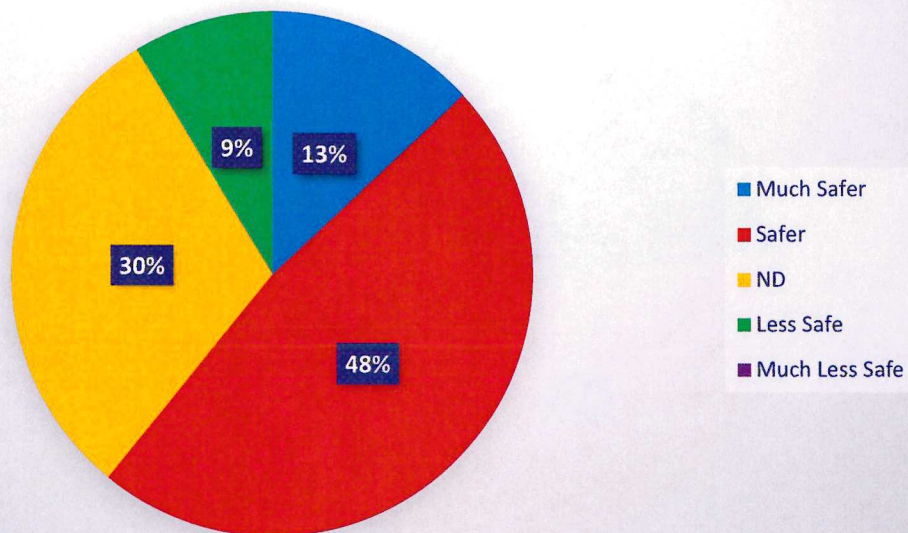
61% felt the change is safer. (14 respondents)

10% felt the change is less safe. (9 respondents)

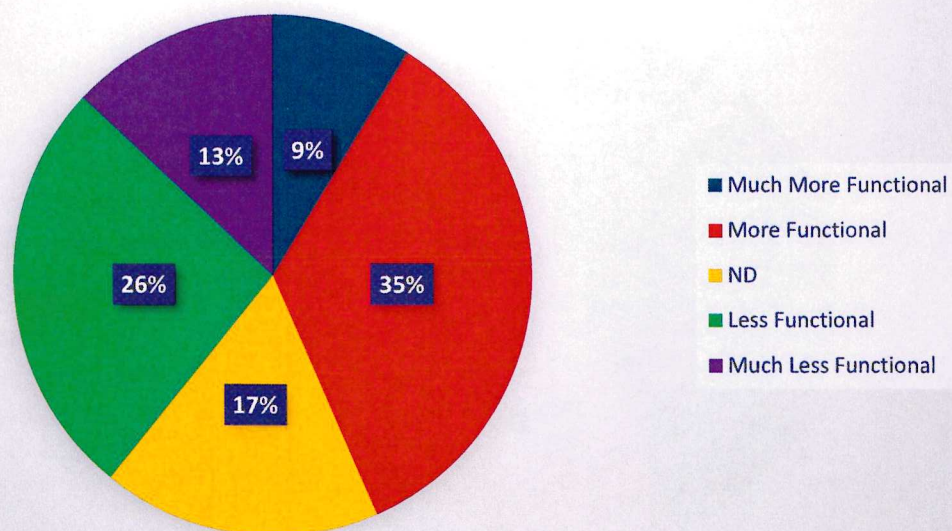
44% felt the change is more functional. (10 respondents)

37% felt the change is less functional. (9 respondents)

Safety Perception for Respondents that Primarily Ride the Bus



Functional Perception for Respondents that Primarily Ride the Bus



Pedestrians' Perception:

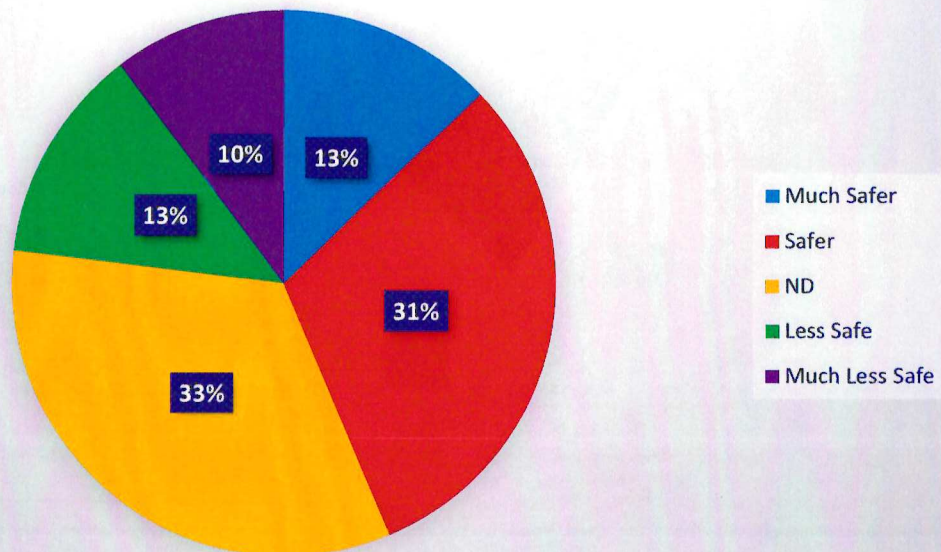
44% felt the change is safer. (17 respondents)

23% felt the change is less safe. (9 respondents)

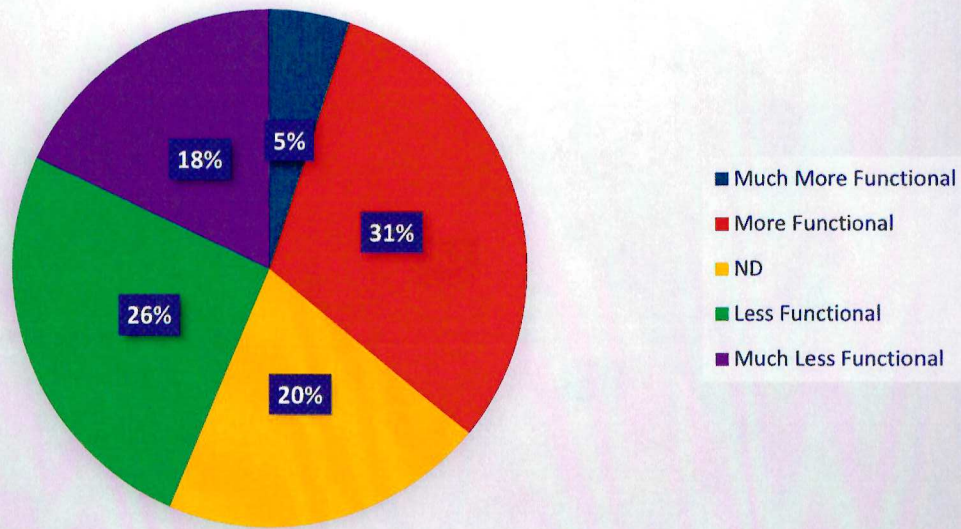
44% felt the change is less functional. (17 respondents)

36% felt the change is more functional. (14 respondents)

Safety Perception for Respondents That Primarily Travel by Foot



Functional Perception for Respondents That Primarily Travel by Foot



Bicyclists' Perception:

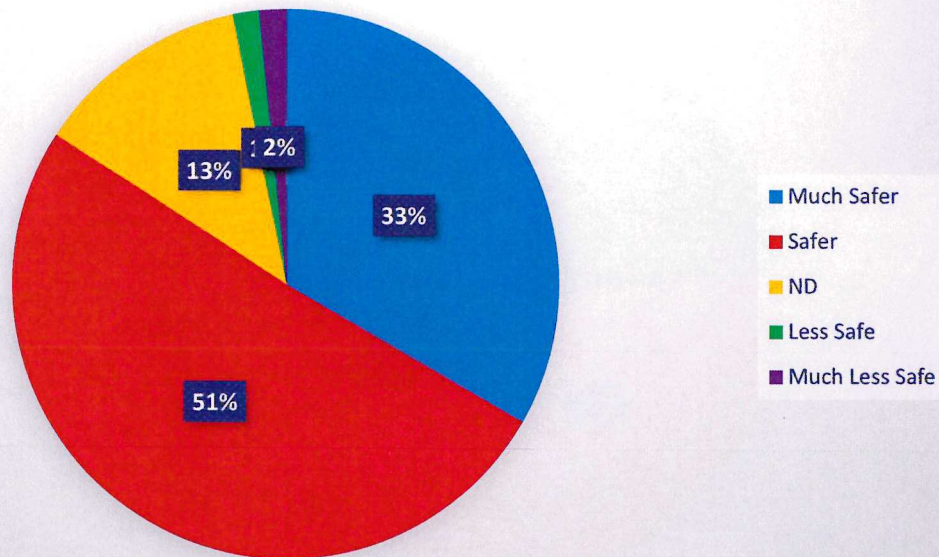
83% felt the change is safer. (58 respondents)

2% felt the change is less safe. (2 respondents)

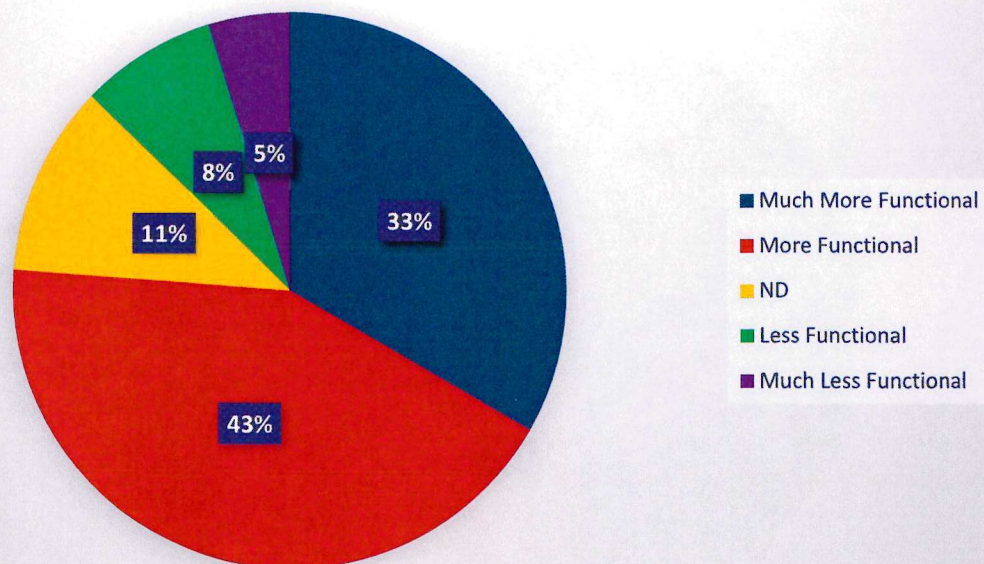
75% felt the change is more functional. (53 respondents)

15% felt the change is less functional. (10 respondents)

Safety Perception for Respondents That Primarily Travel by Bike/Scooter/Skateboard



Functional Perception for Respondents That Primarily Travel by Bike/Scooter/Skateboard



Motor Vehicle Users' Perception:

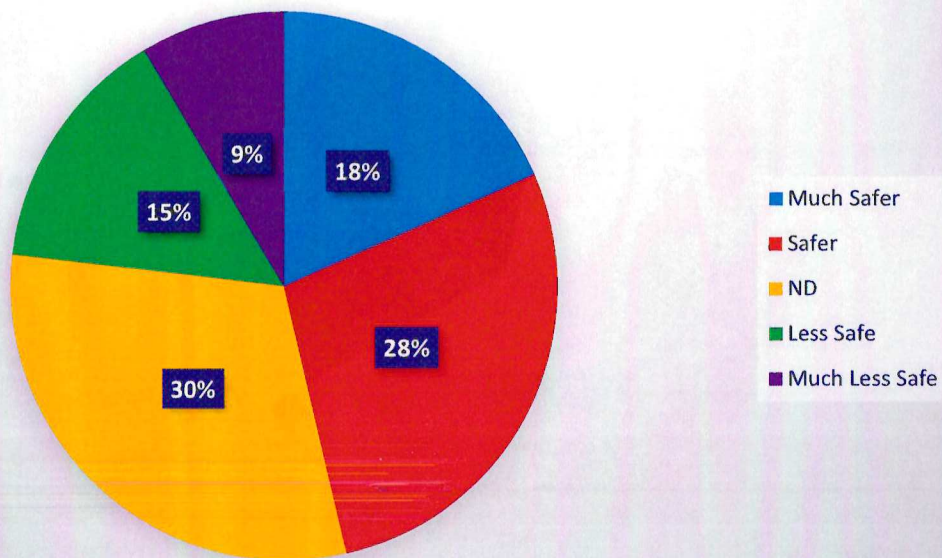
46% felt the change is safer. (38 respondents)

24% felt the change is less safe. (19 respondents)

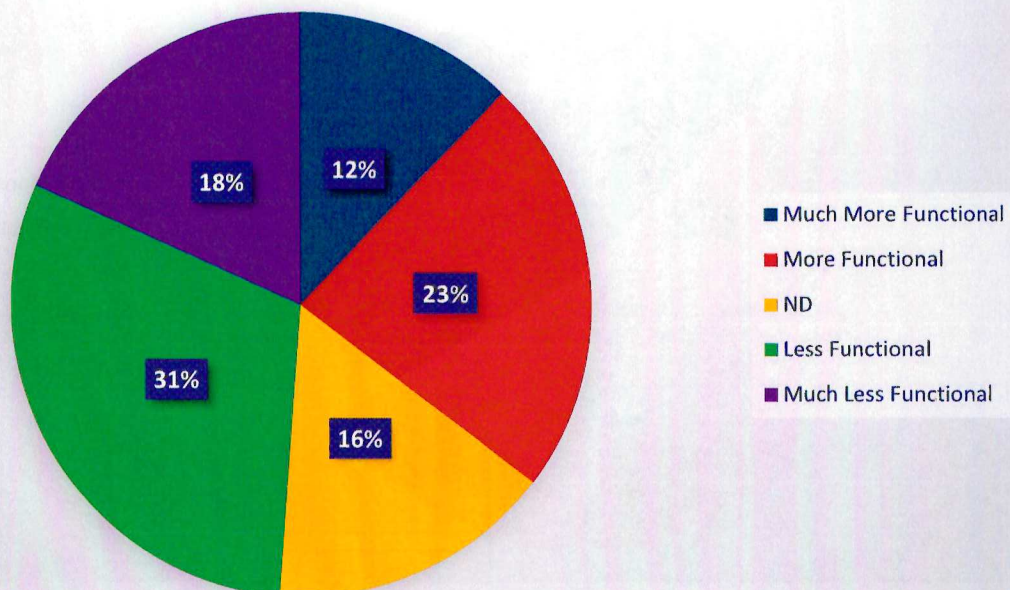
49% felt the change is less functional. (40 respondents)

35% felt the change is more functional. (29 respondents)

Safety Perception for Respondents That Primarily Drive Vehicles



Functional Perception for Respondents That Primarily Drive Vehicles



Survey Respondent Comments:

Respondents provided valuable subjective comments in the survey, expressing diverse perspectives on the NWA reconfiguration. Common themes include appreciation for improved safety, concerns about parking availability, and suggestions for enhanced signage and education regarding the new configuration. Here is a sample of the comments received, see the Appendix for the full list of comments received.

"It is nice having the bike lanes. I experience much less harassment by drivers."

"We live in a duplex and only have space for one car, the less parking makes it difficult. My tenant received a ticket for parking in a short-term spot"

"While it is clearly a better design, it is still difficult to turn right going SW on N. Winnoski and turning right (heading east) on North Street because your mirrors and even turning your head has blind-spots for bikers that are heading in the same direction but slightly behind you on N. Winooski. Maybe a mirror on the street or different coloring through the intersection (N. Winooski and North Street) to let drivers and riders know that this is difficult intersection."

"The north end of the street, at the junction with Riverside Ave., is still quite dangerous for pedestrians and cyclists. It is tricky, at best, to access the Riverside path from N Winooski, and vice versa."

"Our business had accessible offerings, but we have since moved these offerings to another location due to the removed parking and not being able to assure that spots would be as available at our business frontage"

"Less parking is a real pain. Bummer no one was willing to listen to the concerns of those who hoped it wouldn't go away."

"Continuity of bike facilities is a huge win!"

"Much more relaxed experience both in a car and on a bike. This stretch used to see a tremendous amount overzealous overtaking by drivers. I can ride at a comfortable pace without experiencing aggressive behavior by drivers. As a driver, there is no conflict when passing bike lane users and i don't have to keep an eye out for oncoming drivers who have sped up to 45 to get around a biker."

"I have experienced greater issue with accessing parking while coming to work (I am employed at Community Health Centers, Riverside Ave). We don't have adequate parking for all employees, so we do frequently need to park on the street, and a decrease in parking on North Winooski and the surrounding area has put significant strain on my daily commute. As someone who lives outside of Burlington, the only way for me to commute is by car (bus schedules to my town do not allow for me to utilize public transit, moving closer to work is not an option for me at this time)"

"As a driver, I like the better design and visibility of sharing the road. As an avid biker, while I don't usually ride on this road, I would think this would be an immense improvement."

Occupancy Data Overview:

DPW Staff collected occupancy data over three days (11/14-11/16) this fall at three different times on each of those days: 9 am, 1 pm, and 7 pm. NWA has an overall occupancy rate of 80%, with a maximum occupancy rate of 88% at 9 am on 11/15. An 80% occupancy rate suggests a significant demand for parking in the area. The remaining parking spaces on the west side of NWA are being effectively utilized, contributing to the overall high occupancy rate.

The collected occupancy data provides a snapshot of the parking dynamics in NWA, offering insights that can inform decisions related to urban planning, parking management, and the promotion of sustainable transportation options. The variations in occupancy rates at different times of the day (83% at 9 am, 80% at 1 pm, and 77% at 7 pm) indicate that parking demand fluctuates throughout the day. The maximum occupancy rate of 88% at 9 am on 11/15, and that the 9 am time has the highest occupancy average suggests a peak demand for parking during morning hours. A full table of the data collected is attached in the Appendix.

Traffic Counts Overview:

The traffic data presented below was collected using Miovision technology at the Winooski and Riverside intersection. Miovision is a traffic data collection and analysis platform that utilizes video-based monitoring to gather information on various aspects of traffic flow, including vehicle types, counts, and movement patterns. It's important to note that the Winooski and Riverside intersection, where the data was collected, has a unique configuration.

This intersection may not be an ideal location for comprehensive data collection due to its specific characteristics, which can impact the accuracy of the findings. DPW Staff recognized the limitations of the intersection and attempted to address them by setting up their own traffic counters at a midblock location on North Winooski between Archibald and Union. Unfortunately, the data collection efforts faced a setback as the counting device was stolen, resulting in the loss of valuable data.

Here's a summary table of the traffic data collected using Miovision at the Winooski and Riverside intersection:

Vehicle Type	Week Total	Average/Day
Lights (cars)	41067	5867
Single Unit Trucks	628	90
Articulated Trucks	99	14
Buses	90	13
Bicycles	579	83
Total	42463	6066

The majority of the traffic comprises light vehicles (cars), with an average of 5,867 cars per day, indicating a high level of private vehicle use in the area. Single unit trucks, articulated trucks, and buses represent a relatively small portion of the total traffic, with daily averages ranging from 13 to 90 vehicles. The presence of 83 bicycles per day highlights some level of cycling activity in the area, suggesting potential interest in alternative transportation modes.

The unique configuration of the Winooski and Riverside intersection may skew the data towards certain vehicle types. Further data from different locations may be needed for a more comprehensive understanding of overall traffic patterns in the area. In conclusion, while the Miovision data provides valuable insights, the limitations of the intersection's uniqueness and the loss of DPW's data emphasize the importance of strategic and secure data collection for more accurate traffic assessments.

Implications and Recommendations:

The positive feedback on safety and functionality, particularly from bicyclists, indicates some success of the new NWA configuration. Concerns raised by bus riders and motor vehicle users may warrant future policy discussions on parking and transit improvements along North Winooski Avenue.

DPW Staff remain committed to fostering partnerships which will create off street public parking opportunities. City Staff have been working to support CHC's efforts to advance the development of a new parking lot. Additionally, City Staff are exploring ways to maintain the City Loop as a fare-free transportation option. Recognizing the importance of public transportation in promoting accessibility and reducing traffic congestion, we are committed to ensuring that the City Loop remains a convenient and affordable mode of travel for our citizens.

This report serves as a resource in understanding the perspectives and preferences of the diverse stakeholders impacted by the recent changes to the NWA corridor. Through a comprehensive analysis of the survey responses and collected data, we have a nuanced understanding of the perspectives held by these stakeholders. This information will serve to support informed decision-making and future initiatives.



Appendix

Appendix-A: Unfiltered data, North Winooski Avenue Stakeholder Survey

Appendix-B: Full list of comments received, North Winooski Avenue Stakeholder Survey

Appendix-C: Unfiltered parking occupancy counts North Winooski Ave

Appendix-A: Unfiltered Data, North Winooski Avenue Stakeholder Survey

Timestamp	Age	Gender	Identity	Race / Ethnicity	Place of Residence	What is your connectio	How do you travel most of	How do you travel mos	How do you travel mos
10/13/2023 9:58:40	41-50	Man	White	North District (New North End)	I go to stores, restaura	I go to stores, restaura	1	2	3
10/18/2023 12:09:16	21-30	Woman	Asian	Central District (Old North End, Downtown)	I go to stores, restaura	I go to stores, restaura	3	1	2
10/18/2023 12:09:45	51-60	Man	Hispanic	East District (Old East End, University Area, N	I access services (heal	I access services (heal	2	3	1
10/18/2023 12:10:17	31-40	Man	White	South District (South End, Southern Hill Sectic	I go to stores, restaura	I go to stores, restaura	3	2	4
10/18/2023 12:11:42	41-50	Woman	White	Central District (Old North End, Downtown)	I am a homeowner on I	I am a homeowner on I	1	4	4
10/18/2023 12:11:50	61-70	Man	White	South District (South End, Southern Hill Sectic	I go to stores, restaura	I go to stores, restaura	3	3	3
10/18/2023 12:19:24	51-60	Woman	White	South District (South End, Southern Hill Sectic	I access services (heal	I access services (heal	3	2	1
10/18/2023 12:20:37		Woman	White	Central District (Old North End, Downtown)	I access services (heal	I access services (heal	3	2	1
10/18/2023 12:27:13	51-60	Man	White	Central District (Old North End, Downtown)	I go to stores, restaura	I go to stores, restaura	3	2	1
10/18/2023 12:32:28	51-60	Man	Hispanic	South District (South End, Southern Hill Sectic	I access services (heal	I access services (heal	2	3	1
10/18/2023 12:34:21	51-60	Man	White	South District (South End, Southern Hill Sectic	I go to stores, restaura	I go to stores, restaura	4	2	1
10/18/2023 12:35:15	51-60	Woman	White	East District (Old East End, University Area, N	I go to stores, restaura	I go to stores, restaura	4	2	1
10/18/2023 12:35:50	31-40	Man	White	North District (New North End)	I go to stores, restaura	I go to stores, restaura	1	3	2
10/18/2023 12:35:50	31-40	Man	White	Central District (Old North End, Downtown)	I access services (heal	I access services (heal	2	3	1
10/18/2023 12:37:36	31-40	Man	White	South District (South End, Southern Hill Sectic	I go to stores, restaura	I go to stores, restaura	2	3	1
10/18/2023 12:39:18	51-60	Man	White	South District (South End, Southern Hill Sectic	I go to stores, restaura	I go to stores, restaura	2	3	1
10/18/2023 12:44:30	71+	Man	White	East District (Old East End, University Area, N	I access services (heal	I access services (heal	2	1	4
10/18/2023 12:47:24	31-40	Man	White	East District (Old East End, University Area, N	I access services (heal	I access services (heal	1	2	2
10/18/2023 12:54:42	51-60	Man	White	South District (South End, Southern Hill Sectic	I access services (heal	I access services (heal	2	3	1
10/18/2023 12:59:19	61-70	Woman	White	North District (New North End)	I go to stores, restaura	I go to stores, restaura	1	1	1
10/18/2023 13:01:11	41-50	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) al	I access services (health care, non-profits, etc.) al	2	2	1
10/18/2023 13:03:27	21-30	Man	White	Outside of Burlington	I go to stores, restaura	I go to stores, restaura	2	4	1
10/18/2023 13:03:27	21-30	Man	White	Central District (Old North End, Downtown)	I live off of N. Winooski	I live off of N. Winooski	3	2	1
10/18/2023 13:12:23	51-60	Woman	White	South District (South End, Southern Hill Sectic	I access services (heal	I access services (heal	1	2	3
10/18/2023 13:38:51	41-50	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	I go to stores, restaura	2	4	1
10/18/2023 13:45:05	71+	Man	White	Central District (Old North End, Downtown)	I go to stores, restaura	I go to stores, restaura	2	4	1
10/18/2023 13:45:49	61-70	Man	White	South District (South End, Southern Hill Sectic	I go to stores, restaura	I go to stores, restaura	3	1	2
10/18/2023 13:54:10	51-60	Woman	White	South District (South End, Southern Hill Sectic	I go to stores, restaura	I go to stores, restaura	4	2	1
10/18/2023 13:56:14	41-50	Man	White	North District (New North End)	I access services (heal	I access services (heal	1	3	2
10/18/2023 13:58:48	41-50	Man	White	East District (Old East End, University Area, N	I access services (heal	I access services (heal	4	2	1
10/18/2023 14:20:30	51-60	Woman	White	2 North District (New North End)	I go to stores, restaura	I go to stores, restaura	1	2	4
10/18/2023 14:29:09	31-40	Woman	White	Outside of Burlington	I go to stores, restaura	I go to stores, restaura	1	3	2
10/18/2023 14:30:38	31-40	Man	White	Central District (Old North End, Downtown)	I access services (heal	I access services (heal	4	2	1
10/18/2023 14:40:22	21-30	Man	Hispanic	Central District (Old North End, Downtown)	I go to stores, restaura	I go to stores, restaura	4	2	1
10/18/2023 14:49:25	31-40	Man	White	North District (New North End)	I access services (heal	I access services (heal	3	2	1
10/18/2023 14:50:41	21-30	Man	White	North District (New North End)	I go to stores, restaura	I go to stores, restaura	4	2	1
10/18/2023 14:52:03	41-50	Man	White	Central District (Old North End, Downtown)	I go to stores, restaura	I go to stores, restaura	1	3	2
10/18/2023 15:10:53	21-30	Man	White	South District (South End, Southern Hill Sectic	I go to stores, restaura	I go to stores, restaura	4	3	1
10/18/2023 15:37:03	31-40	Woman	White	North District (New North End)	I travel through North V	I travel through North V	1	3	2
10/18/2023 15:37:49	21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaura	I go to stores, restaura	2	3	4
10/18/2023 15:39:12	51-60	Woman	White	East District (Old East End, University Area, N	I go to stores, restaura	I go to stores, restaura	1	3	1
10/18/2023 15:41:10	21-30	Man	Asian	Central District (Old North End, Downtown)	I go to stores, restaura	I go to stores, restaura	1	3	2
10/18/2023 15:41:29	31-40	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I	I access services (health care, non-profits, etc.) along North Winooski Avenue, I	2	3	1
10/18/2023 15:41:45	31-40	Woman	White	South District (South End, Southern Hill Sectic	I go to stores, restaura	I go to stores, restaura	2	3	1
10/18/2023 15:45:15	21-30	Man	White	Central District (Old North End, Downtown)	I access services (heal	I access services (heal	2	3	4

10/18/2023 15:45:49 41-50	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	4	2	3
10/18/2023 15:46:34 61-70	Prefer not to answer	White	North District (New North End)	I access services (health care, non-profits, etc.)	4	1	1
10/18/2023 15:46:43 71+	Man	White	South District (South End, Southern Hill Sectors)	I go to stores, restaurants	2	4	1
10/18/2023 15:47:32 21-30	Woman	White	South District (South End, Southern Hill Sectors)	I go to stores, restaurants	4	2	1
10/18/2023 15:52:05 41-50	Non-binary	White	South District (South End, Southern Hill Sectors)	I access services (health care, non-profits, etc.)	3	2	1
10/18/2023 15:52:14 61-70	Man	White	Central District (Old North End, Downtown)	I travel through North V	1	3	2
10/18/2023 15:54:19 41-50	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	3	2	3
10/18/2023 16:04:03 21-30	Woman	White	North District (New North End)	I access services (health care, non-profits, etc.)	4	2	1
10/18/2023 16:05:18 51-60	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1	2	2
10/18/2023 16:05:29 21-30	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	2	3	1
10/18/2023 16:08:03 31-40	Man	White	South District (South End, Southern Hill Sectors)	I go to stores, restaurants	2	3	4
10/18/2023 16:08:33 71+	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants	2	4	2
10/18/2023 16:10:39 41-50	Woman	White	South District (South End, Southern Hill Sectors)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North V	2	3	4
10/18/2023 16:12:23 21-30	Woman	White	South District (South End, Southern Hill Sectors)	I travel through North V	1	1	1
10/18/2023 16:14:28 71+	Woman	White	East District (Old East End, University Area, North V)	I go to stores, restaurants	1	2	2
10/18/2023 16:16:55 61-70	Woman	White	Outside of Burlington	I travel through North V	1		
10/18/2023 16:33:24 61-70	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	4	2	1
10/18/2023 16:47:22 21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	2	3	2
10/18/2023 16:58:39 41-50	Man	White	East District (Old East End, University Area, North V)	I go to stores, restaurants	1	3	1
10/18/2023 17:03:29 31-40	Prefer not to answer	White	South District (South End, Southern Hill Sectors)	I access services (health care, non-profits, etc.)	1	3	1
10/18/2023 17:21:26 21-30	Man	White	South District (South End, Southern Hill Sectors)	I travel through North V	1	3	2
10/18/2023 18:05:55 21-30	Man	White	South District (South End, Southern Hill Sectors)	I go to stores, restaurants	3	2	3
10/18/2023 18:21:44 61-70	Woman	Asian - cause the origin	Central District (Old North End, Downtown)	I go to stores, restaurants	4	3	2
10/18/2023 18:48:03 41-50	Woman	White	North District (New North End)	I go to stores, restaurants	1	2	4
10/18/2023 18:56:52 71+	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	al	1	2
10/18/2023 19:22:08 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	3	2	4
10/18/2023 19:22:32 51-60	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	3	2	1
10/18/2023 19:30:21 51-60	Prefer not to answer	prefer not to say	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	1	1	4
10/18/2023 19:43:34 71+	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1	1	4
10/18/2023 19:58:40 61-70	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	al	2	1
10/18/2023 20:28:14 41-50	Man	White	South District (South End, Southern Hill Sectors)	I go to stores, restaurants	2		1
10/18/2023 21:13:48 51-60	Man	White	Outside of Burlington	I access services (health care, non-profits, etc.)	1	3	2
10/18/2023 21:19:18 41-50	Woman	White	South District (South End, Southern Hill Sectors)	I go to stores, restaurants	3	2	1
10/18/2023 23:05:59 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	1	3	2
10/18/2023 23:48:25 51-60	Prefer not to answer	White	Outside of Burlington	I go to stores, restaurants	3	2	1
10/19/2023 3:05:48 51-60	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1	2	2
10/19/2023 6:27:04			East District (Old East End, University Area, North V)	I access services (health care, non-profits, etc.)	al	1	1
10/19/2023 7:21:41 31-40	Woman	White	East District (Old East End, University Area, North V)	I travel through North V	3	4	1
10/19/2023 7:31:07 51-60	Man	White	North District (New North End)	I travel through North V	1	4	2
10/19/2023 8:31:22 21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	3	1	2
10/19/2023 8:49:21 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	4	2	1
10/19/2023 8:57:54 71+	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1	3	2
10/19/2023 8:59:09 41-50	Woman	White	Outside of Burlington	I access services (health care, non-profits, etc.)	2	4	1
10/19/2023 9:15:32 31-40	Man	White	Outside of Burlington	I work on North Winooski	4	3	2

10/19/2023 9:29:10 21-30	Man	White	Outside of Burlington	I go to stores, restaura	2	1	4
10/19/2023 9:43:17 51-60	Man	White	Outside of Burlington	I travel through North V	1	3	2
10/19/2023 11:13:18 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	1	3	4
10/19/2023 11:55:25 21-30	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	4	2	1
10/19/2023 12:05:23 31-40	Man	White	Central District (Old North End, Downtown)	I own a business or org	1	3	2
10/19/2023 12:54:09 31-40	Man	White	North District (New North End)	I go to stores, restaura	1		2
10/19/2023 13:48:03 51-60	Prefer not to answer	inappropriate question	Central District (Old North End, Downtown)	I access services (heal	1	1	1
10/19/2023 15:25:33 31-40	Man	White	Central District (Old North End, Downtown)	I go to stores, restaura	4	2	1
10/19/2023 20:11:50 31-40	Man	White	Central District (Old North End, Downtown)	I access services (heal	2	3	1
10/20/2023 6:43:33 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	2	1	3
10/20/2023 10:09:05 71+	Man	Jewish /ethnicity race i	North District (New North End)	I go to stores, restaurants and businesses on Nort	1	1	2
10/20/2023 11:40:41 31-40	Man	White	North District (New North End)	I access services (heal	4	2	1
10/20/2023 12:35:32 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	3	2	1
10/20/2023 13:14:06 21-30	Woman	White	East District (Old East End, University Area, N	I work on North Winoo	3	2	4
10/20/2023 15:33:46 21-30	Woman	White	Central District (Old North End, Downtown)	I am a renter on North	1	2	4
10/20/2023 16:14:57 21-30	Non-binary	White	Central District (Old North End, Downtown)	I am a renter on North	1	1	4
10/20/2023 17:01:42 31-40	Man	White	Central District (Old North End, Downtown)	I go to stores, restaura	1	2	3
10/20/2023 17:57:03 21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaura	2	3	4
10/21/2023 8:42:56 41-50	Man	White	Outside of Burlington	I go to stores, restaura	2	3	1
10/21/2023 9:48:20 41-50	Man	White	Central District (Old North End, Downtown)	I access services (heal	2	4	1
10/21/2023 15:11:01 41-50	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	2	3	1
10/22/2023 12:54:21 41-50	Man	White	Central District (Old North End, Downtown)	I travel through North V	3	1	2
10/22/2023 23:05:27 41-50	Man	Asian	Central District (Old North End, Downtown)	I access services (heal	4	2	1
10/24/2023 8:48:39 31-40	Woman	White	South District (South End, Southern Hill Sectic	I go to stores, restaura	2	2	2
10/24/2023 12:36:39 51-60	Man	White	Central District (Old North End, Downtown)	I access services (heal	3	2	1
10/25/2023 11:34:48 21-30	Non-binary	White	Central District (Old North End, Downtown)	I access services (heal	2	3	4
10/25/2023 11:37:51 21-30	Man	White	Outside of Burlington	I access services (heal	2	3	4
10/25/2023 12:19:31 41-50	Man	White	Central District (Old North End, Downtown)	I access services (heal	2	1	3
10/25/2023 14:17:53 41-50	Non-binary	White	North District (New North End)	I access services (heal	2	3	1
10/25/2023 21:08:55 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (heal	1	1	4
10/26/2023 9:37:15 21-30	Woman	Black	Central District (Old North End, Downtown)	I access services (heal	1		
10/26/2023 11:08:45 61-70	Man	Black	South District (South End, Southern Hill Sectic	I access services (heal	1	1	1
10/27/2023 20:18:07 21-30	Man	Bi-racial	Outside of Burlington	I work on North Winoo	3	2	1
10/28/2023 16:56:23 41-50	Woman	White	Central District (Old North End, Downtown)	I work on North Winoo	1		1
10/28/2023 22:29:27 21-30	Woman	White	North District (New North End)	I go to stores, restaura	1	4	4
10/29/2023 14:17:21 31-40	Woman	White	North District (New North End)	I access services (heal	4	1	1
10/29/2023 18:56:53 51-60	Woman	Hispanic	Outside of Burlington	I access services (heal	1	3	4
10/29/2023 19:18:42 61-70	Woman	White	South District (South End, Southern Hill Sectic	I access services (heal	3	1	
10/29/2023 21:26:10 61-70	Woman	White	Outside of Burlington	I work on Riverside Ave	1		
10/30/2023 8:05:35 41-50	Woman	White	Outside of Burlington	I work on North Winoo	1		
10/30/2023 8:07:49 21-30	Man	2 or more	Outside of Burlington	I go to stores, restaura	1	3	4
10/30/2023 8:55:20 41-50	Woman	White	Outside of Burlington	I access services (heal	1	2	3
10/30/2023 10:58:55 21-30	Man	White	Outside of Burlington	I work on North Winoo	4	1	1
10/30/2023 11:04:30 51-60	Woman	White	Outside of Burlington	I work on North Winoo	1	2	4

10/30/2023 13:32:40 41-50	Woman	White	Outside of Burlington	I work on North Winos	4	1	1
10/30/2023 14:51:58 21-30	Woman	White	Central District (Old North End, Downtown)	I access services (heal	4	2	1
10/31/2023 9:36:36 21-30	Woman	White	South District (South End, Southern Hill Sectic	I go to stores, restaura	4	2	1
10/31/2023 9:58:08 31-40	Non-binary	White	North District (New North End)	I go to stores, restaura	2	3	4
10/31/2023 10:56:03 31-40	Woman	White	Outside of Burlington	I work on North Winos	4	4	1
11/1/2023 15:59:24 31-40	Woman	Hispanic	North District (New North End)	I go to stores, restaura	1	2	4
11/3/2023 14:57:50 21-30	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	1	2	3
11/6/2023 10:20:56 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (heal	1	2	4
11/7/2023 16:09:43 71+	Man	White	Central District (Old North End, Downtown)	I go to stores, restaura	1		
11/7/2023 20:01:11 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (heal	4	3	1
11/8/2023 4:44:17 61-70	Woman	White	Outside of Burlington		1		
11/8/2023 8:59:34 21-30	Man	White	Central District (Old North End, Downtown)	I access services (heal	3	1	2
11/9/2023 10:21:11 61-70	Woman	White	Central District (Old North End, Downtown)	I am a homeowner on f	1	4	4
11/10/2023 16:08:19 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (heal	1	2	3
11/10/2023 16:50:48 41-50	Man	White	Central District (Old North End, Downtown)	I access services (heal	1	2	4
11/10/2023 18:23:50 61-70	Woman	White	Central District (Old North End, Downtown)	I am a renter on North	1		
11/11/2023 7:06:38 51-60	Man	White	South District (South End, Southern Hill Sectic	I access services (heal	4	1	1
11/11/2023 13:13:11 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (heal	2	1	3
11/13/2023 8:40:09 61-70	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	1	1	
11/13/2023 13:29:27 51-60	Man	Mixed	Central District (Old North End, Downtown)	I access services (heal	1	2	
11/13/2023 13:32:20 51-60	Woman	White	Central District (Old North End, Downtown)	I access services (heal	1		
11/13/2023 13:40:19 71+	Woman	White	Central District (Old North End, Downtown)	I access services (heal	2	1	
11/13/2023 14:21:13 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (heal	1	1	4
11/13/2023 14:39:10 31-40	Woman	White	Central District (Old North End, Downtown)	I own a business on riv	1	4	
11/13/2023 15:08:41 41-50	Prefer not to answer	Black	Central District (Old North End, Downtown)	I access services (heal	1	2	4
11/13/2023 16:41:37 21-30	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	2	3	1
11/13/2023 18:48:50 71+	Woman	Asian	Outside of Burlington		1	1	
11/14/2023 7:08:48 31-40	Transgender	White	Central District (Old North End, Downtown)	I access services (heal	1	2	
11/14/2023 11:56:48 41-50	Man	White	Central District (Old North End, Downtown)	I go to stores, restaura	2	3	1
11/15/2023 9:05:56 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (heal	2	1	2
11/15/2023 9:23:23 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	3	1	3
11/15/2023 9:31:21 51-60	Woman	White	Outside of Burlington	I go to stores, restaura	2	2	
11/15/2023 9:42:10 31-40	Man	White	Central District (Old North End, Downtown)	I work on North Winos	1	2	4
11/15/2023 13:19:37 31-40	Man	White	Outside of Burlington	I work on North Winos	1	2	4
11/15/2023 16:32:06 51-60	Man	White	Central District (New North End)	I access services (heal	3	1	2
11/15/2023 16:56:16 51-60	Man	White	North District (New North End)	I work on North Winos	1	3	4
11/16/2023 13:52:42 61-70	Man	White	Outside of Burlington	I work on North Winos	2	4	4
11/17/2023 10:55:59 51-60	Woman	White	Outside of Burlington	I work on North Winos	1	2	4
11/17/2023 16:35:41 21-30	Man	White	Outside of Burlington	I go to stores, restaura	1	1	3
11/17/2023 17:02:01 51-60	Woman	White	Central District (Old North End, Downtown)	I am a renter on North	1	2	4
11/17/2023 17:29:32 21-30	Prefer not to answer	White	East District (Old East End, University Area, N	I access services (heal	4	2	1
11/17/2023 17:32:28 51-60	Man	Asian	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) al	1	1	1
11/17/2023 17:41:01 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (heal	3	2	1
11/17/2023 17:58:30 31-40	Man	White	Central District (Old North End, Downtown)	I am a renter on North	2	1	3

11/17/2023 18:20:15 61-70	Woman	White	Central District (Old North End, Downtown)	I am a renter on North V	2	1
11/17/2023 18:40:43 31-40	Woman	Hispanic	Central District (Old North End, Downtown)	I go to stores, restaura	1	2
11/17/2023 18:40:47 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	2	1
11/17/2023 18:48:30 61-70	Woman	White	East District (Old East End, University Area, N	I access services (heal	1	4
11/17/2023 19:42:51 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	1	3
11/17/2023 21:28:23 21-30	Woman	Hispanic isn't a race. D	Central District (Old North End, Downtown)	I access services (heal	1	2
11/17/2023 22:39:16 41-50	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	1	2
11/17/2023 22:51:45 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (heal	1	3
11/18/2023 6:43:27 61-70	Woman	White	North District (New North End)	I travel through North V	1	3
11/18/2023 9:03:57 11-20	Woman	White	Central District (Old North End, Downtown)	I travel through North V	4	2
11/18/2023 9:54:37 51-60	Woman	Black	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I go to stores, rest	3	2
11/18/2023 10:48:10 61-70	Man	White	Central District (Old North End, Downtown)	I go to stores, restaura	3	2
11/18/2023 12:30:44 41-50	Woman	White	Central District (Old North End, Downtown)	I am a homeowner on t	3	3
11/18/2023 14:00:32 21-30	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	2	1
11/18/2023 14:15:27 51-60	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	4	1
11/20/2023 0:25:30 61-70	Woman	Black	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) al	1	4
11/20/2023 7:18:29 41-50	Woman	White	Central District (Old North End, Downtown)	I travel through North V	4	1
11/20/2023 10:24:43 61-70	Man	White	North District (New North End)	I travel through North V	3	2
11/20/2023 14:31:28 71+	Woman	White	South District (South End, Southern Hill Sectic	I access services (heal	1	3
11/20/2023 22:12:11 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaura	1	2
11/21/2023 9:21:41 31-40	Non-binary	Asian	Outside of Burlington	I access services (heal	2	3
11/21/2023 10:53:01 41-50	Woman	White	Central District (Old North End, Downtown)	I am a renter on North V	2	4
11/21/2023 11:27:11 21-30	Man	White	South District (South End, Southern Hill Sectic	I go to stores, restaura	2	1
10/25/2023 12:19:31 41-50	Woman	Asian	Central District (Old North End, Downtown)	I go to stores, restaura	2	3
10/25/2023 12:19:31 61-70	Woman	Black	Outside of Burlington	I own a business or org	1	1
11/1/2023 12:19:31 51-60	Woman	White	Outside of Burlington	I work on North Winoos	1	1
11/21/2023 9:21:41 61-70	Woman	White	East District (Old East End, University Area, N	I travel through North V	1	1

How do you travel most?	Does the new street configuration make it safer?	Does the new street configuration make it more functional?	Do you have any specific comments or suggestions regarding the new street configuration?
4 Much safer	No	More functional	No
4 Much safer	Love the new bike lane	Much more functional	A better connected bike network
4 Much safer	No	Much more functional	It's great to have a space to ride my bike
1 No difference	No	No difference	Feel safer as a cyclist
4 Much less safe	Bicyclists still ride the same	Much less functional	NA
4 Much safer	none - it is amazing!	Much more functional	Bicyclists still ride the wrong way. This was a total waste of money, and eliminating parking was asinine; we are not a large city like NY
4 Much safer	More functional	More functional	It feels so much safer.
4 Much safer	Lack of NB bike lane	Much more functional	MUCH less stressful to keep it going! Convert the remaining section ASAP.
4 Much safer	potholes make it difficult	Much more functional	easier and more inviting. As a daily year-round bike commuter, these new bike lanes are a welcome improvement. Thanks! Now let's bring it all together.
4 Much safer	No, I really like it.	Much more functional	No - I wish it were two way the whole way.
4 Safer	I would like to see more	More functional	I like the new bike lanes!
4 Safer	Yes, This gives priority	No difference	More bikers present. As a biker, I prefer protected bike lanes but this is better than it was
3 No difference	Cars parking in the middle	Much less functional	Only access to N. Winona. More limited parking at The Local Motion (and others) agenda is pressing (City wide) for a politically correct bicycle agenda without any
4 Safer	No	More functional	Not enough parking to : I wish there was more nearby parking.
3 Safer	No, it's great	More functional	Got a \$75 parking ticket while at CHC! My fault
3 Safer	The bike lanes should	Much more functional	It is nice having the bike I would like to see the northbound bike lane extended to Pearl Street.
3 Safer	Bike lanes are unprotected	Less functional	Street feels much wider than before, which could allow cars to speed more.
4 No difference	No	More functional	Surrounding business are concerned about the lack of parking that may make them less assessable
4 Much safer	No. I like the new	More functional	As a driver, it's been nice I expected to struggle with parking when visiting businesses over the last 2 weeks, but found parking on my first
4 Much safer	I wish there was some	Much more functional	It's a big improvement in terms of safety for cyclists. It also encourages more bicycle use between Riverside Ave. and North St. and or
3 Much safer	More space for the	Much more functional	Safer bicycling
4 No difference	It's actually bikeable!	Much more functional	Drivers need to be more. Would like to see more way finding for parking options
3 Much safer	Cars still parked on it	Much more functional	Continuity of bike facilities. Still seeing some contra-flow riding on the one way section of the street. Not sure how to best address and mo
3 Safer	I would like the bike	Much more functional	Easy to get around by bicycle. Feels safer.
2 Much safer	Motorists still parking	More functional	it is very tight and we're. The larger sidewalks have made them impassable because of people living on them
4 Safer	Cars frequently park	More functional	I now bike on it. And I'm Please make it permanent
2 Safer	No difference	No difference	Joy biking through it, feels safer than before
4 Safer	There are not protect	Much more functional	It's a step in the right direction I'd love to see more bike lanes and protected bike lanes as well.
4 Safer	The bike lanes are not	Much more functional	I'm able to access businesses that I want and feel much safer doing so.
4 Safer	There are not protect	Much more functional	Easier to travel through I would prefer lanes had protection, like a curb. Or at least simply having cars park on the outside of the bike lane
4 Safer	The bike lanes are not	Much more functional	North Winoski Ave is. With the parking removed, I hope the city will prioritize making the lanes protected as soon as possible (in addition
4 Safer	There are not protect	Much more functional	Traveling by bicycle is easier. Driving is no more difficult than before.
4 Safer	The bike lanes are not	Much more functional	We need protected bike lanes on both sides

1 Much safer	More functional	n/a	positive	n/a
2 Safer	More functional		You can really move or For me it's a huge improvement, but I'm sorry for the people who need to park there.	
4 Safer	More functional		the bike lanes do feel safer to me, and I think I see more people using them. I do wish they were protected, but I still feel safer on my t	
3 Safer	More functional		Much safer for all!	
4 Much safer	More functional		While it is clearly a bett As a driver, I like the better design and visibility of sharing the road. As an avid biker, while I don't usually ride on this road, I would tl	
4 Much safer	More functional		Cars still treat N. Winooski as a 2 lane situation when traveling South on N. Winooski when entering the intersection of N. Winooski &	
3 Safer	More functional		It's nice to have a bike I like the new configuration, but it could be better if the bike lanes were continuous and protected. I also someti	
3 Safer	Less functional		Lack of parking!	
No difference	More functional		Theres still many imprc Much more relaxed ext Can't wait for the next stage of improvements!	
Much safer	More functional		The riverside Ave inter More lane space for rid You gotta do something about the vehicles stopped in the bike lanes. Otherwise they're pointless. There is a b	
1 Safer	More functional			
3 Safer	More functional			
4 Safer	More functional			
4 Safer	More functional			
Much safer	More functional			
3 Safer	More functional			
No difference	More functional			
4 Much safer	More functional			
4 Much safer	More functional			
4 Much less safe	More functional			
3 Safer	More functional			
1 Safer	More functional			
Less safe	More functional			
4 No difference	More functional			
3 Safer	More functional			
1 Less safe	More functional			
4 Safer	More functional			
1 Less safe	More functional			
4 Safer	More functional			
4 No difference	More functional			
4 No difference	More functional			
3 Safer	More functional			
Much safer	More functional			
4 Much safer	More functional			
4 Safer	More functional			
4 Safer	More functional			
4 Much safer	More functional			
4 Safer	More functional			
Much less safe	More functional			
4 No difference	More functional			
4 Much safer	More functional			
4 Safer	More functional			
3 Safer	More functional			
Much safer	More functional			
3 Safer	More functional			
1 Less safe	More functional			

1 Much safer	Much more functional	Usually I would avoid N Winooski Ave when biking North to Winooski, but now I feel more comfortable using the street when biking.	
4 Safer		We will know that Burlington is serious about cycling and walking when it starts building real cycle tracks.	
4 No difference	Parking is significant!	Our business had access as noted above, parking would love a lot of more open parking, even within a few blocks - to make it easier for people who aren't reside	
3 Safer	More functional	I mostly bike around town including up and down North Winooski Ave (I live on this street and use it often to get from place to place).	
4 Safer	Less functional	Lack of street parking is spilling over to businesses and private properties. This creates constraints for individual businesses.	
4 Safer	More functional	When I've driven to Taft I wonder if angled parking could be explored for the southbound side of North Winooski Ave between Union/Du	
4 Less safe	Much less functional	heavy parking demand The wider road space has increased vehicular speeds there	
3 Safer	The bike lane is not functional	The bike lane is not practical I have experienced having the street would be much safer if there were physical barriers between the traffic lane and the bike lane. This is	
4 Safer	More functional	So far it has been pretty good to tackle intersection of Winooski and Riverside. Tough intersection for everyone, particular pedestrian	
4 Much safer	More functional	I notice there are still I see no change other than it was a good try considering too many issues to deal with.	
2 No difference	No difference	Sidewalks need to be wider I feel safer biking and walking Bike lanes should always have protected physical barriers.	
3 Safer	Parking between bike lanes	It has made parking a lot easier I am an avid cyclist who is ALWAYS in favor of more bike lanes. I'm surprised the city hasn't explored bike lanes	
4 No difference	No, I barely noticed it	positive, I mostly bike commute to work and generally travel to the ONE often so it has made my riding safer.	
1 Safer	I find the intersection	The bike lane makes it Why don't you fucking Undo it	
4 Much less safe	Why the fuck does the intersection		
3 No difference	Folks aren't using the intersection		
4 No difference	Less functional	Less parking....	
1 Safer	No	The time I spend looking for parking is worse for parking but better road lines	
4 Much safer	Much more functional	More comfortable on my bike. Less concerned with getting "doored"	
3 Safer	Northbound, where it's	Confusion when turning People should not put their recycling or trash bins in the bike lane. It seems like they do here more often than c	
4 Safer	Sometimes there are	Love the bike lane and Thanks for adding the lane!	
4 Safer	More functional		
3 No difference	The street remains un	I appreciate that there is no Community Health Centers for my medical and health care appointments. I could drive but almost never	
2 No difference	No	I have to park much further away when I work due to the new 2 hour parking. Many of the students who attend Sangha Studio have a l	
4 Much safer	Not enough on lane s	More pleasant travel in We need better maintenance of curbs, greenbelts and parklets. Also the pedestrian crossing situation at Archi	
1 Safer	More functional	I appreciate paint for bike lanes that is easier to see, and I like the smooth pavement :	
1 Safer	I think the bike lane	More people are biking Now that there is less space for cars they are forced to pass closer than they had to before. That's why having	
4 Much less safe	Unprotected bike lane	Parking troubles Need a crosswalk near bus barn	
4 Safer	Door zone bike lanes	no Less harassment by me it's a good start.	
4 Much less safe	I don't understand wh	I think it's a poor design My response is in the fact I've been living on N. Winooski Ave for the last 14 years. I think by the city taking away the spots is ridiculous!	
4 Much less safe	We need more parkin	People have to park far We need parking on both Change the parking lane to both sides	
	Much less functional	Much less functional Hectic Add more parking spaces	
4 Safer	No	As a daily bicyclist come Give bicyclists a real separate lane. Make a real divider that not even cars can overtake or go into. With a com	
Less safe	Less functional		
4 No difference	No difference		
1 No difference	I can't park for work.	As above, I have to park very far away to go to my job at Riverside. Sometimes I have to stay very late like seven or 8 o'clock, and I fe	
4 Less safe	less parking; more di	less parking; more traffic negative less parking for workers, renters and people accessing businesses	
No difference	Less functional	Less parking when accessing restaurants and healthcare	
Safer	Much less functional	Parking availability on F I usually park on Riverside Ave for work but displacing parking on one side of N. Winooski impacts residents, t	
No difference	Less functional	time limits make parking impact on ability for staff and patients to park	
4 No difference	Less functional	Takes away parking space Received a parking ticket The signs on the street are confusing and don't make sense	
1 Safer	No difference	I have experienced greater issue with accessing parking while coming to work (I am employed at Community Health Centers, Riverside	
3 Less safe	Too many bike lanes	Too many bike lanes are all negative. Bikes are What is going to happen when snow comes? Where will people who work and live here park? Where will peop	

1 No difference	Less functional	I am unable to find part I am an avid biker so I know and appreciate the effort to improve a bike lane. As someone who only has the o
1 No difference	Much less functional	Less parking is a real p No parking in an already congested area.
4 Much safer	Why not put bike lane More functional	I love using the bike lanes!!! So much
1 Safer	Bike/walker safety pk More functional	The use of
1 No difference	not enough designate Less functional	harder to find street parking to be able to work nearby
4 Less safe	Freight loading/ unlo More functional	Parking is inaccessible Negative
4 No difference	the lack of onstreet r More functional	One side of bike traffic would be sufficient as many bikers just ride in the middle of the street or do whatever th
2 Less safe	bikes more pron to d Less functional	Significantly fewer park Its more challenging for customers and employees to find parking and the signage can be unclear
No difference	More functional	no good enough
4 Much safer	Parking	no handicap parking to no parking for ups, fed negative impact
Less safe	Yes, because the lan More functional	As a daily bicycle rider, I think it's great that space is being made for cycling. I appreciate you putting in more bike racks in the "plaza"
4 Safer	no handicap, ups, fed More functional	Access to businesses ar Parking to access busi Less apt to use businesses there
4 Less safe	The new bike lane m Less functional	The intersection of Win There is better visibility Put in protected bike lanes before someone gets hurt.
4 Much less safe	Motorists refuse to d Less functional	no place to park for ten cannot find a place to pit does not work, especially for businesses , cannot understand why only part of the street is 1 sided parking, ft
4 Less safe	Less functional	I have mobility issues a I work at CHCB. I pers Burlington used to be such a wonderful place to live and now it's though this city does not care about its reside
Safer	Cars parking in the bi More functional	Handicap parking and 2 hour spots: positive; reduced parking spaces, no marked parking, no enforcement of paking laws; negative
Much safer	cannot find a place to Less functional	New lines at the corner I most often cannot find parking near my home. Very often I have to park a block or more away.
Less safe	No	Yeah—you took away I hate it. Change it back.
No difference	Safer	never can find a place to no place to park, busini has caused loss of business, what will happen this winter? "NO PARKING" because of snow?
Safer	Less functional	Parking should be remt None really, it seems the same to me.
Less safe	Much less functional	Yes PARKING for tena Personally, I have not I why was that ever done without setting aside parking in a lot or garage? This seems to be a very short sighter
Safer	The radical decrease Less functional	See answer above: I ar See above.
4 Much less safe	No difference	Harder to find parking r not able to find parking. I hate it
No difference	People blocking traffi Less functional	No
3 Less safe	More functional	Safer feeling biking In general, would love to see more bike paths in Burlington that have a physical divider between bikes and cars
4 Safer	No difference	Better for biking and hoping it will get even safer for bikers and pedestrians. Have not noticed any negative impacts for driving or shopi
3 No difference	Much more functional	Parking on the street—even on side streets like Crombie and Decatur—is much more difficult now.
Safer	No difference	N/A
4 No difference	N/A	It is safer in some ways because of visibility and biking access, but the lack of parking and the amount of businesses on the street has other safety implication
No difference	Parking in the Old Nc No difference	
4 Much safer	It makes it much easi More functional	
3 Much safer	More functional	
4 Safer	it would be nice to do More functional	Parking is difficult for residents
4 Much safer	no	not much
4 No difference	More functional	I can see oncoming traffic when I pull out of my office
3 Safer	No difference	264 North Winooski Avenue
Much safer	More functional	Much easier to make a left turn onto the street.
4 Safer	Less functional	We lost the accessible/ The plus is there is a clearer view up and down the street while pulling out of the driveway onto N. Winooski Ave. The negative is that i
3 No difference	Much less functional	could use better street lighting
3 Safer	The bike lanes are ur More functional	very limited parking, m: loading zone parking is unnecessary and problematic has nothing to do with bike traffic
2 Safer	More functional	It is an improvement but we need more separation for bikers and less on street parking
Safer	new construction of li More functional	Able to ride more freely
4 Safer	More functional	The left turn bike box is Love the road without parking in sections, wish it was the whole way that way. Also, wish it would be easier to t
		I see bikers struggle to get to and from the end Thanks for the bike lane!

C or Boston. People can go 1 block over to go the other direction

ing BTV into the 21st century and start building protected/separated bike lanes; more pedestrian-only areas; better/free shuttles expanding on the GREAT College Street shuttle model!

y consideration for other road users. Time for BTV to introduce safety ordinances that require safe cycling practices and punish those who ignore them. Meanwhile, don't deny parking spaces without creating affordable alternatives.

st pass on the block I was looking for - on my first pass through.
1 to downtown because of a more consistent pathway.

ve NB bike flow to Union (maybe rebuild the Union St PBL?)

ines to avoid the door zone.

ition to coming up with a long term solution to protect union street again). Union/Winooski is a major north/south corridor for bikes, and while I appreciate the additional safety of the painted lane, an unprotected path is not safe enough for more cautious o

ikel

think this would be a immense improvement.
North St. bollards to separate the bike lane right in front of the Sushi restaurant would prevent this - as well as making a tight on red illegal here.
lines drive through this corridor to visit the shops and restaurants. Haven't had any issues with parking despite the removal of spaces.

ox truck and usually several people picking up delivery across from Pho Hong at almost constantly during the weekday. Whatever happened to protected bike lanes? How are people who aren't confident cyclists like me supposed to see this as improvem

the downtown section.

becatur St. where No. Winooski is one-way - southbound.

unresponsive. We have not been able to leave for work for hours some mornings, and we had contractors who could not park in our driveway because it was blocked. Cars are also parked such that we can't see when we pull out of our driveway. The cc
ars and motorcycles cruising down North Winooski. Does Burlington have a noise ordinance that pertains to vehicles?

d me personally. I imagine it might make pedestrian crossing there easier, but I don't walk there.

s wider and more open does make drivers in cars drive faster.

ents of the ONE to visit with more ease. Understand that this is challenging, though it would be helpful! And an accessible labeled spaces in front of public businesses every few businesses would be wonderful (and I know this removes other parking though since the bike lanes have been added on the two-way driving section, I feel safer having a designated place to bike. However, I notice that cars still park and sometimes drive in the bike lane and this is not safe. It would be much better if it was a protected

acatur and North St? Maybe not because of the driveways, but the vehicle travel lane seems too wide. Think about it? You'd be a hero. A bike lane AND more parking.

would both slow traffic and protect other users of the public right of way.
ans. Would love to sprinkle some innovation on it.

as / parking spaces in a seasonal manner. I've seen it in Montreal. Signs that say "no parking March - November" or whatever the bike months are. So it's multi-use and is conscious of the fact that bike traffic is likely less in snowy months.

other places and I don't know if it's because this is new for them or because it's their protest.

r drive to those appointments because it is walkable and there is bus service to the building. I wish it were more safe to bike there but Riverside Ave and North Winooski do not feel safe to bike on. CHCB has a parking garage and with nearby street parking harder time finding parking in the evening, which means they often are arriving late to class, which feels disruptive. I've talked to folks who specifically don't attend classes or events at Sangha Studio - North because of the parking situation. bald and N Winooski is ridiculous. We should add huge bump outs and also redo the white stripes since they are confusingly diagonal.

a more protected bike lane would make me feel safer.

The fact that city council voted it down originally, then right after private meeting take place behind closed doors to pass the no parking on our street, they decided passed it anyways. People aren't heard or nor do they have a voice. It affects people who live

pletely physically separated lane, it'll be much safer and more efficient for cyclists to travel. The new lane is a step in the right direction but it's not quite there.

el very worried walking to my car as a woman by myself in the dark. This has affected my mental health

businesses, visitors to the street and adjacent streets.

e Ave). We don't have adequate parking for all employees, so we do frequently need to park on the street, and a decrease in parking on North Winooski and the surrounding area has put significant strain on my daily commute. As someone who lives out there coming to businesses park? This is not a good idea

ption to commute by car to work, this has increased my time to get to work significantly. I have been with my place of employment for over a decade, I know that they designed the building which serves many of the surrounding residents with the old struc

hey want anyways.

on Local Motions email list?

near Pho Hong. I use them as parking when I go to work across the street.

urther up toward pearl st there is parking on both sides
ants or making this a vibrant city with businesses like Junktiques, Tank Recording Studio, the African Market, CHCB and many more. The loss of resources for our neighborhood is not outweighed by the utilization of this bike lane. In my opinion it was a g.

d project!

3

ping.

L.

more apartment dwellers/guests or restaurant customers are parking in our business lot during the day and night since parking was removed from our side of the street - it was bad before but now its worse.

bike north and South on North Winooski. It's also a huge bummer that within a month or two of the completed lane a construction project has already torn up the street and required new paving and messed the surface and bike lanes

parking south of North St. on N. Winoski Ave to put in a bike lane when we already have a bike lane going south, and a bike lane going north on North Union. I beg that we simply maintain the bike lanes we have--the North Union Ave bike lane is very bu

imentalist types is where the city has chosen to concentrate its efforts, rather than policy that addresses the homelessness, addiction, and mental illness that is increasingly plaguing our city, and the rampant petty crime that has followed.

nger to have our streets taken care of.

with their pavement markings. Try first to maintain what we have before adding more to our streets. Thank you.
ortation and this change is not necessary for the small amount of people who actually use this street on bicycles.

ie.

end on drivers. AND if bikes are concerned w/ safet how about enforcing mandatory lights helmets obeying traffic.

r casual cyclists, meaning that cycling is still reserved for people who are highly skilled or willing to take risks. Unprotected lanes disproportionately leave out mothers with children, new riders, and the elderly.

ent over riding in the street?

instruction noise and lights kept us up all night many nights.

gh too!)
t bike lane with some sort of barrier that serves as a visual separation as well as a physical separation.

ng I don't have any concerns for people who drive there as patients or employees either finding parking spots nearby or finding other ways to get there than driving their cars. If they have urgent needs for care, there are urgent care facilities and the emerg

ve in the community and surrounding businesses. It shows that what people say in meetings and peoples concerns don't really matter. Not to negative but this seems to happen a lot in Burlington. I understand that you can't please everyone who lives here

side of Burlington, the only way for me to commute is by car (bus schedules to my town do not allow for me to utilize public transit, moving closer to work is not an option for me at this time)

ture in place. It is quite difficult for employees to spend a large amount of time driving around looking for on street parking. For many employees, biking, car sharing or bus commuting is not feasible and thus the inconvenience of this change is not some

arbage decision. I'm more than unhappy with the changes!

impy and cracked--please repair it and leave North Winooski Ave alone. Please. I bike all the time as my main form of transportation and still find that the removal of parking with no plan has already affected our neighborhood for the worse.

agency department at UVMMC which are more appropriate facilities for those kinds of visits. We won't have sufficient mixed use of our streets until space is taken away from vehicles and protected bike lanes are installed.

➤ but I think people lose hope when they aren't heard or when consumers open businesses here they aren't aware of what is happening. If there isn't any parking for businesses it makes it harder for owners to sustain to stay open. We want people to conr

othing that could be mitigated by anything other than more parking. By using the on site parking, employees would be limiting access to consumers of the on site parking who are typically much more in need or may also be traveling and have no other alt

OCCUPANCY COUNT

Inspector: Julia Ursaki, Phillip Peterson, Dora Bean, and Maddy Suender

Location: N Winooski

	Date: 11-14-2023			Date: 11-15-2023			Date: 11-16-2023		
	9:00	13:00	19:00	9:00	13:00	19:00	9:00	13:00	19:00
	40	39	44	46	43	39	44	43	37
Total Spaces	52	52	52	52	52	52	52	52	52
% Spaces Used	77%	75%	85%	88%	83%	75%	85%	83%	71%

9 am average	83%
1 pm average	80%
7 pm average	77%
Overall average	80%

Appendix-C: Unfiltered parking occupancy counts North Winooski Ave

*In general, would love to see more bike paths in Burlington that have a physical divider between bikes and cars
could use better street lighting*

loading zone parking is unnecessary and problematic has nothing to do with bike traffic

Able to ride more freely

I very much do not want a "phase 2" and hope that is permanantly off the table. There is no reason to remove parking south of North St. on N. Winooski Ave to put in a bike lane when we already have a bike lane going south, and a bike lane going north on North Union. I beg that we simply maintain the bike lanes we have--the North Union Ave bike lane is very bumpy and cracked--please repair it and leave North Winooski Ave alone. Please. I bike all the time as my main form of transportation and still find that the removal of parking with no plan has already affected our neighborhood for the worse.

Deeply disappointing to see this mediocre attempt at virtue signaling/ pandering to priveledged pseudo-environmentalist types is where the city has chosen to concentrate its efforts, rather than policy that addresses the homelessness, addiction, and mental illness that is increasingly plaguing our city, and the rampant petty crime that has followed.

Not necessarily about the configuration but the new paving is great. It often feels like the O.N.E. has to wait longer to have our streets taken care of.

I would be very interested to know what the results of this survey are and if people notice a difference.

Any new painted pavement surface is just that much more the City has to maintain. DPW has failed to keep up with their pavement markings. Try first to maintain what we have before adding more to our streets. Thank you.

The percentage of bike riders in Burlington is far less than the percentage of people who use motorized transportation and this change is not necessary for the small amount of people who actually use this street on bicycles.

parking is more difficult

Majority of people don't like it.

I'm completely against the new configuration. I see no benefint to bikes, a great loss to those who drive or depend on drivers. AND if bikes are concerned w/ safet how about enforcing mandatory lights helmets obeying traffic.

Love the road without parking in sections, wish it was the whole way that way. Also, wish it would be easier to bike north and South on North Winooski. It's also a huge bummer that within a month or two of the completed lane a construction project has already torn up the street and required new paving and messed the surface and bike lanes

Thanks for the bike lane!

I usually park on Riverside Ave for work but displacing parking on one side of N. Winooski impacts residents, businesses, visitors to the street and adjacent streets.

The signs on the street are confusing and don't make sense

What is going to happen when snow comes? Where will people who work and live here park? Where will people coming to businesses park? This is not a good idea

I am an avid biker so I know and appreciate the effort to improve a bike lane. As someone who only has the option to commute by car to work, this has increased my time to get to work significantly. I have been with my place of employment for over a decade, I know that they designed the building which serves many of the surrounding residents with the old structure in place. It is quite difficult for employees to spend a large amount of time driving around looking for on street parking. For many employees, biking, car sharing or bus commuting is not feasible and thus the inconvenience of this change is not something that could be mitigated by anything other than more parking. By using the on site parking, employees would be limiting access to consumers of the on site parking who are typically much more in need or may also be traveling and have no other alternative method to get to the building. I know that my employer made many pleas to the city to give more time for this to happen in order to find another solution or to not do this. As expected, there is a significant negative impact for my employer and to myself. It is difficult to competitively recruit desperately needed employees when they would need to add at least 15-20 minutes to their time to look for a parking spot and walk to the building, and in all different types of weather.

One side of bike traffic would be sufficient as many bikers just ride in the middle of the street or do whatever they want anyways.

How are you reaching people with out internet access, non- English speakers or are not on your mailing list or on Local Motions email list?

negative impact

I think it's great that space is being made for cycling. I appreciate you putting in more bike racks in the "plaza" near Pho Hong. I use them as parking when I go to work across the street.

Less apt to use businesses there

Put in protected bike lanes before someone gets hurt.

it does not work, especially for businesses, cannot understand why only part of the street is 1 sided parking, further up toward pearl st there is parking on both sides

Burlington used to be such a wonderful place to live and now it's though this city does not care about its residents or making this a vibrant city with businesses like Junktiques, Tank Recording Studio, the African Market, CHCB and many more. The loss of resources for our neighborhood is not outweighed by the utilization of this bike lane. In my opinion it was a garbage decision. I'm more than unhappy with the changes!

has caused loss of business, what will happen this winter? "NO PARKING" because of snow?

Why was that ever done without setting aside parking in a lot or garage? This seems to be a very short sighted project!

I hate it

either finding parking spots nearby or finding other ways to get there than driving their cars. If they have urgent needs for care, there are urgent care facilities and the emergency department at UVMMC which are more appropriate facilities for those kinds of visits. We won't have sufficient mixed use of our streets until space is taken away from vehicles and protected bike lanes are installed.

We need better maintenance of curbs, greenbelts and parklets. Also the pedestrian crossing situation at Archibald and N Winooski is ridiculous. We should add huge bump outs and also redo the white stripes since they are confusingly diagonal.

Now that there is less space for cars they are forced to pass closer than they had to before. That's why having a more protected bike lane would make me feel safer.

Need a crosswalk near bus barn

It's a good start.

"I've been living on N. Winooski Ave for the last 14 years. I think by the city taking away the spots is ridiculous! The fact that city council voted it down originally, then right after private meeting take place behind closed doors to pass the no parking on our street, they decided passed it anyways. People aren't heard or nor do they have a voice. It affects people who live in the community and surrounding businesses. It shows that what people say in meetings and peoples concerns don't really matter. Not to negative but this seems to happen a lot in Burlington. I understand that you can't please everyone who lives here but I think people lose hope when they aren't heard or when consumers open businesses here they aren't aware of what is happening. If there isn't any parking for businesses it makes it harder for owners to sustain to stay open. We want people to come to Burlington but if it's makes it challenging for folks when parking is an Issue period! They aren't going to go there.

As a resident, I find it extremely frustrating just to look for a parking spot my street. Almost every day when I come home from work, it feel like parking wars. It's like you never want to move your car, you'll lose the spot as soon as you move your car out of the spot. The last thing I really want to deal with after working a full time job is driving around the block a million times to find a spot on the street, it's frustrating as it is. We aren't New York City!

I get that the city council wants to make it safer for bicyclists in the city but we have winter 5 months of the year. I don't think by taking away parking spots is the solution and N. Winooski is a highly traffic street.

The other piece of this is that if they are going to remove spots, they don't have a solution for folks to park their cars someone else. Not every resident renter or owner has a yard or spaces to park a car. What are people supposed to do?

I really wish we were heard and they would have reconsidered this project.

Change the parking lane to both sides

Add more parking spaces

Give bicyclists a real separate lane. Make a real divider that not even cars can overtake or go into. With a completely physically separated lane, it'll be much safer and more efficient for cyclists to travel. The new lane is a step in the right direction but it's not quite there.

less parking for workers, renters and people accessing businesses

We need more projects like this.

I am hoping we get more protected lanes

Seems alot of money for not and to what benefit, the street was better the way it used to be

While I think the bike lane is a much better use of space than parking, I do think that the sense that the street is wider and more open does make drivers in cars drive faster.

I hope residents have been provided with parking.

The street configuration needs to revert to have parking on both sides of North Winooski Avenue.

We will know that Burlington is serious about cycling and walking when it starts building real cycle tracks.

Would love a lot or more open parking, even within a few blocks - to make it easier for people who arent residents of the ONE to visit with more ease. Understand that this is challenging, though it would be helpful! And an accessible labeled spaces in front of public businesses every few businesses would be wonderful (and I know this removes other parking though too!)

I wonder if angled parking could be explored for the southbound side of North Winooski Ave between Union/Decatur and North St? Maybe not because of the driveways, but the vehicle travel lane seems too wide. Think about it? You'd be a hero. A bike lane AND more parking.

The wider road space has increased vehicular speeds there

The street would be much safer if there were physical barriers between the traffic lane and the bike lane. This would both slow traffic and protect other users of the public right of way.

would love to tackle intersection of winooski and riverside. Tough intersection for everyone, particular pedestrians. Would love to sprinkle some innovation on it.

It was a good try considering too many issues to deal with.

Bike lanes should always have protected physical barriers.

I am an avid cyclist who is ALWAYS in favor of more bike lanes. I'm surprised the city hasn't explored bike lanes / parking spaces in a seasonal manner. I've seen it in Montreal. Signs that say "no parking March - November" or whatever the bike months are. So it's multi-use and is conscious of the fact that bike traffic is likely less in snowy months.

Undo it

way worse for parking but better road lines

People should not put their recycling or trash bins in the bike lane. It seems like they do here more often than other places and I don't know if it's because this is new for them or because it's their protest.

Thanks for adding the lane!

I go to Community Health Centers for my medical and health care appointments. I could drive but almost never drive to those appointments because it is walkable and there is bus service to the building. I wish it were more safe to bike there but Riverside Ave and North Winooski do not feel safe to bike on. CHCB has a parking garage and with nearby street parking I don't have any concerns for people who drive there as patients or employees

I'd love to see more bike lanes and protected bike lanes as well.

I would prefer lanes had protection, like a curb. Or at least simply having cars park on the outside of the bike lanes to avoid the door zone.

With the parking removed, I hope the city will prioritize making the lanes protected as soon as possible (in addition to coming up with a long term solution to protect union street again). Union/Winooski is a major north/south corridor for bikes, and while I appreciate the additional safety of the painted lane, an unprotected path is not safe enough for more cautious or casual cyclists, meaning that cycling is still reserved for people who are highly skilled or willing to take risks. Unprotected lanes disproportionately leave out mothers with children, new riders, and the elderly.

For me it's a huge improvement, but I'm sorry for the people who need to park there.

I like the new configuration, but it could be better if the bike lanes were continuous and protected. I also sometimes drive through this corridor to visit the shops and restaurants. Haven't had any issues with parking despite the removal of spaces.

Can't wait for the next stage of improvements!

You gotta do something about the vehicles stopped in the bike lanes. Otherwise they're pointless. There is a box truck and usually several people picking up delivery across from Pho Hong at almost constantly during the weekday. Whatever happened to protected bike lanes? How are people who aren't confident cyclists like me supposed to see this as improvement over riding in the street?

Please fix Winooski & Riverside next

cyclists now have their own roadway space, configuration is safer for all users

Please enforce current rules and regulations

I also like to bike on the bike path on south winooski as it leads back toward my home but often feel unsafe in the downtown section.

Yuppie gentrification at work courtesy of progressives

For some reason there seems to be more bicycles riding northbound on No. Winooski between North St and Decatur St. where No. Winooski is one-way - southbound.

Could be much better.

Cars are parking to block our driveway, despite the fact we have put up signs. Police and parking division often unresponsive. We have not been able to leave for work for hours some mornings, and we had contractors who could not park in our driveway because it was blocked. Cars are also parked such that we can't see when we pull out of our driveway. The construction noise and lights kept us up all night many nights.

I'm very concerned about losing additional parking on the street.

This is not relevant perhaps to the new configuration. There are an increasing number of ear splittingly loud cars and motorcycles cruising down North Winooski. Does Burlington have a noise ordinance that pertains to vehicles?

Significant improvement for biking safely on the road

I see bikers struggle to get to and from the end of north winooski to the riverside bike path

Fewer parking spots negatively affects the disabled, elderly, and children and affects accessibility to local businesses.

Yes. Folks who ride bikes year round have immense privilege in terms of being able to afford a bike that is able to do so, the clothing, etc. Not to mention being physically able to do so. The majority of folks who live on North Winooski or near it can not afford it/ don't have the life style to do so. Many are physically unable.

Loss of right turn lane at pearl st let's traffic back up enough to reduce access to left turn lane

The decrease in parking makes the street and the neighborhood less accessible

I do not but have heard from others who have certain disabilities which makes things harder from them when they have to park further away from where they live.

It has always been hard to find parking on N Winooski Avenue and now it is much worse. Makes me question if I still want to frequent shops and restaurants there

People that used to park on the street are now forced to use side streets which clogs the side streets.

Need better cycle safety. Cars continually ignore painted bike lanes.

parking is more difficult

More cars doubling up in driveways, blocking sidewalks, less parking

Keep it going! Convert the remaining section ASAP.

As a daily year-round bike commuter, these new bike lanes are a welcome improvement. Thanks! Now let's bring BTV into the 21st century and start building protected/separated bike lanes; more pedestrian-only areas; better/free shuttles expanding on the GREAT College Street shuttle model!

As a biker, I prefer parking protected bike lanes but this is better than it was

The Local Motion (and others) agenda is pressing (City wide) for a politically correct bicycle agenda without any consideration for other road users. Time for BTV to introduce safety ordinances that require safe cycling practices and punish those who ignore them. Meanwhile, don't deny paking spaces without creating affordable alternatives.

I wish there was more nearby parking.

I would like to see the northbound bike lane extended to Pearl Street.

I expected to struggle with parking when visiting businesses over the last 2 weeks, but found parking on my first pass on the block I was looking for - on my first pass through.

Would like to see more way finding for parking options

Still seeing some contra-flow riding on the one way section of the street. Not sure how to best address and move NB bike flow to Union (maybe rebuild the Union St PBL?)

The larger sidewalks have made them impassable because of people living on them

Please make it permanent

Less parking is a real pain. Bummer no one was willing to listen to the concerns of those who hoped it wouldn't go away.

Parking is inaccessible for regular employees. Unsafe access to garage and loading/unloading of freight

Significantly fewer parking spots

no good enough

no handicap parking to speak of

Access to businesses and healthcare

The intersection of Winooski and Archibald is way too wide, making it dangerous to cross for little kids or people with mobility impairments.

no place to park for tenants on the street

I have mobility issues and now have to park on the corner at the "Ratsmission". I have a handicapped placard but that spot, which is across from my house, is not always open. Also I feel like it should be left open for others who are visiting a business in our neighborhood, since there is only one.

New lines at the corner in front of my home have taken away an entire parking space.

Yeah— you took away a whole street's worth of parking.

never can find a place to park, no handicap parking close, no place for delivery trucks to park

Parking should be removed on the left at the block before Pearl Street, so the left-turn lane vehicles can actually line up to turn left, rather than be stuck behind the vehicles going straight or right, as the left-turn light comes before the straight/right light

Yes PARKING for tenants and businesses

See answer above: I am physically disabled, therefore I need a car to navigate a rural state & the city to get my basic needs met, ex Grocery shopping to carry bags home. Public Transportation isn't a safe option for my disability (long wait time, walks etc. not conducive to my disability). The sidewalks are horrendous, which is why many disabled folks have been pushed out of Burlington (wheelchairs etc cannot easily navigate sidewalks). Less parking means I have to park farther & walk longer distances. Increase public transportation & retrofit for green solutions (solar etc) and then something useful would happen to help everyone. Reducing car lanes on the main streets in BTV only creates longer wait times (idling), which increases driver aggression, which instigates unsafe driving, which creates more hazardous conditions for drivers, bikers, & walkers alike.

Harder to find parking near places I need to get to and I have mobility (placard) issues and can't travel too far by walking

It is safer in some ways because of visibility and biking access, but the lack of parking and the amount of businesses on the street has other safety implications.

We lost the accessible/HP parking spot in front of our office. The nearest one is either across the street with no nearby crosswalk, or on the other side of an adjoining building. Apartment dwellers/guests from next door regularly park in our only accessible spot behind the building during the day.

very limited parking

different coloring through the intersection (N. Winooski and North Street) to let drivers and riders know that this is difficult intersection.

Theres still many improvements that could be made, but i believe this is an improvement

The riverside Ave intersection is not easy to navigate for anyone on foot or especially on a bike. Even worse with a wheelchair or Walker.

Parking loss more unsafe walking in winter from further parking. Space.

The north end of the street, at the junction with Riverside Ave., is still quite dangerous for pedestrians and cyclists. It is tricky, at best, to access the Riverside path from N Winooski, and vice versa.

cars are now parking and blocking our driveway

Sometimes I see cars parked in the bike lane in front of Jakes and on North Union across from taco Gordo.

I think the larger areas of no parking around the crosswalks is very important for accessibility

parking removal affect getting to the health center

Less parking requires folks to walk further to their homes and businesses

Our business had accessible offerings, but we have since moved these offerings to another location due to the removed parking and not being able to assure that spots would be as available at our business frontage

The bike lane is not protected and is therefore not truly accessible and safe for those who use a bicycle.

I notice there arer STILL CARS ON BOTHIDES OF THE END BLOCK! Dangerous to cars & bikes

Sidewalks need to be widened and smoothed. The parking lane on the West side of the road impedes sightlines when crossing turn ins to businesses.

The bike lane makes it impossible for traffic on that side of the road to see the rest of the road. If someone is pulling out, they have to manage to see BEYOND the bike lane which is nearly impossible.

Crossing the street is dangerous for pedstrians due to lack of traffic calming features.

Lost too much parking

I think it's a poor design.

People have to park far to access the other side of the street and it's old people too

Much less functional

less parking; more traffic distractions

time limits make parking less flexible

Takes away parking spaces

Too many bike lanes will make space for cars smaller. Less parking means more people driving around looking for parking and this creates congestion and air pollution

The left turn bike box is crazy and no one uses it and it's confusing. No body is going to get into the and box three lanes away from the side of the road to turn into, and in the middle of traffic to turn left. It's nuts.

I have noticed no extra bike traffic and friends have experienced more difficulty finding parking. I think we need to see what it's like in the winter before assessing the impact. Will the bike lanes be plowed or will cyclists need to ride in the middle of the road because the bike lanes are full of snow and ice? Will people not willing to risk injury by cycling in ice and snow and frigid temperatures be able to access our local businesses and residences?

More difficult to find parking, with non-residents spilling over into residential side streets.

No changes to parking along our street

It makes it much more difficult for my friends who are disabled to find parking

Negative with lack of parking. There is also a mismatch of the lane lines from turn from Riverside

Concern in the community our businesses suffer due to the reduced parking as we do not have a parking garage for visitors. It is already hard enough to get people to come to Burlington

Much safer for biking.

A little safer to bike

I really haven't noticed much difference at all as a walker and I walk along North Winooski regularly cause I live on Hyde St.

Can't find parking

I saw a woman on a bike in the narrow bike lane get side swiped by a bus. She was injured. Very unsettling.

It's easier to see bikers and pedestrian crossing.

While I find that I generally have a better ride traveling north, I very consistently need to slow down and ride around cars in the bike lane.

parking is more difficult

Not enough parking for customers

Negative

Inability to find parking confusing signa

No - I wish it were two way the whole way.

Only access to N.Winooski businesses.

we live in a duplex and only have space for one car, the less parking makes it difficult. My tenant received a ticket for parking in a short term spot

There are more accesible parking spaces set aside under the plan which I like

While it is clearly a better design, it is still difficult to turn right going SW on N. Winnoski and turning right (heading east) on North Street because your mirrors and even turning your head has blindspots for bikers that are heading in the same direction but slightly behind you on N.Winooski. Maybe a mirror on the street or

As a daily bicycle rider, I have noticed that cars started going significantly slower after the bike lane was added. It feels more comfortable as a bicyclist now.

Parking to access businesses and healthcare

There is better visibility at crosswalks without cars parked on the east side of the street. I also ride my bike more frequently to businesses on N Winooski now.

cannot find a place to park

I work at CHCB. I personally work at the Pearl Street Clinic, but the challenges the loss of parking has caused my co-workers is significant. It's like Burlington had no concern for the businesses or people who live and work here and more in the appearance of being a bikeabl

Handicap parking and 2 hour spots: positive; reduced parking spaces, no marked parking, no enforcement of paking laws: negative

I most often cannot find parking near my home. Very often I have to park a block or more away.

Much better for biking; fine for driving also

I hate it. Change it back.

no place to park, businesses and tenants lack parking areas

None really, it seems the same to me.

Personally, I have not been impacted much. I'm just very concerned about those who live on North Winooski and those who have businesses there.

not able to find parking, dangerous bikers, and unable to go places I need/want to go to (due to lack of parking)

Safer feeling biking

Better for biking and hoping it will get even safer for bikers and pedestrians. Have not noticed any negative impacts for driving or shopping.

Parking on the street--even on side streets like Crombie and Decatur--is much more difficult now.

Parking is difficult for residents

not much

I can see oncoming traffice when I pull out of my office

Much easier to make a left turn onto the street.

The plus is there is a clearer view up and down the street while pulling out of the driveway onto N. Winooski Ave. The negative is that more apartment dwellers/guests or restaurant customers are parking in our business lot during the day and night since parking was removed from our side of the street - it was bad before but now its worse.

very limited parking. major inconvenience for residents, guests and businesses

It is an improvement but we need more separation for bikers and less on street parking

I appreciate paint for bike lanes that is easier to see, and I like the smooth pavement :)

More people are biking and cars are going slower

Parking troubles

Less harassment by motorists.

My response is in the feedback section

We need parking on both sides. People park on the bike lane and put hazard lights on it's dangerous

Hectic

As a daily bicyclist commuter it's positive to have a designated lane but drivers seem to be less safe with others. Cars are now less likely to slow down when passing a cyclist in the bike lane and are often encroaching on the lane.

As above, I have to park very far away to go to my job at Riverside. Sometimes I have to stay very late like seven or 8 o'clock, and I feel very worried walking to my car as a woman by myself in the dark. This has affected my mental health

negative

Less parking when accessing restaurants and healthcare

Parking availability on Riverside Ave has decreased somewhat

impact on ability for staff and patients to park

Received a parking ticket

I have experienced greater issue with accessing parking while coming to work (I am employed at Community Health Centers, Riverside Ave). We don't have adequate parking for all employees, so we do frequently need to park on the street, and a decrease in parking on North Winooski and the surrounding area has put significant strain on my daily commute. As someone who lives outside of Burlington, the only way for me to commute is by car (bus schedules to my town do not allow for me to utilize public transit, moving closer to work is not an option for me at this time)

All negative. Bikes are much smaller than cars. How many bike lanes do we need???

I am unable to find parking for my work

No parking in an already congested area.

I love using the bike lanes!!! So much

harder to find street parking to be able to work nearby

Negative

*It's more challenging for customers and employees to find parking and the signage can be unclear
lack of on street parking*

no parking for UPS, FedEx, US Mail, and deliveries

When I've driven to Taco Gordo, I've found it more difficult to find a parking space nearby. However, I usually bike there when it's nice and that's been enjoyable. Also, I haven't stopped going there or decreased the frequency in which I go.

heavy parking demand shifted to my street; unable to have vehicle serviced by N. Winooski mechanic, bike traffic continues to ride on the wrong side of the road (i.e. vs oncoming traffic)

I have experienced having to move into the traffic lane to go around cars that are parked in the bike lane.

So far it has been pretty good. Definitely improved biking on the street. Haven't noticed a difference when using other modes

I see no change other than still too many cars parked and bike lanes not contiguous

I feel safer biking and walking on this stretch of road.

It has made parking a little harder on my side street, but not prohibitive. Typically in evening hours when people are dining at the restaurants. Otherwise no major difference to my daily usage.

positive, I mostly bike commute to work and generally travel to the ONE often so it has made my riding safer.

Why don't you fucking fix the homeless population and the drug problem instead of making stupid ass bike lanes for people that don't even know how to use them

Less parking....

The time i spend looking for a spot to park has greatly increased and i park much further from home now :/

More comfortable on my bike. Less concerned with getting "doored"

Confusion when turning onto Riverside mentioned above. A positive change is the additional room when turning north onto Winooski from Archibald. That intersection is very large, and when I turn left on a bike, it takes a long time to get out of the way of trucks\cars going straight, so I tend to turn left early, which can conflict with a truck\car behind me trying to make a shorter left, staying left of me. I've had a couple of tight situations there when there were parked cars, but with the new lane, I think it's clearer to me and trucks\cars turning left that I'm making a wider turn and they can make a tighter turn if they aren't patient enough to stay behind me until we are through the turn.

Love the bike lane and the bike box at the intersection with Riverside makes it much easier to cross to the multiuse path along riverside.

I appreciate that there is less space dedicated to parking vehicles. That is the trend we need to be moving into for a plethora of reasons and to me that's the best thing about this project so far. As I wrote above, the new street configuration does some good but I feel that it missed an opportunity to install protected bike lanes. The best cities- ones with bigger populations and busier streets, figure this out. I'm disappointed that Burlington has yet to figure this out in a meaningful way.

I have to park much further away when I work due to the new 2 hour parking. Many of the students who attend Sangha Studio have a harder time finding parking in the evening, which means they often are arriving late to class, which feels disruptive. I've talked to folks who specifically don't attend classes or events at Sangha Studio - North because of the parking situation.

More pleasant travel in north bound bike lane.

construction kept us up all night many nights. Now cars are parked to block our driveway

More people biking

Much better for biking

less scary to bike through there

I am safer and very thankful for that.

Detracts the neighborhood feel, less access to Health Center and other business on that street via car

I feel like it's been pretty neutral. I always took the lane there, so less parked cars gives more space, but marginal impact for biking and me personally. I imagine it might make pedestrian crossing there easier, but I don't walk there.

While overall I think it's an improvement, I have occasionally been cut off by cars turning right in front of me as I approach intersections. However, this is nothing new when it comes to bike lanes

Feel much safer on my bike

Biking to the City of Winooski feels much safer with the bike lanes in place.

I can not find parking on the street as easily as I used to

Usually I would avoid N Winooski Ave when biking North to Winooski, but now I feel more comfortable using the street when biking.

As noted above, parking is much more challenging. People have shared they do not come to this location as much and have started prioritizing our other locations with parking more. This is good in that they are still coming, though - I am concerned if the neighborhood itself can sustain our business costs for years (ie: increased rent most notably - for now it is ok, but I am not confident about our 5-year lease terms being able to be covered by walk-able visits alone). To the safety and functionality questions above, I listed no difference in that I am not clear on what the safety and functionality issues were that were looking to be solved. From what I recall it was to enhance bike-ability and the likelihood of biking, and in that case, that lane is wider. Not sure if that has had the desired effect of more bikers though. Or, if it has lowered bike accidents. I would have selected "unsure" vs "no difference" based on that I don't know that data and my observation of those 2 things seems unchanged, outside of people looking for parking and not being as aware drivers at times. Hoping that this gets better as the project completes. Just last night there were no parking signs up again, so people also aren't in a routine of where and when to and not to park yet.

I mostly bike around town including up and down North Winooski Ave (I live on this street and use it often to get from place to place). Since the bike lanes have been added on the two-way driving section, I feel safer having a designated place to bike. However, I notice that cars still park and sometimes drive in the bike lane and this is not safe. It would be much better if it was a protected bike lane with some sort of barrier that serves as a visual separation as well as a physical separation.

Lack of street parking is spilling over to businesses and private properties. This creates constraints for individual businesses.

North Winooski Ave is now a much needed connection from Burlington city center to the ONE, Intervale, and Winooski via the riverside path. N Winooski is also more accessible on bike as a destination itself.

Traveling by bicycle is easier. Driving is no more difficult than before.

It is so much safer to ride my bike and walk in this street.

We need protected bike lanes on both sides

positive

You can really move on a bike because there is enough space between the parked cars and the car lane.

the bike lanes do feel safer to me, and I think I see more people using them. I do wish they were protected, but I still feel safer on my bike!

Much safer for all!

As, a driver, I like the better design and visibility of sharing the road. As an avid biker, while I don't usually ride on this road, I would think this would be a immense improvement.

Cars still treat N. Winooski as a 2 lane situation when traveling South on N. Winooski when entering the intersection of N. Winooski & North St. bollards to separate the bike lane right in front of the Sushi restaurant would prevent this - as well as making a tight on red illegal here.

It's nice to have a bike connection to/from the riverside path.

Lack of parking!

Much more relaxed experience both in a car and on a bike. This stretch used to see a tremendous amount overzealous overtaking by drivers. I can ride at a comfortable pace without experiencing aggressive behavior by drivers. As a driver, there is no conflict when passing bike lane users and I don't have to keep an eye out for oncoming drivers who have sped up to 45 to get around a biker.

More lane space for riding generally makes it more pleasant on a bike. So does the fresh paint.

Easy to bike to and from work

less parking

I feel safer on my bicycle

drivers provide more respect to cyclists

More safety while biking and more likely to frequent that route

Much easier to bike on that section of road! Thank you!

More driving looking for parking

There seems to be more bicycles traveling north on No. Winooski

Slightly better comfort level with the added lanes, but I have experienced the same negative bike/car confrontations near the entrance to Old Spokes Home/Good News Garage or the Health Center.

A better connected bike network

It's great to have a space to ride my bike

Feel safer as a cyclist

Bicyclists still ride the wrong way. This was a total waste of money, and eliminating parking was asinine; we are not a large city like NYC or Boston. People can go 1 block over to go the other direction

It feels so much safer.

MUCH less stressful to bike along the street -- thank you!

easier and more inviting to bike.

I like the new bike lanes!

More bikers present

More limited parking availability to N.Winooski businesses without any alternative every having been thought through.

Not enough parking to support businesses and nonprofits on the corridor.

Got a \$75 parking ticket while at CHC! My fault

It is nice having the bike lanes. I experience much less harassment by drivers.

Street feels much wider than before, which could allow cars to speed more.

Surrounding business are concerned about the lack of parking that may make them less assessible

As a driver, its been nice to have bikes out of the way.

It's a big improvement in terms of safety for cyclists. It also encourages more bicycle use between Riverside Ave. and North St. and on to downtown because of a more consistent pathway.

Safer bicycling

Drivers need to be more aware of cyclists and pedestrians.

Continuity of bike facilities is a huge win!

Easy to get around by bicycle. Feels safer.

it is very tight and we needed that parking especially since no one will park in the garages anymore die to the unhoused

I now bike on it. And I'm not afraid to get sideswipped when pulling out of the garage or City market

joy biking through it, feels safer than before

it's a step in the right direction.

I'm able to access businesses that I want and feel much safer doing so.

Easier to travel through the ONE and access businesses on N. Winooski

Appendix-B: Full list of comments received, North Winooski Avenue Stakeholder Survey

alternative method to get to the building. I know that my employer made many pleas to the city to give more time for this to happen in order to find another

ie to Burlington but if it's makes it challenging for folks when parking is an issue period! They aren't going to go there. As a resident, I find

North Winooski Avenue New Configuration Stakeholder Survey & Data Collection Report

City of Burlington

City Council Transportation Energy & Utilities
Committee (TEUC)



November 28, 2023

City of Burlington

Department of Public Works (DPW)

Phillip Peterson, PE

Public Works Engineer



North Winooski Avenue New Configuration Stakeholder Survey & Data Collection Report

Prepared for the November 2023 Meeting of the Transportation Energy and Utilities Committee (TEUC)

Introduction:

In response to the recent reconfiguration of North Winooski Avenue (NWA) during the VTrans Class-1 paving project, the Department of Public Works (DPW) conducted a comprehensive Stakeholder Survey and Data Collection effort in collaboration with the Transportation Energy and Utilities Committee (TEUC). The purpose was to assess the impact of the changes, specifically the allocation of separated bike facilities from Union Street to Riverside Avenue. The reconfiguration involved reallocating parking on the east side of the street for a bike lane while maintaining a bike lane and parking lane on the west side of NWA.

Outreach Initiatives:

DPW Staff, in collaboration with Business & Workforce Development, the TEUC, and the Public Works Commission, undertook proactive outreach efforts during the project. This included the creation of time-limited parking zones to address varied parking needs. Furthermore, DPW Staff distributed City Council-approved grant funds for Transportation Demand Management (TDM) strategies, aiming to enhance transportation system efficiency.



Stakeholder Survey

Overview:

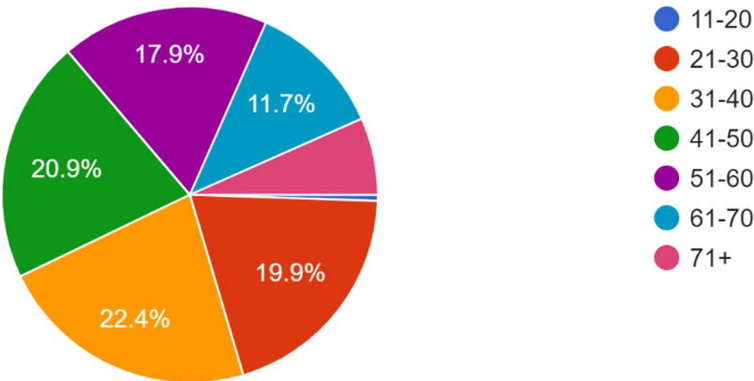
DPW Staff, in collaboration with TEUC, distributed a survey to gather feedback from local stakeholders. The survey, open from 10/20/23 – 11/21/23, received 203 responses. The survey captured diverse perspectives on the new NWA configuration, reflecting the varied modes of transportation and experiences of the respondents, see Appendix raw data of survey respondents.

Demographics of Survey Respondents:

Important to note, not all respondents answered every question.

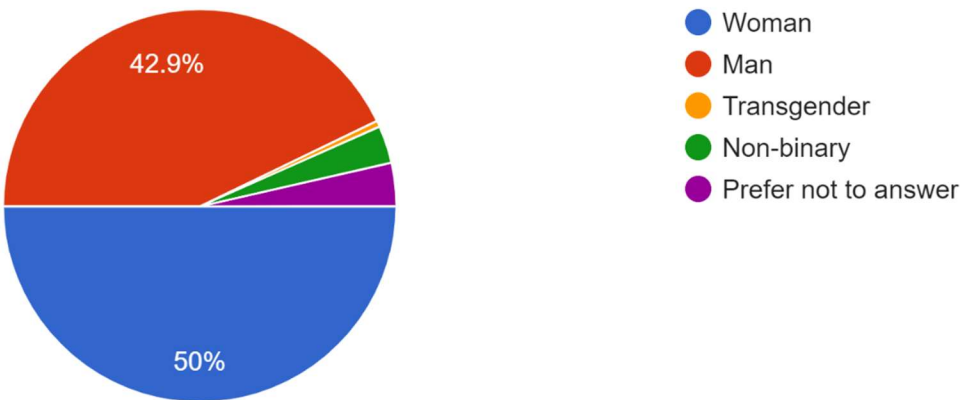
Age

196 responses



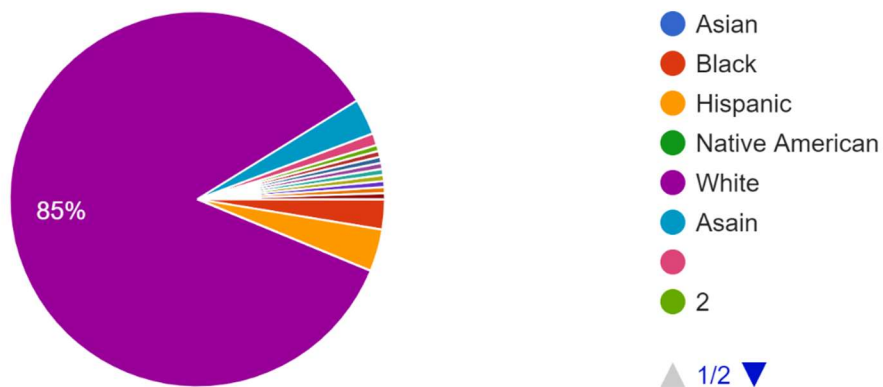
Gender Identity

196 responses



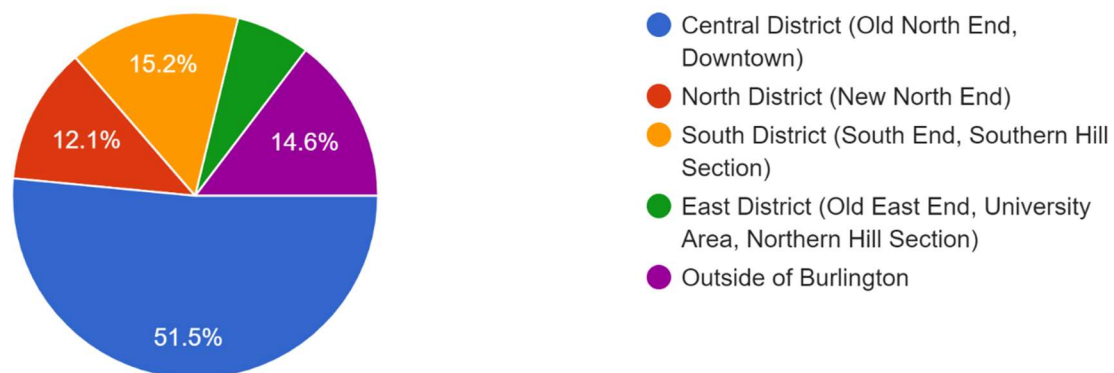
Race / Ethnicity

193 responses



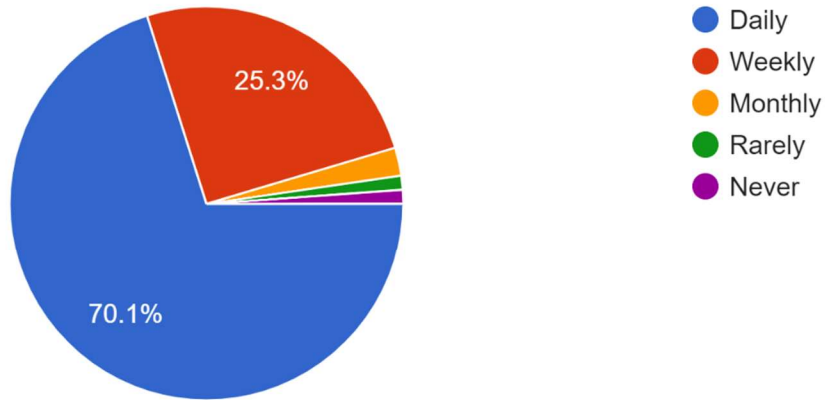
Place of Residence

198 responses

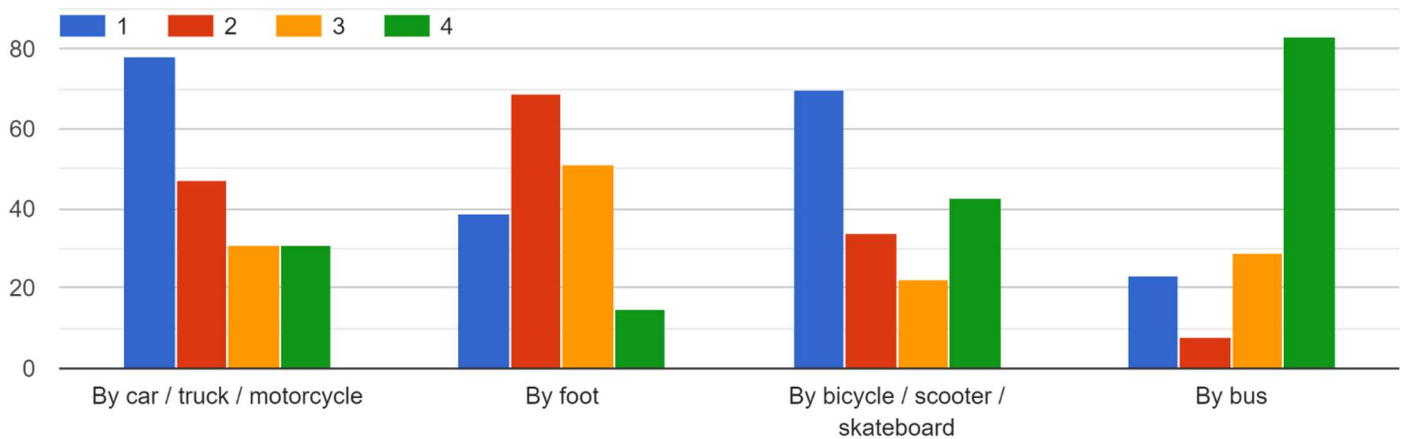


How often do you use North Winooski Avenue?

87 responses



How do you travel most often along North Winooski Ave? (Rank 1 for most often to 4 for least often)



The survey respondents represented a diverse range of transportation modes*:

Motor Vehicle: 40% (82 respondents)

Bicycle: 34% (70 respondents)

On Foot: 19% (39 respondents)

Bus: 11% (23 respondents)

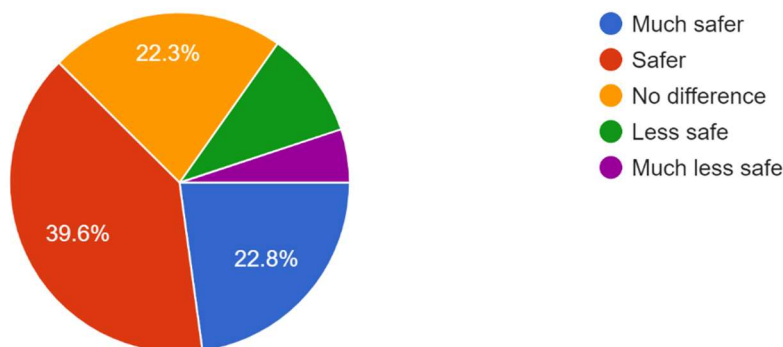
Perceptions of the New NWA Configuration, all respondents:

54% found the new NWA configuration to be more functional.

63% perceive the new configuration as safer.

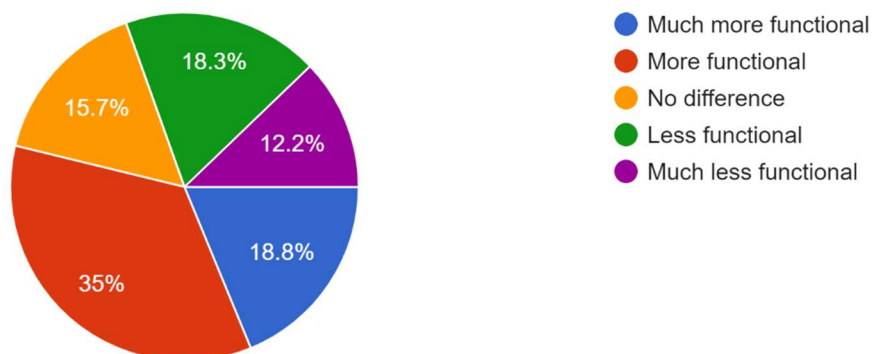
Does the new street configuration improve the safety for all road users

197 responses



Does the new street configuration make North Winooski Ave more functional?

197 responses



* Some respondents indicated their primary mode of travel involved more than one mode of transportation.

Bus Riders' Perception:

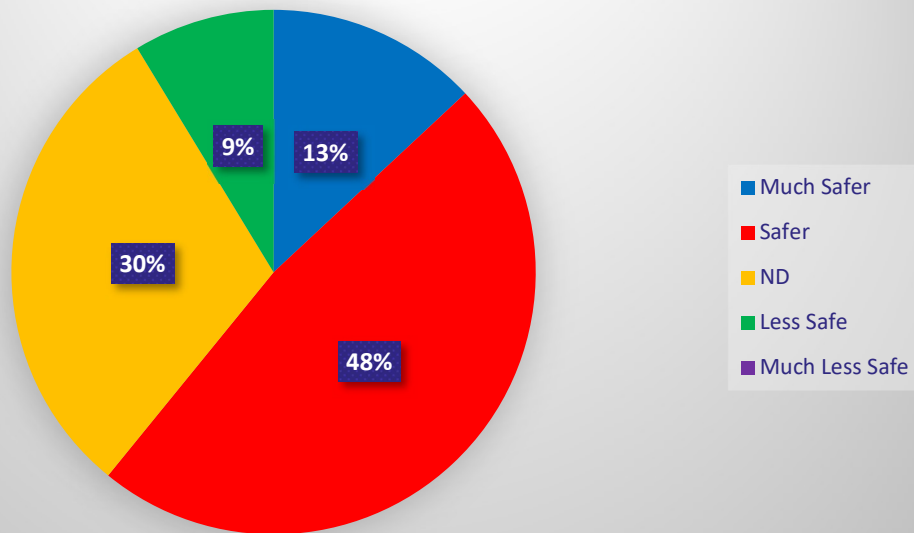
61% felt the change is safer. (14 respondents)

10% felt the change is less safe. (9 respondents)

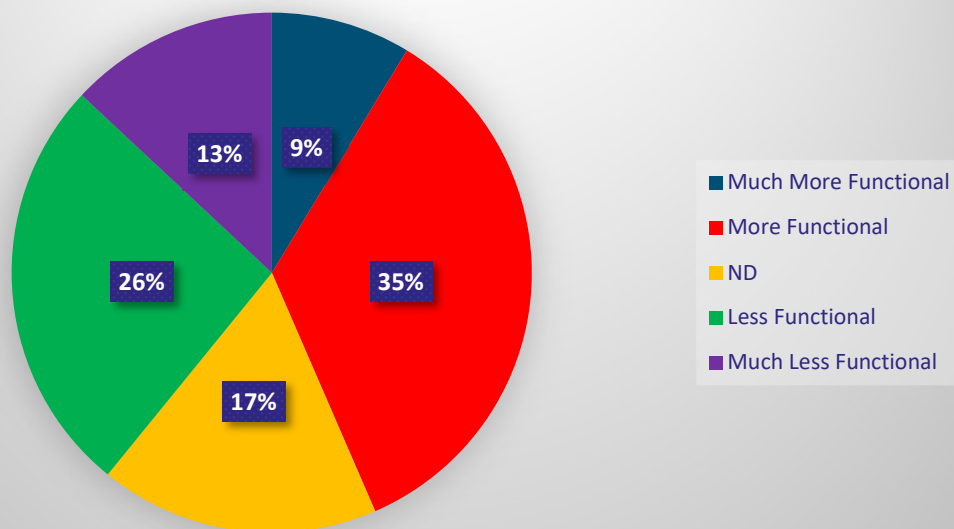
44% felt the change is more functional. (10 respondents)

37% felt the change is less functional. (9 respondents)

Safety Perception for Respondents that Primarily Ride the Bus



Functional Perception for Respondents that Primarily Ride the Bus



Pedestrians' Perception:

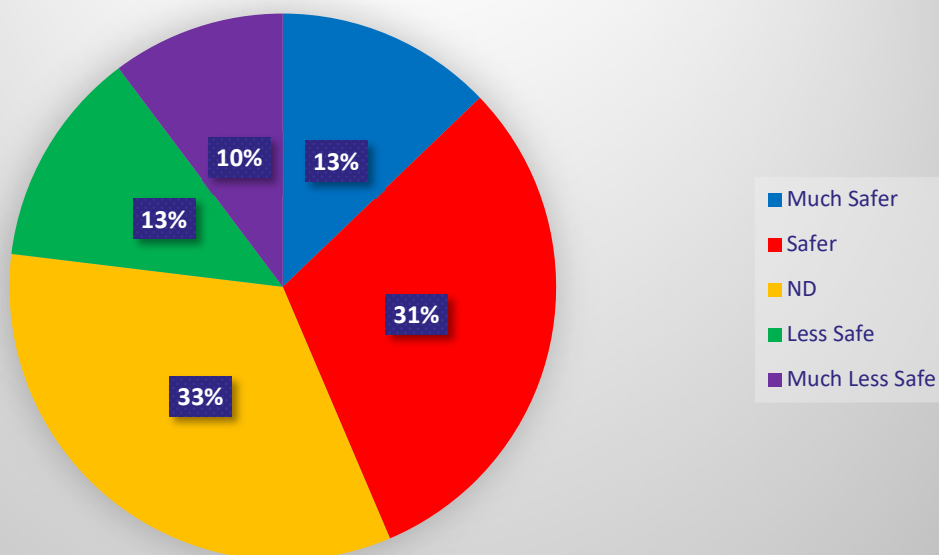
44% felt the change is safer. (17 respondents)

23% felt the change is less safe. (9 respondents)

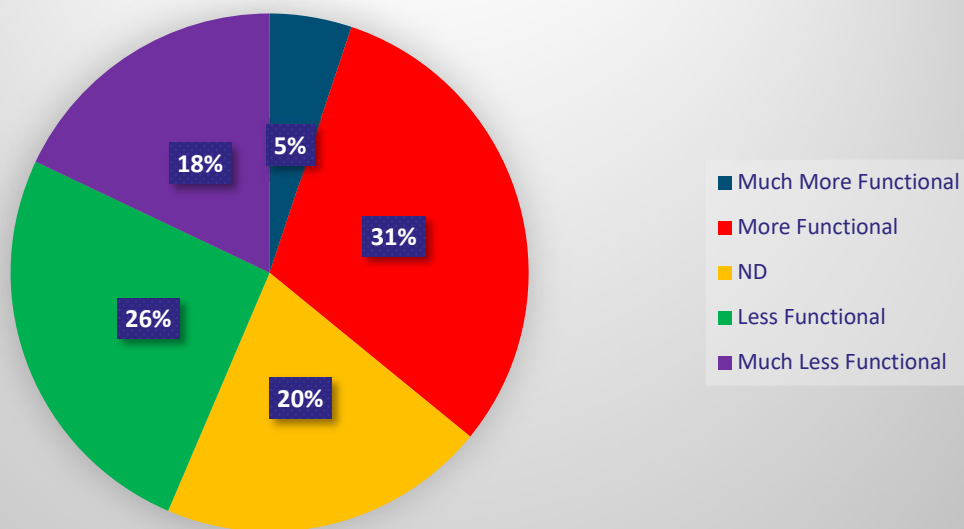
44% felt the change is less functional. (17 respondents)

36% felt the change is more functional. (14 respondents)

Safety Perception for Respondents That Primarily Travel by Foot



Functional Perception for Respondents That Primarily Travel by Foot



Bicyclists' Perception:

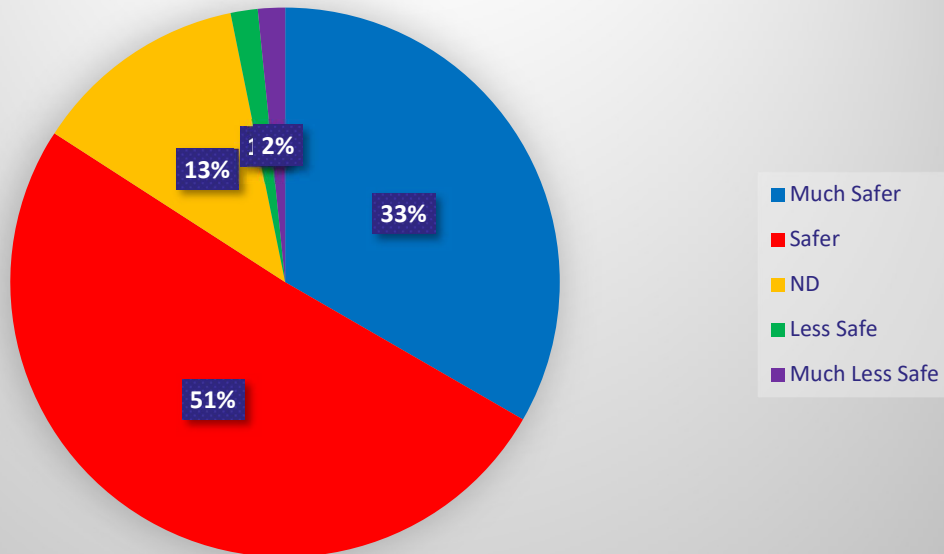
83% felt the change is safer. (58 respondents)

2% felt the change is less safe. (2 respondents)

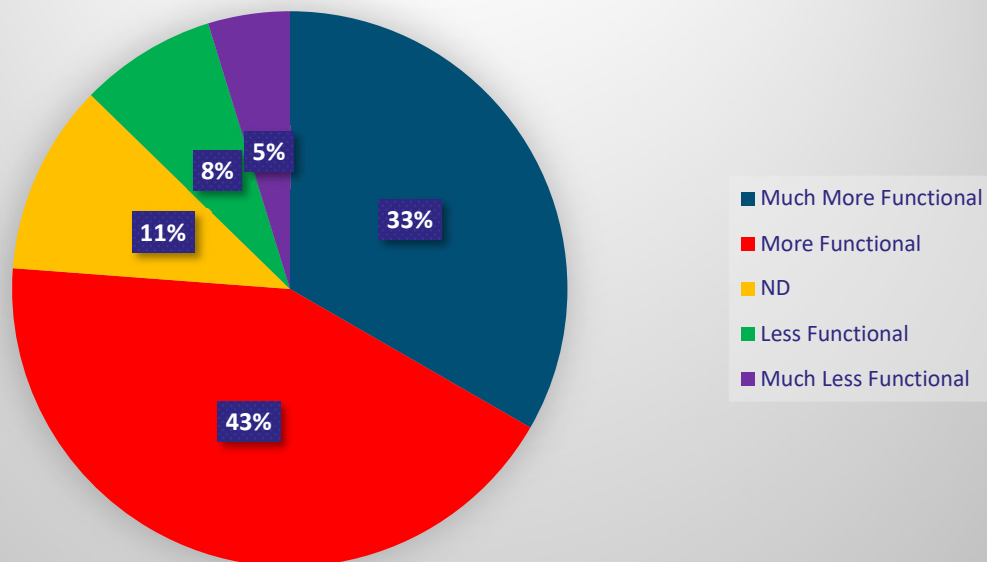
75% felt the change is more functional. (53 respondents)

15% felt the change is less functional. (10 respondents)

Safety Perception for Respondents That Primarily Travel by Bike/Scooter/Skateboard

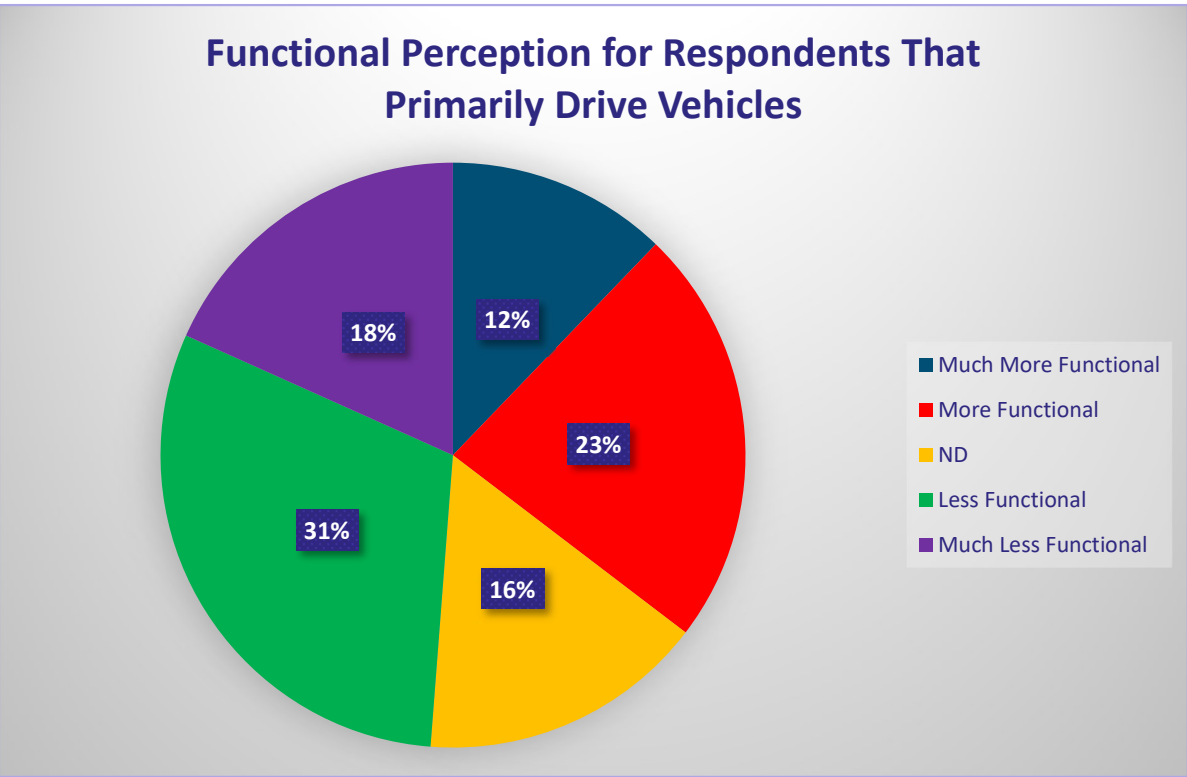
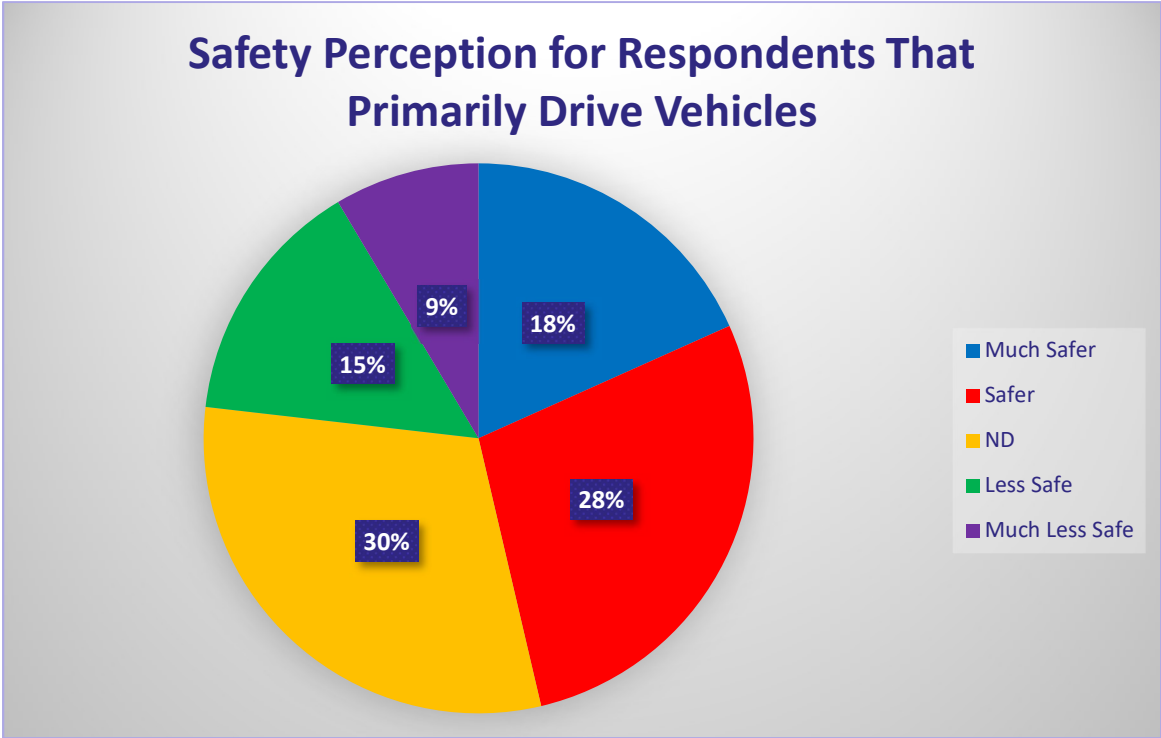


Functional Perception for Respondents That Primarily Travel by Bike/Scooter/Skateboard



Motor Vehicle Users' Perception:

- 46% felt the change is safer. (38 respondents)
- 24% felt the change is less safe. (19 respondents)
- 49% felt the change is less functional. (40 respondents)
- 35% felt the change is more functional. (29 respondents)



Survey Respondent Comments:

Respondents provided valuable subjective comments in the survey, expressing diverse perspectives on the NWA reconfiguration. Common themes include appreciation for improved safety, concerns about parking availability, and suggestions for enhanced signage and education regarding the new configuration. Here is a sample of the comments received, see the Appendix for the full list of comments received.

"It is nice having the bike lanes. I experience much less harassment by drivers."

"We live in a duplex and only have space for one car, the less parking makes it difficult. My tenant received a ticket for parking in a short-term spot"

"While it is clearly a better design, it is still difficult to turn right going SW on N. Winnoski and turning right (heading east) on North Street because your mirrors and even turning your head has blind-spots for bikers that are heading in the same direction but slightly behind you on N. Winooski. Maybe a mirror on the street or different coloring through the intersection (N. Winooski and North Street) to let drivers and riders know that this is difficult intersection."

"The north end of the street, at the junction with Riverside Ave., is still quite dangerous for pedestrians and cyclists. It is tricky, at best, to access the Riverside path from N Winooski, and vice versa."

"Our business had accessible offerings, but we have since moved these offerings to another location due to the removed parking and not being able to assure that spots would be as available at our business frontage"

"Less parking is a real pain. Bummer no one was willing to listen to the concerns of those who hoped it wouldn't go away."

"Continuity of bike facilities is a huge win!"

"Much more relaxed experience both in a car and on a bike. This stretch used to see a tremendous amount overzealous overtaking by drivers. I can ride at a comfortable pace without experiencing aggressive behavior by drivers. As a driver, there is no conflict when passing bike lane users and i don't have to keep an eye out for oncoming drivers who have sped up to 45 to get around a biker."

"I have experienced greater issue with accessing parking while coming to work (I am employed at Community Health Centers, Riverside Ave). We don't have adequate parking for all employees, so we do frequently need to park on the street, and a decrease in parking on North Winooski and the surrounding area has put significant strain on my daily commute. As someone who lives outside of Burlington, the only way for me to commute is by car (bus schedules to my town do not allow for me to utilize public transit, moving closer to work is not an option for me at this time)"

"As a driver, I like the better design and visibility of sharing the road. As an avid biker, while I don't usually ride on this road, I would think this would be an immense improvement."

Occupancy Data Overview:

DPW Staff collected occupancy data over three days (11/14-11/16) this fall at three different times on each of those days: 9 am, 1 pm, and 7 pm. NWA has an overall occupancy rate of 80%, with a maximum occupancy rate of 88% at 9 am on 11/15. An 80% occupancy rate suggests a significant demand for parking in the area. The remaining parking spaces on the west side of NWA are being effectively utilized, contributing to the overall high occupancy rate.

The collected occupancy data provides a snapshot of the parking dynamics in NWA, offering insights that can inform decisions related to urban planning, parking management, and the promotion of sustainable transportation options. The variations in occupancy rates at different times of the day (83% at 9 am, 80% at 1 pm, and 77% at 7 pm) indicate that parking demand fluctuates throughout the day. The maximum occupancy rate of 88% at 9 am on 11/15, and that the 9 am time has the highest occupancy average suggests a peak demand for parking during morning hours. A full table of the data collected is attached in the Appendix.

Traffic Counts Overview:

The traffic data presented below was collected using Miovision technology at the Winooski and Riverside intersection. Miovision is a traffic data collection and analysis platform that utilizes video-based monitoring to gather information on various aspects of traffic flow, including vehicle types, counts, and movement patterns. It's important to note that the Winooski and Riverside intersection, where the data was collected, has a unique configuration.

This intersection may not be an ideal location for comprehensive data collection due to its specific characteristics, which can impact the accuracy of the findings. DPW Staff recognized the limitations of the intersection and attempted to address them by setting up their own traffic counters at a midblock location on North Winooski between Archibald and Union. Unfortunately, the data collection efforts faced a setback as the counting device was stolen, resulting in the loss of valuable data.

Here's a summary table of the traffic data collected using Miovision at the Winooski and Riverside intersection:

Vehicle Type	Week Total	Average/Day
Lights (cars)	41067	5867
Single Unit Trucks	628	90
Articulated Trucks	99	14
Buses	90	13
Bicycles	579	83
Total	42463	6066

The majority of the traffic comprises light vehicles (cars), with an average of 5,867 cars per day, indicating a high level of private vehicle use in the area. Single unit trucks, articulated trucks, and buses represent a relatively small portion of the total traffic, with daily averages ranging from 13 to 90 vehicles. The presence of 83 bicycles per day highlights some level of cycling activity in the area, suggesting potential interest in alternative transportation modes.

The unique configuration of the Winooski and Riverside intersection may skew the data towards certain vehicle types. Further data from different locations may be needed for a more comprehensive understanding of overall traffic patterns in the area. In conclusion, while the Miovision data provides valuable insights, the limitations of the intersection's uniqueness and the loss of DPW's data emphasize the importance of strategic and secure data collection for more accurate traffic assessments.

Implications and Recommendations:

The positive feedback on safety and functionality, particularly from bicyclists, indicates some success of the new NWA configuration. Concerns raised by bus riders and motor vehicle users may warrant future policy discussions on parking and transit improvements along North Winooski Avenue.

DPW Staff remain committed to fostering partnerships which will create off street public parking opportunities. City Staff have been working to support CHC's efforts to advance the development of a new parking lot. Additionally, City Staff are exploring ways to maintain the City Loop as a fare-free transportation option. Recognizing the importance of public transportation in promoting accessibility and reducing traffic congestion, we are committed to ensuring that the City Loop remains a convenient and affordable mode of travel for our citizens.

This report serves as a resource in understanding the perspectives and preferences of the diverse stakeholders impacted by the recent changes to the NWA corridor. Through a comprehensive analysis of the survey responses and collected data, we have a nuanced understanding of the perspectives held by these stakeholders. This information will serve to support informed decision-making and future initiatives.



Appendix

Appendix-A: Unfiltered data, North Winooski Avenue Stakeholder Survey

Appendix-B: Full list of comments received, North Winooski Avenue Stakeholder Survey

Appendix-C: Unfiltered parking occupancy counts North Winooski Ave

Appendix-A: Unfiltered Data, North Winooski Avenue Stakeholder Survey

Timestamp	Age	Gender Identity	Race / Ethnicity	Place of Residence	What is your connection to this area?	How do you travel most of the time?	How do you travel most of the time?	How do you travel most of the time?
10/13/2023 9:58:40	41-50	Man	White	North District (New North End)	I go to stores, restaurants	1	2	3
10/18/2023 12:09:16	21-30	Woman	Asian	Central District (Old North End, Downtown)	I go to stores, restaurants	3	1	2
10/18/2023 12:09:45	51-60	Man	Hispanic	East District (Old East End, University Area, North End)	I access services (health care, non-profits, etc.)	2	3	1
10/18/2023 12:10:17	31-40	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants	3	2	4
10/18/2023 12:11:42	41-50	Woman	White	Central District (Old North End, Downtown)	I am a homeowner on North Winooski Avenue, I travel through North Vermont	1	4	4
10/18/2023 12:11:50	61-70	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants	3		3
10/18/2023 12:19:24	51-60	Woman	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.)	3	2	1
10/18/2023 12:20:37		Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	2	1	3
10/18/2023 12:27:13	51-60	Man	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.)	3	2	1
10/18/2023 12:32:28	51-60	Man	Hispanic	Central District (Old North End, Downtown)	I go to stores, restaurants	3	2	1
10/18/2023 12:34:21	51-60	Man	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.)	2	3	1
10/18/2023 12:35:15	51-60	Woman	White	East District (Old East End, University Area, North End)	I go to stores, restaurants	4	2	1
10/18/2023 12:35:50	31-40	Man	White	North District (New North End)	I go to stores, restaurants	1	3	2
10/18/2023 12:37:36	31-40	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	2	3	1
10/18/2023 12:39:18	51-60	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants	2	3	1
10/18/2023 12:44:30	71+	Man	White	East District (Old East End, University Area, North End)	I access services (health care, non-profits, etc.)	2	1	
10/18/2023 12:47:24	31-40	Man	White	East District (Old East End, University Area, North End)	I access services (health care, non-profits, etc.)	1	2	4
10/18/2023 12:54:42	51-60	Man	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.)	2	3	1
10/18/2023 12:59:19	61-70	Woman	White	North District (New North End)	I go to stores, restaurants	1	1	1
10/18/2023 13:01:11	41-50	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)		2	1
10/18/2023 13:03:27	21-30	Man	White	Outside of Burlington	I go to stores, restaurants	2	4	1
10/18/2023 13:12:23	51-60	Woman	White	Central District (Old North End, Downtown)	I live off of N. Winooski	3	2	1
10/18/2023 13:38:51	41-50	Woman	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.)	1	2	3
10/18/2023 13:45:05	71+	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	2	4	1
10/18/2023 13:45:49	61-70	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants	3	1	2
10/18/2023 13:54:10	51-60	Woman	Hispanic	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.)	4	2	1
10/18/2023 13:56:14	41-50	Man	White	North District (New North End)	I access services (health care, non-profits, etc.)	1	3	2
10/18/2023 13:58:48	41-50	Man	White	East District (Old East End, University Area, North End)	I access services (health care, non-profits, etc.)	4	2	1
10/18/2023 14:20:30	51-60	Woman		2 North District (New North End)	I go to stores, restaurants	1	2	4
10/18/2023 14:29:09	31-40	Woman	White	Outside of Burlington	I go to stores, restaurants	1	3	2
10/18/2023 14:30:38	31-40	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	4	2	1
10/18/2023 14:40:22	21-30	Man	Hispanic	Central District (Old North End, Downtown)	I go to stores, restaurants	4	2	1
10/18/2023 14:49:25	31-40	Man	White	North District (New North End)	I access services (health care, non-profits, etc.)	3	2	1
10/18/2023 14:50:41	21-30	Man	White	North District (New North End)	I go to stores, restaurants	4	2	1
10/18/2023 14:52:03	41-50	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1	3	2
10/18/2023 15:10:53	21-30	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants	4	3	1
10/18/2023 15:37:03	31-40	Woman	White	North District (New North End)	I travel through North Vermont	1	3	2
10/18/2023 15:37:49	21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	2	3	4
10/18/2023 15:39:12	51-60	Woman	White	East District (Old East End, University Area, North End)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont			1
10/18/2023 15:41:10	21-30	Man	Asian	Central District (Old North End, Downtown)	I go to stores, restaurants	1	3	2
10/18/2023 15:41:29	31-40	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I go to stores, restaurants			
10/18/2023 15:41:45	31-40	Woman	White	South District (South End, Southern Hill Section)	I go to stores, restaurants	2	3	1
10/18/2023 15:45:15	21-30	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	2	3	4

10/18/2023 15:45:49 41-50	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	4	2	3
10/18/2023 15:46:34 61-70	Prefer not to answer	White	North District (New North End)	I access services (health care, non-profits, etc.)	4	1	1
10/18/2023 15:46:43 71+	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	2	4	1
10/18/2023 15:47:32 21-30	Woman	White	South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	4	2	1
10/18/2023 15:52:05 41-50	Non-binary	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.)	3	2	1
10/18/2023 15:52:14 61-70	Man	White	Central District (Old North End, Downtown)	I travel through North Vermont	1	3	2
10/18/2023 15:54:19 41-50	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	3	2	3
10/18/2023 16:04:03 21-30	Woman	White	North District (New North End)	I access services (health care, non-profits, etc.)	4	2	1
10/18/2023 16:05:18 51-60	Woman		Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1	2	
10/18/2023 16:05:29 21-30	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	2	3	1
10/18/2023 16:08:03 31-40	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	2	3	4
10/18/2023 16:08:33 71+	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	2	4	2
10/18/2023 16:10:39 41-50	Woman		South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont			4
10/18/2023 16:12:23 21-30	Woman	White	South District (South End, Southern Hill Section)	I travel through North Vermont	2	3	1
10/18/2023 16:14:28 71+	Woman	White	East District (Old East End, University Area, North End)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1		2
10/18/2023 16:16:55 61-70	Woman	White	Outside of Burlington	I travel through North Vermont	1		
10/18/2023 16:33:24 61-70	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	4	2	
10/18/2023 16:47:22 21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	2	3	1
10/18/2023 16:58:39 41-50	Man	White	East District (Old East End, University Area, North End)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1	3	2
10/18/2023 17:03:29 31-40	Prefer not to answer		South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.)	1	3	1
10/18/2023 17:21:26 21-30	Man	White	South District (South End, Southern Hill Section)	I travel through North Vermont	1	3	2
10/18/2023 18:05:55 21-30	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	3	2	3
10/18/2023 18:21:44 61-70			Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	4	3	2
10/18/2023 18:48:03 41-50	Woman	Asian - cause the origin of the name is not clear	North District (New North End)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1	2	4
10/18/2023 18:56:52 71+	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)		1	2
10/18/2023 19:22:08 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	3	2	4
10/18/2023 19:22:32 51-60	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	3	2	1
10/18/2023 19:30:21 51-60	Prefer not to answer	prefer not to say	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	1	1	4
10/18/2023 19:43:34 71+	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1	1	4
10/18/2023 19:58:40 61-70	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)		2	1
10/18/2023 20:28:14 41-50	Man	White	South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	2		1
10/18/2023 21:13:48 51-60	Man	White	Outside of Burlington	I access services (health care, non-profits, etc.)	1	3	2
10/18/2023 21:19:18 41-50	Woman	White	South District (South End, Southern Hill Section)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	3	2	1
10/18/2023 23:05:59 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	1	3	2
10/18/2023 23:48:25 51-60	Prefer not to answer	White	Outside of Burlington	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	3	2	1
10/19/2023 3:05:48 51-60	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1	2	2
10/19/2023 6:27:04			East District (Old East End, University Area, North End)	I access services (health care, non-profits, etc.)		1	
10/19/2023 7:21:41 31-40	Woman		East District (Old East End, University Area, North End)	I travel through North Vermont	3	4	1
10/19/2023 7:31:07 51-60	Man	White	North District (New North End)	I travel through North Vermont	1	4	2
10/19/2023 8:31:22 21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	3	1	2
10/19/2023 8:49:21 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	4	2	1
10/19/2023 8:57:54 71+	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants and businesses on North Winooski Avenue, I travel through North Vermont	1	3	2
10/19/2023 8:59:09 41-50	Woman	White	Outside of Burlington	I access services (health care, non-profits, etc.)	2	4	1
10/19/2023 9:15:32 31-40	Man	White	Outside of Burlington	I work on North Winooski Avenue, I travel through North Vermont	4	3	2

10/19/2023 9:29:10 21-30	Man	White	Outside of Burlington	I go to stores, restaurar	2	1	4
10/19/2023 9:43:17 51-60	Man	White	Outside of Burlington	I travel through North V	1	3	2
10/19/2023 11:13:18 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	1	3	4
10/19/2023 11:55:25 21-30	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	4	2	1
10/19/2023 12:05:23 31-40	Man	White	Central District (Old North End, Downtown)	I own a business or org	1	3	2
10/19/2023 12:54:09 31-40	Man	White	North District (New North End)	I go to stores, restaurar	1		2
10/19/2023 13:48:03 51-60	Prefer not to answer	inappropriate question	Central District (Old North End, Downtown)	I access services (heal	1	1	1
10/19/2023 15:25:33 31-40	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurar	4	2	1
10/19/2023 20:11:50 31-40	Man	White	Central District (Old North End, Downtown)	I access services (heal	2	3	1
10/20/2023 6:43:33 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	2	1	3
10/20/2023 10:09:05 71+	Man	Jewish /ethnicity race i	North District (New North End)	I go to stores, restaurants and businesses on Nor		1	2
10/20/2023 11:40:41 31-40	Man	White	North District (New North End)	I access services (heal	4	2	1
10/20/2023 12:35:32 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	3	2	1
10/20/2023 13:14:06 21-30	Woman	White	East District (Old East End, University Area, N	I work on North Winoos	3	2	4
10/20/2023 15:33:46 21-30	Woman	White	Central District (Old North End, Downtown)	I am a renter on North V	1	2	4
10/20/2023 16:14:57 21-30	Non-binary	White	Central District (Old North End, Downtown)	I am a renter on North V	1	1	4
10/20/2023 17:01:42 31-40	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurar	1	2	3
10/20/2023 17:57:03 21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurar	2	3	4
10/21/2023 8:42:56 41-50	Man	White	Outside of Burlington	I go to stores, restaurar	2	3	1
10/21/2023 9:48:20 41-50	Man	White	Central District (Old North End, Downtown)	I access services (heal	2	4	1
10/21/2023 15:11:01 41-50	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	2	3	1
10/22/2023 12:54:21 41-50	Man	White	Central District (Old North End, Downtown)	I travel through North V	3	1	2
10/22/2023 23:05:27 41-50	Man	Asain	Central District (Old North End, Downtown)	I access services (heal	4	2	1
10/24/2023 8:48:39 31-40	Woman	White	South District (South End, Southern Hill Sectio	I go to stores, restaurar	2		2
10/24/2023 12:36:39 51-60	Man	White	Central District (Old North End, Downtown)	I access services (heal	3	2	1
10/25/2023 11:34:48 21-30	Non-binary	White	Central District (Old North End, Downtown)	I access services (heal	2	3	4
10/25/2023 11:37:51 21-30	Man	White	Outside of Burlington	I access services (heal	2	3	4
10/25/2023 12:19:31 41-50	Man	White	Central District (Old North End, Downtown)	I access services (heal	2	1	3
10/25/2023 14:17:53 41-50	Non-binary	White	North District (New North End)	I access services (heal	2	3	1
10/25/2023 21:08:55 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (heal	1	1	4
10/26/2023 9:37:15 21-30	Woman	Black	Central District (Old North End, Downtown)	I access services (heal	1		
10/26/2023 11:08:45 61-70	Man	Black	South District (South End, Southern Hill Sectio	I access services (heal	1		1
10/27/2023 20:18:07 21-30	Man	Bi-racial	Outside of Burlington	I work on North Winoos	3	2	1
10/28/2023 16:56:23 41-50	Woman	White	Central District (Old North End, Downtown)	I work on North Winoos	1		
10/28/2023 22:29:27 21-30	Woman	White	North District (New North End)	I go to stores, restaurar	1	4	4
10/29/2023 14:17:21 31-40	Woman	White	North District (New North End)	I access services (heal	4	1	1
10/29/2023 18:56:53 51-60	Woman	Hispanic	Outside of Burlington	I access services (heal	1	3	4
10/29/2023 19:18:42 61-70	Woman	White	South District (South End, Southern Hill Sectio	I access services (heal	3	1	
10/29/2023 21:26:10 61-70	Woman	White	Outside of Burlington	I work on Riverside Ave	1		
10/30/2023 8:05:35 41-50	Woman	White	Outside of Burlington	I work on North Winoos	1		
10/30/2023 8:07:49 21-30	Man	2 or more	Outside of Burlington	I go to stores, restaurar	1	3	4
10/30/2023 8:55:20 41-50	Woman	White	Outside of Burlington	I access services (heal	1	2	3
10/30/2023 10:58:55 21-30	Man	White	Outside of Burlington	I work on North Winoos	4	1	1
10/30/2023 11:04:30 51-60	Woman	White	Outside of Burlington	I work on North Winoos	1	2	4

10/30/2023 13:32:40 41-50	Woman	White	Outside of Burlington	I work on North Winooski	4	1	1
10/30/2023 14:51:58 21-30	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	4	2	1
10/31/2023 9:36:36 21-30	Woman	White	South District (South End, Southern Hill Section)	I go to stores, restaurants	4	2	1
10/31/2023 9:58:08 31-40	Non-binary	White	North District (New North End)	I go to stores, restaurants	2	3	4
10/31/2023 10:56:03 31-40	Woman	White	Outside of Burlington	I work on North Winooski	4	4	1
11/1/2023 15:59:24 31-40	Woman	Hispanic	North District (New North End)	I go to stores, restaurants	1	2	4
11/3/2023 14:57:50 21-30	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1	2	3
11/6/2023 10:20:56 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	1	2	4
11/7/2023 16:09:43 71+	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1		
11/7/2023 20:01:11 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	4	3	1
11/8/2023 4:44:17 61-70	Woman	White	Outside of Burlington		1		
11/8/2023 8:59:34 21-30	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	3	1	2
11/9/2023 10:21:11 61-70	Woman	White	Central District (Old North End, Downtown)	I am a homeowner on North Winooski	1	4	4
11/10/2023 16:08:19 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	1	2	3
11/10/2023 16:50:48 41-50	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	1	2	4
11/10/2023 18:23:50 61-70	Woman	White	Central District (Old North End, Downtown)	I am a renter on North Winooski	1		
11/11/2023 7:06:38 51-60	Man	White	South District (South End, Southern Hill Section)	I access services (health care, non-profits, etc.)	4		1
11/11/2023 13:13:11 31-40	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	2	1	3
11/13/2023 8:40:09 61-70	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1	1	
11/13/2023 13:29:27 51-60	Man	Mixed	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	1	2	
11/13/2023 13:32:20 51-60	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	1		
11/13/2023 13:40:19 71+	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	2	1	
11/13/2023 14:21:13 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	1	1	4
11/13/2023 14:39:10 31-40	Woman	White	Outside of Burlington	I own a business on North Winooski	1	4	
11/13/2023 15:08:41 41-50	Prefer not to answer	Black	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	1	2	4
11/13/2023 16:41:37 21-30	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurants	2	3	1
11/13/2023 18:48:50 71+	Woman	Asian	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	2	1	
11/14/2023 7:08:48 31-40	Transgender	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	3		2
11/14/2023 11:56:48 41-50	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	2	1	3
11/15/2023 9:05:56 31-40	Woman	White	Outside of Burlington	I go to stores, restaurants	1	2	
11/15/2023 9:23:23 31-40	Woman	White	Central District (Old North End, Downtown)	I work on North Winooski	2	2	
11/15/2023 9:31:21 51-60	Woman	White	Outside of Burlington	I work on North Winooski	1	2	4
11/15/2023 9:42:10 31-40	Woman	White	North District (New North End)	I work on North Winooski	1	2	4
11/15/2023 13:19:37 31-40	Man	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	3	1	2
11/15/2023 16:32:06 51-60	Man	White	North District (New North End)	I work on North Winooski	1	3	4
11/15/2023 16:56:16 51-60	Man	White	Outside of Burlington	I work on North Winooski	2	4	4
11/16/2023 13:52:42 61-70	Man	White	Outside of Burlington	I work on North Winooski	1	2	4
11/17/2023 10:55:59 51-60	Woman	White	Outside of Burlington	I work on North Winooski	1	1	
11/17/2023 16:35:41 21-30	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurants	1	2	3
11/17/2023 17:02:01 51-60	Woman	White	Central District (Old North End, Downtown)	I am a renter on North Winooski	1	2	4
11/17/2023 17:29:32 21-30	Prefer not to answer	White	East District (Old East End, University Area, North End)	I access services (health care, non-profits, etc.)	4	2	1
11/17/2023 17:32:28 51-60	Man	Asian	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	al	1	1
11/17/2023 17:41:01 41-50	Woman	White	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.)	3	2	1
11/17/2023 17:58:30 31-40	Man	White	Central District (Old North End, Downtown)	I am a renter on North Winooski	2	1	3

11/17/2023 18:20:15 61-70	Woman	White	Central District (Old North End, Downtown)	I am a renter on North V	2	1	
11/17/2023 18:40:43 31-40	Woman	Hispanic	Central District (Old North End, Downtown)	I go to stores, restaurar	1	2	3
11/17/2023 18:40:47 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	2	1	1
11/17/2023 18:48:30 61-70	Woman	White	East District (Old East End, University Area, N	I access services (heal	1	4	4
11/17/2023 19:42:51 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	1	3	2
11/17/2023 21:28:23 21-30	Woman	Hispanic isn't a race. D	Central District (Old North End, Downtown)	I access services (heal	1	2	3
11/17/2023 22:39:16 41-50	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	1	2	
11/17/2023 22:51:45 41-50	Woman		Central District (Old North End, Downtown)	I access services (heal	1	2	3
11/18/2023 6:43:27 61-70	Woman	White	North District (New North End)	I travel through North V	1		
11/18/2023 9:03:57 11-20	Woman	White	Central District (Old North End, Downtown)	I travel through North V	4	3	2
11/18/2023 9:54:37 51-60	Woman	Black	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) along North Winooski Avenue, I go to stores, rest			
11/18/2023 10:48:10 61-70	Man	White	Central District (Old North End, Downtown)	I go to stores, restaurar	3	2	4
11/18/2023 12:30:44 41-50	Woman	White	Central District (Old North End, Downtown)	I am a homeowner on I	3	3	1
11/18/2023 14:00:32 21-30	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	2	1	
11/18/2023 14:15:27 51-60	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	4	3	1
11/20/2023 0:25:30 61-70	Woman	Black	Central District (Old North End, Downtown)	I access services (health care, non-profits, etc.) al		1	4
11/20/2023 7:18:29 41-50	Woman	White	Central District (Old North End, Downtown)	I travel through North V	4	3	1
11/20/2023 10:24:43 61-70	Man	White	North District (New North End)	I travel through North V	3		2
11/20/2023 14:31:28 71+	Woman	White	South District (South End, Southern Hill Sectio	I access services (heal	1		
11/20/2023 22:12:11 31-40	Woman	White	Central District (Old North End, Downtown)	I go to stores, restaurar	1	2	3
11/21/2023 9:21:41 31-40	Non-binary	Asain	Outside of Burlington	I access services (heal	2	3	4
11/21/2023 10:53:01 41-50	Woman	White	Central District (Old North End, Downtown)	I am a renter on North V	2	1	4
11/21/2023 11:27:11 21-30	Man	White	South District (South End, Southern Hill Sectio	I go to stores, restaurar	2	3	3
10/25/2023 12:19:31 41-50	Woman	Asian	Central District (Old North End, Downtown)	I go to stores, restaurar	1		
10/25/2023 12:19:31 61-70	Woman	Black	Outside of Burlington	I own a business or org	1		
11/1/2023 12:19:31 51-60	Woman	White	Outside of Burlington	I work on North Winoos	1		
11/21/2023 9:21:41 61-70	Woman	White	East District (Old East End, University Area, N	I travel through North V	1		

How do you travel most often?	Does the new street configuration make you feel safer?	Do you have any special concerns about the new street configuration?	Does the new street configuration make your commute easier?	Do you have any special concerns about the new street configuration?	What impacts have you experienced from the new street configuration?	Please share any additional feedback you have regarding the new street configuration:
4 Much safer	No	More functional	No		A better connected bike network	
4 Much safer	Love the new bike lanes	Much more functional			It's great to have a space to ride my bike	
4 Much safer		Much more functional			Feel safer as a cyclist	
1 No difference	No	No difference	No		NA	NA
4 Much less safe	Bicyclists still ride the wrong way.	Much less functional			Bicyclists still ride the wrong way. This was a total waste of money, and eliminating parking was asinine; we are not a large city like NY	
Much safer		Much more functional				
4 Much safer	none - it is amazing!	Much more functional	no		It feels so much safer.	
Safer		More functional				
4 Much safer	Lack of NB bike lane	Much more functional	No		MUCH less stressful to Keep it going! Convert the remaining section ASAP.	
4 Much safer		Much more functional				
Safer	potholes make it difficult	More functional			easier and more inviting	As a daily year-round bike commuter, these new bike lanes are a welcome improvement. Thanks! Now let's bring it to the next level.
4 Much safer	No I really like it.	Much more functional	No - I wish it were two way the whole way.			
4 Much safer		Much more functional				
4 Safer	I would like to see ph	More functional			I like the new bike lanes!	
4 Safer		No difference			More bikers present	As a biker, I prefer parking protected bike lanes but this is better than it was
No difference	Yes, This gives priority to bikes	Much less functional	Only access to N.Winooski Ave		More limited parking available	The Local Motion (and others) agenda is pressing (City wide) for a politically correct bicycle agenda without any compromise.
3 No difference	Cars parking in the northbound lane	Less functional			Not enough parking to : I wish there was more nearby parking.	
4 Safer	no	More functional				
Safer	No, it's great	More functional	No		Got a \$75 parking ticket while at CHC! My fault	
3 Much safer	The bike lanes should be extended	Much more functional			It is nice having the bike lanes	I would like to see the northbound bike lane extended to Pearl Street.
3 Safer	Bike lanes are unprotected	More functional			Street feels much wider than before, which could allow cars to speed more.	
4 No difference	no	Less functional	we live in a duplex and		Surrounding business are concerned about the lack of parking that may make them less assessable	
4 Safer		More functional			As a driver, its been nice	I expected to struggle with parking when visiting businesses over the last 2 weeks, but found parking on my first try.
4 Much safer	No. I like the new configuration	More functional			It's a big improvement in terms of safety for cyclists. It also encourages more bicycle use between Riverside Ave. and North St. and on North St.	
4 Much safer		More functional			Safer bicycling	
3 Much safer		Much more functional	No		Drivers need to be more careful	Would like to see more way finding for parking options
Much safer	I wish there was some more space	Much more functional			Continuity of bike facilities	Still seeing some contra-flow riding on the one way section of the street. Not sure how to best address and manage it.
3 Much safer		Much more functional			Easy to get around by bicycle. Feels safer.	
4 No difference	More space for the use of the bike lanes	No difference			it is very tight and we need more space	The larger sidewalks have made them impassable because of people living on them
4 Much safer	It's actually bikeable!	Much more functional			I now bike on it. And I'm happy to	Please make it permanent
3 Much safer	bike lanes could be a lot better	Much more functional			joy biking through it, feels safer than before	
3 Safer	Cars still parked on the street	More functional			it's a step in the right direction	I'd love to see more bike lanes and protected bike lanes as well.
2 Much safer	I would like the bike lanes to be protected	Much more functional			I'm able to access businesses that I want and feel much safer doing so.	
3 Safer	Motorists still parking in the bike lane	More functional			Easier to travel through the street	I would prefer lanes had protection, like a curb. Or at least simply having cars park on the outside of the bike lane.
4 Safer		More functional				
2 Safer	Cars frequently parked in the bike lane	More functional			North Winooski Ave is a better route	With the parking removed, I hope the city will prioritize making the lanes protected as soon as possible (in addition to the bike lanes).
4 Much safer		More functional				
1 Safer		More functional			Traveling by bicycle is easier. Driving is no more difficult than before.	
Safer		More functional				
4 Safer		No difference				
aurants and businesses	Much safer	There are not protected bike lanes	Much more functional	There are more accessible	It is so much safer to ride my bike and walk in this street.	
4 Much safer		Much more functional				
1 Safer	The bike lanes are not protected	More functional			We need protected bike lanes on both sides	

1	Much safer		More functional			
2	Safer		More functional	n/a	positive	n/a
4	Safer	no	More functional		You can really move or For me it's a huge improvement, but I'm sorry for the people who need to park there.	
3	Safer		More functional		the bike lanes do feel safer to me, and I think I see more people using them. I do wish they were protected, but I still feel safer on my b	
4	Much safer	Better protection for t	Much more functional		Much safer for all!	
4	Much safer		More functional	While it is clearly a bett	As, a driver, I like the better design and visiblity of sharing the road. As an avid biker, while I don't usually ride on this road , I would th	
	Safer	Painted lines are coo	More functional		Cars still treat N. Winooski as a 2 lane situation when traveling South on N. Winooski when entering the intersection of N. Winooski &	
3	Safer	Concerned about biki	More functional		It's nice to have a bike I like the new configuration, but it could be better if the bike lanes were continuous and protected. I also someti	
	No difference		Less functional		Lack of parking!	
	Much safer	Cars continue to be p	Much more functional	Theres still many imprc	Much more relaxed ex	Can't wait for the next stage of improvements!
1	Safer	Cars and trucks still p	More functional	The riverside Ave inters	More lane space for rid	You gotta do something about the vehicles stopped in the bike lanes. Otherwise they're pointless. There is a br
	Safer		More functional			
	Safer	Would like safer optic	More functional			
4	Safer	N Winooski and Rive	More functional	no	Easy to bike to and fron Please fix Winooski & Riverside next	
	Much safer		Much more functional			
	Safer	none	More functional	none	+	none
	No difference		No difference		less parking	
4	Much safer		Much more functional		I feel safer on my bicycle	
4	Much safer		More functional		drivers provide more re cyclists now have their own roadway space, configuration is safer for all users	
4	Much less safe	Enforce parking restr	Less functional		Please enforce current rules and regulations	
	Safer		More functional		More safety while bikin I also like to bike on the bike path on south winooski as it leads back toward my home but often feel unsafe in t	
1	Safer	Bike lanes are not pr	No difference		Much easier to bike on that section of road! Thank you!	
	Less safe		Much less functional	Parking loss more uns	More driving looking for	Yuppie gentrification at work courtesy of progressives
4	No difference		No difference			
3	Safer	Bicycle tracks would l	More functional		There seems to be mor For some reason there seems to be more bicycles riding northbound on No. Winooski between North St and D	
1	Less safe	The green blocks at t	Less functional			
4	Safer	Current bike lanes ar	No difference	The north end of the st	Slightly better comfort l	Could be much better.
4	No difference	bikers do not look wh	Less functional	cars are now parking at	construction kept us up	Cars are parking to block our driveway, despite the fact we have put up signs. Police and parking division offer
4	No difference	No	No difference	No	None	I'm very concerned about losing additional parking on the street.
3	Safer	190 Coquina Avenue	More functional	Sometimes I see cars p	More people biking	This is not relevant perhaps to the new configuration. There are an increasing number of ear splittingly loud ca
	Much safer		Much more functional		Much better for biking	Significant improvement for biking safely on the road
4	Much safer		Much more functional			
4	Safer		More functional			
4	Safer	nope	Much more functional	nope	less scary to bike throu n/a	
4	Much safer		Much more functional		I am safer and very tha We need more projects like this.	
4	Safer	I was really hoping fo	No difference	I think the larger areas of	no parking around the	I am hoping we get more protected lanes
	Much less safe	Less functional	Much less functional	parking removal affect	Detracts the neighbor	Seems alot of money for not and to what benefit, the street was better the way it used to be
4	No difference	It's about the same. I	No difference		I feel like it's been pretty neutral. I always took the lane there, so less parked cars gives more space, but marginal impact for biking an	
4	Much safer		Much more functional			
4	Safer	Some sort of protecti	More functional			
3	Safer		More functional		While overall I think it's While I think the bike lane is a much better use of space than parking, I do think that the sense that the street i	
	Much safer		Much more functional	No	Feel much safer on my I hope residents have been provided with parking.	
3	Safer	There are often cars	Much more functional		Biking to the City of Winooski feels much safer with the bike lanes in place.	
1	Less safe	Cyclists are biking th	Less functional	Less parking requires f	I can not find parking o	The street configuration needs to revert to have parking on both sides of North Winooski Avenue.

1 Much safer		Much more functional		Usually I would avoid N Winooski Ave when biking North to Winooski, but now I feel more comfortable using the street when biking.
4 Safer				We will know that Burlington is serious about cycling and walking when it starts building real cycle tracks.
4 No difference	Parking is significantl	No difference	Our business had acce	As noted above, parkin Would love a lot or more open parking, even within a few blocks - to make it easier for people who arent reside
3 Safer		More functional		I mostly bike around town including up and down North Winooski Ave (I live on this street and use it often to get from place to place). S
4 Safer		Less functional		Lack of street parking is spilling over to businesses and private properties. This creates constraints for individual businesses.
4 Safer		More functional		When I've driven to Ta I wonder if angled parking could be explored for the southbound side of North Winooski Ave between Union/Dc
4 Less safe	Yes	Much less functional	Yes	heavy parking demand The wider road space has increased vehicular speeds there
3 Safer	The bike lane is not p	More functional	The bike lane is not prc	I have experienced hav The street would be much safer if there were physical barriers between the traffic lane and the bike lane. This v
4 Safer		More functional		So far it has been prett would love to tackle intersection of winooski and riverside. Tough intersection for everyone, particular pedestria
4 Much safer		More functional		
2 No difference	it is a compromise th	No difference	I notice there are	STIL I see no change other t It was a good try considering too many issues to deal with.
3 Safer	Parking between bike	More functional	Sidewalks need to be w	I feel safer biking and v Bike lanes should always have protected physical barriers.
4 No difference	No, I barely noticed th	No difference		It has made parking a li I am an avid cyclist who is ALWAYS in favor of more bike lanes. I'm surprised the city hasn't explored bike lane
1 Safer	I find the intersection	More functional	no	positive, I mostly bike commute to work and generally travel to the ONE often so it has made my riding safer.
4 Much less safe	Why the fuck does th	Much less functional	The bike lane makes it	Why don't you fucking t Undo it
3 No difference	Folks arent using the	No difference		
4 No difference		Less functional		Less parking....
1 Safer	No	Much less functional	No	The time i spend lookin way worse for parking but better road lines
4 Much safer		Much more functional		More comfortable on my bike. Less concerned with getting "doored"
3 Safer	Northbound, where th	No difference		Confusion when turning People should not put their recycling or trash bins in the bike lane. It seems like they do here more often than c
4 Safer	Sometimes there are	More functional		Love the bike lane and Thanks for adding the lane!
3 No difference	The street remains ui	More functional	No	I appreciate that there i I go to Community Health Centers for my medical and health care appointments. I could drive but almost never
2 No difference	No	Less functional	No	I have to park much further away when I work due to the new 2 hour parking. Many of the students who attend Sangha Studio have a l
4 Much safer	Not enough on lane s	Much more functional	Crossing the street is d	More pleasant travel in We need better maintenance of curbs, greenbelts and parklets. Also the pedestrian crossing situation at Archi
1 Safer		More functional		I appreciate paint for bike lanes that is easier to see, and I like the smooth pavement :)
1 Safer	I think the bike lbae c	More functional	Nope	More people are biking Now that there is less space for cars they are forced to pass closer than they had to before. That's why having
4 Much less safe	Unprotected bike lan	Much less functional	Lost too much parking	Parking troubles Need a crosswalk near bus barn
4 Safer	Door zone bike lanes	More functional	no	Less harassment by mo It's a good start.
4 Much less safe	I don't understand wh	Much less functional	I think it's a poor desigr	My response is in the fe I've been living on N. Winooski Ave for the last 14 years. I think by the city taking away the spots is ridiculous! T
4 Much less safe	We need more parkir	Much less functional	People have to park far	We need parking on bc Change the parking lane to both sides
		Much less functional	Much less functional	Hectic Add more parking spaces
4 Safer	No	No difference	No	As a daily bicyclist com Give bicyclists a real separate lane. Make a real divider that not even cars can overtake or go into. With a com
4 Less safe		Less functional		
4 No difference		No difference		
1 No difference	I can't park for work.	Less functional		As above, I have to park very far away to go to my job at Riverside. Sometimes I have to stay very late like seven or 8 o'clock, and I fe
4 Less safe	less parking; more di	Less functional	less parking; more traff	negative less parking for workers, renters and people accessing businesses
4 No difference		Less functional		Less parking when accessing restaurants and healthcare
4 Safer	No	Much less functional	No	Parking availability on F I usually park on Riverside Ave for work but displacing parking on one side of N. Winooski impacts residents, b
4 No difference	no	Less functional	time limits make parkin	impact on ability for staff and patients to park
4 No difference		Less functional		
4 No difference	No	Less functional	Takes away parking sp	Received a parking tick The signs on the street are confusing and don't make sense
1 Safer		No difference		I have experienced greater issue with accessing parking while coming to work (I am employed at Community Health Centers, Riversid
3 Less safe	Too many bike lanes	Much less functional	Too many bike lanes w	All negative. Bikes are t What is going to happen when snow comes? Where will people who work and live here park? Where will peop

1 No difference		Less functional		I am unable to find park	I am an avid biker so I know and appreciate the effort to improve a bike lane. As someone who only has the o
1 No difference		Much less functional	Less parking is a real p	No parking in an already congested area.	
4 Much safer	Why not put bike lane	Much more functional		I love using the bike lanes!!! So much	
1 Safer	Bike/walker safety pl	More functional	The use of		
1 No difference	not enough designat	Less functional		harder to find street parking to be able to work nearby	
4 Less safe	Freight loading/ unlo	Much less functional	Parking is inaccessible	Negative	One side of bike traffic would be sufficient as many bikers just ride in the middle of the street or do whatever th
4 No difference		Less functional	Significantly fewer park	Its more challenging for customers and employees to find parking and the signage can be unclear	
2 Less safe	the lack of onstreet t	Much less functional	no good enough	lack of on street parkin	How are you reaching people with out internet access, non- English speakers or are not on your mailing list or
No difference	bikes more pron to d	Less functional	no handicap parking to	no parking for ups, fed	negative impact
4 Much safer		More functional		As a daily bicycle rider, I think it's great that space is being made for cycling. I appreciate you putting in more bike racks in the "plaza"	
Less safe	Parking	Less functional	Acces to businesses ar	Parking to access busi	Less apt to use businesses there
4 Safer	Yes, because the lan	More functional	The intersection of Win	There is better visibility	Put in protected bike lanes before someone gets hurt.
4 Less safe	no handicap, ups,fed	Much less functional	no place to park for ten	cannot find a place to p	it does not work, especially for businesses , cannot understand why only part of the street is 1 sided parking, fu
4 Much less safe	The new bike lane m	Less functional	I have mobility issues a	I work at CHCB. I pers	Burlington used to be such a wonderful place to live and now it's though this city does not care about its reside
4 Less safe	Motorists refuse to o	Less functional		Handicap parking and 2 hour spots:	positive; reduced parking spaces, no marked parking, no enforcement of paking laws: negative
Safer		Less functional	New lines at the corner	I most often cannot find parking near my home. Very often I have to park a block or more away.	
Much safer	Cars parking in the bi	Much more functional		Much better for biking; fine for driving also	
Less safe		Much less functional	Yeah— you took away	I hate it. Change it back.	
No difference	cannot find a place to	Less functional	never can find a place t	no place to park, busin	has caused loss of business, what will happen this winter? "NO PARKING" because of snow?
Safer	No	No difference	Parking should be rem	None really, it seems the same to me.	
Less safe		Less functional			
Safer	Parking has been im	Much less functional	Yes PARKING for ten	Personally, I have not	Why was that ever done without setting aside parking in a lot or garage? This seems to be a very short sighte
4 Much less safe	The radical decrease	Less functional	See answer above: I ar	See above.	See above.
No difference		No difference			
3 Less safe	People blocking traffi	Less functional	Harder to find parking r	not able to find parking. I hate it	
4 Safer	no	More functional	No	Safer feeling biking	In general, would love to see more bike paths in Burlington that have a physical divider between bikes and cars
3 No difference		No difference			
Safer		Much more functional			Better for biking and hoping it will get even safer for bikers and pedestrians. Have not noticed any negative impacts for driving or shop
4 No difference	The changes are not	No difference			Parking on the street--even on side streets like Crombie and Decatur--is much more difficult now.
Safer	N/A	More functional	N/A	N/A	
No difference	Parking in the Old N	No difference	It is safer in some ways	because of visibility and biking access, but the lack of parking and the amount of businesses on the street has other safety implication	
4 Much safer	It makes it much easi	More functional			
3 Much safer		More functional		Parking is difficult for residents	
4 Safer	it would be nice to do	More functional	no	not much	
4 Much safer	no	More functional	no	I can see oncoming traffice when I pull out of my office	
4 No difference		No difference		264 North Winooski Aveue	
3 Safer		More functional		Much easier to make a left turn onto the street.	
Much safer		Less functional	We lost the accessible/	The plus is there is a clearer view up and down the street while pulling out of the driveway onto N. Winooski Ave. The negative is that	
4 Safer		More functional		could use better street lighting	
3 No difference		Much less functional	very limited parking	very limited parking. m	loading zone parking is unnecessary and problematic has nothing to do with bike traffic
3 Safer	The bike lanes are ur	More functional		It is an improvement but we need more separation for bikers and less on street parking	
2 Safer		More functional		Able to ride more freely	
Safer	new construction of li	More functional		The left turn bike box is	Love the road without parking in sections, wish it was the whole way that way. Also, wish it would be easier to b
4 Safer		More functional	I see bikers struggle to get to and from the end	Thanks for the bike lane!	

	3 Less safe	Theres no parking go	Less functional	
	4 No difference		No difference	
	4 No difference	I am concerned about	Less functional	Fewer parking spots ne I have noticed no extra I very much do not want a "phase 2" and hope that is permanantly off the table. There is no reason to remove p
	4 Less safe		Less functional	
	Safer		More functional	
	4 No difference	Yes, the bicyclists stil	Much less functional	More difficult to find pai Deeply disappointing to see this mediocre attempt at virtue signaling/ pandering to priveledged pseudo-environ
	No difference		No difference	No changes to parking along our street
	4 Less safe	Yes, because there is	Much less functional	Yes. Folks who ride bik It makes it much more difficult for my friends who are disabled to find parking
	Safer		More functional	Loss of right turn lane at pearl st let's traffic back up enough to reduce access to left turn lane
	1 No difference		Less functional	The decrease in parkin Negative with lack of parking. There is also a mismatch of the lane lines from turn from Riverside
aurants and businesses	Safer	No	Less functional	I do not but have heard Concern in the commu Not necessarily about the configuration but the new paving is great. It often feels like the O.N.E. has to wait lo
	1 Much safer		Much more functional	Much safer for biking.
	Safer		More functional	A little safer to bike
	No difference	I saw a biker and a di	No difference	I really haven't noticed I would be very interested to know what the results of this survey are and if people notice a difference.
	1 No difference		Much less functional	It has always been harc Can't find parking
	Less safe	The bike lane is too r	No difference	no I saw a woman on a bike in the narrow bike lane get side swiped by a bus. She was injured. Very unsettling.
	2 Safer		Much more functional	It's easier to see bikers and pedestrian crossing.
	No difference		No difference	Any new painted pavement surface is just that much more the City has to maintain. DPW has failed to keep up
	Much less safe		Much less functional	People that used to park on the street are now The percentage of bike riders in Burlington is far less than the percentage of people who use motorized transp
	Safer		Much more functional	
	1 Safer	People still use both ;	No difference	Need better cycle safet While I find that I generally have a better ride traveling north, I very consistently need to slow down and ride around cars in the bike lan
	3 Less safe	parking is difficult	Less functional	parking is more difficult parking is more difficult parking is more difficult
	Safer		More functional	
	No difference	No	Less functional	Not enough parking for customers
	No difference		Much less functional	Negative Majority of people don't like it.
	No difference	YES. We need come	No difference	
	Much less safe		Less functional	More cars doubling up I inability to find parking I'm completely against the new configuration. I see no benefint to bikes, a great loss to those who drive or dep

C or Boston. People can go 1 block over to go the other direction

ing BTV into the 21st century and start building protected/separated bike lanes; more pedestrian-only areas; better/free shuttles expanding on the GREAT College Street shuttle model!

y consideration for other road users. Time for BTV to introduce safety ordinances that require safe cycling practices and punish those who ignore them. Meanwhile, don't deny paking spaces without creating affordable alternatives.

st pass on the block I was looking for - on my first pass through.
1 to downtown because of a more consistent pathway.

ve NB bike flow to Union (maybe rebuild the Union St PBL?)

ines to avoid the door zone.

ition to coming up with a long term solution to protect union street again). Union/Winooski is a major north/south corridor for bikes, and while I appreciate the additional safety of the painted lane, an unprotected path is not safe enough for more cautious o

bike!

think this would be a immense improvment.
North St. bollards to seperate the bike lane right in front of the Sushi restaurant would prevent this - as well as making a tight on red illegal here.
times drive through this corridor to visit the shops and restaurants. Haven't had any issues with parking despite the removal of spaces.

ox truck and usually several people picking up delivery across from Pho Hong at almost constantly during the weekday. Whatever happened to protected bike lanes? How are people who aren't confident cyclists like me supposed to see this as improvem

the downtown section.

Decatur St. where No. Winooski is one-way - southbound.

unresponsive. We have not been able to leave for work for hours some mornings, and we had contractors who could not park in our driveway because it was blocked. Cars are also parked such that we can't see when we pull out of our driveway. The cc
ars and motorcycles cruising down North Winooski. Does Burlington have a noise ordinance that pertains to vehicles?

d me personally. I imagine it might make pedestrian crossing there easier, but I don't walk there.

s wider and more open does make drivers in cars drive faster.

ments of the ONE to visit with more ease. Understand that this is challenging, though it would be helpful! And an accessible labeled spaces in front of public businesses every few businesses would be wonderful (and I know this removes other parking though). Since the bike lanes have been added on the two-way driving section, I feel safer having a designated place to bike. However, I notice that cars still park and sometimes drive in the bike lane and this is not safe. It would be much better if it was a protected

acatur and North St? Maybe not because of the driveways, but the vehicle travel lane seems too wide. Think about it? You'd be a hero. A bike lane AND more parking.

would both slow traffic and protect other users of the public right of way.
ans. Would love to sprinkle some innovation on it.

as / parking spaces in a seasonal manner. I've sene it in Montreal. Signs that say "no parking March - November" or whatever the bike months are. So it's multi-use and is conscious of the fact that bike traffic is likely less in snowy months.

other places and I don't know if it's because this is new for them or because its their protest.

r drive to those appointments because it is walkable and there is bus service to the building. I wish it were more safe to bike there but Riverside Ave and North Winooski do not feel safe to bike on. CHCB has a parking garage and with nearby street parking it's a harder time finding parking in the evening, which means they often are arriving late to class, which feels disruptive. I've talked to folks who specifically don't attend classes or events at Sangha Studio - North because of the parking situation. bald and N Winooski is ridiculous. We should add huge bump outs and also redo the white stripes since they are confusingly diagonal.

a more protected bike lane would make me feel safer.

The fact that city council voted it down originally, then right after private meeting take place behind closed doors to pass the no parking on our street, they decided passed it anyways. People aren't heard or nor do they have a voice. It affects people who li

pletely physically separated lane, it'll be much safer and more efficient for cyclists to travel. The new lane is a step in the right direction but it's not quite there.

el very worried walking to my car as a woman by myself in the dark. This has affected my mental health

usinesses, visitors to the street and adjacent streets.

e Ave). We don't have adequate parking for all employees, so we do frequently need to park on the street, and a decrease in parking on North Winooski and the surrounding area has put significant strain on my daily commute. As someone who lives outside the city, it's a pain to be coming to businesses park? This is not a good idea

ption to commute by car to work, this has increased my time to get to work significantly. I have been with my place of employment for over a decade, I know that they designed the building which serves many of the surrounding residents with the old struc

hey want anyways.

on Local Motions email list?

near Pho Hong. I use them as parking when I go to work across the street.

urther up toward pearl st there is parking on both sides
ants or making this a vibrant city with businesses like Junktiques, Tank Recording Studio, the African Market, CHCB and many more. The loss of resources for our neighborhood is not outweighed by the utilization of this bike lane. In my opinion it was a g

d project!

s

ping.

l.

more apartment dwellers/guests or restaurant customers are parking in our business lot during the day and night since parking was removed from our side of the street - it was bad before but now its worse.

ike north and South on North Winooski. It's also a huge bummer that within a month or two of the completed lane a construction project has already torn up the street and required new paving and messed the surface and bike lanes

parking south of North St. on N. Winooski Ave to put in a bike lane when we already have a bike lane going south, and a bike lane going north on North Union. I beg that we simply maintain the bike lanes we have--the North Union Ave bike lane is very bu

imentalist types is where the city has chosen to concentrate its efforts, rather than policy that addresses the homelessness, addiction, and mental illness that is increasingly plaguing our city, and the rampant petty crime that has followed.

nger to have our streets taken care of.

› with their pavement markings. Try first to maintain what we have before adding more to our streets. Thank you.
ortation and this change is not necessary for the small amount of people who actually use this street on bicycles.

ie.

end on drivers. AND if bikes are concerned w/ safet how about enforcing mandatory lights helmets obeying traffic.

r casual cyclists, meaning that cycling is still reserved for people who are highly skilled or willing to take risks. Unprotected lanes disproportionately leave out mothers with children, new riders, and the elderly.

ent over riding in the street?

onstruction noise and lights kept us up all night many nights.

gh too!)

l bike lane with some sort of barrier that serves as a visual separation as well as a physical separation.

ng I don't have any concerns for people who drive there as patients or employees either finding parking spots nearby or finding other ways to get there than driving their cars. If they have urgent needs for care, there are urgent care facilities and the emerg

ve in the community and surrounding businesses. It shows that what people say in meetings and peoples concerns don't really matter. Not to negative but this seems to happen a lot in Burlington. I understand that you can't please everyone who lives here

side of Burlington, the only way for me to commute is by car (bus schedules to my town do not allow for me to utilize public transit, moving closer to work is not an option for me at this time)

ture in place. It is quite difficult for employees to spend a large amount of time driving around looking for on street parking. For many employees, biking, car sharing or bus commuting is not feasible and thus the inconvenience of this change is not some

arbage decision. I'm more than unhappy with the changes!

umpy and cracked--please repair it and leave North Winooski Ave alone. Please. I bike all the time as my main form of transportation and still find that the removal of parking with no plan has already affected our neighborhood for the worse.

gency department at UVMHC which are more appropriate facilities for those kinds of visits. We won't have sufficient mixed use of our streets until space is taken away from vehicles and protected bike lanes are installed.

ə but I think people lose hope when they aren't heard or when consumers open businesses here they aren't aware of what is happening. If there isn't any parking for businesses it makes it harder for owners to sustain to stay open. We want people to com

ething that could be mitigated by anything other than more parking. By using the on site parking, employees would be limiting access to consumers of the on site parking who are typically much more in need or may also be traveling and have no other alt

ie to Burlington but if it's makes it challenging for folks when parking is an Issue period! They aren't going to go there. As a resident, I find

ernative method to get to the building. I know that my employer made many pleas to the city to give more time for this to happen in order to fid another

Appendix-B: Full list of comments received, North Winooski Avenue Stakeholder Survey

A better connected bike network

It's great to have a space to ride my bike

Feel safer as a cyclist

Bicyclists still ride the wrong way. This was a total waste of money, and eliminating parking was asinine; we are not a large city like NYC or Boston. People can go 1 block over to go the other direction

It feels so much safer.

MUCH less stressful to bike along the street -- thank you!

easier and more inviting to bike.

I like the new bike lanes!

More bikers present

More limited parking availability to N. Winooski businesses without any alternative every having been thought through.

Not enough parking to support businesses and nonprofits on the corridor.

Got a \$75 parking ticket while at CHC! My fault

It is nice having the bike lanes. I experience much less harassment by drivers.

Street feels much wider than before, which could allow cars to speed more.

Surrounding business are concerned about the lack of parking that may make them less assessable

As a driver, its been nice to have bikes out of the way.

It's a big improvement in terms of safety for cyclists. It also encourages more bicycle use between Riverside Ave. and North St. and on to downtown because of a more consistent pathway.

Safer bicycling

Drivers need to be more aware of cyclists and pedestrians.

Continuity of bike facilities is a huge win!

Easy to get around by bicycle. Feels safer.

it is very tight and we needed that parking especially since no one will park in the garages anymore due to the unhoused

I now bike on it. And I'm not afraid to get sideswipped when pulling out of the garage or City market

joy biking through it, feels safer than before

it's a step in the right direction.

I'm able to access businesses that I want and feel much safer doing so.

Easier to travel through the ONE and access businesses on N. Winooski

North Winooski Ave is now a much needed connection from Burlington city center to the ONE, Intervale, and Winooski via the riverside path. N Winooski is also more accessible on bike as a destination itself.

Traveling by bicycle is easier. Driving is no more difficult than before.

It is so much safer to ride my bike and walk in this street.

We need protected bike lanes on both sides

positive

You can really move on a bike because there is enough space between the parked cars and the car lane.

the bike lanes do feel safer to me, and I think I see more people using them. I do wish they were protected, but I still feel safer on my bike!

Much safer for all!

As, a driver, I like the better design and visibility of sharing the road. As an avid biker, while I don't usually ride on this road, I would think this would be a immense improvement.

Cars still treat N. Winooski as a 2 lane situation when traveling South on N. Winooski when entering the intersection of N. Winooski & North St. bollards to separate the bike lane right in front of the Sushi restaurant would prevent this - as well as making a tight on red illegal here.

It's nice to have a bike connection to/from the riverside path.

Lack of parking!

Much more relaxed experience both in a car and on a bike. This stretch used to see a tremendous amount overzealous overtaking by drivers. I can ride at a comfortable pace without experiencing aggressive behavior by drivers. As a driver, there is no conflict when passing bike lane users and I don't have to keep an eye out for oncoming drivers who have sped up to 45 to get around a biker.

More lane space for riding generally makes it more pleasant on a bike. So does the fresh paint.

Easy to bike to and from work

less parking

I feel safer on my bicycle

drivers provide more respect to cyclists

More safety while biking and more likely to frequent that route

Much easier to bike on that section of road! Thank you!

More driving looking for parking

There seems to be more bicycles traveling north on No. Winooski

Slightly better comfort level with the added lanes, but I have experienced the same negative bike/car confrontations near the entrance to Old Spokes Home/Good News Garage or the Health Center.

construction kept us up all night many nights. Now cars are parked to block our driveway

More people biking

Much better for biking

less scary to bike through there

I am safer and very thankful for that.

Detracts the neighborhood feel, less access to Health Center and other business on that street via car

I feel like it's been pretty neutral. I always took the lane there, so less parked cars gives more space, but marginal impact for biking and me personally. I imagine it might make pedestrian crossing there easier, but I don't walk there.

While overall I think it's an improvement, I have occasionally been cut off by cars turning right in front of me as I approach intersections. However, this is nothing new when it comes to bike lanes

Feel much safer on my bike

Biking to the City of Winooski feels much safer with the bike lanes in place.

I can not find parking on the street as easily as I used to

Usually I would avoid N Winooski Ave when biking North to Winooski, but now I feel more comfortable using the street when biking.

As noted above, parking is much more challenging. People have shared they do not come to this location as much and have started prioritizing our other locations with parking more. This is good in that they are still coming, though - I am concerned if the neighborhood itself can sustain our business costs for years (ie: increased rent most notably - for now it is ok, but I am not confident about our 5-year lease terms being able to be covered by walk-able visits alone). To the safety and functionality questions above, I listed no difference in that I am not clear on what the safety and functionality issues were that were looking to be solved. From what I recall it was to enhance bike-ability and the likelihood of biking, and in that case, that lane is wider. Not sure if that has had the desired effect of more bikers though. Or, if it has lowered bike accidents. I would have selected "unsure" vs "no difference" based on that I don't know that data and my observation of those 2 things seems unchanged, outside of people looking for parking and not being as aware drivers at times. Hoping that this gets better as the project completes. Just last night there were no parking signs up again, so people also aren't in a routine of where and when to and not to park yet.

I mostly bike around town including up and down North Winooski Ave (I live on this street and use it often to get from place to place). Since the bike lanes have been added on the two-way driving section, I feel safer having a designated place to bike. However, I notice that cars still park and sometimes drive in the bike lane and this is not safe. It would be much better if it was a protected bike lane with some sort of barrier that serves as a visual separation as well as a physical separation.

Lack of street parking is spilling over to businesses and private properties. This creates constraints for individual businesses.

When I've driven to Taco Gordo, I've found it more difficult to find a parking space nearby. However, I usually bike there when it's nice and that's been enjoyable. Also, I haven't stopped going there or decreased the frequency in which I go.

heavy parking demand shifted to my street; unable to have vehicle serviced by N. Winooski mechanic, bike traffic continues to ride on the wrong side of the road (i.e. vs oncoming traffic)

I have experienced having to move into the traffic lane to go around cars that are parked in the bike lane.

So far it has been pretty good. Definitely improved biking on the street. Haven't noticed a difference when using other modes

I see no change other than still too many cars parked and bike lanes not contiguous

I feel safer biking and walking on this stretch of road.

It has made parking a little harder on my side street, but not prohibitive. Typically in evening hours when people are dining at the restaurants. Otherwise no major difference to my daily usage.

positive, I mostly bike commute to work and generally travel to the ONE often so it has made my riding safer.

Why don't you fucking fix the homeless population and the drug problem instead of making stupid ass bike lanes for people that don't even know how to use them

Less parking....

The time i spend looking for a spot to park has greatly increased and i park much further from home now :/

More comfortable on my bike. Less concerned with getting "doored"

Confusion when turning onto Riverside mentioned above. A positive change is the additional room when turning north onto Winooski from Archibald. That intersection is very large, and when I turn left on a bike, it takes a long time to get out of the way of trucks\cars going straight, so I tend to turn left early, which can conflict with a truck\car behind me trying to make a shorter left, staying left of me. I've had a couple of tight situations there when there were parked cars, but with the new lane, I think it's clearer to me and trucks\cars turning left that I'm making a wider turn and they can make a tighter turn if they aren't patient enough to stay behind me until we are through the turn.

Love the bike lane and the bike box at the intersection with Riverside makes it much easier to cross to the multiuse path along riverside.

I appreciate that there is less space dedicated to parking vehicles. That is the trend we need to be moving into for a plethora of reasons and to me that's the best thing about this project so far. As I wrote above, the new street configuration does some good but I feel that it missed an opportunity to install protected bike lanes. The best cities- ones with bigger populations and busier streets, figure this out. I'm disappointed that Burlington has yet to figure this out in a meaningful way.

I have to park much further away when I work due to the new 2 hour parking. Many of the students who attend Sangha Studio have a harder time finding parking in the evening, which means they often are arriving late to class, which feels disruptive. I've talked to folks who specifically don't attend classes or events at Sangha Studio - North because of the parking situation.

More pleasant travel in north bound bike lane.

I appreciate paint for bike lanes that is easier to see, and I like the smooth pavement :)

More people are biking and cars are going slower

Parking troubles

Less harassment by motorists.

My response is in the feedback section

We need parking on both sides. People park on the bike lane and put hazard lights on it's dangerous

Hectic

As a daily bicyclist commuter it's positive to have a designated lane but drivers seem to be less safe with others. Cars are now less likely to slow down when passing a cyclist in the bike lane and are often encroaching on the lane.

As above, I have to park very far away to go to my job at Riverside. Sometimes I have to stay very late like seven or 8 o'clock, and I feel very worried walking to my car as a woman by myself in the dark. This has affected my mental health

negative

Less parking when accessing restaurants and healthcare

Parking availability on Riverside Ave has decreased somewhat

impact on ability for staff and patients to park

Received a parking ticket

I have experienced greater issue with accessing parking while coming to work (I am employed at Community Health Centers, Riverside Ave). We don't have adequate parking for all employees, so we do frequently need to park on the street, and a decrease in parking on North Winooski and the surrounding area has put significant strain on my daily commute. As someone who lives outside of Burlington, the only way for me to commute is by car (bus schedules to my town do not allow for me to utilize public transit, moving closer to work is not an option for me at this time)

All negative. Bikes are much smaller than cars. How many bike lanes do we need???

I am unable to find parking for my work

No parking in an already congested area.

I love using the bike lanes!!! So much

harder to find street parking to be able to work nearby

Negative

It's more challenging for customers and employees to find parking and the signage can be unclear

lack of on street parking

no parking for UPS, FedEx, US mail, and deliveries

As a daily bicycle rider, I have noticed that cars started going significantly slower after the bike lane was added. It feels more comfortable as a bicyclist now.

Parking to access businesses and healthcare

There is better visibility at crosswalks without cars parked on the east side of the street. I also ride my bike more frequently to businesses on N Winooski now.

cannot find a place to park

I work at CHCB. I personally work at the Pearl Street Clinic, but the challenges the loss of parking has caused my co-workers is significant. It's like Burlington had no concern for the businesses or people who live and work here and more in the appearance of being a bikeabl

Handicap parking and 2 hour spots: positive; reduced parking spaces, no marked parking, no enforcement of paking laws: negative

I most often cannot find parking near my home. Very often I have to park a block or more away.

Much better for biking; fine for driving also

I hate it. Change it back.

no place to park, businesses and tenants lack parking areas

None really, it seems the same to me.

Personally, I have not been impacted much. I'm just very concerned about those who live on North Winooski and those who have businesses there.

not able to find parking, dangerous bikers, and unable to go places I need/want to go to (due to lack of parking)

Safer feeling biking

Better for biking and hoping it will get even safer for bikers and pedestrians. Have not noticed any negative impacts for driving or shopping.

Parking on the street--even on side streets like Crombie and Decatur--is much more difficult now.

Parking is difficult for residents

not much

I can see oncoming traffice when I pull out of my office

Much easier to make a left turn onto the street.

The plus is there is a clearer view up and down the street while pulling out of the driveway onto N. Winooski Ave. The negative is that more apartment dwellers/guests or restaurant customers are parking in our business lot during the day and night since parking was removed from our side of the street - it was bad before but now its worse.

very limited parking. major inconvenience for residents, guests and businesses

It is an improvement but we need more separation for bikers and less on street parking

The left turn bike box is crazy and no one uses it and it's confusing. No body is going to get into the and box three lanes away from the side of the road to turn into, and in the middle of traffic to turn left. It's nuts.

I have noticed no extra bike traffic and friends have experienced more difficulty finding parking. I think we need to see what it's like in the winter before assessing the impact. Will the bike lanes be plowed or will cyclists need to ride in the middle of the road because the bike lanes are full of snow and ice? Will people not willing to risk injury by cycling in ice and snow and frigid temperatures be able to access our local businesses and residences?

More difficult to find parking, with non-residents spilling over into residential side streets.

No changes to parking along our street

It makes it much more difficult for my friends who are disabled to find parking

Negative with lack of parking. There is also a mismatch of the lane lines from turn from Riverside

Concern in the community our businesses suffer due to the reduced parking as we do not have a parking garage for visitors. It is already hard enough to get people to come to Burlington

Much safer for biking.

A little safer to bike

I really haven't noticed much difference at all as a walker and I walk along North Winooski regularly cause I live on Hyde St.

Can't find parking

I saw a woman on a bike in the narrow bike lane get side swiped by a bus. She was injured. Very unsettling.

It's easier to see bikers and pedestrian crossing.

While I find that I generally have a better ride traveling north, I very consistently need to slow down and ride around cars in the bike lane.

parking is more difficult

Not enough parking for customers

Negative

Inability to find parking confusing signa

No - I wish it were two way the whole way.

Only access to N.Winooski businesses.

we live in a duplex and only have space for one car, the less parking makes it difficult. My tenant received a ticket for parking in a short term spot

There are more accesible parking spaces set aside under the plan which I like

While it is clearly a better design, it is still difficult to turn right going SW on N. Winnoski and turning right (heading east) on North Street because your mirrors and even turning your head has blindspots for bikers that are heading in the same direction but slightly behind you on N.Winooski. Maybe a mirror on the street or

different coloring through the intersection (N. Winooski and North Street) to let drivers and riders know that this is difficult intersection.

Theres still many improvements that could be made, but i believe this is an improvement

The riverside Ave intersection is not easy to navigate for anyone on foot or especially on a bike. Even worse with a wheelchair or Walker.

Parking loss more unsafe walking in winter from further parking. Space.

The north end of the street, at the junction with Riverside Ave., is still quite dangerous for pedestrians and cyclists. It is tricky, at best, to access the Riverside path from N Winooski, and vice versa.

cars are now parking and blocking our driveway

Sometimes I see cars parked in the bike lane in front of Jakes and on North Union across from taco Gordo.

I think the larger areas of no parking around the crosswalks is very important for accessibility

parking removal affect getting to the health center

Less parking requires folks to walk further to their homes and businesses

Our business had accessible offerings, but we have since moved these offerings to another location due to the removed parking and not being able to assure that spots would be as available at our business frontage

The bike lane is not protected and is therefore not truly accessible and safe for those who use a bicycle.

I notice there arer STILL CARS ON BOTHIDES OF THE END BLOCK! Dangerous to cars & bikes

Sidewalks need to be widened and smoothed. The parking lane on the West side of the road impedes sightlines when crossing turn ins to businesses.

The bike lane makes it impossible for traffic on that side of the road to see the rest of the road. If someone is pulling out, they have to manage to see BEYOND the bike lane which is nearly impossible.

Crossing the street is dangerous for pedstrians due to lack of traffic calming features.

Lost too much parking

I think it's a poor design.

People have to park far to access the other side of the street and it's old people too

Much less functional

less parking; more traffic distractions

time limits make parking less flexible

Takes away parking spaces

Too many bike lanes will make space for cars smaller. Less parking means more people driving around looking for parking and this creates congestion and air pollution

Less parking is a real pain. Bummer no one was willing to listen to the concerns of those who hoped it wouldn't go away.

Parking is inaccessible for regular employees. Unsafe access to garage and loading/unloading of freight

Significantly fewer parking spots

no good enough

no handicap parking to speak of

Access to businesses and healthcare

The intersection of Winooski and Archibald is way too wide, making it dangerous to cross for little kids or people with mobility impairments.

no place to park for tenants on the street

I have mobility issues and now have to park on the corner at the "Ratsmission". I have a handicapped placard but that spot, which is across from my house, is not always open. Also I feel like it should be left open for others who are visiting a business in our neighborhood, since there is only one.

New lines at the corner in front of my home have taken away an entire parking space.

Yeah— you took away a whole street's worth of parking.

never can find a place to park, no handicap parking close, no place for delivery trucks to park

Parking should be removed on the left at the block before Pearl Street, so the left-turn lane vehicles can actually line up to turn left, rather than be stuck behind the vehicles going straight or right, as the left-turn light comes before the straight/right light

Yes PARKING for tenants and businesses

See answer above: I am physically disabled, therefore I need a car to navigate a rural state & the city to get my basic needs met, ex Grocery shopping to carry bags home. Public Transportation isn't a safe option for my disability (long wait time, walks etc. not conducive to my disability). The sidewalks are horrendous, which is why many disabled folks have been pushed out of Burlington (wheelchairs etc cannot easily navigate sidewalks). Less parking means I have to park farther & walk longer distances. Increase public transportation & retrofit for green solutions (solar etc) and then something useful would happen to help everyone. Reducing car lanes on the main streets in BTV only creates longer wait times (idling), which increases driver aggression, which instigates unsafe driving, which creates more hazardous conditions for drivers, bikers, & walkers alike.

Harder to find parking near places I need to get to and I have mobility (placard) issues and can't travel too far by walking

It is safer in some ways because of visibility and biking access, but the lack of parking and the amount of businesses on the street has other safety implications.

We lost the accessible/HP parking spot in front of our office. The nearest one is either across the street with no nearby crosswalk, or on the other side of an adjoining building. Apartment dwellers/guests from next door regularly park in our only accessible spot behind the building during the day.

very limited parking

I see bikers struggle to get to and from the end of north winooski to the riverside bike path

Fewer parking spots negatively affects the disabled, elderly, and children and affects accessibility to local businesses.

Yes. Folks who ride bikes year round have immense privilege in terms of being able to afford a bike that is able to do so, the clothing, etc. Not to mention being physically able to do so. The majority of folks who live on North Winooski or near it can not afford it/ don't have the life style to do so. Many are physically unable.

Loss of right turn lane at pearl st let's traffic back up enough to reduce access to left turn lane

The decrease in parking makes the street and the neighborhood less accessible

I do not but have heard from others who have certain disabilities which makes things harder from them when they have to park further away from where they live.

It has always been hard to find parking on N Winooski Avenue and now it is much worse. Makes me question if I still want to frequent shops and restaurants there

People that used to park on the street are now forced to use side streets which clogs the side streets.

Need better cycle safety. Cars continually ignore painted bike lanes.

parking is more difficult

More cars doubling up in driveways, blocking sidewalks, less parking

Keep it going! Convert the remaining section ASAP.

As a daily year-round bike commuter, these new bike lanes are a welcome improvement. Thanks! Now let's bring BTV into the 21st century and start building protected/separated bike lanes; more pedestrian-only areas; better/free shuttles expanding on the GREAT College Street shuttle model!

As a biker, I prefer parking protected bike lanes but this is better than it was

The Local Motion (and others) agenda is pressing (City wide) for a politically correct bicycle agenda without any consideration for other road users. Time for BTV to introduce safety ordinances that require safe cycling practices and punish those who ignore them. Meanwhile, don't deny parking spaces without creating affordable alternatives.

I wish there was more nearby parking.

I would like to see the northbound bike lane extended to Pearl Street.

I expected to struggle with parking when visiting businesses over the last 2 weeks, but found parking on my first pass on the block I was looking for - on my first pass through.

Would like to see more way finding for parking options

Still seeing some contra-flow riding on the one way section of the street. Not sure how to best address and move NB bike flow to Union (maybe rebuild the Union St PBL?)

The larger sidewalks have made them impassable because of people living on them

Please make it permanent

I'd love to see more bike lanes and protected bike lanes as well.

I would prefer lanes had protection, like a curb. Or at least simply having cars park on the outside of the bike lanes to avoid the door zone.

With the parking removed, I hope the city will prioritize making the lanes protected as soon as possible (in addition to coming up with a long term solution to protect union street again). Union/Winooski is a major north/south corridor for bikes, and while I appreciate the additional safety of the painted lane, an unprotected path is not safe enough for more cautious or casual cyclists, meaning that cycling is still reserved for people who are highly skilled or willing to take risks. Unprotected lanes disproportionately leave out mothers with children, new riders, and the elderly.

For me it's a huge improvement, but I'm sorry for the people who need to park there.

I like the new configuration, but it could be better if the bike lanes were continuous and protected. I also sometimes drive through this corridor to visit the shops and restaurants. Haven't had any issues with parking despite the removal of spaces.

Can't wait for the next stage of improvements!

You gotta do something about the vehicles stopped in the bike lanes. Otherwise they're pointless. There is a box truck and usually several people picking up delivery across from Pho Hong at almost constantly during the weekday. Whatever happened to protected bike lanes? How are people who aren't confident cyclists like me supposed to see this as improvement over riding in the street?

Please fix Winooski & Riverside next

cyclists now have their own roadway space, configuration is safer for all users

Please enforce current rules and regulations

I also like to bike on the bike path on south winooski as it leads back toward my home but often feel unsafe in the downtown section.

Yuppie gentrification at work courtesy of progressives

For some reason there seems to be more bicycles riding northbound on No. Winooski between North St and Decatur St. where No. Winooski is one-way - southbound.

Could be much better.

Cars are parking to block our driveway, despite the fact we have put up signs. Police and parking division often unresponsive. We have not been able to leave for work for hours some mornings, and we had contractors who could not park in our driveway because it was blocked. Cars are also parked such that we can't see when we pull out of our driveway. The construction noise and lights kept us up all night many nights.

I'm very concerned about losing additional parking on the street.

This is not relevant perhaps to the new configuration. There are an increasing number of ear splittingly loud cars and motorcycles cruising down North Winooski. Does Burlington have a noise ordinance that pertains to vehicles?

Significant improvement for biking safely on the road

We need more projects like this.

I am hoping we get more protected lanes

Seems alot of money for not and to what benefit, the street was better the way it used to be

While I think the bike lane is a much better use of space than parking, I do think that the sense that the street is wider and more open does make drivers in cars drive faster.

I hope residents have been provided with parking.

The street configuration needs to revert to have parking on both sides of North Winooski Avenue.

We will know that Burlington is serious about cycling and walking when it starts building real cycle tracks.

Would love a lot or more open parking, even within a few blocks - to make it easier for people who arent residents of the ONE to visit with more ease. Understand that this is challenging, though it would be helpful! And an accessible labeled spaces in front of public businesses every few businesses would be wonderful (and I know this removes other parking though too!)

I wonder if angled parking could be explored for the southbound side of North Winooski Ave between Union/Decatur and North St? Maybe not because of the driveways, but the vehicle travel lane seems too wide. Think about it? You'd be a hero. A bike lane AND more parking.

The wider road space has increased vehicular speeds there

The street would be much safer if there were physical barriers between the traffic lane and the bike lane. This would both slow traffic and protect other users of the public right of way.

would love to tackle intersection of winooski and riverside. Tough intersection for everyone, particular pedestrians. Would love to sprinkle some innovation on it.

It was a good try considering too many issues to deal with.

Bike lanes should always have protected physical barriers.

I am an avid cyclist who is ALWAYS in favor of more bike lanes. I'm surprised the city hasn't explored bike lanes / parking spaces in a seasonal manner. I've sene it in Montreal. Signs that say "no parking March - November" or whatever the bike months are. So it's multi-use and is conscious of the fact that bike traffic is likely less in snowy months.

Undo it

way worse for parking but better road lines

People should not put their recycling or trash bins in the bike lane. It seems like they do here more often than other places and I don't know if it's because this is new for them or because its their protest.

Thanks for adding the lane!

I go to Community Health Centers for my medical and health care appointments. I could drive but almost never drive to those appointments because it is walkable and there is bus service to the building. I wish it were more safe to bike there but Riverside Ave and North Winooski do not feel safe to bike on. CHCB has a parking garage and with nearby street parking I don't have any concerns for people who drive there as patients or employees

either finding parking spots nearby or finding other ways to get there than driving their cars. If they have urgent needs for care, there are urgent care facilities and the emergency department at UVMMC which are more appropriate facilities for those kinds of visits. We won't have sufficient mixed use of our streets until space is taken away from vehicles and protected bike lanes are installed.

We need better maintenance of curbs, greenbelts and parklets. Also the pedestrian crossing situation at Archibald and N Winooski is ridiculous. We should add huge bump outs and also redo the white stripes since they are confusingly diagonal.

Now that there is less space for cars they are forced to pass closer than they had to before. That's why having a more protected bike lane would make me feel safer.

Need a crosswalk near bus barn

It's a good start.

"I've been living on N. Winooski Ave for the last 14 years. I think by the city taking away the spots is ridiculous! The fact that city council voted it down originally, then right after private meeting take place behind closed doors to pass the no parking on our street, they decided passed it anyways. People aren't heard or nor do they have a voice. It affects people who live in the community and surrounding businesses. It shows that what people say in meetings and peoples concerns don't really matter. Not to negative but this seems to happen a lot in Burlington. I understand that you can't please everyone who lives here but I think people lose hope when they aren't heard or when consumers open businesses here they aren't aware of what is happening. If there isn't any parking for businesses it makes it harder for owners to sustain to stay open. We want people to come to Burlington but if it's makes it challenging for folks when parking is an Issue period! They aren't going to go there.

As a resident, I find it extremely frustrating just to look for a parking spot my street. Almost every day when I come home from work, it feel like parking wars. It's like you never want to move your car, you'll lose the spot as soon as you move your car out of the spot. The last thing I really want to deal with after working a full time job is driving around the block a million times to find a spot on the street, it's frustrating as it is. We aren't New York City!

I get that the city council wants to make it safer for bicyclists in the city but we have winter 5 months of the year. I don't think by taking away parking spots is the solution and N. Winooski is a highly traffic street.

The other piece of this is that if they are going to remove spots, they don't have a solution for folks to park their cars someone else. Not every resident renter or owner has a yard or spaces to park a car. What are people supposed to do?

I really wish we were heard and they would have reconsidered this project.

Change the parking lane to both sides

Add more parking spaces

Give bicyclists a real separate lane. Make a real divider that not even cars can overtake or go into. With a completely physically separated lane, it'll be much safer and more efficient for cyclists to travel. The new lane is a step in the right direction but it's not quite there.

less parking for workers, renters and people accessing businesses

I usually park on Riverside Ave for work but displacing parking on one side of N. Winooski impacts residents, businesses, visitors to the street and adjacent streets.

The signs on the street are confusing and don't make sense

What is going to happen when snow comes? Where will people who work and live here park? Where will people coming to businesses park? This is not a good idea

I am an avid biker so I know and appreciate the effort to improve a bike lane. As someone who only has the option to commute by car to work, this has increased my time to get to work significantly. I have been with my place of employment for over a decade, I know that they designed the building which serves many of the surrounding residents with the old structure in place. It is quite difficult for employees to spend a large amount of time driving around looking for on street parking. For many employees, biking, car sharing or bus commuting is not feasible and thus the inconvenience of this change is not something that could be mitigated by anything other than more parking. By using the on site parking, employees would be limiting access to consumers of the on site parking who are typically much more in need or may also be traveling and have no other alternative method to get to the building. I know that my employer made many pleas to the city to give more time for this to happen in order to find another solution or to not do this. As expected, there is a significant negative impact for my employer and to myself. It is difficult to competitively recruit desperately needed employees when they would need to add at least 15-20 minutes to their time to look for a parking spot and walk to the building, and in all different types of weather.

One side of bike traffic would be sufficient as many bikers just ride in the middle of the street or do whatever they want anyways.

How are you reaching people with out internet access, non- English speakers or are not on your mailing list or on Local Motions email list?

negative impact

I think it's great that space is being made for cycling. I appreciate you putting in more bike racks in the "plaza" near Pho Hong. I use them as parking when I go to work across the street.

Less apt to use businesses there

Put in protected bike lanes before someone gets hurt.

it does not work, especially for businesses, cannot understand why only part of the street is 1 sided parking, further up toward pearl st there is parking on both sides

Burlington used to be such a wonderful place to live and now it's though this city does not care about its residents or making this a vibrant city with businesses like Junktiques, Tank Recording Studio, the African Market, CHCB and many more. The loss of resources for our neighborhood is not outweighed by the utilization of this bike lane. In my opinion it was a garbage decision. I'm more than unhappy with the changes!

has caused loss of business, what will happen this winter? "NO PARKING" because of snow?

Why was that ever done without setting aside parking in a lot or garage? This seems to be a very short sighted project!

I hate it

*In general, would love to see more bike paths in Burlington that have a physical divider between bikes and cars
could use better street lighting*

loading zone parking is unnecessary and problematic has nothing to do with bike traffic

Able to ride more freely

I very much do not want a "phase 2" and hope that is permanantly off the table. There is no reason to remove parking south of North St. on N. Winooski Ave to put in a bike lane when we already have a bike lane going south, and a bike lane going north on North Union. I beg that we simply maintain the bike lanes we have--the North Union Ave bike lane is very bumpy and cracked--please repair it and leave North Winooski Ave alone. Please. I bike all the time as my main form of transportation and still find that the removal of parking with no plan has already affected our neighborhood for the worse.

Deeply disappointing to see this mediocre attempt at virtue signaling/ pandering to priveleged pseudo-environmentalist types is where the city has chosen to concentrate its efforts, rather than policy that addresses the homelessness, addiction, and mental illness that is increasingly plaguing our city, and the rampant petty crime that has followed.

Not necessarily about the configuration but the new paving is great. It often feels like the O.N.E. has to wait longer to have our streets taken care of.

I would be very interested to know what the results of this survey are and if people notice a difference.

Any new painted pavement surface is just that much more the City has to maintain. DPW has failed to keep up with their pavement markings. Try first to maintain what we have before adding more to our streets. Thank you.

The percentage of bike riders in Burlington is far less than the percentage of people who use motorized transportation and this change is not necessary for the small amount of people who actually use this street on bicycles.

parking is more difficult

Majority of people don't like it.

I'm completely against the new configuration. I see no benefint to bikes, a great loss to those who drive or depend on drivers. AND if bikes are concerned w/ safet how about enforcing mandatory lights helmets obeying traffic.

Love the road without parking in sections, wish it was the whole way that way. Also, wish it would be easier to bike north and South on North Winooski. It's also a huge bummer that within a month or two of the completed lane a construction project has already torn up the street and required new paving and messed the surface and bike lanes

Thanks for the bike lane!

Appendix-C: Unfiltered parking occupancy counts North Winooski Ave

OCCUPANCY COUNT

Location: N Winooski Inspector: Julia Ursaki, Phillip Peterson, Dora Bean, and Maddy Suender

	Date: 11-14-2023			Date: 11-15-2023			Date: 11-16-2023		
	9:00	13:00	19:00	9:00	13:00	19:00	9:00	13:00	19:00
	40	39	44	46	43	39	44	43	37
	52	52	52	52	52	52	52	52	52
Total Spaces									
% Spaces Used	77%	75%	85%	88%	83%	75%	85%	83%	71%

9 am average	83%
1 pm average	80%
7 pm average	77%
Overall average	80%