



**CITY OF WINOOSKI
DEPARTMENT OF PUBLIC WORKS**

MEMORANDUM

27 West Allen Street, Winooski, VT 05404

To: Mayor Leonard and City Council

From: Jon Rauscher, Public Works Director

Cc: City Manager, Project Engineer

**Re: Weaver Street Bike Lane Pilot – Findings and Future Considerations
Recommendations**

Date: 7/16/18

Please find below a summary of findings and recommendations associated with the Weaver Street bike lane pilot.

A. Background:

1. Overview:

From June 1st - June 10th, the City of Winooski in partnership with CCRPC, Local Motion and VHB installed a temporary two-way bike lane demonstration project. The purpose of the pilot was to obtain community feedback on potential multimodal improvements for the Weaver Street corridor. This pilot was initiated in response to the Main Street Revitalization project transportation design alternative selection. A proposed Weaver Street protected bike lane is also identified as a recommended concept in the 2017 City of Winooski Transportation Masterplan.

2. Data Collection:

Prior to installing the temporary bike facility, the project team collected the following information;

- Parking counts (visual observations, 2 days, Wed and Sun, 8AM – 7:30PM)
- Traffic volumes (traffic counter, 2 locations, one-week installation)
- Traffic speeds (traffic counter, 2 locations, one-week installation)
- Bike and pedestrian counts (video camera, 2 locations, 3 days)

During the pilot installation, community feedback was collected via survey form (electronic and hard copy). We also received direct feedback via email. Enclosed in the appendix is a summary of public feedback. Collected transportation data can be found on the CCRPC project website page:

<https://www.ccrpcvt.org/winooski-weaver-street-pop-up/>

B. Summary Findings:

1. Community Feedback:

We received 73 completed feedback surveys and 14 emails regarding the pilot from community members. As shown in the appendix, many of the comments recommended against the installation of a permanent bi-directional bike lane. The major concerns include travel lane reduction and safety impacts, elimination of parking, user volume justifying the need for a dedicated bike facility. The feedback received in favor of

improved bike facilities included; review of a single lane on Weaver St in lieu of a two-way lane and relocating the bi-direction lane to the proposed Main Street design.

2. *Transportation Data*

Vehicles:

For the period and locations measured, vehicle traffic speeds were not found to be much above the 25 mph speed limit. Prior to installing the pilot, traffic counter data shows the 85th percentile speeds to be;

- North of Spring Street: Northbound and southbound: 29 MPH (Average speed = 25 MPH)
- South of Spring Street: Northbound and southbound: 26 MPH (average speed = 20 MPH)

Cyclists and Pedestrians:

Prior to the bike pilot, video cameras were used to collect bike and pedestrian usage along Weaver Street. As shown on the data collection tables, cyclist usage ranged from 30 to 78 cyclists per day in each direction.

Pedestrian counts captured for this period ranged from 228 to 343 per day in both directions.

Please note, during the pilot on-street parking was not enforced. We observed vehicles parked along the west side of Weaver Street in the bike lane throughout the duration of the pilot. Given that the pilot was not fully functional, no traffic data was collected.

C. Future Considerations and Recommendations:

Based on community feedback and data collected as part of the pilot program, below are items we are reviewing for future potential multimodal improvements and further community discussion along Weaver Street;

- Recommend a shared-use lane bike facility versus a dedicated bike lane with markings at this time. The shared-use facility would include “sharrow” pavement markings and signage installation for improved cycling accommodations without modifying on-street parking and drive lane widths.
- Review potential future improvements for pedestrian intersection crossings and sidewalk improvements. For example, installation of pedestrian bump-out facilities for traffic calming and improved safety.
- Collect additional traffic speed data north of Stevens Street and review potential traffic calming measures if needed. (Ex: speed bumps, pavement markings). Traffic speed data was not collected in this area during the pilot review. Based on field observations and roadway geometry this section of Weaver appears to have higher traffic speeds.
- Continue to work and communicate with community members and users to review potential on-street and off-street parking improvements. (Ex. Install marked on-street parking spaces to improve parking area efficiency, Review possible additional ADA parking needs and locations)
- Update the Transportation Masterplan to reflect pilot results and feedback data.

Appendix – Public Feedback Form Comments

#	Q; What did you LIKE BEST about the changes to Weaver Street during the pop-up?
1	Its nice to have bike lanes.
2	Absolutely nothing. This street is too narrow for a dedicated bike lane on one side AND parking on the other. Parking should take priority over a bike lane as parking is already limited on Weaver street.
3	Nothing
4	
5	
6	I use this street often when I bike to avoid Main Street. I couldn't use the bike lane due to cars parked in the lane for the steepest part of the street, so it's hard to say.
7	I liked how the designated parking spaces kept cars from parking up to the stop signs. It was easier to navigate into Weaver.
8	
9	I like the idea of bike lanes in general, but driving down the street today felt nerve racking and chaotic.
10	nothing
11	
12	Traffic was reduced and cars seemed to be going slower (not speeding so much). I found it much easier to exit my driveway and appreciated the placement of the temporary barricades with respect to my property/driveway. Thank you!
13	
14	Good bike lane but the width of the road is poor for vehicle traffic
15	Easier to exit my driveway (by car) in the morning. Car traffic and speed appeared to be better.
16	
17	In the section with the orange cones (the only functioning section of bike lane), traffic was slower and I had a somewhat protected space while biking. It was better for biking and much better for driving.
18	Nothing
19	That it comes to an end on June 11.
20	I like nothing about this.
21	Nothing, In my opinion I think the bike bath has made Weaver st very unsafe, and a total waste of tax dollars and time! Not enough cyclists use it to warrant this idea!!
22	
23	nothing
24	Nothing!
25	Nothing.
26	I liked that it drew attention to the issue of safe bicycle travel.
27	Great idea but it's not a logical location
28	Last minute changes helped me to attend church in my current manner.
29	I do not like the changes
30	Having more space for bike travel is an excellent idea, and the world would be a better place if people drove less and biked more. This helps promote that idea.
31	
32	nothing
33	I don't like any of the changes. It has made it very dangerous to drive to work. I rode fine on weaver street before the bike lane.

#	Q; What did you LIKE BEST about the changes to Weaver Street during the pop-up?
34	Nothing
35	I don't like anything about it - it is dangerous.
36	Riding in sections that were not blocked by parked cars were fine, especially when headed downhill. I could envision this working really well IF it were permanent infrastructure with no parking enforced .
37	The overall bike lane concept is a great idea. It has been used successfully in other communities on roads such as Route 15 with great success. It simply does not work on Weaver St, no matter what you make for alterations
38	
39	Nothing
40	
41	Nothing. The changes are completely Ridiculous. These changes should be made to Main street and not Weaver Street.
42	I feel safer riding with the bike lane, and given the traffic at peak times it is important to have a street that is safe to ride on. When there are cars parked on both sides it is too congested and driving can be an issue, but biking is definitely riskier.
43	Nothing - annoying project. Besides the church and school the residents of Weaver Street are inconvenienced with parking.
44	Nothing
45	Nothing
46	I find it hard to say anything I like about the bike path on Weaver street. On Saturday afternoon 6/02/2018 I saw someone on a bicycle riding uphill with traffic and not even using the bike lane..
47	Nothing
48	Absolutely nothing!!! It is a ludicrous idea, who ever thought up this stupid idea should be fired!!
49	Tried to use the lane, but there were a dozen cars parked in it - had to ride in the road (like usual)
50	Hard to tell because cars were parked in the bike lane up and down the street. Unable to use facility as designed.
51	nothing using a car is very unsafe with the bike lane in not enough room for two cars going in different direction to proceed at the same time. I saw four bikes riding on Weaver St. and only one was in the bike lane the other three were on the wrong side of the street
52	
53	Nothing. I travel Weaver St almost daily as my child goes to St Francis School and goes to her grandparents house in the summer. This has hampered my daily drop off and made travel more unsafe and complicated for all drivers, bikers and pedestrians. Two cars cannot even fit in the remaining part of the street when there are cars parked on the east side of the street.
54	Nothing
55	Liked nothing about it.
56	Info not see any positive impact to Weaver with the new bike lanes.
57	nothing
58	NOTHING
59	Nothing
60	Nice to think about bikes and give them attention and purposeful space.
61	Nothing. There is no evidence or data supporting this bike lane on Weaver Street... A bike lane that ends abruptly on Tigan St and West Allen... it leads to nowhere.
62	Nothing
63	Nothing

#	Q; What did you LIKE BEST about the changes to Weaver Street during the pop-up?
64	I can't think of anything good to say. I'm a long-time Local Motion supporter (funder) and am very disappointed with this idea.
65	Nothing at all
66	Nothing
67	Day one was confusing. There are cars in the bike lane, no cars in the bike lane, city buses trying to pick people up, white lines, black lines, city cars parked in the path, 1 person walking in the pop up lanes others on the side walk. People nit sure where to pull over go provide right of way because of cones, lack of cones, knocked over cones. Straight up mess.
68	I like that the changes bring awareness to bike commuters and pedestrians.
69	I think it is terrible
70	Absolutely nothing.
71	Nothing. Less parking, tighter road. BTW: Most are the cones are down on day one of the project.
72	Nothing
73	Bikes have a designated space so they don't use the sidewalk. Car lanes are smaller so cars drive slower and more cautiously.

#	Q2: What did you LIKE LEAST about the changes to Weaver Street during the pop-up?
1	There were cars in large portions of the bike lane EVERY DAY I was on Weaver Street. This defeated the purpose of even having a pop up.
2	The street is too narrow. And out of the few bikers I saw on Weaver street during the pop-up, they were not using the bike lane, but were riding with traffic on the opposite side of the road. Not enough bike traffic on Weaver street and too many bottlenecks to justify this.
3	Just no room. Not needed
4	With cars parked on the east side of the street, the upper section of Weaver where there were cones separating the bike lane, the road is too narrow for cars to meet safely. I was very uncomfortable meeting oncoming traffic while passing a parked car. The cars were parked well, very close to the curb.
5	
6	The parking ban on west side of Weaver during the pop up wasn't enforced. It made it impossible to actually experience the intent of the bike lane.
7	I love the idea of a protected bike lane. However, Weaver Street is not the best place. I struggled every morning to negotiate north on Weaver from Union. The section by the cemetery was also too narrow. I'm afraid 3/4ths of cars do not know that downhill has the right of way. I had several near misses where I had to swerve into the protected lane. I was disappointed to find it such a negative experience. I would change my vote to be against it in the future.
8	Making a left turn while using the downhill lane is a little problematic, as I need to leave the confines of the bike lane to position myself for optimal visibility. While I haven't had any major conflicts around this during the pop-up, I worry about motorists getting grouchy/shouty about a cyclist being outside what they might perceive as the Designated Cycling Area, as I've had problems with this in the past. I'm not sure if there's a good solution for this, as most of the ones I've seen for this kind of situation tend to assume a signalized intersection, but I hope that there will be some consideration taken.
9	The cones were all over the road and it felt like there was not enough room for the bike lane AND the parking on the opposite side of the road. People were struggling passing each other in cars, no bikers were in the lane, and children were walking home from school on the sidewalk. I do not feel like it was clear that it was a bike lane. It looked more like construction work.
10	
11	
12	The temporary barricades were only on upper Weaver Street. On Sunday folks attending church were parked everywhere and on both sides of the street (not just in front of the church).
13	Too much traffic to have a protected bike lane, but not enough traffic for bicyclists to be unsafe. The parking on Weaver St is valuable, and should not be taken away. There is just not enough room to have a bike lane.
14	Bike lane arbitrarily ends and it makes no sense. Obviously the city giving in to pressure.

#	Q2: What did you LIKE LEAST about the changes to Weaver Street during the pop-up?
15	No parking for visitors on my side of the street. If you're going to use traffic cones, they should go down the entire street (including near, but not in front of, the church. Saw mostly pedestrians walking in the bike lane instead of on the side walk. There were almost no bikers and the few I saw were biking up Weaver on the wrong side of the road (not in the bike lane).
16	The useless traffic cones. Weaver st is not big enough to have four lanes (ie. two lanes of traffic during busy hours, parking and now some cheesy attempt of a bike lane.) Why have a bike lane when cyclists are suppose to follow the same rules as motorists? Especially when where the bike lane is located is where people park for church, weddings, and funerals.
17	People in the neighborhood did not respect the lanes. Many cars were parked there and motorists drove into the bike lane without the orange cones, even when I was biking there.
18	It has made an already congested street more congested.
19	I was almost hit head-on while driving down Weaver Street on 6/6. I was attempting to stay out of the stealth bike lane while another vehicle was coming up Weaver. They had limited space due to parking on the east side of the street. Had I not swerved into the bike lane space, we would have collided.
20	You're making Weaver Street unsafe just for a few bicycles.
21	Awful idea the street simply isn't wide enough to accommodate 2 way traffic and a 2 way bike bath.
22	This trial is not an accurate representation of what this project would look like in reality, as there are no barriers up in the bike lane during the trial that would be there in the final product. There are not that many bikes that take this route, and the street is not big enough for this project. It would be unsafe for all users if this project went through.
23	restricted travel lane Weaver is too narrow
24	Weaver Street is too narrow of a street for a bike lane . It was rarely used by bikes before this trial nor are they using it now. This project is an unnecessary inconvenience and danger for motorists (who's gas taxes and registration fees PAY for the roads) and a waste of taxpayer money. This trial period is NOT representative of what a permanent bike lane would look like. You are intentionally misleading the public to achieve the results you desire. A permanent bike lane would have barriers that you will NOT be able to move for Masses, weddings, funerals, etc.
25	Wasting everyone's energy, time and money. This seems like a classic case of solving a problem that does not exist. I rarely see any significant number of children or adults biking on Weaver Street. If the issue is that the proposed Main Street design doesn't accommodate cyclists, rethink and redesign. Most cyclists are not going to leave Main to go a few blocks on Weaver. I am also concerned about Local Motion's role in this project.

#	Q2: What did you LIKE LEAST about the changes to Weaver Street during the pop-up?
26	<p>Loss of parking - parked cars on both sides make people drive slower. Without parked cars, and no bollards / cones, it felt like a raceway. The church lost their accessible parking. The transitions into and out of the cycletrack were sloppy, particularly when the church section was removed. An uphill cyclist using the facility correctly is forced to move the other side of the street at St Peter, which isn't all-way stop, and confusing, only to transition back after a block? Didn't make sense. The two-way separate facility with all the driveways south of Spring is a bunch of conflicts in a protected facility. I have yet to see a single bicycle using the facility as intended. Even if there was someone using it, cars are often parked in the lane. A cycletrack makes sense as a corridor with definite destinations on both sides, few drives, plenty of right-of-way, and bicyclists to use it. Weaver Street has none of these characteristics. It is a slower street with lower volume and was comfortable as a cyclist, without having to antagonize non-bicyclist residents by taking away their parking. Now they (temporarily) lost their parking, haven't seen anyone using it, and I wouldn't blaming them for thinking that bike infrastructure is a waste. In this case it is. This cycletrack is infrastructure for infrastructure's sake, it doesn't work, it isn't needed, it is not a safer facility, and it is one of the worst examples of a demonstration I have seen. It should be ended and removed as soon as possible before someone gets hurt, using the facility as intended bicycling uphill (northbound) on the west side and having to swerve into traffic to avoid parked cars, or being struck by a southbound vehicle that wasn't expecting a bicyclist in the completely unprotected (yet marked) facility.</p>
27	<p>Room left for traveling vehicles made it very difficult to maneuver especially with wider trucks. We are halfway through the pop up and I haven't seen a single cyclist use the bike lane. I travel weaver street 4+ times per day and I have yet to see it used. We should be more focused on making it safer for kids walking to school. The sidewalk by the cemetery drops off and kids don't have safe places to cross. The crosswalk by the church often has cars parked blocking the entrance to the side walk which makes it difficult to see kids.</p>
28	<p>Anxiety over lost parking projected that affected me if I couldn't park close to the handicapped entrance.</p>

#	Q2: What did you LIKE LEAST about the changes to Weaver Street during the pop-up?
29	<p>I am a regular cyclist, my wife is as well, as is my family. I understand the concept of this project and whole heartedly support bike lanes, but I do not support this project. I live on Elm St and work in Colchester. I drive on Weaver at least 4 times a day by car during the work week (home for lunch). This is a short stretch of street that I have yet to see a cyclist on, including the last five days. The street is too narrow to support the bike lane. Since the cones went up, traffic is either stopping, crawling, or cars are darting in and out of parked cars to allow other cars to pass by the coned off area. This is creating a mildly chaotic traffic pattern, which would not make me feel safe on a bike and is very annoying in a car- if not unsafe itself. If I were a resident, I would not want to park my car on the West side of the Street, as I am sure there will be a big increase in traveling cars hitting/scraping parked cars. The fact that the church will need to use the bike lane for parking during services, funerals, weddings, and other events means that there will never be a regular traffic pattern, which I believe will only further the erratic driving seen over the last few days. I feel that if made permanent, the bike lane would do nothing but increase animosity between drivers who disagree with cyclists rights/safety and cyclists, all for a .7 mile bike lane that terminates in an area more unsafe for cycling than the area it is bypassing. Again, I am an ardent supporter of anything that makes cycling in the area safer, but I do not see that there is a worthwhile benefit of this bike lane.</p>
30	<p>This isn't a viable solution. Giving 10 feet for narrow vehicles (bikes) that barely use that road vs 14-16 feet for wide vehicles (cars) that constantly use that road make zero sense. I'm guessing that 95-99% of the traffic there are cars. If two cars can't pass each other while cars are parked in the designated spots, that's the definition of a fail.</p>
31	<p>The proposed design on Weaver is good in theory, but the street is too busy with too much traffic - some larger vehicles (ie, buses, pickup trucks with trailers) and too narrow a street to have a bike lane, as well as parked cars along one side. I drive it daily and with the cones setup, it was a very tight squeeze. I sometimes ride my bike to work, and prefer not to see this bike lane put in.</p>
32	<p>two way bike traffic, and the condensed width of the driving lanes for cars. Cars can't anticipate a bike coming at them, it's difficult to judge the speed let alone making room for both bikers and an on coming car.</p>
33	<p>It has made driving less safe, there is little room to avoid oncoming traffic. When the street is full of cars, there is no room to get around traffic, and traffic comes to a standstill. The project has had no positive impact on my bicycling habit, but it has negatively impacted my ability to drive and get to my apartment. I do not have enough parking in my apartment, and I need to park on the street. It has been more difficult to find on street parking while this project is going on. I also have seen the local bus traveling down weaver street in the bike lane where there were no cones. If there were an actual lane, there would be no way for my car to safely pass the buss as it is coming down Weaver street as there are many cars parked on the road.</p>
34	<p>Impossible for 2 cars driving in opposite directions to pass each other without one stopping to let the other pass.</p>
35	<p>The road is too narrow for bike lanes, this is dangerous for cars to have to pull over to let other cars drive down the road.</p>
36	<p>Heading uphill having to exit the lane every time there was a parked car was sketchy! Without parking enforcement it was really difficult to navigate heading up the hill since you were constantly dodging cars.</p>

#	Q2: What did you LIKE LEAST about the changes to Weaver Street during the pop-up?
37	Where do I start? The overall road width is not sufficient for this setup. If all parking spots are being used on the one side of the street, cars are unable to pass each other without crossing into the bike lanes. Sight distance is also a problem in some areas where it is difficult to determine if other vehicles are coming at you with parked cars on curves or hills. I'd imagine this would be worse with police cars and fire trucks going to an emergency as there is no where to get out of the way. The concept made sense as this road is less traveled, but it doesn't logistically. Move back to the plan of having bike traffic on both sides of Main Street. There is much more room available on that road and it is too wide as it is.
38	The bike lane makes traveling on the road in a vehicle too tight. It's already too congested during on Sundays and during school pick-up & dropoff times.
39	The space available to cars is now very narrow, and if a car is parked on Weaver Street, there is not enough room for two cars traveling in opposite directions, which is creating unsafe conditions. I also haven't seen many bikers using the bike lane. I see more people walking in them, even though there is a sidewalk on the other side of Weaver Street.
40	This bike lane does not make any sense whatsoever and it will take parking away from the church.
41	Nothing. The changes are completely Ridiculous. These changes should be made to Main street and not Weaver Street.
42	All of the complaining for the sake of complaining from the community.
43	Very confusing and I travel Weaver Street numerous times a day and did not see anyone on a bike.
44	The inconvenience created by the bike path to the detriment to the car travelers and people going to church
45	It's hazardous to drive. Narrow and unsafe
46	I think Weaver street is not wide enough for a bike lane. I don't think people on bicycles will use the bike lane. I think people will continue to ride with traffic.
47	Nothing
48	
49	
50	All of the cars parks in the bike lane blocking access.
51	Everything, I truly believe that this is just not the right street to put a bike lane on. The bike will still have to go onto main street to continue their travels. The road is too narrow and not many bikes travel down that street. I travel that street three times a day and since the cones were up had to pull over every time so someone could go by.
52	All of it. The street is congested enough. It's a high trafficking area for cars. I use this street between 4-10 times a day and never see a biker. Taking away the parking alone will be a hit to the residents residing on that street, the school, and the church. I hate it. It needs to go away

#	Q2: What did you LIKE LEAST about the changes to Weaver Street during the pop-up?
53	Almost everything. Please return Weaver Street to the way it was. This bike lane is especially unsafe, disrespectful, restrictive and for the elderly and disabled to go to church... and many of these people go to church daily. This bike lane is a road to no where. Literally. Up to Tigan and down to Weaver with the bike lane ending. I travel Weaver St almost daily as my child goes to St Francis School and goes to her grandparents house in the summer. This has hampered my daily drop off and made travel more unsafe and complicated for all drivers, bikers and pedestrians. Bikers travelling North up Weaver are not even flowing with traffic making any biker turn to the west extremely unsafe for drivers, pedestrians, and bikers.
54	That the parking and handicap parking on the same side of the church was taken away. You can't always find a place to park on other side of the streets because the people that live there park in the street plus you need to move fast to get a cross the street because cars move fast in the morning.
55	Taking parking spots away from church worshipers and people who live on the street
56	There is no longer room for two way traffic. I got stuck on Weaver today because the bike lanes impede traffic flow. With cars parked there was no way to move until the oncoming traffic cleared. This design is a disaster for this high traffic road.
57	no need for it
58	A bike path!
59	No parking on one side of the street and bicyclist.
60	Two different bike directions on only one side of the street without a real division is terrible. I would not ride my bike the wrong way (up weaver street), super scary and confusing to drivers. If there's a physical barrier, it's fine. But all around, even as a bike rider, I find a bike lane unnecessary in a 25 mph neighborhood location.
61	This change is unsafe in too many ways to support the change. It provides too many challenges to the elderly and disabled, all vehicles, and all foot traffic. It causes more traffic issues than prior to the changes. Bikes in the lane are not going with the flow of traffic traveling north on the left side makes any turning to the west challenging for ALL vehicles and bikes. All the vehicles and the very few bikes that traveled Weaver St worked in harmony before this bike lane was added and they will again when the bike lane is removed
62	Not enough room for cars! Ive lived here for decades and see more foot traffic and car traffic than I do bike traffic. Not enough room for parking, passing cars and a bike lane!
63	The bike lanes, the street is too crowded causing cars to stop abruptly for oncoming traffic.
64	First they're unnecessary. As a long-time bike commuter, I know full well that any serious north/south cyclist will use Main St. That is where the any bike accommodation should be made. I used to ride Weaver Street DAILY year-round, and NEVER felt unsafe there (including the St. Francis section). If you want to change anything, move the stop sign on Weaver at Stevens St. south 1 block to St. Peter.
65	Less parking available, unsafe driving conditions during congested traffic hours.
66	No parking. Travel lanes too narrow. Never knowing what a car coming towards you was going to do. Never ever saw a bike using it. Stupid to refigure the whole street for....who?
67	I use this road daily both via my vehicle and walking. There was no positive on day one. A lot of confusion.

#	Q2: What did you LIKE LEAST about the changes to Weaver Street during the pop-up?
68	It seems that parked cars are consistently blocking the lane for bikes, so it was as though the bike lane was not even there.
69	Too narrow for all uses. Kids can't be trusted to stay on their side of the two narrow lanes. There are not enough parking spaces for the church or the funerals being held along that stretch of road. I am a bike rider and disapprove of this bike lane. Put one in when Main Street gets redeveloped
70	The huge lack of parking. Not only does it cut parking, but now we the people of weaver street can only park on the side with the majority of the driveways. My driveway is literally blocked by a car as I'm typing this... also it makes the car lane so small I have to play chicken with the bus as well as any other vehicle besides a smart car. Mind you, my car is small! I worry about my vehicle getting side swiped because it is nearly impossible to fit two vehicles along side one another with the pop up in place!
71	Less parking and narrow drive up and down the road.
72	Narrowing of an already too narrow street
73	

#	Q3# Do you have any other ideas for how to make Weaver Street safer and more welcoming for all users?
1	<p>Thank you for taking the time to do this pop up. Bikers are not generally going to final destinations on Weaver, rather they are going to places on Main Street (the school, businesses, Colchester, Burlington, etc). I know the Transportation Master Plan recommended Weaver as the north/south bike thoroughfare. This doesnt make much sense though.</p> <p>The 2016 CCRPC Active Transportation Plan recommends Main Street as the north/south bike route. The 2014 Main Street Corridor Plan discusses Weaver St as a possible solution, but devotes far more attention to Main Street bicycle facilities as the solution. If it turns out that there is a lot of dissent towards Weaver St. bike lanes, I recommend reconsidering Main St. for bidirectional bike lanes. Even the WTMP recommends (on page 5) to promote visually pleasing gateway corridors and neighborhood spaces that accommodate the safe and efficient multimodal movement of all people of all ages and abilities, which I would interpret to include bidirectional BIKE LANES on the gateway corridor of Main Street. Furthermore the WTMP showed bike lanes as the NUMBER ONE transportation priority in a survey of residents.</p> <p>Furthermore, there are a couple practical issues with Weaver St. First of all the GMTA bus drives through Weaver, and narrowing the street definitely increases the chance for vehicle/bike/bus conflicts. Secondly, when Main Street is being revitalized, people will drive vehicles on Weaver to try to avoid construction, and with a bike lane this will make for a very dangerous street for all involved. Please reconsider bidirectional bike lanes on Main Street.</p>
2	<p>As a St. Francis Xavier School parent, our only access to St. Peter Street is from the Weaver street end, and it's already congested to begin with. The church, not having a parking lot, relies on upper Weaver street for parking. How about building bike Lanes into the Main street redevelopment, where the road is wide enough. There is no room for, or demand for a dedicated bike lane on Weaver street.</p>
3	<p>Im writing in response to the bike lane experiment on Weaver Street. In short, it didnt work.</p> <p>1)Parking Ive lived here all my life and I'm not a young guy. We have always had church parking all along Weaver Street ever since I was a kid. This is where we park. The parking has always gone way up along the cemetery and down past the church. There is no valid reason to remove a large number of parking spaces that are needed on a regular basis. Just before the experiment started, there was an attempt at a compromise because of concerns for the elderly and disabled. You left the parking right by the church for this reason but still removed it further from the church. This "compromise" totally misses the point. Parking is needed not just for the elderly and disabled right by the church, but all along the road for the entire population. Like I said, since I was a kid, parking has filled Weaver Street all the way up and down the street, on both sides, for just about all church services. That parking need has not gone away and should not be taken away. That's an awful lot of cars that would get displaced for no good reason.</p> <p>2)It's been suggested to allow parking on weekends for church services but have the bike lane the rest of the time. And how are you going to do this? With a sign stating the times? You tried that on St Peter Street for one way traffic by the school for certain times of the day. The problem was no one really had time to read the small signs as you enter the road. It didn't work well. Only the big red blinking lights made clear that it was one way at those times. Same thing here. Signs saying it's one way some days/times and another way at other times, just won't be read and followed.</p> <p>3)Not enough space. I use this road quite regularly both as a pedestrian and as a motorist and have as a bicyclist. What I saw during this period is that there is simply no room for the bike lane. Between the bike lane, the cars and the parking on the other side, there was no room. And no, it is not acceptable to have what occurred, one car pulls over while another passes. That's absolutely ridiculous on such well used road. And changing it to one way is downright dumb. The experiment proved that point clearly. There's just not enough room for the bike lane and keeping traffic flowing, which is what you want on a city street.</p> <p>4)Usage. I traveled the road regularly in this timeframe. In the entire period, I only saw 2 bicycles the whole time, and one was on the other side of the road.</p> <p>5)Making up for Main Street goof. I read that one reason is that you felt you couldn't put it on Main Street after some feedback. Look. You recently passed your multi-million dollar Main Street project, that was to include services for everybody. Just because you feel you can't put the bike lane there now does not make it a good idea for Weaver Street. It's even worse there. If you feel you need a bike lane in that general direction, go back to Main Street. It is much larger and can accommodate it better than Weaver Street. Trying to fix one goof (now you can't put it on Main Street despite the multi-million dollar project) by screwing up another Street, just doesn't make sense.</p> <p>6)It just isn't needed. Like I said before, I used this street as a pedestrian, bicyclist and a motorist all of my life. There has never been a problem with all three uses of the road. It just isn't needed.</p> <p>7)We don't need and out of city business, Local Motion, dictating our city street uses for a feel good project. They haven't found a place yet where a bike path shouldn't go. Well Weaver Street is that place.</p> <p>8)Residents of that street simply needed parking on both sides at times. Let's not go making life more difficult for them, and the rest of Winooski.</p> <p>9)Conclusion. The experiment didn't work and is not needed. The only proper place for this idea is a plot in the cemetery. Bury it.</p>

#	Q3# Do you have any other ideas for how to make Weaver Street safer and more welcoming for all users?
4	Traveling down the hill is relative safe for cyclists because they are close to the speed of traffic. Maybe the sidewalk on the east side of the street could be designated for bike traffic going up the hill.
5	I am putting in my comments here because I see no space for general comments. I saw no changes with the pop-up. People disregarded the bike lane and continued to park on both sides of the street and drive as before the pop-up. So I'm not sure what this pop-up was suppose to demonstrate or what the data collected will show. I made numerous trips the length of Weaver whenever I could at different times of the day and NEVER encounter any bicyclists or safety issues. However I'm sure the data from this tilted survey will show otherwise. It has been my experience that people who want to foster an agenda will hide behind the Safety Shield whenever possible. The reality is there are different degrees of safety not just safe and unsafe. If everyone follows the rules of the road (walkers, bicyclist and vehicles) then any road is safe. This is not an us against them situation, as some would have believe. As one person said at the meeting held at St. Francis This is a solution where no problem exist.
6	Make it a protected bike lane so there can't be parking. Make intersections (aside from west spring and weaver) mini roundabouts like in Seattle to slow traffic but not require a stop on a hill. Put in more speed bumps/tables.
7	Improve sidewalks, keep designated parking areas, add handicapped parking by SFX. Add more crosswalks with lights at by SFX. The designated parking spaces would be nice bc SFX users park to the stop signs so it is impossible to see at intersections.
8	
9	I think making a sidewalk that connects all the way from the top of the street to the bottom of the street on the cemetery side should take priority for kids traveling to and from school. I do not think a bike lane on Weaver Street will be highly utilized. I DO think adding bike lanes is important, I just think there are better locations. I also would love if whoever is funding this would put more energy into educating young Winooski cyclists about bike safety instead.
10	Bikers use sidewalk
11	Reduce on-street parking
12	Keep the bike path. Make the path run the entire length of Weaver Street (not just upper Weaver Street). Use temporary barricades that can be removed before winter so that the plows can remove snow from the entire street. Temporary barricades must have more heft to prevent them from following over.
13	Perhaps speed humps to ensure traffic goes 25mph
14	Make cross walks extend into road like in Burlington near church and Perl. Add lighted crosswalks. Reduce ability ntonuse Weaver street as a bypass to main Street. These are obvious suggestions. Winooski has no political will or capital to do these things.
15	I'm O.K. with a bike lane, but we cannot have a permanent structure that will cause problems with road sweeping and snow removal. I actually did like the traffic cones, but they need to go down the entire street and be a little heavier so they don't keep falling over.
16	I've lived on this street for 11 years and theres never been a problem. Try fixing Main Street instead.
17	The original plans showed curb bulbs at the Weaver and Spring intersection. This or a mini traffic circle would do a lot to make crossing on foot safer. The downhill section of Weaver near St Peter is also very dangerous. Drivers seem to forget how to relax and use their brakes. Any kind of traffic calming along Weaver would be a good idea, but you will somehow need to get the parishoners at St. Francis Xavier (and all of Winooski) to value human life more than parking cars. Good luck!
18	Move the bike path to down leclair and then down barstow
19	Build a bike lane on Main Street instead.
20	Yes. Don't make a bike lane.
21	Weaver st isn't an unsafe passage from the get go. People should use common sense when biking, walking or even driving on this street. I'd like to my tax dollars spent differently. Maybe a bike path should be incorporated to the main St project
22	Sidewalks on both sides of the street; keeping the road as wide as it currently is for cars driving and parking.
23	remove bike path move it to main st. much wider. Where are the bikes to go once they reach the top or bottom of Weaver st. The intersction at Tigan is very narrow for a two lane path. Continue side walk along the cemetary.
24	Put sidewalks on both sides of the street for the entire length as pedestrians are MUCH more likely to use this corridor for exercise and socializing than are commuting bicyclists!

#	Q3# Do you have any other ideas for how to make Weaver Street safer and more welcoming for all users?
25	Weaver Street is pretty safe, in my opinion. The only unsafe spot has to do with the lack of a stop sign at the intersection with St. Peter.
26	Street trees; narrower road; sidewalk on west side of Weaver north of church.
27	A single bike lane would suffice. There are not enough cyclists who use weaver to have a 2 lane bike path. Why not make it safer for kids and church patrons who use the street regularly.
28	
29	No parking on the East side of Weaver so that the travel lanes remain wide, allowing ample room for cars and cyclists to travel freely, safely, and with minimal impact to motor vehicles, cycles, and residents.
30	Simply making a narrow smooth path for pedestrians AND bikes is sufficient. Heck, the old plan was sufficient. Anything is better than the proposed plan. As someone who loves biking AND driving, and likes improvement, this makes no sense.
31	
32	place the bike route on Main Street where two bike lanes can fit one on each side of the road. Having children ride their bikes into oncoming traffic is so dangerous. I often see adults and children not understand the one safe practice of riding with the flow of traffic, now we are actually condoning this unsafe practice.
33	Yes, get rid of the bike lane and keep Weaver Street as it is. The road was safe as it was before.
34	This is not the street to do this. Too many apartments that use the street for parking. Too many people who use the church. Elderly will not be able to have access. There are so many elderly who drive to church, this change will make it impossible for them to park. In addition the confusion to them while driving will make this a very dangerous situation. There has already been a tragedy there. Please don't make this permanent.
35	Leave it the way it was, no bike lanes, the road was fine the way it was originally, very dangerous with bike lanes.
36	I think dedicated lanes here could work, and ideally would have physical separation that would keep people from parking their cars in the bike lane.
37	Limit parking to one side of the road only, without a bike lane. The road is too narrow for vehicles to safely pass by one another. The addition of the bike lane makes the road unusable. If speed is a concern, other alternatives can be explored.
38	Paint a yellow, center divider line down the road.
39	Put a sidewalk on both sides of the street and only allow parking on one side.
40	I didn't realize Weaver street was unsafe, and the bike lane would only make it more unsafe, as elderly and handicapped church-goers would have nowhere to park and many are unable to walk long distances.
41	Leave Weaver street alone, and change the problem at the Traffic circle and that will help with any other traffic issues in the city.
42	
43	Leave it alone
44	
45	Dont put in a bike lane
46	Maybe if you make Weaver street a one way street then you will have enough room for cars, parking, and a bike lane.
47	Leave it alone!
48	Keep cyclists off the damn roads until they learn to obey traffics laws, including stopping at stop signs and red lights. They should be insured to cover the damages when they are at fault in an accident and have their bikes inspected yearly to ensure they are safe to be on the road. If you unwilling to do this than stay off the roads!!!
49	Put up no parking signs during the pop up so residents dont stick their cars in the lane.
50	Invest in a bike lane/facility on Main Street.
51	Yes main street is the best street to have a bike lane on also the safest. I see bike travel down Williston road everyday the speed is higher and the traffic is just as busy. I feel that if bikers do not feel safe going down main street maybe they shouldnt be riding a BIKE!
52	
53	Return Weaver Street to its original form and complete the sidewalk all the way up Weaver St on west side near Tigan. Fix crosswalks on upper Weaver near Tigan. Ensure all crosswalks are clearly marked and repainted. I travel Weaver St almost daily as my child goes to St Francis School and goes to her grandparents house in the summer. There rarely are bikers on this street and when there are bikes they ride in harmony with the cars.
54	No

#	Q3# Do you have any other ideas for how to make Weaver Street safer and more welcoming for all users?
55	Leave as is. I have lived in Winooski most of my life and don't feel the need for any change to Weaver Street.
56	Take the bikes lanes away and include them as part of Main Street's Redesign.
57	need,s nothing
58	Same parking as before and just install Bike Route SIGNS!
59	Speed bumps to slow everyone down and more patrolling by our city police.
60	I haven't found Weaver st to be particularly problematic. I don't know why this street is being focused on?
61	Remove the bike lane. Leave it the way it was BEFORE THE BIKE LANE or add sidewalks all the way up weaver street and fix the crosswalks at Weaver and Tigan intersection.
62	Leave the street alone
63	
64	Forget changing Weaver Street and focus your energy on making the Main Street project safer and more welcoming for cyclists and pedestrians.
65	Keep single bike lane. Second bike lane is unsafe for this street.
66	Weaver street is a bad street for this. Put it on the other side of main.
67	I observed bicyclist traveling main street via my travel to work on day one. For walking which I do daily I never felt unsafe. Suggestion would be a sidewalk on both sides of the street. I often walk cemetery side until out of sidewalk and then cross to residential side for additional sidewalk.
68	Add speed bumps. Cars drive very fast down the artery streets in Winooski. Speed bumps will prevent speeding vehicles.
69	Leave it alone. It has been fine.
70	Leave it exactly as it was before... seriously, it was safe already.
71	It was fine before. I've lived here since 1989. The road is for cars and bicycles. Pedestrians can use one of the two sidewalks on the street.
72	Get rid of on street parking
73	