

**Summary of Comments  
Humboldt St Bike Boulevard Pilot Project  
Community Meeting #2 (December 12, 2009)**

<b>What is Working</b>	<b>What Needs Improvement</b>
<b>Like Bike Blvd</b>	<b>No stop signs they are confusing</b>
<b>Works fine traffic flow is good</b>	<b>Only have yield signs</b>
<b>Crosswalks – want them</b>	<b>Blocking intersections (College @ Pacific) more accidents will happen due to confusion</b>
<b>Traffic is slowed down</b>	<b>What are benefits of diverters - needs to be explained – College &amp; Pacific</b>
<b>Quicker on the bike now – with no stops on Humboldt</b>	<b>Blocking of College &amp; Pacific will not help the people living in the neighborhood</b>
<b>Long run it will work – should be supported</b>	<b>Need to give it more time for people to get used to it</b>
	<b>More enforcement to slow the traffic in the circle - 14 mph too fast</b>
	<b>Consistency of the intersection treatments</b>

<b>What is Working</b>	<b>What Needs Improvement</b>
Like stop signs at Silva – works well with circles	Need continuity – stop signs for E-W traffic
Changes to delineators & circles Spencer & Mc Connell sharks teeth – big improvement. Temp crosswalks	Why stop sign at roundabout? Should be yield process, stop signs not working
Changes since October are good	Humboldt too narrow, E-W streets too wide – defeats purpose of circles. Need to change streets for circles to work
Like visibility at roundabouts where landscaping is vacant	Can be hard to determine what cars will do
Crosswalks – glad they are back	Some circles it's hard to see
	Need to trim landscaping
	Can't trust cars - Stop signs better than circles
	Bikes don't stop at stop signs
	Diverters don't slow traffic – they just move it to center of street.
	Center lines are gone, now speeding in center of road
	Crosswalks not ADA approved – direct wheel chairs to center of street
	Delivery trucks for market do 3 point turn to get through circles
	Maybe use stops instead for delivery trucks
	Center dots out doesn't work
	<u>No</u> to diversion at Pacific & College
	Why is this on agenda?
	What is the benefit?
	Concern that goal is bikes only on Humboldt?
	Are diverters proposed to get cars off of Humboldt?
	Bike Blvd should be for cars <u>and</u> bikes – diverters favor bikes over cars
	Is Jennings next?
	North St wider & fewer houses – Why isn't bike blvd on North St instead?
	Still not very safe
	Add speed bumps after intersections
	Can center paint strip replace dots that were removed – would help keep cars in lane
	Diverters could result in additional pollution

<b>What is Working</b>	<b>What Needs Improvement</b>
Like pedestrian & bike riding improvements, more comfortable	There were crosswalks on Carr & Humboldt, put them back.
Likes Pacific median divide	Initially T-circles attracted speeders & burnouts
Does several daily jaunts along Humboldt both by car & bike	Road is too narrow, embankments have tire marks
Safer	Diminished parking
Will look better once landscaped	One man understands previous objections
Additional crosswalks are good	Data unclear (add time of samples)
One of few bike friendly routes	Possibility of non-residents of area may taint vote
	Bike coalition may outweigh residents
	Doesn't think adequate noticing occurred
	Cost of ramp replacement
	Unsure where funding is coming from
	Street lighting needs to be improved
	Shark tooth unclear
	Some circles fit better than others
	Emergency response concerns
	Difficult backing out of driveway
	Lowered property value
	Business may suffer
	Increased pollution
	Far fewer bike use than cars
	Conversation is needed to decide location
	People hit the delineators all the time
	Changes ambiance of neighborhood
	Insufficient noticing of businesses north of Lewis Rd (Kaiser, etc.) and on Lewis also
	Against diverters

<b>What is Working</b>	<b>What Needs Improvement</b>
Slower, support pilot	Evaluates impact of diversions on neighborhood access in connection with Mendocino plans (no lefts)
Support crosswalks & stop signs @ Silva	Difficulty of left turns into neighborhood
Improve by marking pedestrian markings	Explain purpose of shark teeth - odd
Like idea of no left at Humboldt & Pacific & calm traffic	Concern regarding aesthetics
Support no lefts from College onto Humboldt	Diversion of Humboldt & Pacific – traffic circle may be better
Support diversion concept	Consistency at traffic circles - no stop signs at traffic circles – apply to all
Calmer, slower, more bikes	More signage to slow / calm traffic throughout pilot
	In lieu of stop signs, may need bulb outs at traffic circles
	Sketch / rendition of traffic circle / bulb layout on website
	Slow cars by increasing diameter of traffic circles
	Low plantings @ intersections
	Consider consolidation of bikes to Humboldt by removing bikes on Mendocino
	Leave light on Pacific
	Foliage may obstruct sight distances

<b>What is Working</b>	<b>What Needs Improvement</b>
Likes circles, no stopping on Humboldt	Don't like any
Like Project	Changed project from original concept, diverter seemed to be added later
Circles slow traffic	If diverters go in would like signal @ McConnell & Mendocino
Tolerable	If diverter, remove bike lanes on North & Mendocino to encourage bike travel on Humboldt & accommodate traffic
Appreciate crosswalks – over all likes project	Don't like circles, don't believe people understand how to use them
Like project	Diverters are deal killer
Humboldt diverter	On Humboldt approaching Spencer hard to see pedestrians waiting
Project has calming affect	More education for drivers @ circles
Would like center line off	Don't want diverter @ Pacific, could affect business
Would like to see center line back	Why Humboldt, wants real benefit of project? Like better without
Like stop on E/W, like crossings added	Don't like yields on all. People can't stay on own side of street without center line.
Like crossing & idea of division. Wish presentation to enhanced positives of overall concept. Framed diversion more positively	Cost of curb ramps are not included in estimate
Like circles and not having to stop on Humboldt, E/W stops would be ok	Inconvenience outweighs benefit
Like yield on all approaches	Would try diverter @ Pacific
Like E/W stops	Pedestrians are still in danger @ circles. Close calls
	Cautious about looks of project, thinks ugly is turn off overall, make diverter nice

<b>What is Working</b>	<b>What Needs Improvement</b>
Like concept	People do not know how to drive in traffic circles, new sign to yield to traffic in circle
Stop signs at Silva	Lack of street lights, can we turn them off later?
Bikes should be equal to motor vehicles	Prohibit left turn at College, Humboldt & Pacific diversion will increase traffic on 11 <sup>th</sup> St.
Like crosswalks	10 MPH signs in the circle
Has calmed traffic on Humboldt	Speed humps before circle
Motorists are more aware of bicycles	Sharrows right before circles
Removal of center line a good thing	Place stop signs at all side streets
Increased bike usage	The whole thing would be better if it was on Mendocino Ave.
Too much, too soon, 300 signs @ Bill's market	Stop signs all cross streets or not, be consistent
Is EIR required	Postpone diversion until we get this working
Too many changes may sabotage a good idea	
In favor, not a new idea, in master plan since 2001	
Diversion @ Pacific needs post evaluation	
Too much too soon, evaluate as we go	
Bikes should have right-of-way	
Like it	
Brings folks together	

<b>What is Working</b>	<b>What Needs Improvement</b>
As a cyclist like it, but dangerous at intersections with all bikes, pedestrians and cars	Larger circles, but streets too small
Does not like it	Return to original conditions (9 collisions after changes)
Slower traffic on Humboldt	Evaluated impact on businesses (IE EIR)
Nothing liked or works, unsafe	Impact on property values vs. bike sport makes project unrealistic
Good intentions	Center line should be replaced, cars turning in front of circle
Alternate transportation	Larger circles
Prohibiting left turns from College to Humboldt - partial diversion	More education of traffic circle
Bike to work, like it	Safety issues need addressed - EIR study
Makes motorists pay more attention	Make permanent fixtures
Likes Blvd team spirit	Optimal performance
Has potential to improve property values	Increase traffic circle size
Creating more livable neighborhood	More education
Traffic is slowing down	Remove the reinstated stop signs @ Silva (E/W)
Return of crosswalks	Don't proceed with left turn prohibitions from College to Humboldt – impacting businesses
Less pollution due to stop sign removal	Put back to original conditions
Partial diversion	Use North St instead of Humboldt because bike lanes exist and street is wider
	Count bikes as well as cars – collect data
	Why Humboldt?
	Humboldt is too narrow and too congested and it was so before all these new impediments were added.
	Wider roundabouts cannot be placed in our small intersections (that was a bizarre how-to-improve suggestion) there's barely enough room for what's there now. Large delivery trucks and the fire trucks have to make three-point turns.

	<p>This year a new Fire Station was opened on Lewis between Humboldt and Mendocino so their use is more frequent. We have an aging population and both fire trucks and ambulances are often here.</p>
	<p>The street lights have been turned off making it more dangerous for pedestrians, skateboarders, and bicyclists all of whom are invisible after dark!</p>
	<p>Roundabouts and bump-outs have greatly contributed to making Humboldt more unsafe. There are bicyclists who used to ride here who no longer do so because it IS more dangerous.</p>
	<p>Not in favor of prohibiting left turns at Humboldt and College. Will impact access to the school.</p>
	<p>There are too many people one is trying to avoid hitting while also trying to avoid hitting some concrete "thing" that's now jutting into this narrow street.</p>
	<p>We have three schools close by and loads of student parking; a minimum of three garbage cans per residence and more for the apt. houses and homes with grannies and they're frequently left in the street for several days; pedestrians, bicyclists, skateboarders, children and pets. Our heads are swiveling on our necks to avoid all these BEFORE the addition of concrete "things" were added to the mix.</p>
	<p>Last, but not least, the removal of the center Buttons (not a painted line) from the center of our street in order to make this already narrow street appear to be narrowing more was done to focus motorists' attention to the roundabouts. An unexpected and really scary side effect not considered by those whose idea this was, is that motorists have forgotten where the center is and come down or up Humboldt as if it were a One Way Street. This happens to me several times a week! I have to move towards the parked cars or come to a complete stop in the middle of the block so as not to have a head-on collision! This was a Very Bad Idea and remains Very Dangerous!</p>
	<p>Safety – Humboldt is the wrong street-</p>

	should be on North or any 4 lane street - motorists have to try to avoid hitting cyclists (Humboldt too narrow)
	Need to count bicycles

<b>What is Working</b>	<b>What Needs Improvement</b>
Install stop signs at King & Spencer and crosswalks. Generally like project & calming effect on street traffic. Saves gas.	As a boy, I had to have a license to ride my bicycle. The license was granted after I passed a basic traffic safety course. Why not reinstate this to improve bicycle rider awareness of traffic laws, not just drivers?
Glad you chose Humboldt for bike blvd. Thank you. It is the only safe North/South route through this part of town. Like the way the meeting was run – breaking into small groups. Felt like everyone got heard.	If diverter proceeds, remove bike lanes on Mendocino Ave. & North St. to encourage use of Humboldt and accommodate +/- 4000 trips a day. Diverter is a deal killer. Removing 16 curb cuts and adding 32 new to comply with ADA is extremely expensive, this was not included in project estimates seen.
Like the yield only at all traffic circles – keep them all consistent.	Adding stops signs back in the middle of the test did a disservice to the experiment. New pattern will take time for people to learn.
Appreciate willingness of the City to try the bicycle blvd concept which has been successfully implemented in many other cities. Appreciate patients of City staff. Humboldt Blvd. is a great choice for a bike blvd. Would like to see East/West bike blvd install soon.	Should have spoken about the positive aspects of diverter i.e., what is the goal of them. Hope City follows through with blvd.
Very relieved to see the stop signs restored at Silva & Humboldt. Feel much safer walking now that crosswalks are back.	Consider a roundabout @ Pacific & Humboldt, this would calm traffic and reduce commercial traffic which is not allowed, but regularly violated.
Humboldt is a good choice, much calmer bike route than Mendocino. Sharks teeth very helpful	Concern about pollution created if diversion is added
Thanks for good work.	Roundabouts may be ugly
Roundabouts south of school & pool area acceptable. Why all the complaints?	Stop signs, pedestrian crossings, left turn prohibition too soon. Better on Mendocino
People are learning how to share the road	Put accident stats on web. Safer before or after modifications?

	<b>Facilitators need more training.</b>
	<b>Traffic circle sign designation, vehicles in circle</b>
	<b>Why Humboldt? Speed tables as approach circles. Small sharrow on pavement at approach. Radar speed limit signs. 10 mph signs in circles. Getting the beginning &amp; inexperienced rider comfortable to get out &amp; ride more.</b>
	<b>Need to eliminate cut through traffic – Origin destination proves it</b>
	<b>Diversion still needs to be discussed at public meet</b>
	<b>Stop at some and not others is confusing</b>
	<b>Switch signal at Humboldt &amp; Pacific to flashing red.</b>
	<b>Crosswalks &amp; ramps will have to be modified</b>
	<b>Make sure diverters are nice and substantial. If they are temp think people will not support the idea</b>
	<b>Diverter vote at our table was 5 -3 against</b>