

## **AGENDA**

1. Welcome and Introductions
2. Goals of the meeting:
  - Updates and next steps
  - Communication and outreach
3. Background and Status of the Project
4. Survey Results
5. Preliminary Report
6. Request for ACOG Funding
7. Discussion and Q&A

## Background and Project Status

- 2017 GO Bond (\$3.5M for resurfacing and street enhancements)
- Conceptual Report was presented at the public meeting held in March 2020
- Second public meeting was held Aug. 2021
  - Online survey was open mid-Aug through mid-Sept.
  - Post cards were mailed to surrounding neighborhoods
  - Survey Results compiled and Board comments received

# Public Survey Results

## Response Summary

- Written comments from the Uptown Board (12 members)
- Responses from the Public Survey (102)
- Eight questions in the Survey.
- Three of the survey questions (Q 3, 5, and 7) asked respondents to rank their priorities related to
  - pedestrian safety and sidewalks
  - amenities, lighting and trees
  - traffic management and parking.
- Question of keeping or removing the median evenly split
- Additional Comments outlined many important priorities - Survey Question 8

## Next Steps: Request to ACOG for Federal funding

- Resolution approved by Council November 9, 2021
  - Request for \$6M in federal funding
- ACOG / STBG-UZA Selection process and timeline

## Summary of Uptown 23<sup>rd</sup> Streetscape – 2021 Public Survey (total responses: 102)

**Q.2 Do you live, work or own property within two blocks of NW 23rd between Western to Broadway?** Total within 2 blocks: 57

Total not within 2 blocks: 45 = 102 total responses

**Q.6 Do you want to see the existing center medians removed in the center section of this project?**

Valid responses\* – 100: Yes 51% (51 out of 100 valid responses)

*\*(2 responses deemed invalid)* No 49% (49 out of 100)

Live/work within 2 blocks – 55: Yes 51% (28 out of 55)

No 49% (27 out of 55)

Do not live/work within 2 blocks – 45: Yes 51% (23 out of 45)

No 49% (22 out of 45)

| Summary of the 1 <sup>st</sup> and 2 <sup>nd</sup> choices/responses for Questions 3, 5, 7 and 8 | Total | Live/Work w/in 2 blks | %   | Not w/in 2 blks | %   |
|--------------------------------------------------------------------------------------------------|-------|-----------------------|-----|-----------------|-----|
| Ped. Safety / Shorter Xing Distance / LPIs                                                       | 70    | 42                    | 60% | 28              | 40% |
| Improve Sidewalks / more Width / more Buffer space                                               | 86    | 45                    | 52% | 41              | 48% |
| Less Parallel Parking                                                                            | 43    | 22                    | 51% | 21              | 49% |
| Keep or add Parking                                                                              | 20    | 11                    | 55% | 9               | 45% |
| Lighting / Design / Aesthetics / Trees                                                           | 88    | 49                    | 56% | 39              | 44% |
| Add Bike Lanes / Safer for Bikes                                                                 | 13    | 5                     | 38% | 8               | 62% |
| Add Turn Lanes / Protected Turns                                                                 | 86    | 47                    | 55% | 39              | 45% |
| Comment re Median as good and/or safer (in Q8)                                                   | 13    | 10                    | 77% | 3               | 23% |
| Comment re Median as a prob. or waste of space (in Q8)                                           | 9     | 5                     | 56% | 4               | 44% |

**Q.3 Rank things that would make you feel safer as a pedestrian on NW 23rd Street**

|   |                                                                  |  |
|---|------------------------------------------------------------------|--|
| 1 | Wider, fully accessible sidewalks                                |  |
| 2 | Shorter crossing distances at the intersections                  |  |
| 3 | Increased lighting                                               |  |
| 4 | Buffered space btwn street traffic and a pedestrian sidewalk     |  |
| 5 | Parking, as a buffer, btwn street traffic and pedestrian traffic |  |

**Q.5 Which of describes the top two priorities for an improved streetscape in the project area?**

|   |                                                                                            |  |
|---|--------------------------------------------------------------------------------------------|--|
| 1 | Getting from A to B along a safe, accessible, well-defined path                            |  |
| 2 | Making the community look more attractive (possible add alts)                              |  |
| 3 | Adding ped amenities along sidewalk (e.g. street lights, benches, landscape, street trees) |  |

**Q.7 Rank the most important improvements you think NW 23rd Street needs.**

|   |                                            |  |
|---|--------------------------------------------|--|
| 1 | Protected left turn signal at Walker Ave.  |  |
| 2 | Protected left turn signals at Hudson Ave. |  |
| 3 | Fewer parallel parking spaces              |  |
| 4 | More parking spaces                        |  |

**Q.8 Please provide any additional comments below** (Open-Ended Responses – Summary below)

#### Q.8 *Summary - Open-Ended Responses*

- Main problem is cars speeding and distracted drivers; bike lanes are good
- MOST imp. = pedestrians/ bicyclists' safety, not cars. REMOVE median & provide extra ROW to sidewalks. Increase LPIs, remove "beg buttons" for pedestrians.
- Max. sidewalk width and short distance for sidewalk crossings! Crossing button at Robinson doesn't work.
- Shielded lighting = improved safety at night
- Remove median. Narrow to 1 lane ea. dir., add turn-lanes at key intersections, remove mid-block x-ing in front of tower, add bike infrastructure on NW 24th w parking / bike amenities on each N/S street.
- Give peds. more time to cross; shorter distance to cross street; Expand sidewalks to bring foot traffic; parked cars create blind spots; Be innovative!
- LPI's at x-walks without a beg button to cross.
- No on-street parking; wider sidewalks, better lighting; signalized crossings at all intersections w auto-LPI. Prioritize people!
- Ped. Safety / lighting; wider sidewalks; shorter distance to cross; no median; amenities / green space; dedicated left turn lanes at Walker, Dewey, Hudson, Harvey OR signage for no left hand during high traffic hours of the day.
- PLEASE synchronize traffic lights now, especially at Robinson and at Broadway.
- Ped. safety; wide sidewalks, outdoor seating; less traffic impact = economic impact and increasing pedestrian/bike traffic; need bike lanes at major intersections.
- Left turn signal southbd at 23rd and Western.
- Find \$ to do project right! Communicate better w stakeholders; Rescheduling etc. = mistrust of process
- Prefer no median and no parking on either side.
- Get rid of median; create a shorter distance to cross.
- keep median, save trees! Distinct look; heat buffer; noise buffer for outdoor dining; two lanes, protected turn lanes; bike lanes (no sharrows)
- Keep all trees and medians and just reduce the lanes and parking.
- wider, safer sidewalks; trees look nice
- Min. ped x-ing distance; keep flow of traffic moving / no left hand turns allowed in core (Lee, Dewey, Walker, & Hudson).
- Keep the medians. The trees are attractive.
- Keep the medians. The trees set the tone.
- Keep the medians. The trees set the tone; all trees may not be replaced in new project
- Make it safer for pedestrians/accessible for disabilities. If median is removed, worry none or not enough trees will be added in
- Need lower speed limits (posted and street design), painted and automated crosswalks
- removing the medians = wasteful gov't/taxes
- Design for bike / peds safety not cars; max trees! OK no median if trees added; no left turn lanes needed.

#### Q.8 *Summary - Open-Ended Responses*

- Medians slow traffic; visual cue for the District. Distribute parallel parking evenly; help small businesses; outdoor dining.
- parallel parking is very dangerous.
- Remove parallel parking. Median = protected / safer to cross; south sidewalks not walkable because of driveways.
- median becomes a safe place for pedestrians to cross and limits left turns into businesses
- need pedestrian safety and walkability
- Remove median, create wider sidewalks / amenity zones
- Remove parking; wider sidewalks on N/S sides
- If remove median, add trees. Partial removal to add turn-lanes? Narrow lanes = slower speed.
- Focus on bike / peds. Safety
- Walkable; add left turn signals.
- Turn lanes needed. For safety and traffic, median should be removed.
- Option 2 (no median, no parking), good lighting, more trees, bike paths on parallel streets.
- more pedestrian and bike friendly
- Two lanes each direction are important.
- Both options = high num. of accidents likely; high maintenance for damaged bump outs.
- Keep on-street parking and re-imagine parking lots as more productive uses. Parallel parking = 8' only; narrow lanes to 10 or 10.5. Wider amenity zones; shorter x-ing distance.
- Median = trees and beautification. Keep as much green space as possible.
- Slow traffic; narrow the lane widths.
- Slower speed; more safety
- Peds cross safely w medians
- Traffic is awful. Move parking off 23rd and add dedicated bike lanes.
- Slower speed needed; more safety and peds. activity
- Less car focus, more on alternative modes of transportation.
- Bike lanes; parallel parking help slow cars; more trees; keep median.
- Protected left turn off of western on to 23rd
- Need designated ride share zones.