

Hudson Avenue, Miller Avenue, Willard Avenue, Center Avenue, Sommers Avenue Reconstruction Survey Results

January 30, 2023 – February 3, 2023

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18

Total Responses

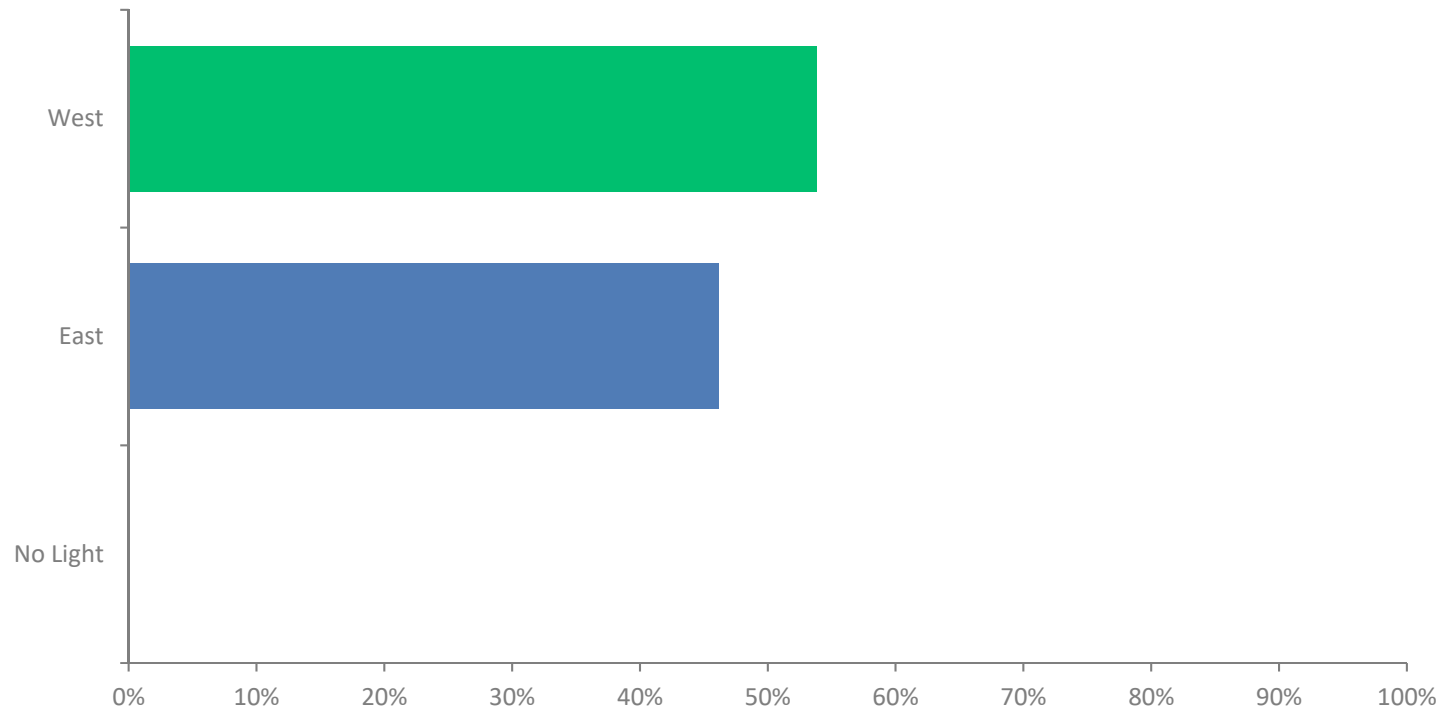
Date Created: Monday, January 30, 2023

Complete Responses: 18

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Q9: The City has received a request for a pedestrian push button light at the intersection of Atwood Avenue and Miller Avenue. The light would be on Atwood Avenue allowing pedestrians and bicycles to push a button activating a yellow light at drivers to stop and allow users to cross the street. Do you prefer the light be placed on the west side or east side of the intersection?

Answered: 13 Skipped: 5



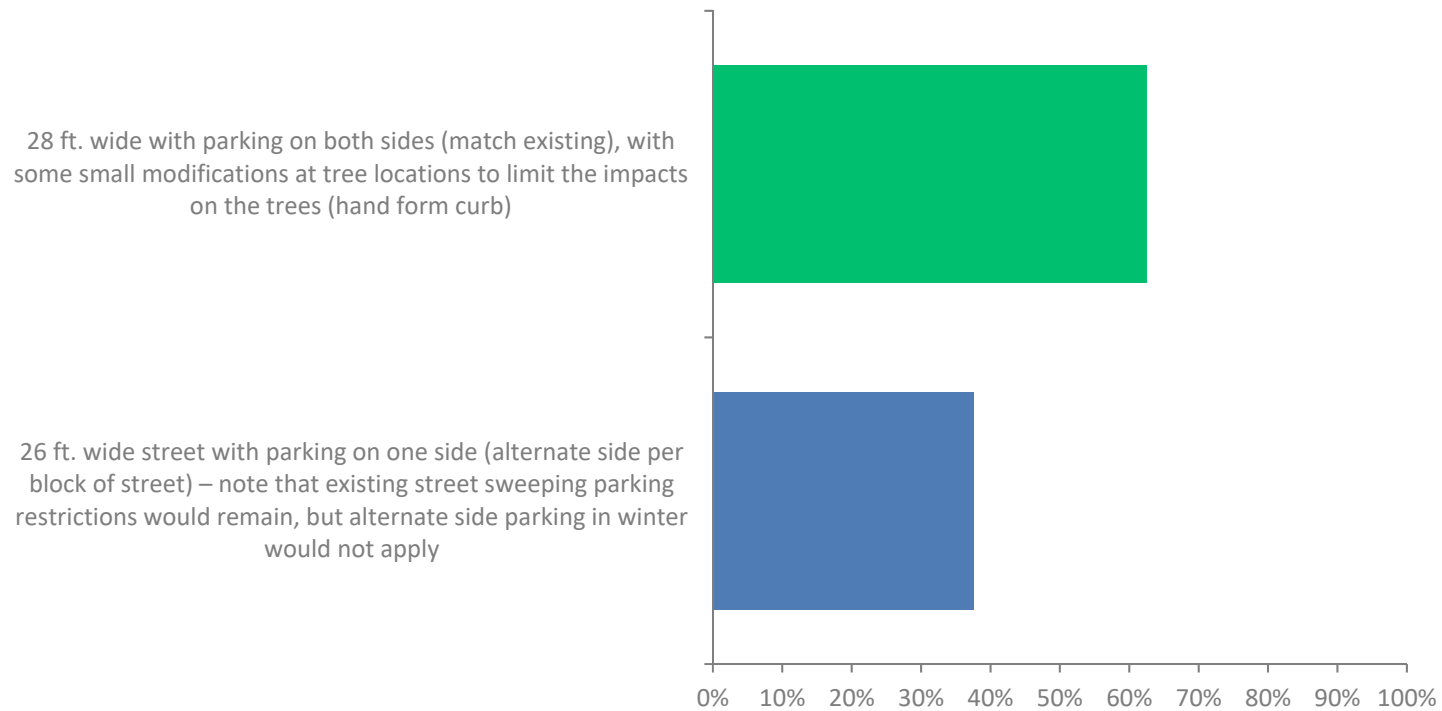
Q9: The City has received a request for a pedestrian push button light at the intersection of Atwood Avenue and Miller Avenue. The light would be on Atwood Avenue allowing pedestrians and bicycles to push a button activating a yellow light at drivers to stop and allow users to cross the street. Do you prefer the light be placed on the west side or east side of the intersection?

Answered: 13 Skipped: 5

ANSWER CHOICES	RESPONSES	
West	53.85%	7
East	46.15%	6
No Light	0%	0
TOTAL		13

Q10: Due to potential tree impacts, we are considering an option to narrow Hudson Ave. so that the project can be completed while posing less risk to the existing trees, while also providing some additional terrace space following the project. The existing street width on Hudson Ave. is 28 ft. Please select your preferred option for Hudson Ave. below.

Answered: 16 Skipped: 2



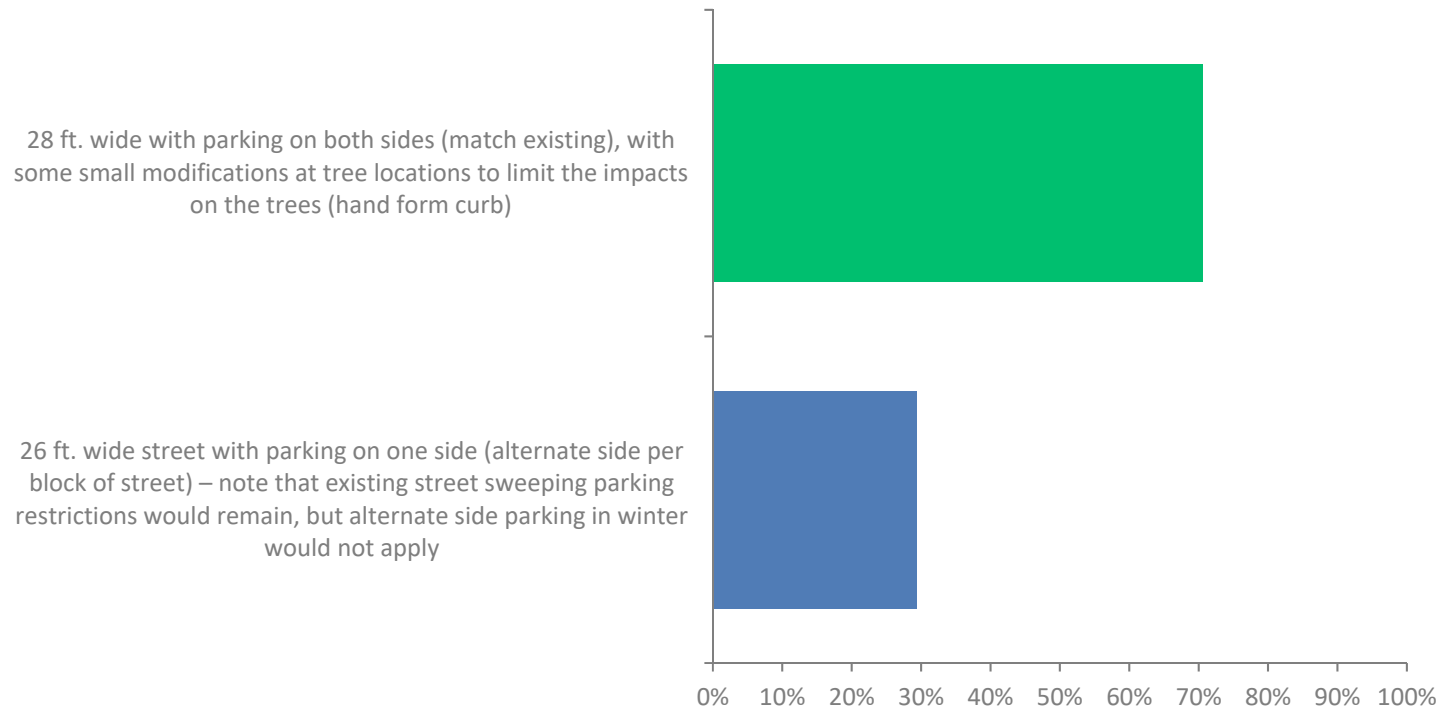
Q10: Due to potential tree impacts, we are considering an option to narrow Hudson Ave. so that the project can be completed while posing less risk to the existing trees, while also providing some additional terrace space following the project. The existing street width on Hudson Ave. is 28 ft. Please select your preferred option for Hudson Ave. below.

Answered: 16 Skipped: 2

ANSWER CHOICES	RESPONSES	
28 ft. wide with parking on both sides (match existing), with some small modifications at tree locations to limit the impacts on the trees (hand form curb)	62.50%	10
26 ft. wide street with parking on one side (alternate side per block of street) – note that existing street sweeping parking restrictions would remain, but alternate side parking in winter would not apply	37.50%	6
TOTAL		16

Q11: Due to potential tree impacts, we are considering an option to narrow Miller Ave. so that the project can be completed while posing less risk to the existing trees, while also providing some additional terrace space following the project. The existing street width on Miller Ave. is 28 ft. Please select your preferred option for Miller Ave. below.

Answered: 17 Skipped: 1



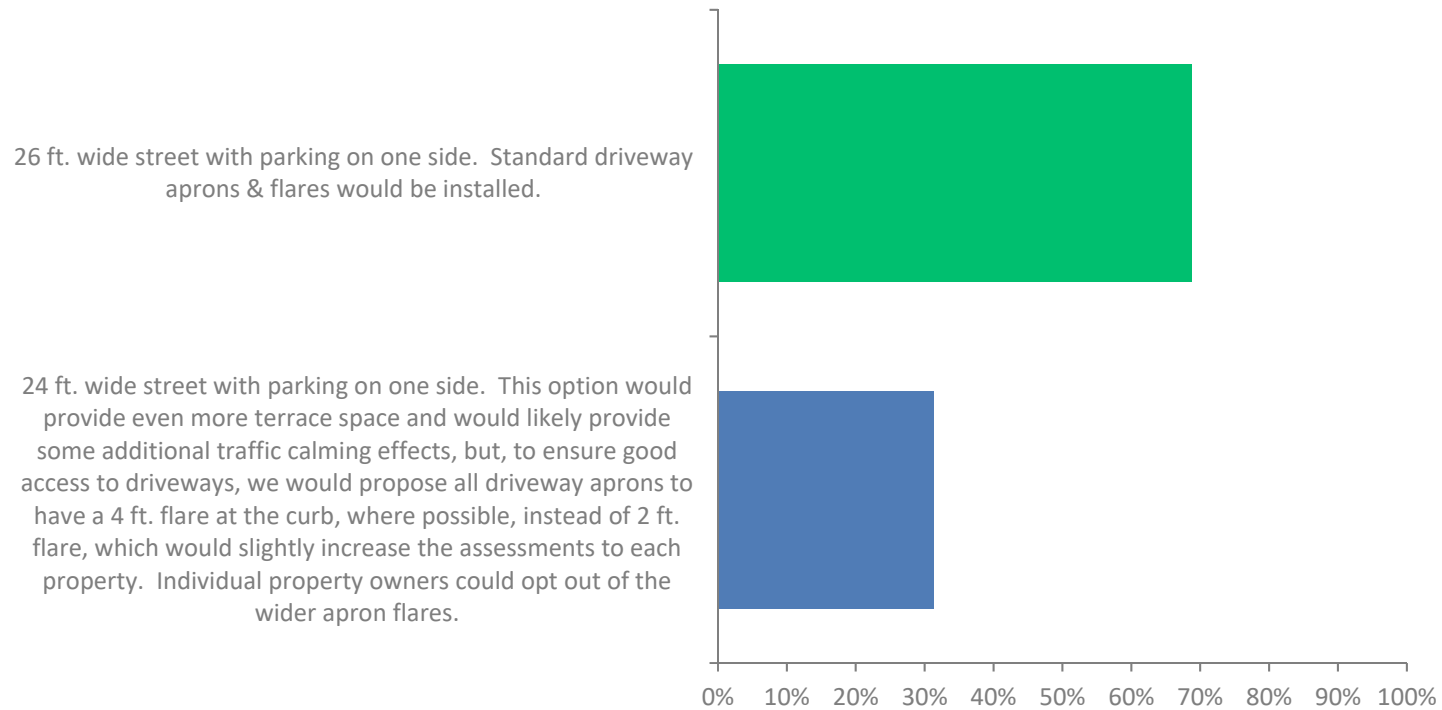
Q11: Due to potential tree impacts, we are considering an option to narrow Miller Ave. so that the project can be completed while posing less risk to the existing trees, while also providing some additional terrace space following the project. The existing street width on Miller Ave. is 28 ft. Please select your preferred option for Miller Ave. below.

Answered: 17 Skipped: 1

ANSWER CHOICES	RESPONSES	
28 ft. wide with parking on both sides (match existing), with some small modifications at tree locations to limit the impacts on the trees (hand form curb)	70.59%	12
26 ft. wide street with parking on one side (alternate side per block of street) – note that existing street sweeping parking restrictions would remain, but alternate side parking in winter would not apply	29.41%	5
TOTAL		17

Q12: Due to potential tree impacts, we are proposing to narrow Center Ave. without making modifications to the on-street parking, as parking is currently only allowed on one side with street sweeping parking restrictions. A narrower street will provide some additional terrace space along with some traffic calming effects. Please indicate your preference for how much narrower below.

Answered: 16 Skipped: 2



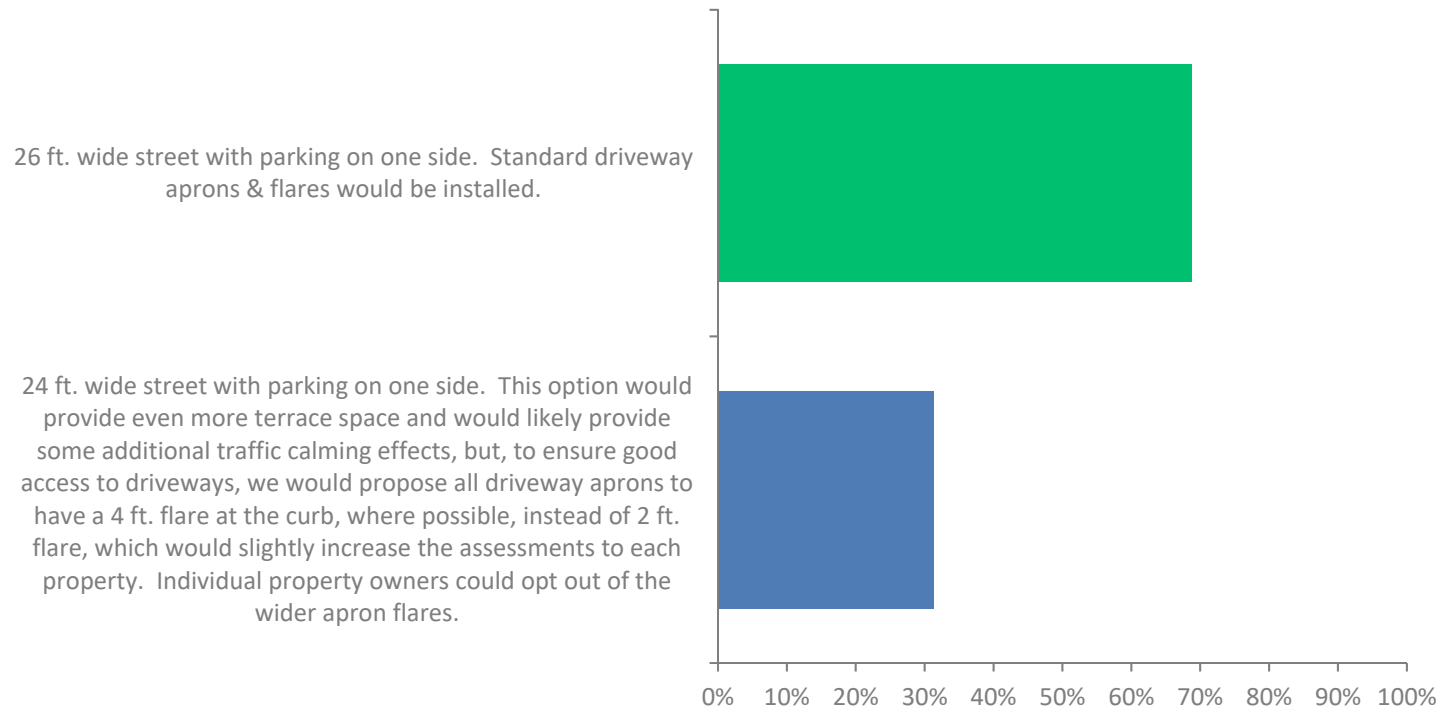
Q12: Due to potential tree impacts, we are proposing to narrow Center Ave. without making modifications to the on-street parking, as parking is currently only allowed on one side with street sweeping parking restrictions. A narrower street will provide some additional terrace space along with some traffic calming effects. Please indicate your preference for how much narrower below.

Answered: 16 Skipped: 2

ANSWER CHOICES	RESPONSES	
26 ft. wide street with parking on one side. Standard driveway aprons & flares would be installed.	68.75%	11
24 ft. wide street with parking on one side. This option would provide even more terrace space and would likely provide some additional traffic calming effects, but, to ensure good access to driveways, we would propose all driveway aprons to have a 4 ft. flare at the curb, where possible, instead of 2 ft. flare, which would slightly increase the assessments to each property. Individual property owners could opt out of the wider apron flares.	31.25%	5
TOTAL		16

Q13: Due to potential tree impacts, we are proposing to narrow Sommers Ave. without making modifications to the on-street parking, as parking is currently only allowed on one side with street sweeping parking restrictions. A narrower street will provide some additional terrace space along with some traffic calming effects. Please indicate your preference for how much narrower below.

Answered: 16 Skipped: 2



Q13: Due to potential tree impacts, we are proposing to narrow Sommers Ave. without making modifications to the on-street parking, as parking is currently only allowed on one side with street sweeping parking restrictions. A narrower street will provide some additional terrace space along with some traffic calming effects. Please indicate your preference for how much narrower below.

Answered: 16 Skipped: 2

ANSWER CHOICES	RESPONSES	
26 ft. wide street with parking on one side. Standard driveway aprons & flares would be installed.	68.75%	11
24 ft. wide street with parking on one side. This option would provide even more terrace space and would likely provide some additional traffic calming effects, but, to ensure good access to driveways, we would propose all driveway aprons to have a 4 ft. flare at the curb, where possible, instead of 2 ft. flare, which would slightly increase the assessments to each property. Individual property owners could opt out of the wider apron flares.	31.25%	5
TOTAL		16