

Worksheet and Comment Form

Priority Considerations

The community engagement process identified several priority considerations. Please assess how well the refined alternative addresses these considerations (on a scale of 1 to 5) and provide an optional comment.

Pedestrian Facilities



Please retain both x walks @ East Jefferson. Lexington is so dangerous w/ cross street + sight lines are terrible - more x walks are better

Bicycle Facilities



Optional Comment

I think this is safer:

Traffic & Travel Speeds



Optional Comment

PEDESTRIAN
BIKE
BUFFER = GRASS
CAR

Landscaping



Optional Comment

Alternatives

The East High Streetscape is considering two alternatives for the Lexington Avenue intersection and CFA Institute entrance. Please select a preferred alternative and provide an optional comment

Lexington Avenue Intersection

Optional Comment

Option A - Left-in / Right-in / Right-out

Option B - Full access

CFA Institute Entrance

Optional Comment

Option A - Left-in / Right-in / Right-out

Option B - Full access

Comments

Please use the space below and the back of the worksheet for any additional comments

PLEASE retain both ~~sidewalk~~ x walks @ E. Jefferson. When xing from N to S the sight lines are terrible as the x walk you would retain. you really need to

be on the other side to see the upcoming traffic.

Handwritten notes at the top of the page, including the word "Lecture" and other illegible text.

Handwritten notes in the middle of the page, possibly a list or a set of instructions.

Handwritten notes at the bottom of the page, including the word "Lecture" and other illegible text.

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Pedestrian Facilities

Optional Comment

E. HIGH FEELS UNCHANGED



Bicycle Facilities

REDUCE 7' BIKE LANE TO 5' OR 6'
PREFER 6' PLANTING STRIP WITH A PROJECT GOAL OF ENHANCING A GATEWAY STREET



Traffic & Travel Speeds

Optional Comment



Landscaping

Optional Comment

STRONGLY RECOMMEND A VEGETATED MEDIAN FROM E. HIGH ST TO LOCUST AVE (SECTION D)
RECOMMEND REDUCING BIKE LANE BUFFER FROM 2' TO 1' TO ACCOMMODATE A 5' STREET TREE PLANTING AREA



Alternatives

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(SECTION C)
INSTEAD OF 4' WHICH IS IN INADEQUATE

Lexington Avenue Intersection

Optional Comment

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- Option B - Full access

CFA Institute Entrance

Optional Comment

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Comments

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STREETS THAT WORK GUIDELINES FOR "DOWNTOWN STREET" CALL FOR A 4' PLANTING ZONE, WITH 6' PREFERRED, ESPECIALLY FOR LARGE TREES. REDUCING THE BIKE LANE & BUFFER ZONE WOULD ALLOW A MORE PREFERABLE 5'-6' PLANTING STRIP TO ALLOW SHADE TREES

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Pedestrian Facilities



Optional Comment

9TH ST MUCH IMPROVED
E. HIGH FEELS UNCHANGED.

Bicycle Facilities



Optional Comment

HEAVEN FOR BIKES - COMPROMISES
OTHER IMPORTANT DIMENSIONS

Traffic & Travel Speeds



Optional Comment

I HOPE YOUR TRAFFIC MODELS
HAVE INCLUDED CIVIL'S EXPLOSIVE GROWTH
PLANT THE 7' MEDIAN.

Landscaping



5 FOOT (FIVE) STREET TREES AT 9TH
STREET ARE ESSENTIAL. LARGE CANOPY
TREES ARE VALUABLE / LOWER MAINTENANCE

"ASPHALT IS TWO WORDS"
"ASSIGNING BLAME"

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Lexington Avenue Intersection

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- Option B - Full access

Optional Comment

MUST ACCOMMODATE SEMI 4
FOOD CFA DELIVERIES
TO KEEP SEMIS OUT OF RESIDENTIAL

CFA Institute Entrance

- Option A - Left-in / Right-in / Right-out
- Option B - Full access

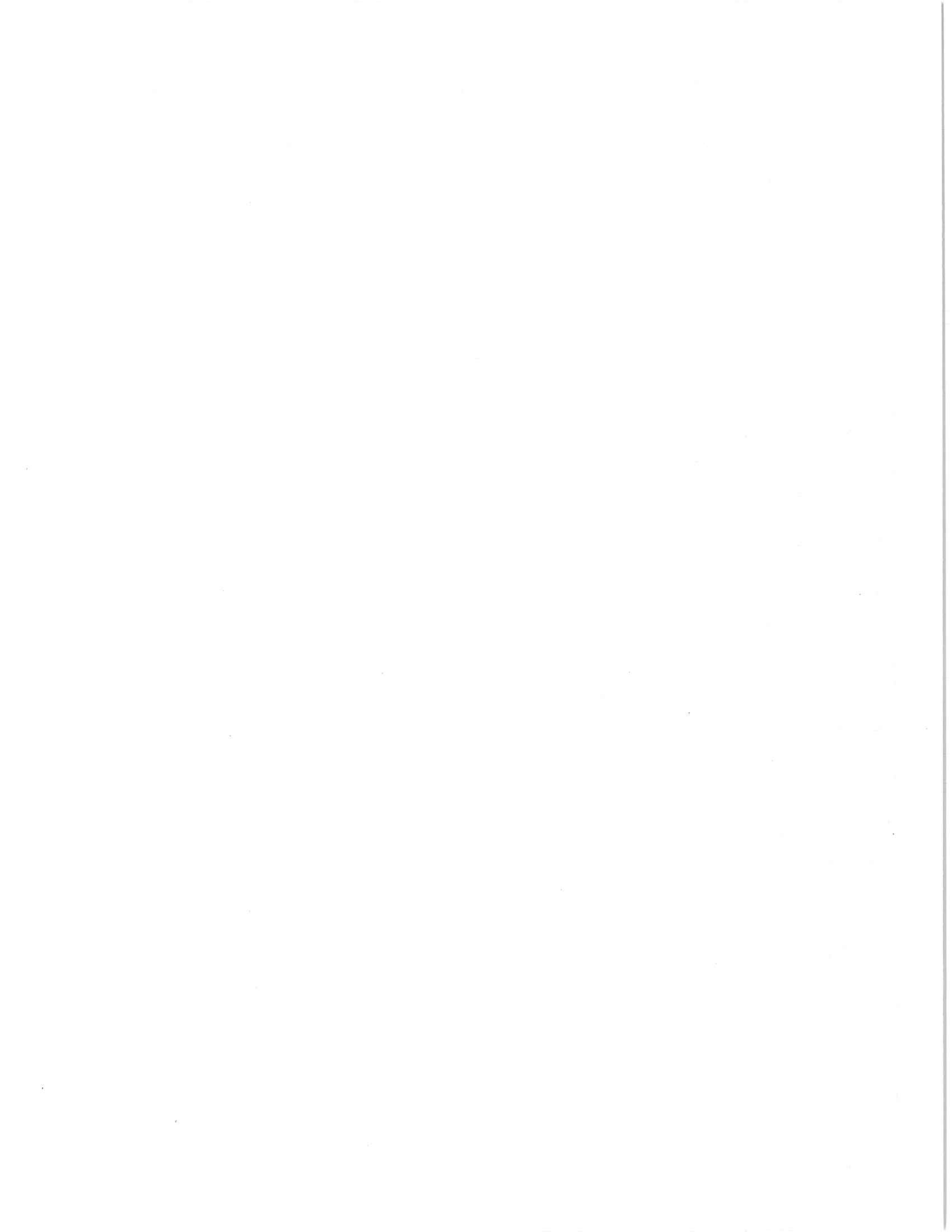
Optional Comment

CFA ALSO USES LEXINGTON
HEAVILY

Comments

Please use the space below and the back of the worksheet for any additional comments

LARGE CANOPY TREES DEFINE ALL GREAT WORLD
CITIES. THE FOUR FOOT "COMPROMISE" FOR TREE
PITS FORCES THE ISSUE, RESULTS IN SMALL-MEDIUM
PLANTING, MEDIOCRE. A MAJOR MISSED OPPORTUNITY



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Pedestrian Facilities

Optional Comment



Bicycle Facilities

Optional Comment



6' bike lane including buffer is adequate

Traffic & Travel Speeds

Optional Comment



Landscaping

Optional Comment



*strongly recommend
Sec.(C) 9th St - increase planting strip to 5'
by reducing bike lane buffer by 1'
Sec.(D) strongly recommend vegetated median strip*

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CFA Institute Entrance

Optional Comment

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Comments

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*Streets That Work guidelines for a "Downtown Street" call for a 4' planting zone, with 6' preferred for large trees.
Reducing bike buffer zone by 1' would allow a more preferable 5-6' planting strip to allow shade trees.*

100 100 100

100 100 100

100

100

100

100

100

100 100 100

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Optional Comment



Bicycle Facilities

Optional Comment



Traffic & Travel Speeds

Optional Comment



Landscaping

Optional Comment



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CFA Institute Entrance

Optional Comment

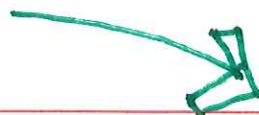
Option A - Left-in / Right-in / Right-out

Option B - Full access

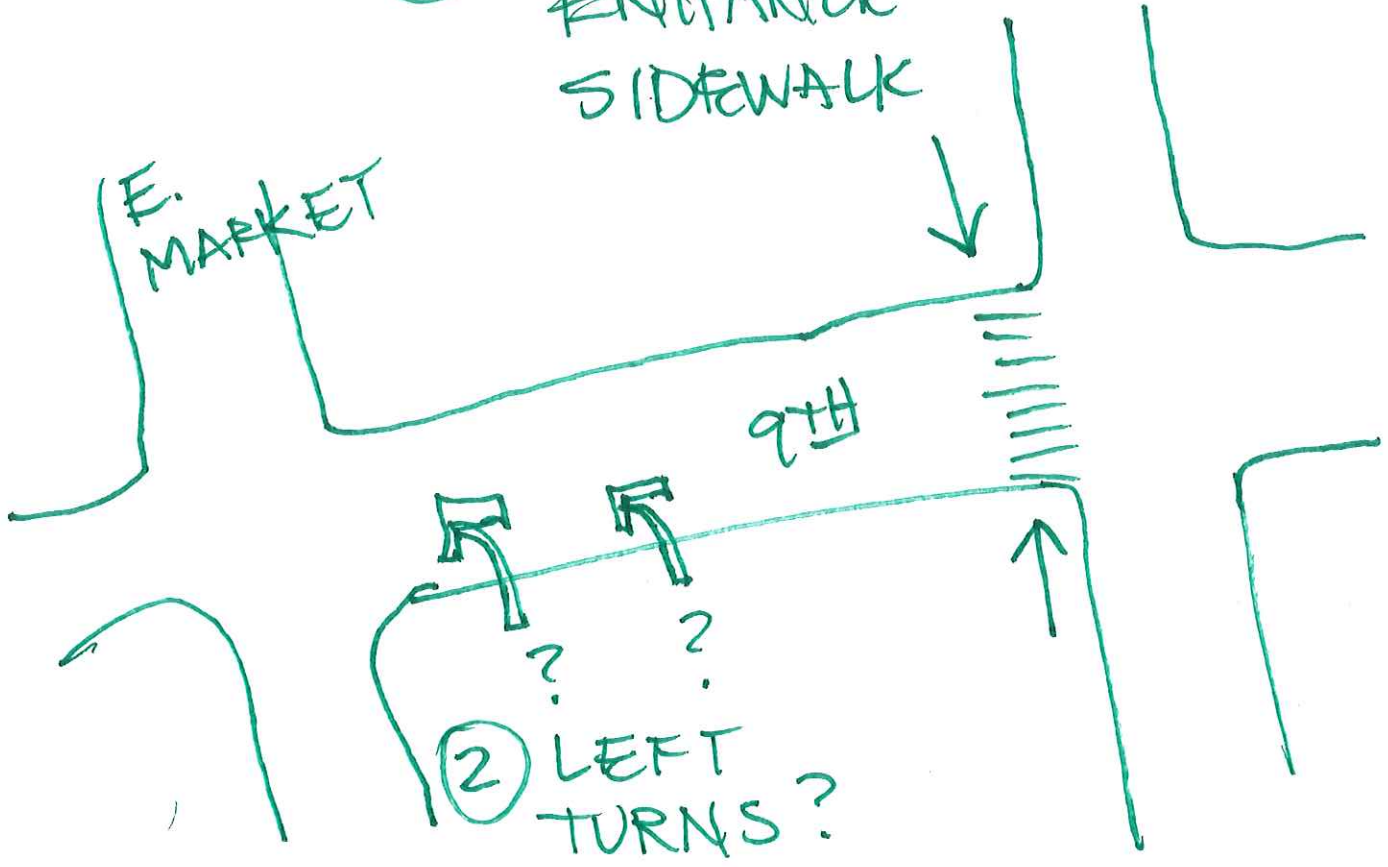
Comments

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SEE DRAWING/COMMENTS
ON BACK



① SUGGEST ENHANCE SIDEWALK



② LEFT TURNS?

③ HOW CAN STRIPED MEDIUM BE INTERESTING?

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Priority Considerations

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Pedestrian Facilities

Optional Comment

Sidewalks on Market should be wider



Bicycle Facilities

Optional Comment

Very good on 9th, not so good on High - need buffers or separation / raised bike lanes



Traffic & Travel Speeds

Optional Comment

Maintains existing conditions reasonably well. What's with the 14 - + 13-ft travel lanes on Market?



Landscaping

Optional Comment

Adds some trees on 9th but High + Market remain desolate. Consider stormwater BMP like on Richmond's 9th St by Capitol Square.



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Option B - Full access

Safer, better for walking, reduced queuing

CFA Institute Entrance

Optional Comment

Option A - Left-in / Right-in / Right-out

Option B - Full access

" But I don't really care - if it's a big deal, let them have full access.

Comments

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- Intersection of 9th/High/High should have SB bike lane conflict zone markings like at → and 9th/Market
- Narrow the 7' painted median between 9th + Locust as much as possible - provide bike lane buffer instead.

Open House - August 15, 2018

- Market St travel lanes should be narrowed to 10' WB + turn and 14' EB (bus route) + remaining width reallocated →

for wider sidewalks, trees, or EB bike lane.

↑
Apparently not needed on this block

- ~~longer~~ Is ~~locust~~ High near Locust being narrowed as shown on the aerial? Why not use the space for a tree buffer? (I am told it's a glitch of the aerial)

- Show BUS STOP TREATMENTS.

8' wide sidewalk or 8' wide ADA landing areas are required at bus stops.

- Consider switching trees to be between SW + bike lane by Lucky 7 / Guadalupe.

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Pedestrian Facilities



Optional Comment

9th street from Market to Jefferson will urbanize eventually. Tree grates and wider sidewalks would be more appropriate and have potential for larger trees.

Bicycle Facilities



Optional Comment

Section A should be able to be squeezed to allow 2 5' bike lanes. If anything, the non-shared 14' lane should be artificially narrowed

Traffic & Travel Speeds



Optional Comment

~~As long as there is not a road, the road is not a road, and I think that is what this design does nothing to increase~~
I have a strong preference for keeping as much access as possible, even if traffic may eventually slow.

Landscaping



Optional Comment

Trees along 9th should be at least Zelkova sized (like west Main). The grass strip is not really urban.

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I don't know enough about CFA traffic flow to know if this is an issue. If cars make left turns out of there now, they will add traffic to other streets.

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Pedestrian Facilities

Optional Comment



Bicycle Facilities

Optional Comment



Traffic & Travel Speeds

Optional Comment



Keep the speeds as low as possible absolutely

Landscaping

Optional Comment



Wider landscape buffers near Market for taller trees

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or tree grates??

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Optional Comment

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CFA Institute Entrance

Optional Comment

Option A - Left-in / Right-in / Right-out

Option B - Full access

let maybe CFA decide?

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