

# NE Third Street Conceptual Design

## Community Review - Survey Results

13 thru 24 June 2022  
McMinnville, Oregon



# Survey Results (6/24/22) :: Overview

The online survey was posted on the [project webpage](#) from 06/13/22 thru 6/24/22. Paper versions were distributed / collected at the Community Forum on 6/21/22.

The survey was advertised at the Community Forum on 6/21/22 and via the City's social media platforms. The survey was further promoted by Project Advisory Committee (PAC) members and the McMinnville Downtown Association.

- # of responses (English): 436
- # of responses (Spanish): 6

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GOVERNMENT BUSINESS COMMUNITY I WANT TO

## Third Street Improvement Project



**Third Street Improvement Project: Get Involved & Share Your Opinion**  
Please take our latest survey!

**TAKE THE SURVEY:** June 14 – June 24

- English: <https://forms.gle/LtcpmfBG7fVirdYFA>
- Spanish: <https://forms.gle/YKSidnCktSWhiyQ89>

**PUBLIC OPEN HOUSE**, Civic Hall, 200 NE Second Street, Tuesday, June 21, 6:00 – 8:00 PM

**PUBLIC INFORMATION SESSIONS** (via Zoom, see link below):

- Wednesday, June 22, 12 – 1 PM
- Thursday, June 23, 7:30 – 8:30 PM
- Friday, June 24, 7:30 – 8:30 AM

Join Zoom Meeting  
<https://mcminnvilleoregon.zoom.us/j/82157318820?pwd=ZlJKcmR3QkpwTEExEdTg5VlM2SW9sUT09>

Meeting ID: 821 5731 8820  
Passcode: 717155  
By Phone: 1-253-215-8782

**PUBLIC HEARING**, Civic Hall, 200 NE Second Street, Tuesday, July 12, 5:30 – 7:00 PM

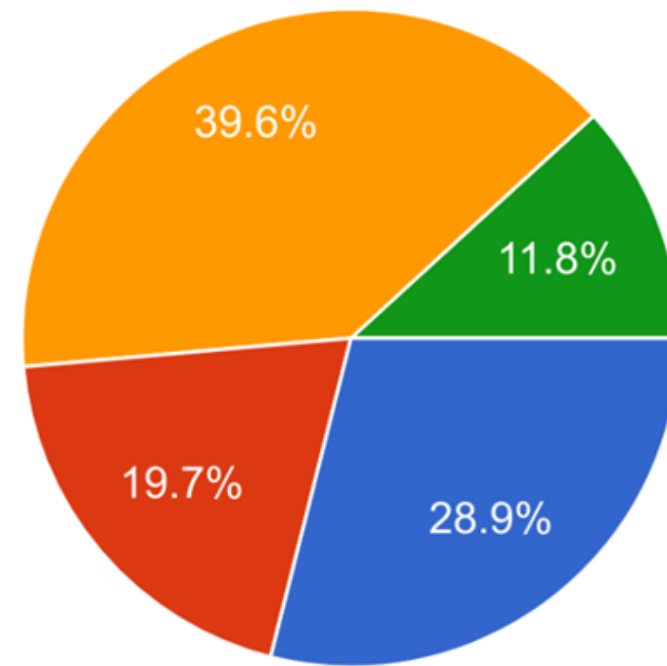


# Survey Results Groves at Ground-Level

# Survey Results (6/24/22) :: **Ground-Level Alternatives**

How should the groves work at ground-level?

432 responses



- At-Grade / Open
- At-Grade/ Raised Edge
- Raised Planters
- Full Grates



**At-Grade / Open**



**At-Grade / Raised Edge**



**Raised  
Planters**



**Full Grates**

# Survey Comments (6/24/22) :: **Ground-Level Alternatives :: At-Grade / Open**

- Love at grade. Open and it flows.
- Open seems like too many bikes would ride over it
- At-Grade/Open is more accessible to those of us with disabilities.
- I'm concerned about creating features for skateboarders to use which is why I selected at grade/open.
- For pedestrian safety I prefer the at grade open.
- I chose the at grade open in hopes that there will be funding to keep the grass or ground cover alive.
- As many as possible!
- This seems like the lowest maintenance option. Anything with a curb will get puddles, moss and other buildup.
- Less is better for upkeep and maintenance. Plus less to get vandalized and graffitied
- Feeling like we are walking amongst the trees as opposed to around planters and curbs would help to maintain a more natural feel. It would be less landscaped looking and contribute to a feeling of natural beauty.



# Survey Comments (6/24/22) :: **Ground-Level Alternatives :: At-Grade / Raised Edge**

- I think the at-grade/raised edge will “invite” skateboarding.
- Would it be possible to incorporate both the raised beds and the full grates?
- Raised Edges could be a tripping hazard and City liability.
- Concerned how edges/planters/grates might cause accessibility/mobility issues for some.
- Raised edges are tripping hazard
- Raised would be easier to contain mulch or dirt and less maintenance
- I like that a raised edge also serves as kid seating during parades and things.
- The raised edge seems dangerous for pedestrians and difficult for those who are mobility impaired.
- Curbs as shown in the raised gardens are a trip hazard and would likely need to be painted losing their appeal.
- Curbed & raised beds encourage loitering by non-shoppers and aggressive pan handlers. Don't judge me, I have a heart, it's just that mutual respect needs to be exactly that, mutual.
- Raised edge is a hazard for tripping and those with accessibility issues.
- Simple design with no trip hazards
- Safety Hazard with raised beds and it's more room to walk around.
- Has the adverse impact of skateboards been considered regarding raised planters and curbs? I know this can be a problem.



# Survey Comments (6/24/22) :: **Ground-Level Alternatives** :: **Raised Planters**

- Raised planter also allow for seasonal flowers and plants
- Would it be possible to incorporate both the raised beds and the full grates?
- Raised Planters will eventually cost more for the City to maintain.
- Concerned how edges/planters/grates might cause accessibility/mobility issues for some.
- For aesthetics I prefer the raised planters.
- I support incorporating both grates and raised planters.
- Yes, occasional raised beds, about 1 per block.
- A mix of deciduous and conifers and understory plantings, with some raised planters for shrubs/small plants. Some raised planters with the built in benches would be nice, but not all of them need to be raised planters.
- Curbed & raised beds encourage loitering by non-shoppers and aggressive pan handlers. Don't judge me, I have a heart, it's just that mutual respect needs to be exactly that, mutual.
- What caught my eye in the raised planters photo is that it showed a combo of "natural" beds with raised beds, which may be ideal, especially if you get rid of some of the street tree canopy.
- People will use the raised beds for sitting and placing trash, dog crap, etc. The benched areas for seating would be difficult ....where do you have that much space? People would be falling over them even if sidewalk widened. It looks doable if you closed or partially closed the road (make it one-way only).
- Raise them so dog poop will less likely accumulate
- Plant-focused design feels really welcoming and full
- To complement the hanging flower baskets
- Has the adverse impact of skateboards been considered regarding raised planters and curbs? I know this can be a problem.



# Survey Comments (6/24/22) :: **Ground-Level Alternatives** :: **Full Grates**

- Grates are loud and annoying
- Not a fan of the full grate look
- I think full grates would provide better irrigation and health for the trees.
- Full grates as long as it's possible to raise them and clean beneath.
- I like all options but the full grates. It was really hard to choose between the other three.
- Would it be possible to incorporate both the raised beds and the full grates?
- The full grates seem the most sustainable because water can reach the tree roots and the tree roots are lower and less likely to disrupt the sidewalks. You could also add planters over the grates and include benches or other seating options. I am worried about the costs.
- Full grates allows more people space. The other options would require a significant commitment to maintenance in order to keep them looking good
- Full grates are butt ugly/ruin the "main street" character.
- The full grates approach seems to provide the most space for outdoor eating and the like, and also lots of flexibility for how tables, benches, and planters might be arranged.
- As Full Grates age, they will become damaged and cause more difficult walking surfaces, i.e. less accessible and harder to maintain for the City.
- I also have concerns about full grates and tripping hazards for people wearing heels.
- Concerned how edges/planters/grates might cause accessibility/mobility issues for some.
- Hopefully a full grate would be wheelchair/walker/cane compatible as well as acting as a rain garden.
- For pure practicality I prefer that full grates.
- I love all of the different proposed designs, but I feel like full grates would best protect plants while also offering a permeable surface for storm water and runoff.
- Who is going to maintain the groves? Maybe the grates might lessen the maintenance.
- Why would you ruin third street's charm with full grates? It isn't an industrial park
- I support incorporating both grates and raised planters.
- I like some of the other options but think that the labor and water to maintain them may be costly in the long run. I also think that this has more versatility regarding usage depending on how the trees are planted you could almost put tables amongst them.
- They should provide for merchants to open the area in front of their restaurants for Dine Out.
- Appears to be best for outdoor seating and additional planters





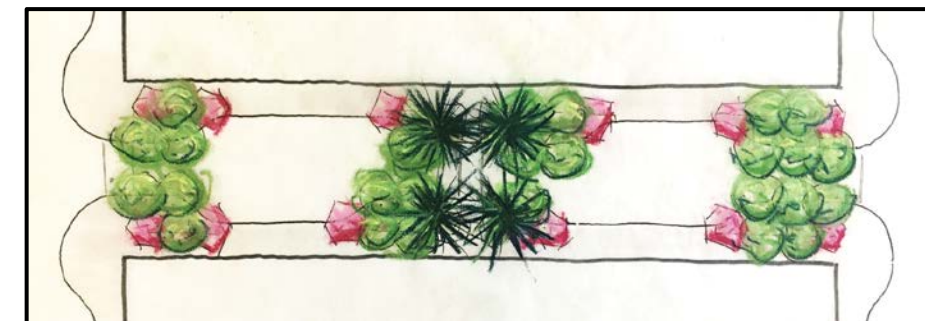
# Survey Comments (6/24/22) :: Existing Trees

- The more I think about it the more upset I become about even the idea of removing our beloved mature maple trees from downtown Third Street. I am completely opposed to it. They are what make Third Street special. It seems that a decision has already been made to eliminate these stately beings that add so much to our lives in McMinnville. Why not value their presence and reroute utilities and water mains to another street. So what if it costs more. Even more value will be lost when we lose Third Street as it is with its majestic tree canopy, wonderful shade and peacefulness in summer and glorious with white lights in the winter. The trees create a wonderland. SAVE THE TREES ON THIRD STREET!
- Retain existing maple trees. Without them, downtown will look barren, losing shade and color for decades. These conceptual pictures look sterile.
- I think the downtown trees make the downtown more inviting, create shade, and are quite beautiful. I think they should be left as they are and any redevelopment should work around them. Why does this grove idea have precedent when the linear plan had three quarters of the previous vote.
- I would appreciate some more insight into why you are cutting down all the trees, the downtown will be desolate for probably 20 years before new trees will give any shade or feel like our wonderful downtown again! It's been very upsetting to learn that there was no option to give comment about the actual cutting down of all the historic trees.
- Don't mess with the existing canopy
- Your choices are too limited. I really like what we have now. If you have to tear things up, put that back with the same trees.
- Also, please don't take out all of the big trees if possible. I don't want to wait 20 years to have mature trees on 3rd Street. It's a big part of why McMinnville has such a charming downtown.
- Yes. When doing the work as many existing trees should be preserved as possible to avoid giving the downtown a denuded appearance while the new trees grow. It would be a shame to cut down all the trees and have to wait 15-20 years for it to look right.
- Don't be a tree murderer!
- Please keep trees along 3rd Street, especially the canopy effect of the trees. The addition of trees really changed the look of downtown compared to what it was up into the 1970's. White lighting of the trees in the evening is very welcoming.
- The possibility of losing the existing mature trees along third street while construction takes place is concerning. Even with planting new trees, it will take a long time for them to mature and grow as tall as those already present. It would be hard to get used to a more open 3rd street while we wait for things to be done and the trees to grow in. I understand it all needs to be updated and repaired, it will just be a hard transition to adapt to the changes and possibly losing the trees, and along with them the atmosphere of walking along a leafy-shaded 3rd street. If there's a way to save some trees and maybe spend more on more mature trees, that would be nice.
- Don't mess with the trees or you'll feel the business end of mah buggy whip!



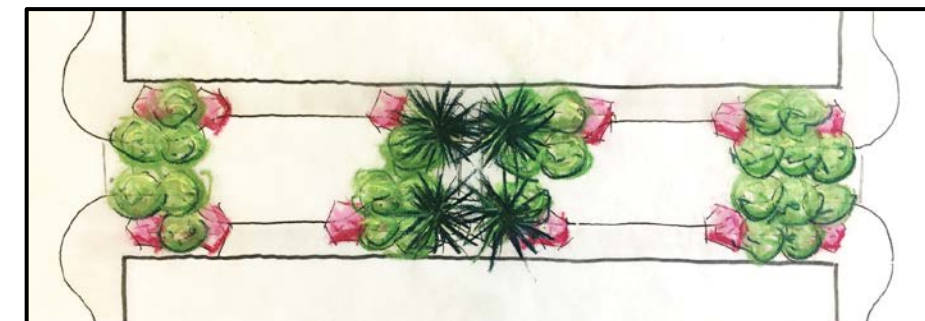
# Survey Comments (6/24/22) :: **General Comments (Groves)**

- Like the bench next to the groves
- More flowers and lots of plants. Public seating that can be easy to keep clean/not ruined my rugrats. Modern with a touch of McMinnville's historical charm
- Native plants!
- Should maintain old feel...not modern
- Minimize tripping hazards for old folks
- I would think about the practical things that will happen. Kids will climb on the trees and walk on the raised edges, teenagers will skateboard, those who use mobility aids will need to safely navigate and have somewhere to sit. They all look good!
- It's important not to block sight lines for pedestrians and drivers.
- Plant the correct variety of trees and plants for the environment you're putting them in, this will be a very low light environment so don't plant things that need full sun for example.
- Keeping this space as natural looking as possible will be a win for McMinnville. Right now the canopy of trees makes such a difference, especially on hot summer days. So welcoming. Same with the criss-crossing lights across the street in the winter. Keep the green, however it is done. I'd love to see more seating but only if the average bear can sit there and not have to dodge people sleeping on benches. I don't blame them for wanting to sleep on benches, but it might be better to keep it leafy and green w/out the seating? Or people could use raised planters for seating but make sure they are not wide enough for sleeping? That sounds cruel but you are also going for something that everyone can use, not just a few.
- Mixed
- Will there be a mix of tree varieties or a monoculture?
- In coordination with Recology resources
- as much shade for people as possible
- Let's include art: quotes from published books by local writers; historic photos
- I don't understand how the grove concept works with 3rd Street. The buildings are up against the sidewalk, the sidewalk goes to the street. None of the above photos in anyway relate to how 3rd Street is actually configured.
- Mix types of trees in case a disease specific to a type of tree develops which could wipe out the whole grove like Birch Borer
- Only concern is that the trees could block the view of cars at intersections
- I am always a fan of more trees on 3rd St, and I think having more greenery around their bases will definitely be an improvement over the bark-dust ones we have now.
- Love the trees!
- I've made these points before: Please no flowering trees. Yes, they are lovely for a few days every couple of years but they make a mess.



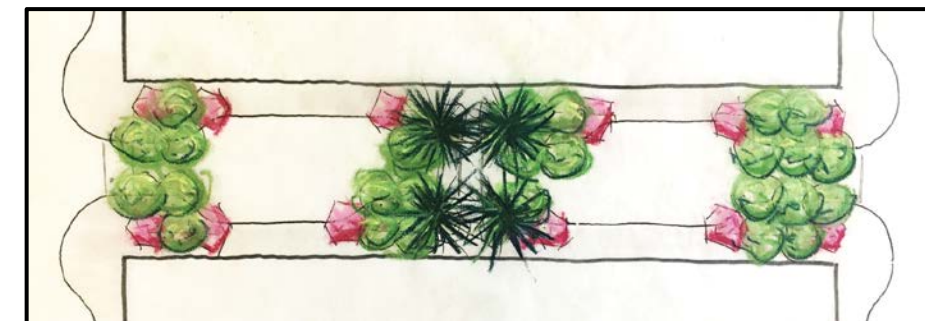
# Survey Comments (6/24/22) :: **General Comments (Groves)**

- Trees that spread laterally would be good closer to the pavement to better provide shade to keep the asphalt cooler.
- I think the Christmas lights have become part of McMinnville's identity and we need to create groves that accommodate the tree lighting.
- I strongly feel that we should incorporate as many trees as possible. Downtown McMinnville would not be the same without its tunnel of trees!!
- Trees could be incorporated as shade for outdoor dining in front of restaurants. Another thing we are lacking.
- Perhaps rain water could somehow be collected & feed into the groves for plant moisture
- What about slightly below grade to allow for more storm water management?
- There should be drainage to store water for summer drought watering
- keep trees out of the walkway and select species that don't have surface roots
- Make sure it is handicapped accessible for people using wheelchairs and walkers. The yellow bumps are awful for walkers and canes!
- Trees are the most important priority to be considered. The rest of your planning should be based upon maintaining the tree canopy. Take a look at the photos of Third Street in the 1950's photographs. The lack of trees is very unsightful. We should avoid this at all costs.
- Whatever works best for root growth to keep them from breaking the sidewalks
- Provide the least amount space for the homeless to destroy and occupy
- Leave room in the bulbouts for public art, kiosks, etc.
- Include easy access to power for tree lights and other street events
- I like the plants to be used, to be of varying heights
- They should be organized for a ONE-Way Traffic Resign
- Add flowers
- Double as green infrastructure. Maximize soil volume.
- Just in a way that it's a bit more difficult for people to sleep in and around
- The tree issue is likely the real issue here.... I think most folks would just want to have the trees left as is; however to fit your designs it just appears as you are proposing rip out most of existing trees and replace with pocket plantings. Yes the trees tear up the roots....that will happen everywhere, more than likely unless you start over with smaller trees and then rip them out when they get too tree-like. There are so many landscape trees (deciduous with color - rather than maples) that can be replacements. However, you will likely have to replace with larger specimens to get the immediate grove appearance. It's the trees that make the street so appealing, so dinky trees that will take 10 years to mature won't be appreciated by the locals. Visitors won't notice too much, but the locals will.



# Survey Comments (6/24/22) :: **General Comments (Groves)**

- Keep in mind in all of the design what you hope to emphasize. Is it the greenscape? is it the design on the roadway? What? That will help you choose where to put the majority of your efforts.
- In the areas where you are taking away trees, consider some kind of uniform and charming sign design for the stores. It IS sometimes hard to see where something is when all the trees are leafed out. If they could be identified as you walk down the street that would also help pull things together.
- Ellensburg has done a great job w/ limited foliage. Some towns (like Eastsound, WA) have also allowed nearby cafes to use the space between the sidewalk and street (on one particular 4-way corner) for small tables and chairs (in the case I'm thinking of, they used shiny copper colored tables at what used to be Teezer's, a coffee/cookie shop). They have also done a great job with plantings that are varied and don't require a lot of maintenance (ie. for visual interest) that might appeal. Uniform plantings may get a bit boring. The addition of public art a la Ellensburg or Wenatchee would also be great.
- Is there going to be any opportunity for public comment about the underground "infrastructure" that will or won't be provided to street trees? Providing areas for uncompacted soil for street trees root growth will be better for the trees and the surfacing in the long term.
- I am concerned that we are going way too far afield with concepts the mountain theme (or what ever it is called) is fine in the right place but is just plain wrong for McMinnville. We are in the valley---not the mountains.
- Conifers are out of place in this streetscape. Please no conifers.
- Selection of urban tree species suitable for this redesign is critical. Time and time again unsuitable trees are planted that get too big for the spaces available, with resulting undesirable impacts and additional maintenance and replacement costs. When will this be changed?



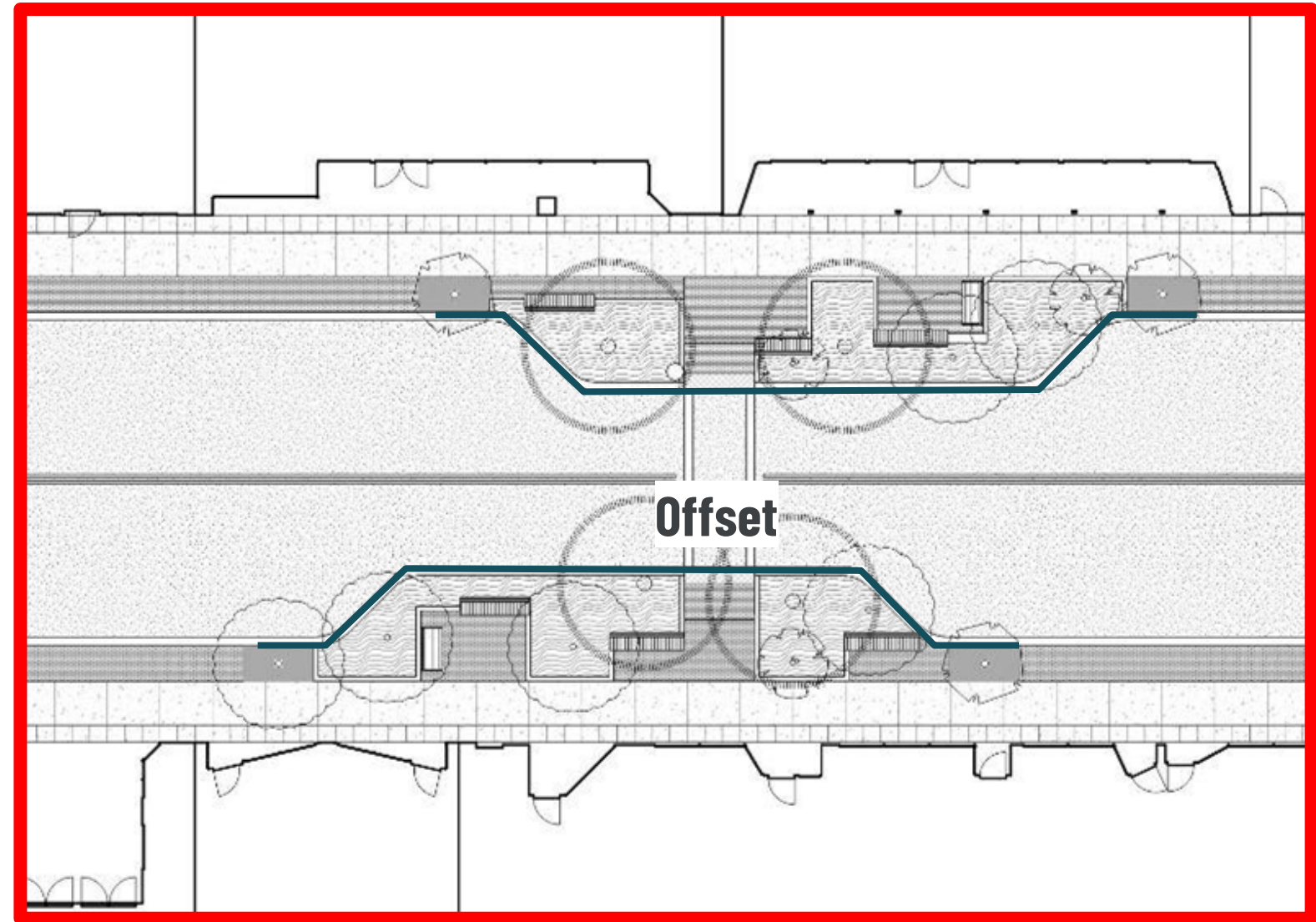
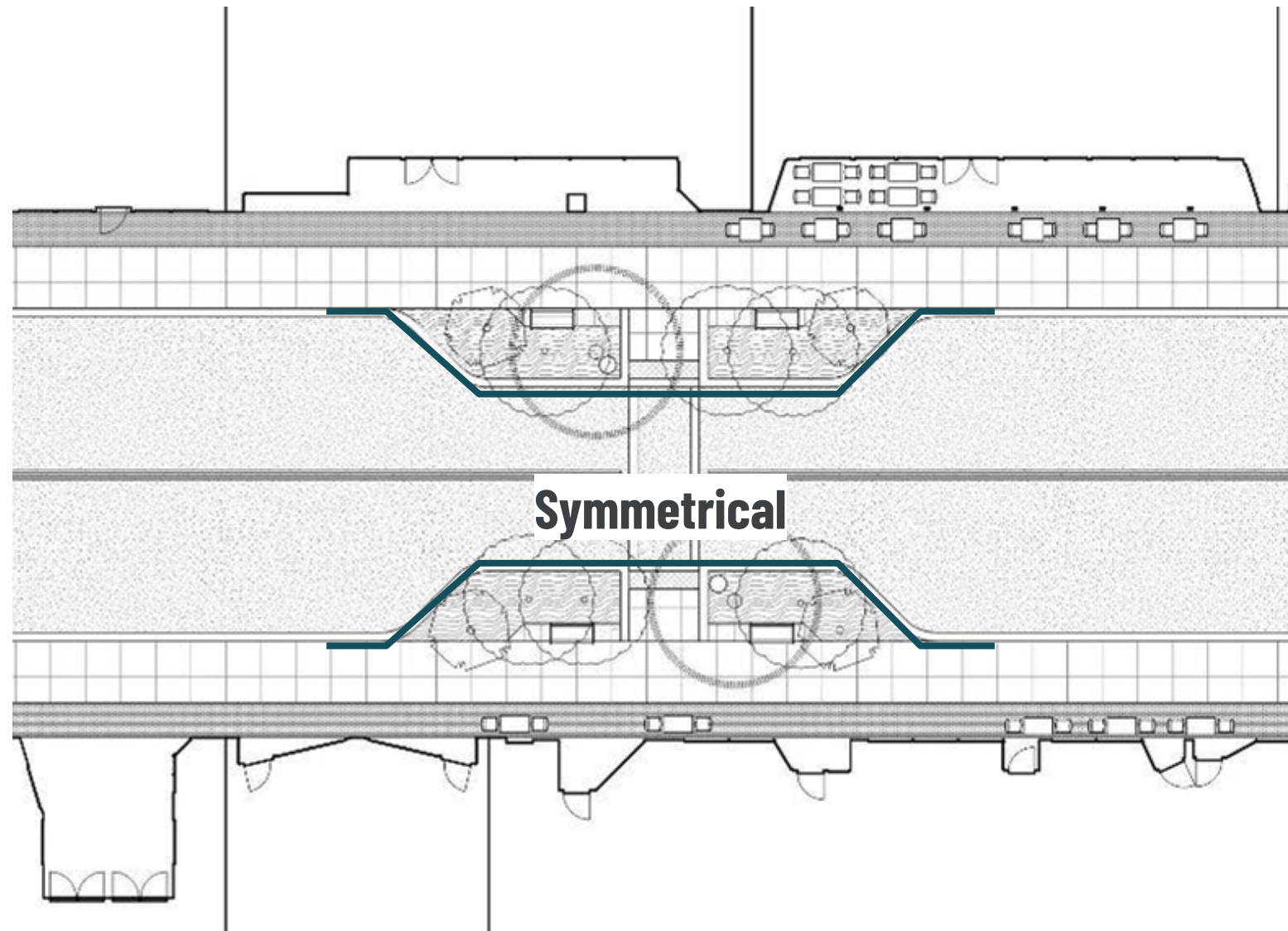


The background is a detailed street map of a city grid. The streets shown include NE 5th St, NE 4th St, NE 3rd St, NE 2nd St, and NE 1st St running east-west, and SW Adams St, NE Baker St, NE Cowles St, NE Davis St, NE Evans St, NE Ford St, NE Galloway St, NE Irvine St, and NE Johnson St running north-south. Key buildings and landmarks are labeled, such as 'aquatic center', 'city park', 'library', 'downtown association', 'u.s. bank plaza', 'hotel oregon', 'the burberry', and 'park station'. Small blue circular icons are scattered across the map, likely representing survey points. A yellow double-headed arrow is positioned above the NE 3rd St label, indicating a specific block or area of interest.

# Survey Results

## Mid-Block Curb Extensions

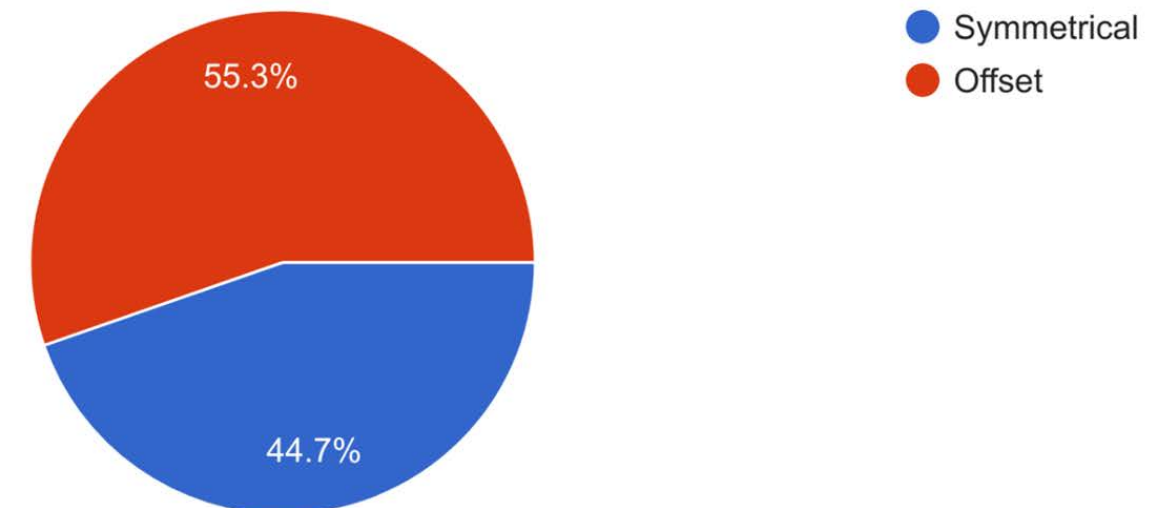
# Survey Results & Comments (6/24/22) :: **Symmetrical v. Offset Curb Extensions**



Should the mid-block curb extensions be symmetrical or offset?

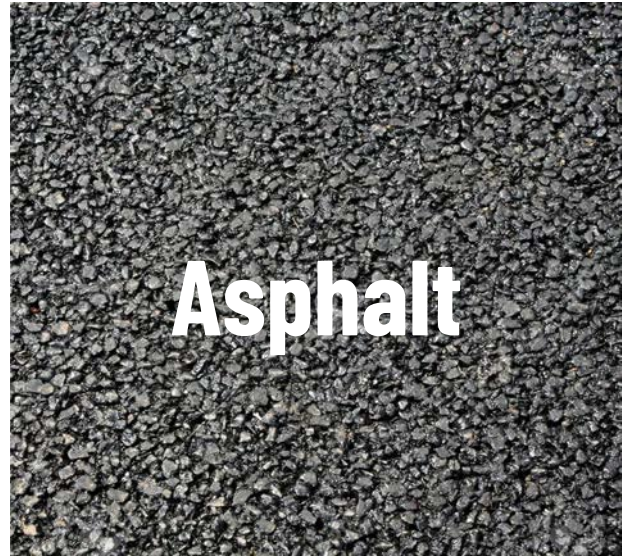
432 responses

- Bump outs have been in place for some time now, did anyone do the due diligence to collect negative feedback from municipalities who've already had them in place for over a decade or is the consideration for bump outs existing in the vacuum of marketing the feature
- the curb extensions we have now are way too big and very dangerous - for both drivers and pedestrians



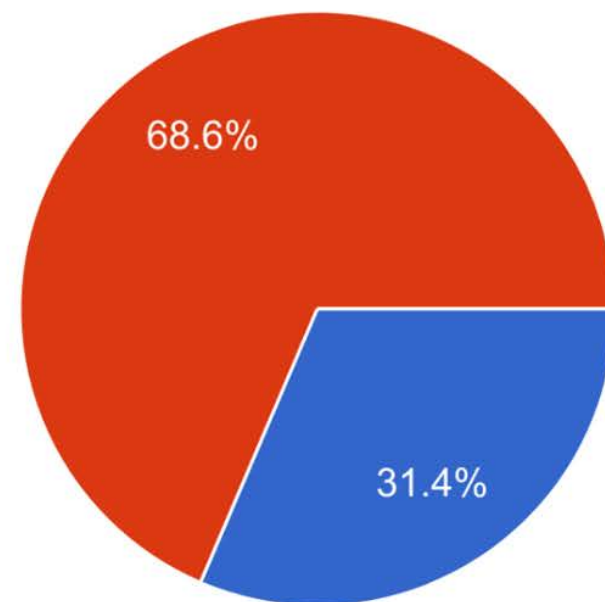
# Survey Results Paving Concepts

# Survey Results (6/24/22) :: Roadway Material



Which roadway material would you prefer?

436 responses

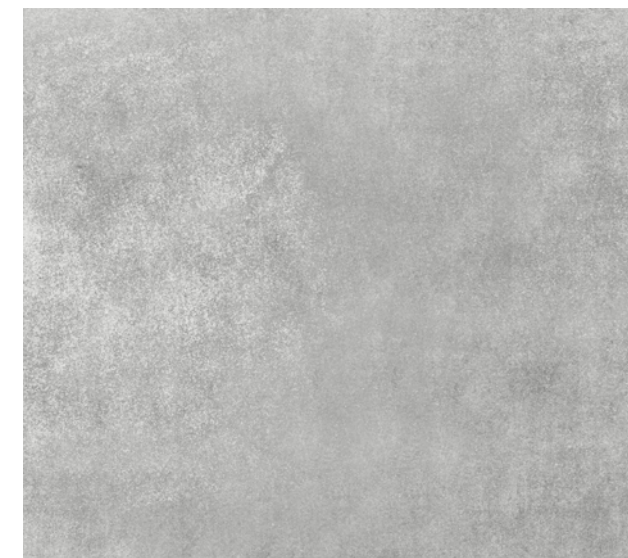


- Asphalt
- Concrete



# Survey Comments (6/24/22) :: **Roadway Material**

- re Previous page (concrete vs asphalt), a green concrete a la locals Vesuvian Forge would be best
- First, on the concrete. You should consider low carbon concrete for this construction. You know all the technical implications better than I do.
- I hope that when concrete is being used the city will avail itself of the Carbon neutral or carbon negative concrete that has recently been developed.
- I have always heard that concrete is more expensive than asphalt and want to be sure that is taken into consideration. Thank you.
- On the paving---isn't concrete one of the most carbon intense materials?
- Concrete is ideal, I would suggest that it is be stained or sealed to support a darker natural color to ensure it's long term aesthetic appeal.
- Extreme heat is a bigger threat than extreme cold so because of the heat island effect and the cracking issues, concrete seems more sustainable.
- What about using commercial pavers for streets? Easy to remove and reset when repairing utilities, they do not crack with inclement weather, if installed correctly they wear well. Different colors and patterns can be used to signify different zones, and they can have a more old town feel complimenting the historic atmosphere of downtown.
- How about permeable paving to either asphalt or concrete? No option to comment at that choice.
- If there's concrete for roads, coloring to signify and slow vehicles for ped areas. If asphalt, raised crosswalk to more clearly denote pedestrian area.
- The idea of using concrete instead of asphalt is fiscally irresponsible.
- Asphalt is hot and miserable and with the amazing options of closed 3rd street eating, concrete is a far preferable choice.
- White/super light gray concrete may allow us to reduce carbon footprint as a community.
- Again, I want to emphasize the use of carbon neutral or carbon negative for concrete usage. The health of the planet depends on these and other changes... the manufacture of regular concrete is a huge carbon producer. This project will be using a lot of concrete!

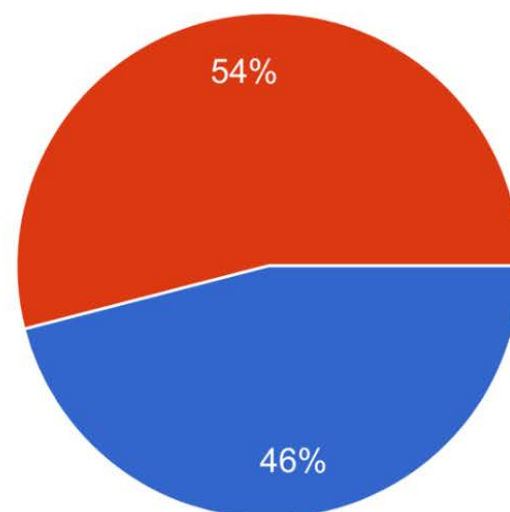


# Survey Results (6/24/22) :: **Raised Crosswalks**



Should mid-block crosswalks be raised?

435 responses



- Yes
- No

# Survey Comments (6/24/22) :: **Raised Crosswalks**

- If drainage, maintenance issues, and cost are problems with the raised crosswalks, what are other ways to help pedestrian safety? I believe narrower roadways force drivers to slow down and pay more attention, do the different curb bumpout options help or hurt this effect?
- As to the cross walks, clear markings are more than adequate. The overall design and pedestrian traffic should be adequate to traffic at a slower speed.
- I think anything we can do to make it safer for pedestrians and bicyclists is a good idea - however I put raised midblock crosswalks and not intersections because I think it would help the midblock crosswalks to stand out more if they're the only raised things
- Go with the most accessible option for wheelchairs, strollers
- I like the idea that traffic would be slowed, esp for those with ADA concerns or older people who move slower.
- Cars speed down third street all the time, I'm all for raised walkways, with the assumption that they are safe for wheelchairs and other mobility-accessibility devices.
- Mix the concrete w/ some kind of non-slippery paving tiles/blocks to mark the crosswalk areas if you are using symmetrical design and want to denote them in some way.
- Part of keeping things user friendly is accessibility, which is accomplished by keeping the mid-walk crosswalks flat. The raised crosswalks are also visually irritating and will take away from the overall effect.
- Raised is not conducive to physically impaired
- Raising the crosswalks seems unsafe for people in wheel chairs without assistance.
- Are true speed humps ever placed on either side of a regular crosswalk—like bumpers? What I dislike about the illustration of the raised walk is how huge and urban it looks. Also, flat surfaces are generally much easier for all users to navigate.
- I prefer the seamless look down the street that comes with no raised sidewalks. The raised sidewalks also seem more difficult for the various parades to navigate.
- Slows traffic
- Raised would be harder for those with disabilities or wheelchair users
- This is by far the most dangerous aspect of 3rd street
- Could these be porous and be like the European ones that allow rain water to just soak in.
- The advantage of having the crosswalks do double duty as speed control is a real plus.
- How will raised crosswalks affect future parades?
- keep cross walks visible - not obstructed by plants - hard to see folks on rainy days behind shrubs
- Parades would be annoying
- Limited sightline is bad for two-way traffic. Design one-way traffic flow
- Slows cars down for a safer road
- I like them level with the roadway
- Too big a chance of people tripping if not looking down.



# Survey Comments (6/24/22) :: **Raised Crosswalks**

- Traffic is already pretty slow now
- Again, those with disabilities must be considered
- A level surface is easier to navigate for those of us using mobility devices. Curves or having to move out of the way of pedestrians puts us on the "ramp" of a raised cross-walk. The increased expense is not worth it. Keep the "wings", but ensure any vegetation or structures/features make any crosswalk pedestrians visible to drivers.
- Keeps traffic slow, eliminating puddles.
- Speed humps are a hassle for all drivers. Let's get Mac PD to actually enforce the no cruising ordinance. I see several cars a day violating this ordinance while speeding. These cars usually have loud exhausts be they diesel or gas-powered cars. The noise is a nuisance to my customers.
- Raise them, but not too high. Some raised crosswalks are too steep and jarring which can be trip hazards for pedestrians and jarring to cyclists and motorists.
- I do not know on the question of "raised crosswalks".
- For those with poor visibility, raised crosswalks can be a fall hazard. They would also wear more quickly because of impact with cars.
- Make this end if 3rd a pedestrian only area.
- Esthetically, it would look better and more suited to the architecture of the street to have the road remain flat. Also, events such as car shows and parades frequent this street and it would be a hinderance to have raised roads. The only benefit of having raised crosswalks would be safety and speed reduction. Though they're not small issues at all.
- Which is easiest for ADA? Do that one
- Raised sends signals that pedestrians are the priority.
- Definitely concerned about pedestrian visibility with the "grove" design.
- While the raised sidewalks is a nice idea, it seems like it would be a pretty massive amount of money for very little benefit.
- No need
- Auto speeds should be low enough without needing the speed bump to slow things down.
- Include lights in the pavement triggered when pedestrians are crossing.
- I don't think the extra cost is warranted at this point.
- On a recent trip to Boulder CO, I noticed that raised crosswalks were used extensively and gave much better visibility of pedestrians. Boulder also has pedestrian access only to several blocks of Pearl St. downtown. Given that most through traffic seems to use 2nd or 5th Streets in Mac, maybe closing part of third to traffic, except early morning deliveries for the businesses, would be worthy of consideration.
- I was surprised that the asphalt vs. concrete question didn't include cost. Good to see it here.
- Pedestrian safety in a busy area should be the first priority



# Survey Comments (6/24/22) :: **Raised Crosswalks**

- Have any count studies been done for the crossings? Maybe some blocks are being used more than others. If you removed the crossings few tourists would know they are missing. Are you including these mid-block crossings for the tourists or locals? I'm always hesitant to use them here....cars passing through this area are not always vigilant due to the crowded conditions with the parked cars and traffic lights/non traffic light conditions, etc.make 2nd street oneway east and 3rd street oneway west, narrowing travel lane and increasing landscape and pedestrian ways
- I'm not totally against the raised crosswalk, there are some things that would be advantageous. However, I hope the cost difference will be considered in this decision.
- Raising crosswalks is a potential trip hazard and while the crosswalk itself may be ADA compliant it makes the road, which many people in scooters use harder to navigate.
- Just make sure plants and parking do not interfere with the drivers ability to see a pedestrian in a wheelchair using a crosswalk.
- Raised crosswalks are traffic calming, but 3rd street doesn't have any speeding issues. The narrow street and pedestrian presence already make people slow down.
- Mid block crosswalks are a hazard
- The ramps on the roadway would make the crosswalks appear to large and would have too dominant of a visual impact, particularly if we're adding mid block crossings.
- My main concern as a pedestrian on Third Street currently is visibility when crossing - a raised crosswalk definitely would help with this.
- I think the speed downtown should be 15!
- People tend to drive slowly down 3rd Street anyway
- These are awful! Please do not raise mid-block crosswalks!
- anything to slow speeding cars, which can be especially bad at night but happens at all times of day
- Additionally, should slow down the racers and discourage the cruisers.
- Can delineate crosswalks with painted public art.
- No more walking in puddles! Easier for people with mobility issues.
- better safety for pedestrians, not all drivers pay attention to pedestrians
- It is helpful to the blind.
- It seems unnecessary for the cost and upkeep.
- Safety for those who are disabled.
- I prefer the raised crosswalks, but don't think there will be budget for them, so select not raised.
- I could go either way on this one.
- Could act as speed bumps
- Flashing lights for in use cross walk
- Raised is worth the extra cost. Cut back in other areas so this can happen.
- Pedestrian visibility & speeding is a current issue and can be resolved with raised crosswalks
- Would provide visibility for pedestrians crossing the street as well as act as a speed bump for traffic

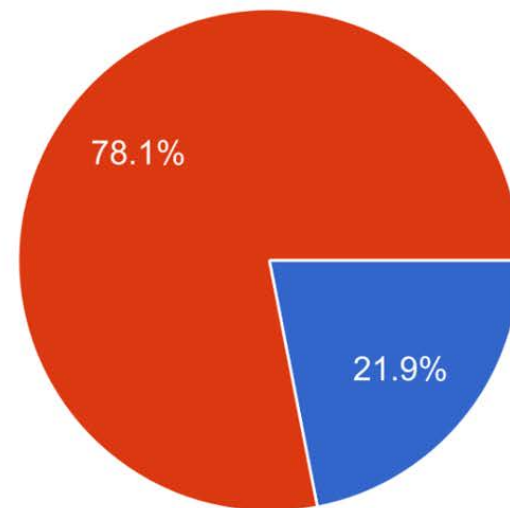


# Survey Results (6/24/22) :: **Raised (Table) Intersections**



Should intersections be raised?

433 responses



- Yes
- No

# Survey Comments (6/24/22) :: **Raised (Table) Intersections**

- This is a waste of money
- These raised options do seem nice for pedestrian safety and slowing traffic, but if they are going to somehow cause drainage issues or make underground pipes much more difficult to access I feel like it's not worth it. Which of these options (raised crosswalk vs intersection) would have less drainage/utilities/cost issues?
- They should be raised to allow for better one-way traffic flow
- No strong preference
- Raising intersections AND crosswalks would really create a strange driving experience - do the crosswalks but not the intersections.
- I like the look but how will these affect future parades?
- Sounds hard. The trees will impede crosswalk visibility. More worried about that mid street than at intersections
- Go with the option that is most accessible for wheelchairs, walkers, strollers
- I think crosswalks should be raised OR intersections, I think both is overkill. I think crosswalks is where cars should slow down, so raised crosswalks is my vote.
- Hassle, hassle, hassle
- not necessary to have this significantly more expensive option
- It seems like expensive overkill to a town this size. Might wreck some of the charm we're used to (and tourists crave).
- Maintenance snafu
- Hard to really answer this without understanding the overall traffic control plan for the street. It might be of use to consider one raised intersection at an area central to the project where there is additional open space.
- Added expense isn't worth it, and adds an unnecessary ramp for bike riding or mobility devices to navigate. They look pretty, but they can be a liability if not done right.
- It's hard as an average citizen to make these cost trade off choices without knowing the cost or budget. If it came down to raised crosswalks/ intersections or having concrete over the asphalt I would opt to preserve the concrete.
- Design of street and tree layout should be effective in reducing speed on 3rd
- Don't spend the money.
- Third Street should be pedestrians and bicyclists only. No motor vehicles.
- Don't know enough to give a definitive answer.
- The street will not be wide enough for this to allow it to remain feeling the small town we want.
- The most critical concern at intersections is visibility of street, not pedestrian, traffic where here there are not signal lights. I currently drive to stop lit streets in order to safely cross 3rd Street in my car.
- I hope the homeless move in to the area after the improvements and ruin it all
- Yes, currently it is sometimes hard to see pedestrians



# Survey Comments (6/24/22) :: **Raised (Table) Intersections**

- Third street in this area should be pedestrians only. Enhance nearby parking areas. European cities have these zones and they are heavily used.
- A change like this feels like overkill. There's no need to add this much extra work if there are already visible painted lines on the crosswalks.
- My answer depends on the costs somewhat. It seems a lot more accessible and more safe for pedestrians. The curbless options also sounds like it would be better for dine outside or if 3rd Street was ever transformed into a pedestrian street.
- Just don't think the budget will be there for concrete raised intersections. They look great and I like that they are on level with sidewalks for simpler corners for pedestrian movement. I am also concerned about utility repairs under concrete.
- Gallaway like this is a normal standard in European cities and small towns ? Filled by seating areas (restaurants, cafes) or do the city only likes tasting room after testing room ?
- Not needed
- The info presented including the sketch really is not clear how a raised intersection would function.
- I think that it would be great, but it feels like it could be a budget buster...
- Seems like a lot...
- But only cross intersections because I advocate 3rd becoming an open, inviting walkway —free of cars except cross traffic.
- Again, I'm not seeing the need for extra cost.
- Stop suggesting the most expensive options. Will this project create city revenue?
- It may be easier for small children and dogs to learn to stop at curbs rather than yellow lines or bollards. Also what is easiest for blind folk?
- Not needed
- maintain grade to simplify emergency access and parade/cruises.
- More "speed humps" should hopefully mean less cars. I would prefer less car traffic on third.
- YOU'RE GETTING RID OF OUR BEAUTIFUL TREES BECAUSE OF UTILITY ISSUES. WHY WOULD YOU RAISE INTERSECTIONS IF THAT'S GOING TO CREATE UTILITY ISSUES. Think about issues 50 years from now.
- Anything that changes the flow of traffic to make motorists think more about their driving will improve safety through this corridor.
- No cars on 3rd
- Spend the money on Speed/Noise Limits Cameras
- Too expensive. Investment and emphasis should be on building frontage interaction with pedestrians and not vehicular intersections.
- I like the speed bump being a byproduct
- Safety hazard for those who are disabled
- There are too many, it's not worth the work and likely not sustainable in terms of maintenance costs.
- I really don't see the point in raised intersections... if any part is chosen to be raised, it should be crosswalks.
- No raised intersections. Why not build a pedestrian zone from Baker St to
- I think just doing the cross walks are sufficient.
- I don't think it's needed, but 3rd street is very pedestrian friendly, so whichever keeps pedestrians safe is best.
- Prioritize pedestrians.

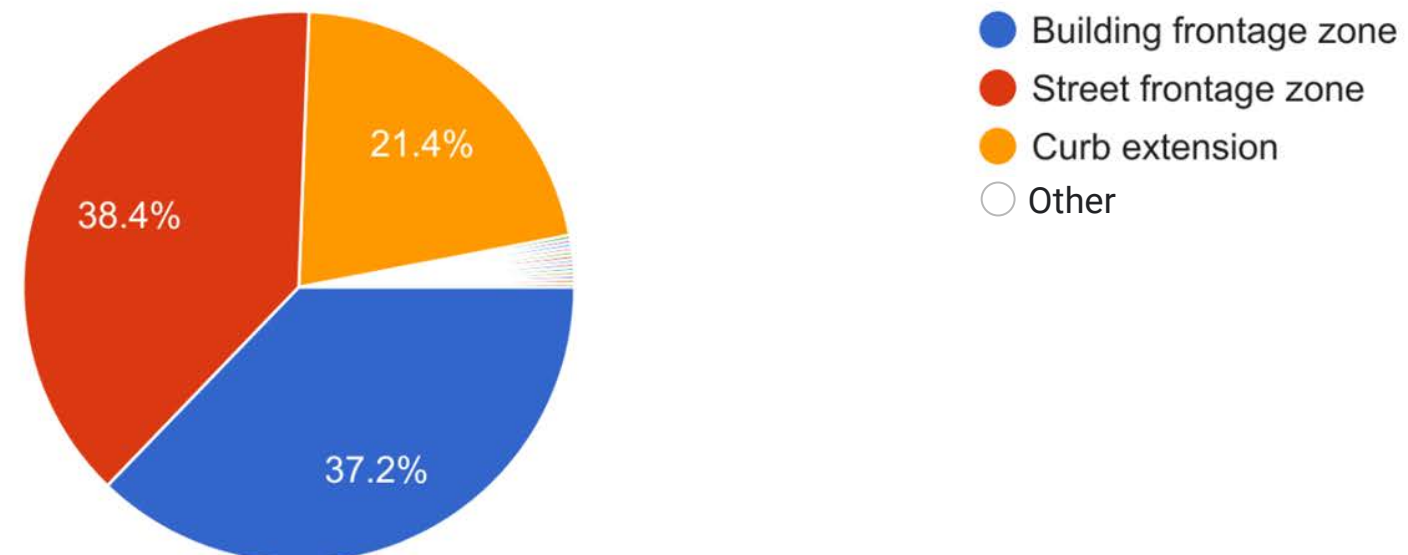




# Survey Results (6/24/22) :: Commercial Activity on the Sidewalk



Where on the sidewalk should commercial activities primarily occur?  
430 responses



# Survey Comments (6/24/22) :: **Commercial Activity on the Sidewalk**

- With how much rain Oregon gets I think that the building frontage zone is the best option. However I would prefer the street frontage zone if weather wasn't one of my main concerns.
- The street frontage and curb bumpouts do seem very attractive, but also may lead to more conflict with pedestrians using the walkway. When businesses were looking for outside solutions during the beginning of covid, it was not uncommon to run into extension cords running across or over the walkway, or waiters/diners obstructing the walkway in some way. This becomes even more of a problem for wheelchair users or anyone with mobility issues.
- Take more space for pedestrian activities and go with a ONE-WAY Traffic design
- Can still be used if it raining
- If possible, let individual businesses decide.
- With curb extension if you have a restaurant move out and retail shop move in that space is now wasted.
- I think Street Frontage or Curb Extension makes the restaurant more visible, keeps servers and others out of the walking space, and advertises the restaurants better. More European!
- Street/extension commercial activity essentially includes pedestrians in the experience of the business patrons; especially for meals that's not a good thing.
- Obviously it depends on what is in front of a business
- Servers crossing busy foot traffic sounds silly. Also keeps diners further from car exhaust
- Weather would be a big factor to consider - easier to stay dry near building
- Opportunities for commercial activities in the curb extension area should be available as well
- I think in Oregon (where it can be wet and windy) having the potential shielding from the building and the awning might be needed. If it were sheer looks, I might have voted street frontage.
- It seems like there isn't enough square footage for both car traffic and a street frontage zone, but if there is, that would be my choice! Any option that gives preference to walking traffic and commercial space over driving (like Dine Out!) is the direction that third street should be going.
- Look best and add the most visual interest when they are away from the buildings or in the pocket areas
- Consideration? Rain!
- Street frontage is how many towns responded to outdoor dining during Covid. It works well. Building frontage tends to impede pedestrian "through traffic" more, essentially shoving passers by out towards the street and AWAY from the businesses hoping to attract them. As a passing pedestrian, also, I would rather walk closer to the shops' front doors than the street. I don't want to have to pick my way through seated diners to pop into a shop for a quick errand, coffee, pick up a purchase, etc. And, as a seated patron, I don't want people jostling past me all the time. "Parked" diners should be comfortably accommodated by the parked cars, leaving doorways free for ingress and egress.



# Survey Comments (6/24/22) :: **Commercial Activity on the Sidewalk**

- Save the awning coverages for walkers on the sidewalk so they can stay out of the rain.
- In my opinion this should really be up to the businesses on 3rd Street.
- improved aesthetics
- Obviously all these design elements should work together and the answer to this is closely tied to the decision about the format of the planters and green scape. The final design should allow for some flexibility based on the needs of the businesses on each block. Outdoor dining is clearly a trend that will no disappear. But what do other businesses want. While having tables in the curb extension or along street frontage might work for a restaurant, a shop might want to utilize the building frontage zone.
- Tables and seating can be set around poles and trees, whereas pedestrians walking side-by-side need the open path and with obstacles, need to drop back into single-file to go.
- A combination of all three activities is preferable.
- Re Street Frontage Zones and Curb Extensions: I don't like eating next to parked cars, and pedestrians can get in the way of restaurant servers. Building Frontage Zones allow owners to have control over their owned space. If they want to have a little barrier to separate customers from sidewalk pedestrians, they have that option.
- Building frontage would take advantage of awnings. I think covered spaces get more use throughout the year.
- Both building frontage and curb extension. Let's have WAY less parking on Third.
- I like the street frontage zone because seating in the building frontage zone often makes it difficult to push strollers by.
- Should be close to buildings so servers don't have to carry trays through pedestrian areas
- Building frontage zones won't rely on the luck of the placement of the curb extensions for the business. Building frontage is also more protected from the weather.
- All or any combination increases business' access to customers and invite customer interaction with community.
- Dining should take place wherever is workable for the business. Having outdoor dining on third street is a must in the summer and should be supported by creating as many options as possible
- Street frontage would allow for us to keep an older vibe to our Main Street.
- Wouldn't servers prefer not to fight foot traffic to take care of their customers?
- Seems like building frontage zone would allow for awnings to provide some protection from rain and be usable more of the year.
- How do the different options compare price wise? How much do the "wider" options impact road space for parking and/or opening car doors into the lane of traffic?
- Building frontage (to allow building canopy during rain, plus curb extension. Dine outside should be extended.
- I like all three
- Easy access for business providing seating etc



# Survey Comments (6/24/22) :: **Commercial Activity on the Sidewalk**

- As long as tourism comes to downtown right. What's next banning cars from the streets? Oh wait you already do that on weekends.
- Seems best solution for clear sidewalk for handicap access
- In what used to be the street, after we close off 3rd st to vehicles
- Building frontage provides for more year-round service capacity with possible awnings. Make street frontage hospitable with plantings, and narrowing of street. It would be great if 3rd street was pedestrian, with one narrower, 1.5 lane service street.
- I would usually assume that if a business is conducting their business outside their building, it would be directly in front of their building. Also Street frontage would require customers to cross the pedestrian traffic to get to/from the building.
- Street frontage during summer would be nice
- Keep activity related to a building adjacent. Easier for servers, for example. Easier to maintain by that business.
- I think it should be a mixture of the three, with as much room as possible for restaurants to have outdoor dining.
- Better, more inviting but I still favor opening ALL of 3rd Street for car-free strolling and business.
- Will the restaurants pay for some of these additions?
- It is too hard for servers to navigate pedestrians if the customers are sitting by the street
- If there is room without jeopardizing the existing buildings and businesses it would be a modern and fun way for people to interact with McMinnville
- minimize pedestrian conflict with commercial frontage business
- Street frontage zone would seem to give the most space for businesses
- We should allow as much room as possible for local dining establishments outdoor tables to take advantage of
- All of the above! Outdoor dining on 3rd street is the one good thing that came from Covid
- I like street frontage zone, but is that even possible with cars parked parallel?
- It would be nice to close 3rd st all summer, and have businesses have some extra space. Lather on other seasons have only business building zone.
- Unfortunately, Napoleon never visited McMinnville so we are denied the luxury of the spacious boulevards required for extensive Parisian-style outdoor cafe seating. Again, you are pushing us toward a dysfunctional model that is going to have severe traffic implications.
- Building frontage allows for more sun and rain cover for diners.
- No cars on 3 rd
- Both street and curb zones require a server or waiter to cross pedestrian traffic which would be cumbersome at the very least, possibly a trip hazard due to tipped trays and spill in the walkway area.
- The sidewalks aren't close to be wide enough now. Getting commercial activities off the sidewalk would help
- Curb extension does not feel equitable for all businesses.
- Open to all options
- tables can be arranged around street lights, trees, signs, etc., and it will leave a clear walkway for pedestrians. If you put tables against the stores it means pedestrians have to navigate around the StreetSide obstacles to get down the sidewalk.



# Survey Comments (6/24/22) :: **Commercial Activity on the Sidewalk**

- Curb extensions seem more isolated from commercial site, not quite sure why street frontage doesn't. Really tho, should ask businesses that will serve them.
- This question is poorly written. Since in most cases today we do not have sufficient street frontage zone nor curb extensions to allow for commercial activities, the actual future improvements created will determine where commercial activities can occur. I think all three should be equally allowed, without prioritization.
- I like the fact that building frontage allows for activities to be covered by permanent awnings (for rain protection) but I prefer the look of the Street frontage zone for activities.
- It should not impede the pedestrian walkway as it does now.
- Curb extension would be second choice.
- Tables close to buildings can be under awnings, protected from rain and sun.
- I think both street frontage zone and curb extension would work well together for outside dining
- I would like to see dining, etc. available in both the curb extension and street frontage zones. The building frontage zone always feels too crowded.
- I am in favor of businesses utilizing all frontage zones as well as curb extensions. I love the feel of downtown when the various vendors and restaurants occupy the frontage zones and spill into the streets (as long as accommodations are preserved for accessibility).
- I chose building frontage mostly because I feel it's best for our climate. Being able to use the buildings awnings will be important with our rainy seasons.
- Maybe a combo of curb and building frontage?
- Curb extension into the street. No more traffic besides deliveries between 6 am to 11 am
- Another question where I could go many ways on. Depending on what the outside atmosphere/space around the building is like, could determine where to put the tables, maybe even up to businesses.
- Any & all
- All of the Above, if available
- In all three
- Businesses benefiting from these improvements need to pay these improvement cost. Not the taxpayers.
- Stop California people from moving here
- Keeping it next to the building allows a separation from pedestrians
- Due to heat concerns and if there are not mature trees, tables would be better placed near the buildings where awnings can help provide shade.
- Opportunity to utilize shade and rain coverage
- It's a rainy climate. building zone gives best opportunity for covered dining and longer season for it to be viable.



# Survey Results (6/24/22) :: Accent Paver Styles



**Tumbled Pavers**



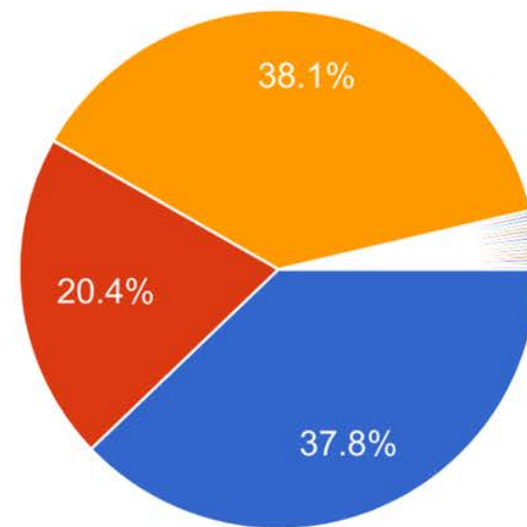
**Linear Paver**



**Holland Paver**

Given the historic context of Third Street, what type of accent paver do you prefer?

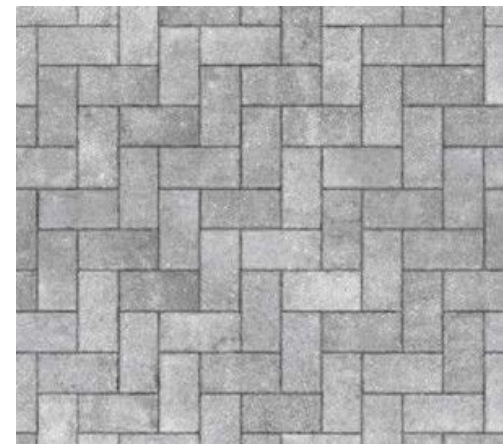
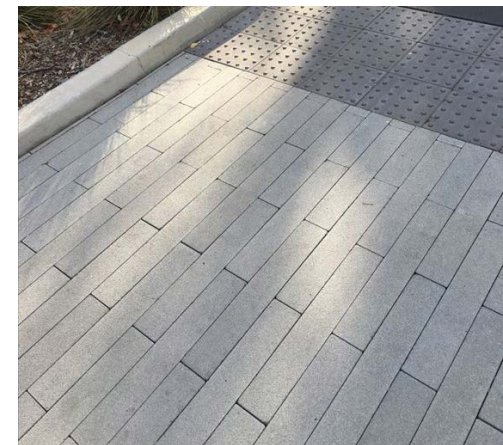
436 responses



- Tumbled Paver
- Linear Paver
- Holland Paver
- Other

# Survey Results (6/24/22) :: Accent Paver Styles

- Keep pavers flat so people don't trip and they don't chip. If you can get a cobbled look while flat, great, but if not, use the one that has the better design (Holland).
- If pavers are used, please consider if they are flat or make an uneven walking surface. Uneven makes it hard for wheelchair users or disabilities like my child who has cerebral palsy and trips easily on uneven surfaces.
- I love the look of the tumbled pavers but have similar fears about them as I do about the curbed green space, they are often difficult to navigate.
- Any pavers should be easily repaired, and set in such a way as to create a solid, flat and stable plane. Any design should consider that rain and age will wear it down, and as it wears, it should wear evenly without creating trip hazards and/or be easily repaired if/when hazards arise.
- If cobble used on sidewalk
- Flat pavers are important so people do not trip.
- A way to implement permeable pavers would help with runoff/stormwater management and the urban heat island effect. Please consider implementing that if at all possible.
- Permeable pavers should be considered for areas that will see less heavy traffic, ie pedestrian not vehicular.
- Red brick feels so much warmer and "historic" -- in the 2/15 streetscape plan presentation, I strongly preferred all the Case Study photos with brick (Lake Oswego, Rockland, Holland).
- Considering the number of elderly visitors on 3rd St, I would hesitate to use pavers that aren't smooth, like the image of those tumbled pavers shows. We wouldn't want to be responsible for a person taking a tumble!
- Tumbled pavers are too uneven for the elderly. One of the other two should be used.
- Tumbled or Holland pavers are both good options but linear are way too modern for our historic downtown.
- Holland paver only to avoid any accident and no concrete curb. Instead painting on pavement so delivery companies know where to park/deliver
- accents in the concrete widewalk should be used ONLY where it denotes to all and notifies the visually impaired of a mid-block crossing.
- please avoid bricks and bumps like cobble stone surfaces - hard for push walkers, wheelchairs, crutches or stroller wheels - they look cute but they are miserable to use
- Pavers cause ADA accessibility issues. Avoid placement of pavers in any designated ADA route.
- Pavers: consider wear, water, roots, traffic (foot and accidental vehicle), the Holland pattern is most durable, easy to replace. And has the potential for being able to use materials from a recycled source.
- My major concerns are with accessibility. Tumbled pavers, for example, look like they would not be as easy to walk on, especially if using a cane or crutches. Even with a walker or wheelchair, they look bumpier.
- Choose pavers that are lowest maintenance. What will all this look like in 20-40 years. Hopefully choosing quality, and streamlined streetscape will last and be classic.
- The types of pavers should be the most level possible, without multiple indentions associated with the more geometric patterns. Most people are not looking down where they walk on the sidewalks anyway. Safety would be the issue.
- I like the rustic look of the tumbled paver, but it looks like they would be uneven, especially as they settled. This would create accessibility and safety issues and making it more difficult for outside driving.



# Survey Results (6/24/22) :: **Curb Options**

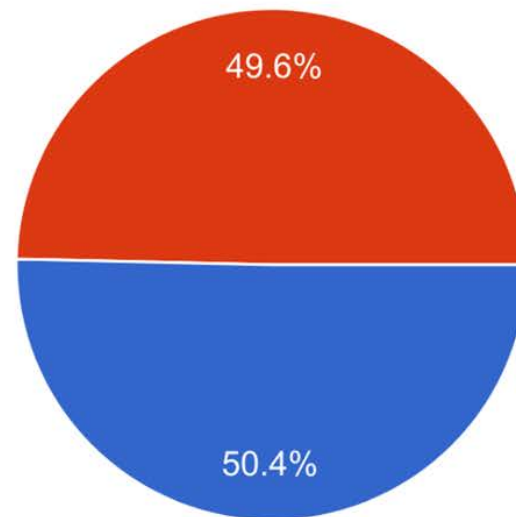


**12" Concrete Curb**



**6" Concrete Curb  
(Existing)**

Which curb width do you prefer?  
425 responses



- 12-inch concrete curb
- 6-inch concrete curb



# Survey Results (6/24/22) :: **Curb Options**

- 6 inch concrete curb will make the sidewalk look visually wider.
- I like how the 12" curb looks, but wonder how asphalt added layer will work with it.
- Go with a 18-inch curb to allow for more pedestrian traffic and change to a ONE-WAY traffic
- Curb depth depends on what you are doing w/ the rest of the sidewalk. 12" looks nice but does it make sense?
- The curb size is tied to both the paver question and the as well as the format of the planters and green scapes. The 12 inch curb works really well where everything is at the same level but is far less necessary where there are raised beds and other visible design elements competing with the clean connections of the various elements.
- Curb width: the height of the 2 options is not defined. It appears that the height of the 12-inch curb is more than the height of the current 6-inch curb. Again, this may affect pedestrian safety.
- My preference is 6" curb.





Background map of downtown Portland, Oregon, showing a grid of streets and building footprints. The map is light gray with darker gray buildings. Key streets labeled include NE 5th St, NE 4th St, NE 3rd St, NE 2nd St, and NE 1st St. Vertical streets include SW Adams St, NE Baker St, NE Cowles St, NE Davis St, NE Evans St, NE Ford St, NE Galloway St, NE Irvine St, and NE Johnson St. Specific buildings are labeled: aquatic center, city park, library, downtown association, u.s. bank plaza, hotel oregon, and the burberry. A yellow double-headed arrow is positioned above the text, spanning from NE 3rd St to NE 5th St.

# Survey Results

## **General Comments / Questions**

# Survey Comments (6/24/22) :: **General Questions / Concerns**

- It's fun to pipe in your individual preference, but I'd also like to make sure you are getting input from a variety of designers to make sure the functionality and overall aesthetics of this project are complementing each other.
- As a tourist attraction, 3rd street should be beautiful. Visuals are important
- We love our town:)
- Also, please enforce the Non-Smoking ban already in place. The signs alone are ineffective deterrents to the patrons of some businesses.
- Pedestrians are continually at risk due to high speeds, and the ambiance of Downtown is denigrated by illegal, loud vehicles. Raised crosswalks should help dissuade cruising, but an investment in Speed/Noise Limits Cameras to record both infractions would help law enforcement.
- Whatever is closest to the historic era of our buildings (barring wood and dirt of course)
- Make it wheel chair and pegged leg friendly
- Maximize ecological function and ecosystem services. Green infrastructure, native plants, bike and ped people centered design please. The less parking the better!
- I appreciate the opportunity to give my .02
- Just make sure it is ADA accessible. It is very poorly done as it is now. Please know the yellow bumps that you have to put in are dangerous for people using wheelchairs and walkers/canes!
- I feel like the biggest problem with the current streetscape is the narrow width and uneven surface from tree root damage. Please ensure these problems do not occur again.
- As I'm sure you've already done, take into account mobility needs of wheelchairs, walkers, service animals, strollers, and possibly what scooters / skateboards might do (they might not be allowed but they are going to happen anyway). Thanks so much!
- Especially want water fountains! And public bathroom!
- Accessibility is paramount - select options that work best for wheelchairs, walkers, and strollers.
- If there is a way to have more awnings or building overhangs to shelter from the weather, it would be great!
- Just to talk to people who use mobility equipment and those who are blind.
- Good luck and best wishes for a solid project that brings added value to third street!

# Survey Comments (6/24/22) :: **General Questions / Concerns**

- McMinnville is a charming small town. The most important issue seems to be to create gathering spaces that are inviting and safe for all, and that can be used for commercial purposes, and maintain the small town charm that 3rd St has. The more greenery the better, keeping in mind what the maintenance and sustainability issues are likely to be. A local garden club may want to be involved in rotating plants to keep it visually interesting (not all of them, just some). I personally like a more wild, bohemian look but that may not fit. On the other hand, having every bed planted with pink impatiens all summer and the same three other bits of foliage and the same trees will be dead boring and make it look like a corporate facility. Ugh. McMinnville is a v. creative community. My hope is that we'll see some interesting public art sprinkled throughout too. Please note that in Ellensburg even the garbage cans are interesting!
- Why don't we get a choice of leave the damn thing alone?
- Please keep it charming!
- Best of luck !
- Gently elevate sections of sidewalk and street for level entry into buildings and shops that currently have a step or steep ramp up from sidewalk grade. This is the only time this change can be made and if done with gentle grade changes, it will be unnoticeable and appreciated by those unable to navigate steep ramps and steps.
- Please consider No over modernizing the area. The old town feel is what we need to keep. The area around the new bank for example is much too modern and does not suit our town or the street.
- Good work and information sharing.
- Please Avoid using the term "infrastructure" and use "underground and above ground utilities, such as water, storm sewer and sanitary sewer pipes, and electricity."
- You should really consider keeping the present style of streetscape. People like it for a reason---it looks lovely. Pick trees which adhere to the current concept; plant and maintain them correctly.
- Visually, pedestrians should look at the whole street and want to walk down it, and people in cars, should sit in a car and think, "this is for pedestrians, I should drive down another street."
- It's going to look lovely.
- Thanks for taking such good care of our beautiful downtown!
- The more trees and greenery, the better!
- Choosing a water wise drainage and storage would go far in the eyes of our community. Our climate is changing and we can put a modern, climate efficient twist in beautifying McMinnville
- Moving all utilities underground throughout the downtown area (and particularly Third Street) would improve the look and feel of the area. This is a unique opportunity to do so.

# Survey Comments (6/24/22) :: **General Questions / Concerns**

- Yes. Essential to this discussion is a map that shows where the sewer line is going to be trenched so we can accurately evaluate what is going to be completely torn up and removed whether we like it or not. I adamantly oppose narrowing the street as proposed and eliminating necessary parking spaces. Third street is a functioning downtown and for that we need access. The proposed plan strikes me as something that will increase marketability for a pseudo-"authentic" quaint "Olde Towne" tourist district while also negatively impacting traffic flow around and through downtown. When viewed in conjunction with the proposal to push residents out to Three Mile Lane to the "New Town Center" to do their shopping, I feel there is little regard for the livability and traffic concerns of the residents. Downtown is our downtown. It's ours. It should be designed for the residents, not tourists. And by the way, those proposed "shelters" bear an unhappy resemblance to bus stops. Horrible. Asking what kind of pavers I prefer is like asking about paint colors - somewhat ephemeral.
- Anything that can be done to make the surface more permeable for storm water would be a bonus, especially if runoff is directed to planters with plants that can help detoxify the water (particularly the water coming from the street, which picks up chemicals from vehicles). If recycling receptacles can be incorporated into the street design that would also be great.
- What happened to the 6/21 open house at the Civic Hall? We were there after 6pm, and no one was around! Very poor communications and planning has now been demonstrated, engendering unnecessary concerns about this process.
- I'd like to see our downtown kept as close in feel to the current aesthetic as possible. The old charm is a huge part of its draw; it would be tragic to see it modernized with rigid planters and raised intersections and the like. And while I understand that the sidewalks need updating for safety purposes, I do hope as many trees as possible will be preserved, and that new plantings will be chosen with the current feel in mind. It's hard to imagine 3rd street without the branches and lights overhead.
- Route traffic to alternative street while project is being completed so it can be done quickly without complications.
- Why are you doing groves??? The *News Register* said the majority of people want Third Street trees to look just like before - linear trees! If it ain't broke, don't fix it!!!
- Your choices are too limited. I really like what we have now. If you have to tear things up, put that back with the same trees.

# Survey Comments (6/24/22) :: **Pedestrian Mall / Street Closures / Curbless Design**

- No cars on 3rd (+1)
- Divert traffic from 3rd street.
- Get rid of the road - make pedestrian street. Planters in middle of street.
- Yes. No groves. Individual plantings of appropriate (preferably ornamentals that bloom in the spring) are desired by a massive majority (see previous survey). More importantly, I take issue with the underlying design assumptions. Years ago the citizens decisively rejected the idea of a pedestrian mall for Third Street. The preferred design pushes us very close to that. A street that has only a 20' clearance from parked cars (more on that later) is dangerously narrow. If this is approved, traffic issues will soon force Third Street to either become a one way street or a pedestrian mall. The former is unthinkable as the traffic pressures on 1st and 2nd would become unbearable for residents and drivers. Secondly, the elimination of a lot of parking spaces puts more pressure on downtown parking, which is already a huge concern of the Urban Renewal Commission,. To ask about grates and grade and planter designs without allowing input on the initial assumptions is a disservice to the community.
- It's probably too late for this coming, but I also think it would be nice if we had some stretches of third street that were blocked off to cars.
- Third Street should be pedestrians and bicyclists only. No motor vehicles. No need for crosswalks.
- Close off 3rd st to motorized vehicles
- It would be nice to close 3rd st all summer, and have businesses have some extra space
- I don't where in this survey to say that I favor opening the entire width of the running blocks (with cross traffic allowed) for no vehicle, more comfortable walking, outdoor dining, booths, etc., much like we had during part of the pandemic. This plan is of course common in Europe and would, I expect, draw significant visitation and commerce.
- Explore no-curb design to facilitate outdoor dining.
- Do not favor curbs as they delineate car zones, which I oppose.
- More trees and green space, extending the no thru traffic on 3rd st for all days of the week for the full summer. This was genius and we love it. All third st is accessible from intersections and 2nd or 4th st parking, that's plenty!
- I really like the curbless option.
- I believe that 3rd Street should be a pedestrian mall with no wheeled vehicles
- Third Street should be pedestrians and bicyclists only. Honestly I don't understand why motor vehicles need to be there at all. Businesses and patrons will adapt to parking challenges. Furthermore investing in parking garages would benefit all local businesses. Many people park in the Granary District and walk downtown as it is, which places maintenance on Granary District and takes parking away from it's businesses' patrons.
- Close Third street to traffic. In Europe, main streets like this are open until 9-10 AM, close and open again about the time businesses close.
- We love the dine out closure of 3rd St.

# Survey Comments (6/24/22) :: **Pedestrian Mall / Street Closures / Curbless Design**

- Keep the weekend street closure for outdoor dining.
- With no motor vehicles downtown would be a nicer, safer place with better air quality.
- I would like the street to continue to be closed to car traffic during the summer for dining in the street.
- like the idea of continuing to close 3rd st to traffic on Summer weekends and let the establishments have more tables out in the street like we had the past few Covid years
- I have loved the Dine Outside tradition, making 3rd St a pedestrian area during certain times. I've traveled to places (especially Italy) where metal posts are integrated/recessed into the road near intersections so they can be pulled up and locked into place during certain hours to block car traffic. Can something like this be considered to make converting the area to a more pedestrian-friendly zone a simple process rather than hauling out large barricades?
- Again, make it a strictly pedestrian mall with great attention to potential trip hazards
- Do the current plans address the potential for having 3rd Street be pedestrian only? Are there some of the options above that might be better for this eventuality? Seems like the ideas addressed above are already going to reduce on-street parking so I'm wondering why moving to a pedestrian only 3rd Street is not addressed.
- I honestly think 3rd street should be shut down to traffic, but that's a whole other topic. Pedestrian safety is most important!
- Third street should eventually be closed to car traffic! The atmosphere and sense of community in place during Dine Out! or when the street is shut down to car traffic for festivals, is so much more vibrant and more of a "destination" than it is normally, while constantly looking around cars to dodge across the street, hoping that out of town cars will see the diagonal crosswalks. As a person who works in a restaurant on 3rd, when the street is shut to car traffic, commerce booms. That's my long term wish for third street, is to become a fully walkable downtown, while keeping a strong eye on accessibility for those with mobility differences, and also increasing parking capacity with another garage.

# Survey Comments (6/24/22) :: **Parking**

- Yes. No groves. Individual plantings of appropriate (preferably ornamentals that bloom in the spring) are desired by a massive majority (see previous survey). More importantly, I take issue with the underlying design assumptions. Years ago the citizens decisively rejected the idea of a pedestrian mall for Third Street. The preferred design pushes us very close to that. A street that has only a 20' clearance from parked cars (more on that later) is dangerously narrow. If this is approved, traffic issues will soon force Third Street to either become a one way street or a pedestrian mall. The former is unthinkable as the traffic pressures on 1st and 2nd would become unbearable for residents and drivers. Secondly, the elimination of a lot of parking spaces puts more pressure on downtown parking, which is already a huge concern of the Urban Renewal Commission,. To ask about grates and grade and planter designs without allowing input on the initial assumptions is a disservice to the community.
- [Place trees] Where they don't take away from parking....it is already difficult to find parking downtown....
- More parking, not less.
- Minimize the parking anyway. It's usually too difficult except early in the AM.
- There should be MINIMAL street parking on Third Street to make it as pedestrian friendly as possible.
- Would like to see parking on Third prioritized for the handicapped
- Will the amount of on street parking increase or decrease on Third street with any of these options.



# Survey Comments (6/24/22) :: **Fiscal Concerns**

- We should not spend city money on this!
- This is a waste of money (+1)
- Don't spend the money.
- Cut the trees. Level the sidewalk and call it a day. Quit wasting money on downtown while the rest of the town goes to shit
- Downtown isn't critical. Only for the winos and business owners. Fix the town before worrying about downtown
- Concern is spending money you don't have.
- Very concerned about the cost and who pays....
- I'm sure there are cost differences in these choices. I hope this will be a part of the decision making process as well. Especially since some of these options are really just a design choice..
- Most practical, cost effective, durable options, maintaining character and tree canopy.
- This project looks very expensive. How is it being funded? Why would we use very expensive pavers instead of significantly cheaper concrete for the sidewalk? Why would we use concrete (expensive) instead of asphalt (cheap) on the roadway? The city is supposedly in a financial deficit. Where is the funding for this project coming from? Why is money being put into this instead of fed into infrastructure such as fire, police, public works? Quaint additions to the town should not take priority over infrastructure.

# Survey Comments (6/24/22) :: **Maintenance Concerns**

- LOW MAINTENANCE!!! The city doesn't have the staff to keep the facilities taken care of that already exist. General fund doesn't have the \$\$\$ to pay for new workers, purchase new equipment, etc.. Keep it simple.
- Also need to consider what type of vegetation is being used so not to overgrow the given space and put even more burden on the parks department. We keep adding more parks, roundabouts and greenways for parks and streets to maintain and not consider the long time maintenance.
- I think drainage, ease of maintenance, and the upcoming state-mandated stormwater program should be the main factors in making this choice.
- Also take maintenance requirements into consideration.
- There is a balance to be struck between pedestrian safety and maintenance of the the planted areas. It is difficult to answer the question about which approach to organizing the groves without considering the maintenance budget and methodology.
- Who is going to maintain the groves? Maybe the grates might lessen the maintenance.
- The upkeep will be expensive for keeping the plantings looking good.
- Concern with adequately maintaining all this newly landscaped area and hardscape when maintenance is diluted so much elsewhere.