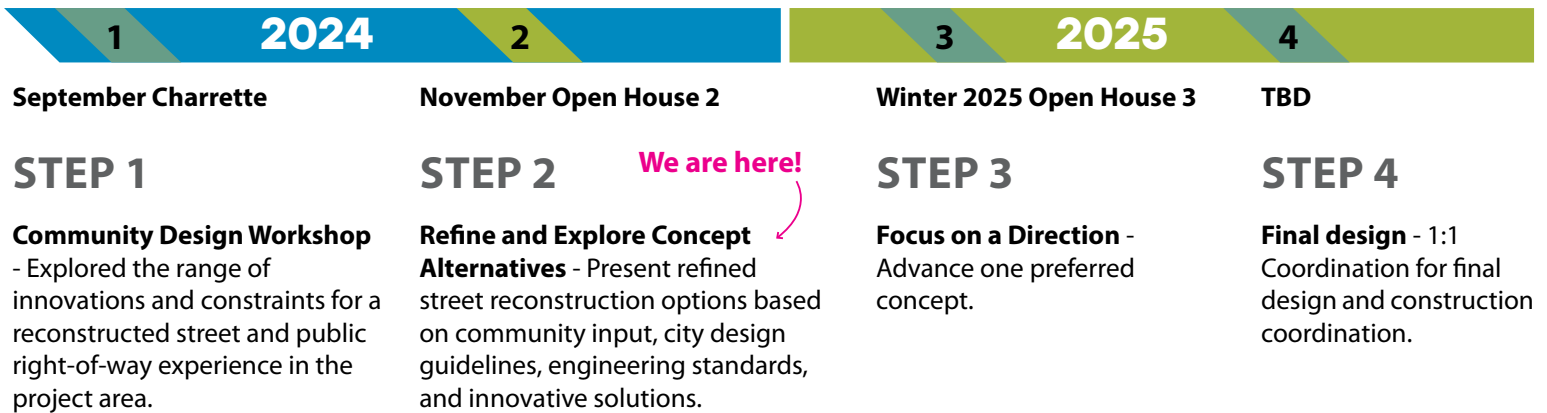


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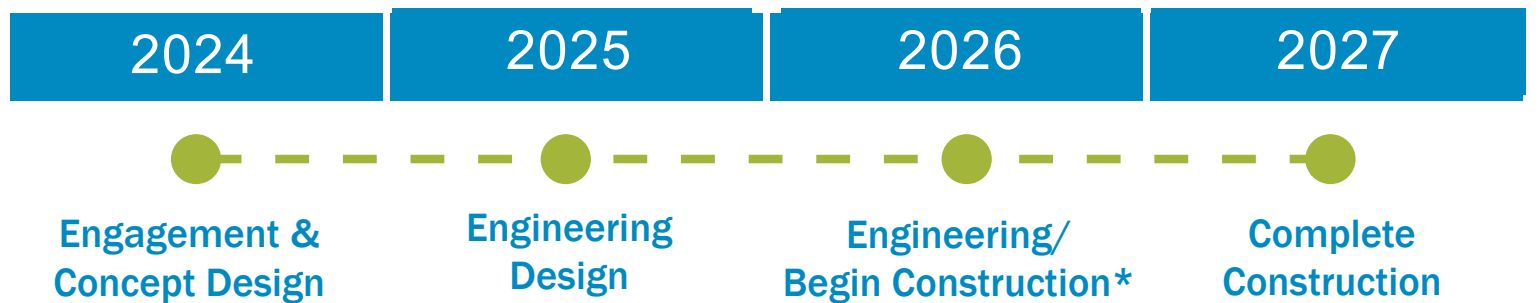
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Engagement Timeline



Project Schedule



* Possibility for construction phasing between 2026-27 to be determined



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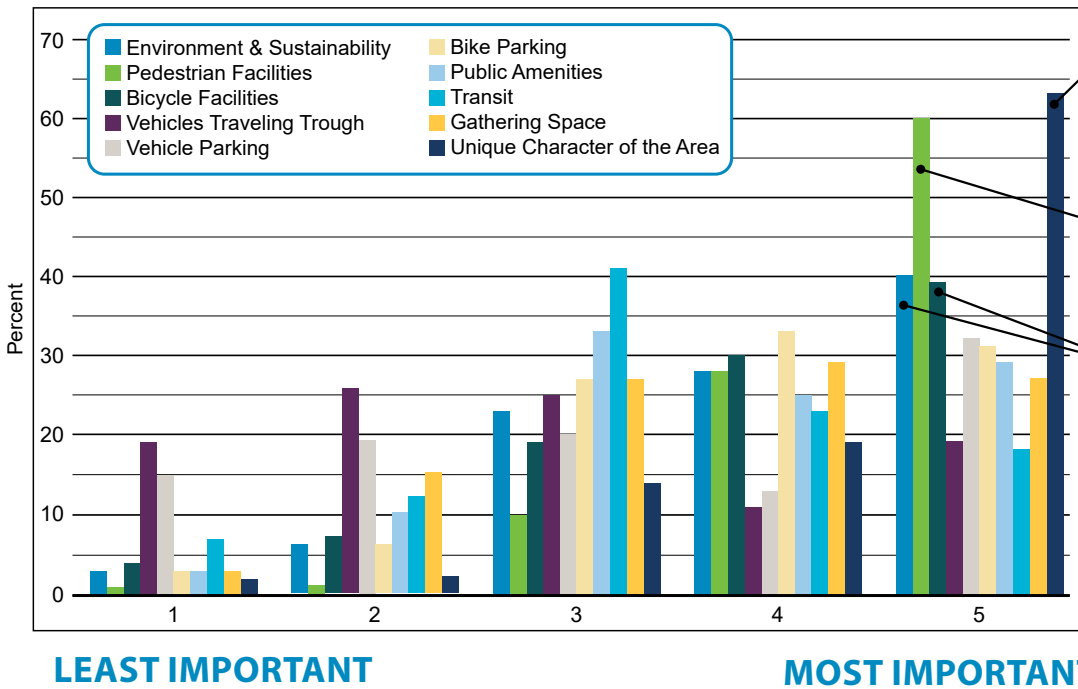


Community Priorities - What We Heard

Over 300 community members provided their feedback on the Online Survey 1. When asked to rank the importance of 10 factors, the most important was the “Unique Character of the Area” followed by “Pedestrian Facilities”. The chart below shows combines how each factor was prioritized by the community. The next board breaks down this information into individual charts for additional comparison.



Public Space Prioritization Results - Combined



Key Takeaways

- The “**Unique Character of the Area**” was ranked the highest priority by the community
- **Pedestrian Facilities** were ranked 2nd most important
- **Environment & Sustainability** and **Bike Facilities** also ranked highly
- We heard both a desire for more parking as well as a desire to limit parking in the area

Keep Quincy Weird

Unique Character of the area is a high priority

Difficult to navigate safely

Bumpy streets help slow traffic

Lots of great destinations!



Scan me to take online survey 2!



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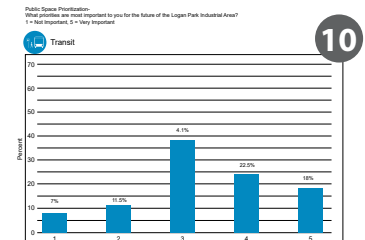
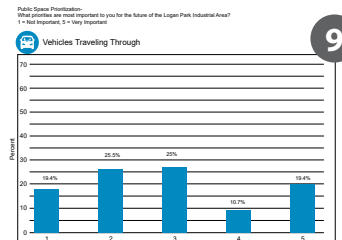
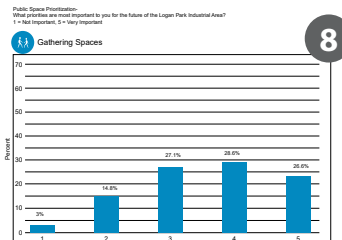
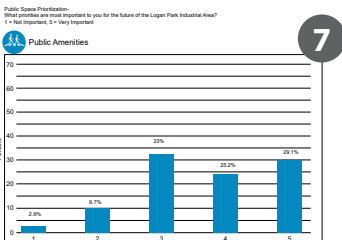
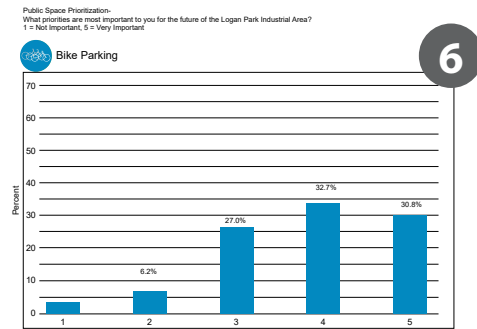
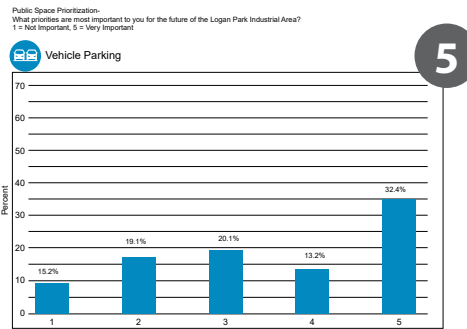
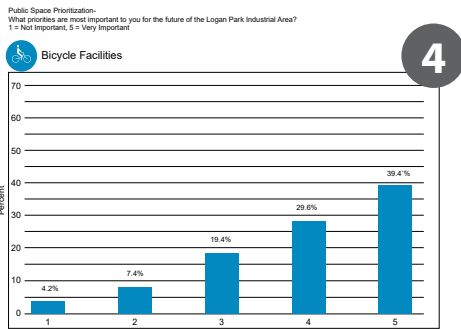
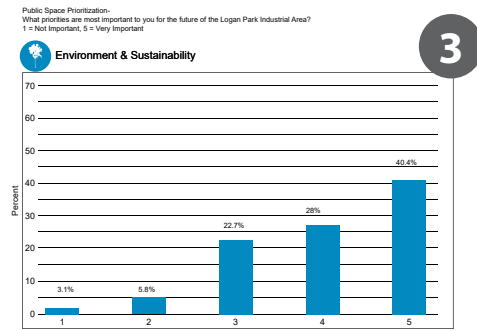
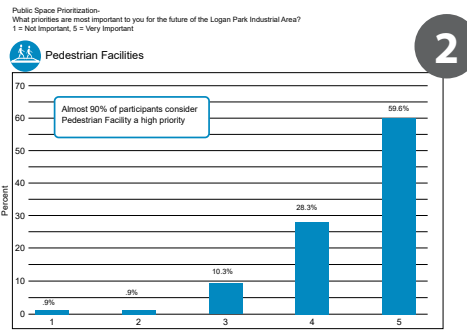
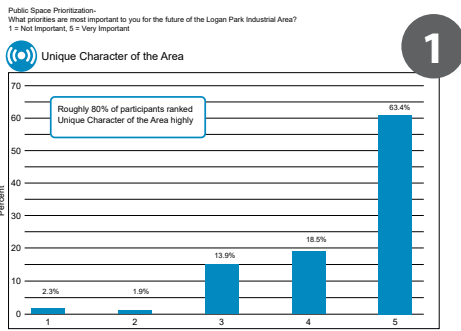


Community Priorities - What We Heard

Over 300 community members provided their feedback on the Online Survey 1. When asked to rank the importance of 10 factors, the most important was the “Unique Character of the Area” followed by “Pedestrian Facilities”. The individual charts below provide details on how each factor was prioritized. The previous board shows a combined view of how each factor was prioritized by the community.



Public Space Prioritization Results - Detailed View Ranked 1-10



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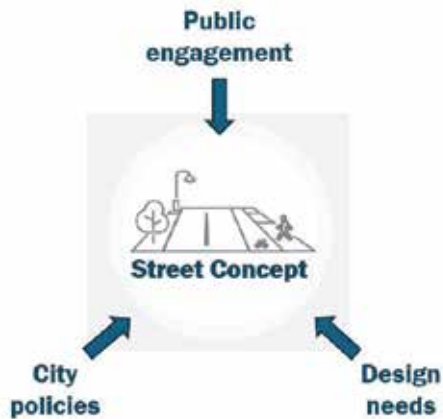


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Neighborhood Street Reconstruction Project

Concept Development

The City's concept development process includes a combination of public engagement, design requirements, and city policies.



Bricks

- The pavement type has not yet been selected. We're asking for feedback today on the street design regardless of the surface.
- City streets are required to be brick when they are designated as historic; these streets are not.
- Traffic calming can be built into the design regardless of the surface.
- Based on feedback, the City is investigating whether or not there is a way to incorporate bricks on Quincy.

City Policies and Design Needs

- Quincy is only 50' wide - City has a desire to work within existing right of way
- Ensure emergency vehicle access
- Parking alignments that allow for winter maintenance and additional amenities
- Improve pedestrian accessibility
- Make streets ADA compliant
- Maintain two-way traffic
- Add potential traffic calming features
- Incorporate green space
- "All ages and abilities" bikeway on 14th Ave NE
- Maintain existing building and site access
- Consider rail, freight, and delivery activity
- Additional enhancements may require additional assessments or funding sources

Next Steps

- Community engagement - Nov 2024
- Community survey 2 - Nov to Dec 2024
- Review feedback
- Additional analysis
- Concept refinement
- Finalize design concepts, open house 3, concept layout approval – Winter 2025



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Neighborhood Street Reconstruction Project

Potential Traffic Calming Strategies

Speed Table

- Raise the roadway surface at midblock locations requiring vehicles to slow down
- Speed tables may incorporate pedestrian crossings
- Can be used on straight roadways to reduce vehicle speeds
- Speed tables often incorporate distinctive materials or pavements



Raised Crossing

- Raised crossings are flush with the sidewalk level
- Help reduce vehicle speed and crash risks, especially by turning vehicles
- Encourage motorists to yield to pedestrians in the crosswalk
- May incorporate distinctive materials or pavements



Raised Intersection

- Raised intersections are flush with the sidewalk level and require vehicles to enter more slowly
- Help reduce vehicle speed and crash risks
- Encourage motorists to yield to pedestrians, especially where there are no stop signs or signals
- May incorporate distinctive materials or pavements



Curb Extensions

- Curb extensions visually and physically narrow the roadway
- Reduce the width of a pedestrian crossing and exposure
- Increase the available space for green space, infrastructure, and trees or plantings
- May reduce the corner radius at intersections, slowing turning vehicles
- Limits ability for parking to encroach into the intersection area



Pinch Point

- Curb extensions applied at midblock locations to visually and physically narrow the roadway
- Narrower/constricted roadway spaces tend to slow driver speeds
- May be applied in conjunction with a mid-block pedestrian crossing
- May be used to create additional public or green space at midblock locations



Chicanes (Alignment Shifts)

- Chicanes introduce a horizontal deflection into the roadway to slow vehicle speeds
- Chicanes may increase the space available on either side of the roadway for other amenities, green space, or parking



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