

QUESTION 1	Do you have any comments on the proposed Traffic Calming improvements that are present at tonight's
	Makes sense to reduce the W. Trinity Pl. crossing distance.
	I like the changes for the most part! Only suggestions is noted in Question 2
	Thanks for holding these meetings and for using many of our suggestions.
	I like today's presentations and displays. I look forward to Phase 1 and the Adair / W. Howard Improvements. Please see to comments below.
	Plan seems reasonable. Hopefully the construction phase will go quickly with minimum interruption.
	Overall, vey good plan. However, the road is too narrow to allow street parking. The Atlanta Avenue Intersection project will only drive further traffic. I think that representative that all street parking be removed.
	It is impossible to go over 15 mph on Adair Street without rattling your brain. PAVE THE STREET! I've lived here for 10 years and it has been horrible since I moved here.
	It is critical that parking be allowed on Adair. Otherwise, where do I park? Can I never have a guest??
QUESTION 2	Are there any additional Traffic Calming recommendations you would like us to consider?
	Please fix the sinkholes: fill with gravel, cover with steel plate, something! Speed tables preferred over speed humps. Street parking on east side of the street at Adair Park makes sense; get rid of the parking on the west side.
	Wider sidewalks on Adair. If there are strollers, I sometimes have to walk in the street to make room. It can also get pretty congested on the sidewalk by the park. I'd prefer wider sidewalks to on street parking.
	Widening the sidewalks when possible. When walking near Adair park, the sidewalk is too thin. This especially becomes a problem since a lot of people take strollers to the playground.
	As soon as possible pave the potholes! Cheap, easy, and fast.
	Fill in all potholes now! That would be an immediate fix!
	1. Will you please add more speed tables than the ones drawn in phase 1 on Adair? 2. Please consider signage and limitations for large trucks coming down Adair and parking. 3. Please prioritize the intersection of Adair and West Howard Ave.
	Propose mid-block narrowing on East / Parking side of the street to replace speed table. Cars / Trucks hit current speed table and it shakes the houses (@ 139 - 135 Adair St). Propose no trucks on Adair.
	Parking lot for Adair Park and eliminate street parking.
	Repave the street
	If the Adair Steet isn't wide enough for parking, consider one-way streets? Can reroute through another street.
RECEIVED VIA EMAIL / FACEBOOK	
	I love the idea to add more crosswalks at the intersections and for three of them to be raised crosswalks. A raised crosswalk PLUS a stop sign might actually get cars to come to a complete stop more often.
	Any drawbacks to this idea? Wonder if we can get the city to let us design some fun artwork to go inside the box in the center of the intersections.
	Like this. The only thing I could think instead is if they put a small traffic circle at the intersections plus stop signs, like they have on Ponce Place. I also with they would put traffic circles on Howard at Melrose, Adair, and Lansdowne so we can get in and out of the neighborhood and cars couldn't pick up as much speed on Howard headed into the school crossing intersections.
	Raised crosswalk? Like the one on Ponce east of Church? That will help, although a complete intersection table would be best. Will street parking be banned on Adair entirely? That needs to happen with the interchange across the railway happens.
	Just the one crosswalk at each of the three intersections will be raised (marked in red and white) The other three crosswalks at each intersection will be at street level. I think the West Howard railroad crossing project eventually is suppose to have some raised intersection like the one at Ponce and Clairmont.
	Street parking will still be permitted, they haven't decided yet if it will still only be on the east side or if they will switch the section by the park. Removing it entirely wouldn't work for this residential street.
	Did anyone happen to ask about the "proposed light on existing pole" notes on the project display at last night's meeting? Is that an additional street lighting or some kind of flashing traffic light?
	Ooh, 'relocate on street parking adjacent to park.' Does that mean the guy with the bikes and old car blocking street parking can get over himself?
	Actually, if the parking flips to the other side of the street, there's a fire hydrant across from Sam's house. No parking 15 feet on either side of the hydrant so there won't be any additional parking gained in that spot.
	All the hydrants on Adair are on the east side which is currently the no parking side.
	Regarding moving the parking from the west to the east side of Adair. I was looking up how far we can legally park from stop signs (30 feet) and intersections (20 feet) and also noticed the distance from a fire hydrant is 15 feet on either side. I think all the fire hydrants on Adair Street are on the east side of the street, which is currently "no parking" side.

Less parking on West Howard will likely mean more parked cars on side streets. They're talking about moving all the parking to the east side of Adair.

Can someone please address the issue of on street parking outside the friends meeting house on Adair Street. On Sunday's it's solid all the way to the intersection and often a lot of cars are illegally parked. We have enough problems in our neighborhood with on street parking blocking intersections. It would be good to address this now.

the parking on Adair. The cars park right up to the intersection, making the entering or leaving Adair downright dangerous. Correct me if I am wrong, but I think cars aren't suppose to park within 25-feet of a stop sign. At that intersection it should probably be 50-feet.