

ID	How well do the presented designs meet the project goals?	What are the designs' key strengths from your perspective?	What about the designs do you feel could be improved?	What is your primary relationship to downtown North Attleboro? (click all that apply)	If you checked 'other' on the previous question, please specify below.
1	We would like the downtown area to be safe & attractive for the community encouraging businesses and restaurants to locate there. The goals help attain that vision.	Maintain traffic capacity. Increase parking locations. Really agree with the "sense of place" comment.	We don't need bike lanes if they would eliminate parking and reduce traffic flow.	Downtown property owner; North Attleboro resident;	
2	Not well. The presented designs do little or nothing to emphasize pedestrian safety or accessibility. Losing on-street parking will negatively impact businesses. And a bike lane on East Street, which is already too crowded, increases the risk to bike riders rather than their safety.	The design for the northern end of N.Washington St, where Park St connects.	Everything else. It is overly ambitious, tries to make our downtown into something it isn't (Falmouth or Wellesley) and does nothing at all to make it safer for pedestrians.	North Attleboro resident;	
3	Seems like the right direction.	Slowing down traffic from cvs to the old Fran's Seafood. Making the sidewalks wider and more leisurely, like Boston or other walkable downtowns.	I think we need to eliminate on street parking from the police station, to maybe the library. Widen both sidewalks (take up the old parking space areas) for the welcoming hang out, green air feel. I know, I know where will people park. We need a central public parking on the area from police to library. Like a small two level open air garage. However many spots the street has in the liner ft distance make the lot/garage hold twice that and I think we can really open up downtown for a walkable shopping/eating destination.	North Attleboro resident;	
4	The slide deck was easy to follow and understand. I appreciate the real-world examples. I feel confident and excited by these plans and think they satisfy the project goals.	Demonstrating the goals with real-world examples from other towns that have successfully executed similar projects. Explaining the unified character of downtown with call-outs using images of our existing downtown. Increased attention to pedestrian access and downtown charm / strategy to attract and retain visitors to the downtown area.	A slide dedicated to addressing the parking plans. Current situation (# of available on-street spots & public lots) and what the proposed redesign will provide. Also information about if parking will continue to be free or metered.	North Attleboro resident;	
5		Sidewalk and crosswalk improvements	Road is already too narrow with on street parking on both sides of street. Also I am not in favor of restaurant seating on sidewalk. This is preferential treatment unless restaurant is going to pay taxes on additional space. If you continue this practice I want to see the same benefit applied to all business' on the road and be able to sell their products on the sidewalk.	North Attleboro resident;	
6	What economic activity? I've lived in N Attle since 1977. I could count on 2-hands the number of times I've been downtown. Forget about retail for other than nearby apartment dwellers within walking distance. I shop for nearly everything on Amazon. If a mall can't draw retail, how can downtown? Restaurants have special occasions prices but their food is average at best. Some of them don't serve "prepared fresh" entrée.	pedestrian safety and accessibility, make the downtown more walkable		North Attleboro resident;	
7				North Attleboro resident;	
8	Concerned on the goal of safety. Squeezing the roadway and trying to add in bike lanes makes it too tight for cars, bikes and people.	Visual appeal. Will make the downtown look better.	Concerned how much you can actually accomplish. Reducing parking in some options will hurt the effort to get people downtown. Need more attention to parking. Many people have to drive to get downtown. Diverting the biking around on east st and not through downtown diminishes the point of the bike lanes coming towards the downtown. Looks like you are doing these bike lanes just to do it to look good as it's the cool thing to do these days. It's like the bike lane to no where over by Plainridge Casino.	North Attleboro resident;	

<p>Not at all from the point of view of the 9 existing business owners.</p>	<p>Your goal of pedestrian safety.</p>	<p>Make the downtown safe for elderly and disabled. Eliminate the decorative elements and provide a flat consistent surface on sidewalks. The decorative brick wells around the lamp posts are a terrible hazard to anyone using a walker or a cane. Instead of widening the sidewalk in front of the town hall, Widen the sidewalk in front of the housing authority building.</p>	<p>Downtown business owner; North Attleboro resident;</p>
<p>10</p>		<p>a pedestrian based town. People want to park in front of a business and are not willing to walk more than half a block. The current public parking lot may as well not exist for the use it gets. All of these goals could be accomplished by fixing the existing sidewalks, adding pedestrian lights at major intersections, and keeping as much parking as possible. It would cost much less. Benches will encourage people to sit and smoke and leave behind trash and cigarette butts. Ditto for planters. People see them as trash receptacles and throw everything in them. Bees are an issue with outdoor plantings? Who is going to maintain the plantings? Our town resources are already stretched. It's unreasonable to ask DPW or Park and Rec to add the maintenance of these areas to their responsibilities. Outdoor dining is only an option for a limited time of year. This plan seems to favor one particular restaurant that is in violation already for setting up sidewalk dining that infringes on the rights of pedestrians as they</p>	<p>Downtown business owner;</p>
<p>11 10/10</p>	<p>All of them.</p>	<p>None, go for it. It all looks amazing. North Attleboro needs it</p>	<p>North Attleboro resident;</p>
<p>12 it does appear to meet the stated goals</p>	<p>more pedestrian friendly and safe. more inviting to others traveling through.</p>	<p>definitely parking situation could cause people to travel through without stopping. signage needs to be visible showing public and private parking options.</p>	<p>Downtown business owner;</p>
<p>13 Moderately. Encouraging business is great, but loss of parking is a big issue.</p>	<p>Wider sidewalks, space for outdoor dining.</p>	<p>Not a fan of the S design. People will not come to downtown if parking isn't easy and convenient.</p>	<p>North Attleboro resident;</p>
<p>14 Designs only partially meet goals. 1. Directs bicyclists away from downtown towards narrow congested residential streets. (Has designer driven on East Street north side of Elm?) 2. Loss of on-street parking negatively impacts ease of access by customers to businesses. Long term residents are aware of the Church Street Town lot but the Town parking lot is not equivalent to the on-street parking. 3. Pedestrian improvements are evident but downtown also needs to be safe for bicyclists. 4. The design does not reflect the primary need of the local businesses and may negatively impact their ability to draw customers. Primary concern is that the design does not strengthen the viability of local businesses and can create loss of customers.</p>	<p>Pedestrian safety</p>	<p>Loss of on-street parking is key. Church Street lot should not be sold as an equivalent offset. Addition of Chicane in a busy, tight downtown can create more safety problems than the expected benefits of a slight, localized decrease in speeds. With on-street parallel parking, a slight decrease in road width increases hazards to residents exiting and entering parked cars. The design does not attract customers to local businesses but makes visiting a local business more difficult and less attractive to options away from downtown.</p>	<p>North Attleboro resident;</p>

Name	Organization	How well do presented designs meet the project goals?	What are the designs' key strengths from your perspective?	What about the designs do you feel could be improved?	What is your primary relationship to downtown North Attleboro?	Additional Comments
		I'm not that knowledgeable about the project goals but the presented designs seem to fit well	Walkability, bicycling, safety, beautification. I'm recently a new resident of NA and my 1st impression of downtown is how "ugly" it is. Benches, awnings, trees and plantings are great ideas. Also, shop owners need to maintain their shop- so many are dirty, filthy, worn-down, trash, etc. Painting them, working windows, keeping dumpsters out of view. Encourage businesses to attract shoppers- definitely a coffee shop, ice cream place, gift shops, vegan restaurant, health food stores. Encourage local artists to sell their goods locally. Shop owners should have planters with beautiful flowers- maybe have a "flower competition." Downtown has so much potential, but needs to be beautiful!	I have concerns about parking availability if some parking is taken away.	Resident	... exciting! It provides us with many meaningful opportunities. I'd like to share some ideas that will make us more than just another pretty New England downtown. I hope that you'll consider these ideas. I think they speak to our yankee frugality to make the most of what we have; while also speaking to the benefits of a purposeful design that promotes a healthy community. Thanks for all the work you've done so far. Please let me know if I can help. 1) Trees and native plants. Please consider planting native trees and plants that will provide shade, places to gather, cooling effects, habitat for birds and wildlife, traffic
Maryann Rodrigues		10/10- would like to see a 3d mockup of the changes. We like the more signage with NA branding	Wide sidewalks, creating more space for walking and dining downtown. I like the permanent structures for restaurants.	Worry less about bike lanes/solving for bike lanes	Resident	... please remove "bioswales" from concept. Terrible in practice, no need with existing catch basin/stormwater infrastructure. Orne Street is one way towards East St. Curb bump out adjacent to it should be adjusted on north side of intersection; Right turn off of Washington street would be made easier; improved line of sight. What "prevents" reckless drivers? Curbs/outcrops and bumpouts need to provide barriers to prevent vehicles hopping curb. Is there grant money or public-private partnerships that can improve existing
Joe Spinelli		Some good overall concepts- the elevation views are better sellers than overhead ones. Concerns of travel lane width- clearly mark on map and keep consistent through downtown, run designs by actual plow, box, and tractor-trailer drivers	Wider sidewalks would enable some businesses to expand business for ~8 months of year. Large, town-wide events could be better experiences	Consider "depth" of downtown, to include area of Elm street to East street: raze some buildings to open up and create plaza. *East street area could be room for "depth" -Safety: Include removable, in-ground bollard system for sidewalk safety/events. Consider reckless driver, anti-terror curbs/barriers	Resident	

	Great job creating a visually cohesive environment, making the downtown safe and accessible, and improving walkability. Unsure how it will affect traffic or reflect NA's unique culture.	Taking business owner's opinions into account first. Focussing on businessfront sidewalks, odd shaped intersections, and 3 "zones" of the downtown.	I'd like to know more about the pros and cons of the full build vs partial build. Will it be ALL one or ALL the other? Will we pick and choose aspects block by block?	Resident
	The goals appear to be addressed. Not sure of the "reinforcement of what makes NA unique"	Bumpouts near crosswalks, public spaces, gateway signage- think it should be further north near church	How can we update with the future in mind? Phone charging stations, wifi, etc? What percentage of parking spaces does 16 spaces make up? Are there handicapped spaces available to the sections described? Loss of parking spots in commercial area is a concern. Parking at the school is quite a distance for mobility challenged folks, as well as in and out shoppers. More handicap parking = downtown (on street)	Resident Resident
	The designs seem on point Looks very promising! Downtown needs a boost!	Providing more sidewalk space, with places for trash bins and benches- spaces for outdoor dining Wider sidewalks, benches, garbage cans	The turn onto Park St from the north could create congestion. The turn in front of St Mary is fine. Maybe the north Park ST change is not needed Leave north Park turn as is	Resident
	It will look beautiful and I think that it meets many of the goals. The gap is how to make it a destination while also removing parking. People will want to drive here then walk around.	The safety measures are great. Love the bumpouts at crosswalks. I like the idea of diverting the bike lane to East St.	Parking is already a problem. Taking any away makes it worse	Business owner, Resident
	So far so good. Looking forward to designs of planters, benches etc. proposed for our downtown	I love that a key element is to slow traffic down.	We need an exact replacement for lost parking spaces + additional spaces as new businesses open	Resident (south Washington area)
John Kraskooska (sp?)	Very clear. Prefer full plan for safety + better atmosphere	Chicanes create safety and better looking place	Put parking lot on East St	Resident (Church St)
	The design appears to meet the goals. I like the concept of the chicane but the town feels too small to accommodate that design- the loss of parking is a concern.	Green space, walking space, [ill] the new business	Parking is a concern. People won't pay to park. Need to rethink on offstreet parking	Resident
	Your presentation was impressive and I'm excited about the proposed elements. I think you addressed all the above goals.	I think the designs take into account safety, aesthetics, accessibility, etc, very well Wider sidewalks, safer traffic. Designing downtown as a unique space to enter	I think that access to all of the downtown businesses (parking) may be a concern Unsure, but I think bringing back our red crosswalks could be good!	Resident Resident