

ransit St - spillover traffic

Look at what the reduction in parking would be if the developers enforce JM plans (Zipcar etc.)

Everyone's goals are very similar - we need be open minded as this moves forward

> arking under 195 currently underutilized

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## Consider bicyc traffic

Scope should begin the Crawford St. bric

Should include mo than just peak peric

Consider includin the 195 exit to the food market

Focus on S. Wat and S. Main

Consider removir parking all togethe

Concern over wh happens in the " between" before v get to the "21st cen city"

Crowd tonight not representative of entire community

Parking is necessary for people who travel into Providence to visit the businesses

## Traffic Feeback

cie	Consider including Wickenden traffic	Study bus tunnel
in at idge	Should not assume that every person who moves to the area will be driving- this is not a suburb; how can we attract people who do not own cars	Consider the existing bus network when we do our study; good bus service is critical to those who do not own vehicles
ing	Consider elevated traffic volune during Waterfire	Consider deliveries to local businesses
Parking Feedack		
ater	Include nighttime parking for consideration - for restaurants and nightlife	Scope is too narrow
ing her	Trader Joes is comfortable with the amount of parking	Parking garage should be better utilized, connected to the area via the pedestrian bridge
hat "in e we ntury	Spillover parking into the neighborhood - consider full-time resident parking permits	Build fewer parking spaces, end up with fewer cars - people do choose to not own a Car

## Other Feedack

Consider stakeholder Noise pollution related interviews/meetings with business owners

How do we accommodate local residents and visitors

to development

Consider snow storage/ snow removal