



LINN STREET SAFETY PROJECT

Public Meeting #3
October 26, 2021

MEETING FORMAT

- Presentation (15-20 minutes)
 - Questions
- Open House format: (30 minutes)
 - Three options around the room
 - Review/comment
- Questions (10 minutes)
- Feedback Survey

WHY WE ARE HERE

- The Linn St pavement is wide for the current use
- Linn St has been identified as one of the top corridors for pedestrian safety issues in the City
- We want to work with the Community to develop a new vision of Linn St that will benefit all users and the West End Business District

PROCESS

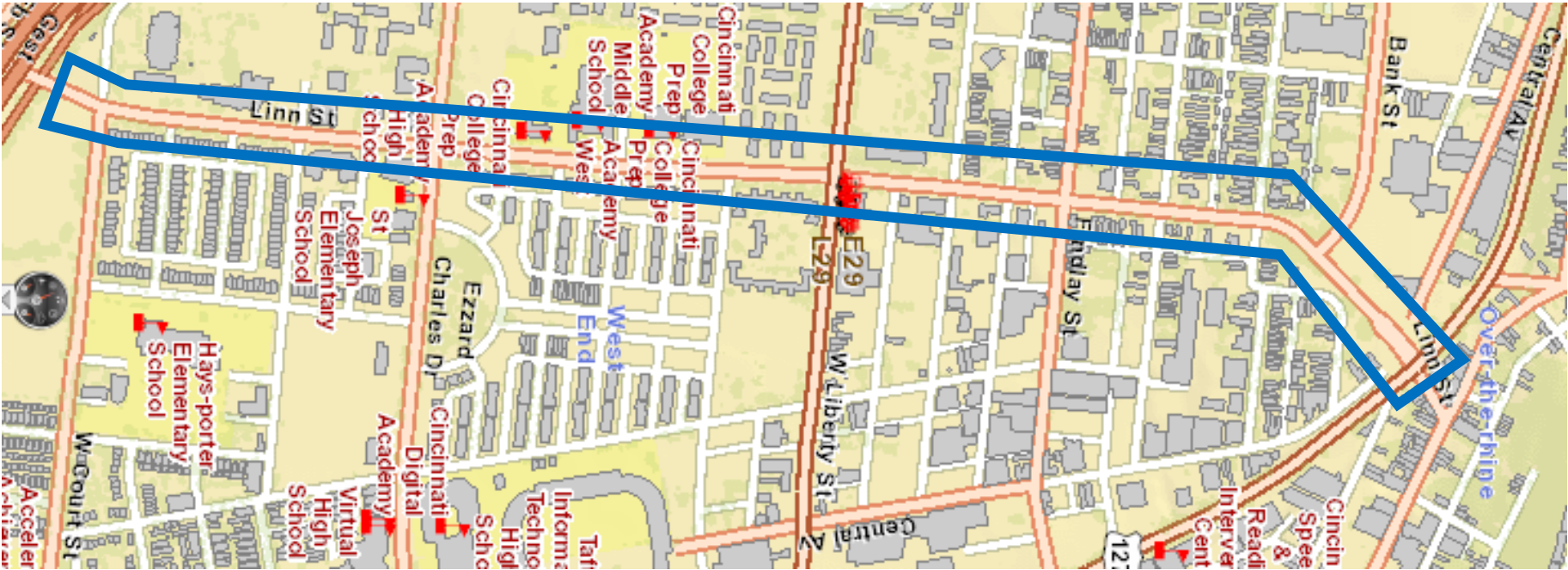
1. Public Meeting #1 – Introduction of the project and collect feedback (September 16, 2020 - Virtual)
2. Public Meeting #2 – After analyzing the feedback, present options and collect feedback on options (January 28, 2021 - Virtual)
 - Six options presented
3. Public Meeting #3 – Present final three options and collect feedback to choose a preferred option (October 26, 2021 – Seven Hills Neighborhood Houses)
 - Three preferred options presented
4. Public Meeting #4 – Present final option
5. Develop a funding plan
 - Could include breaking the project into phases
6. Apply for funding
7. Design/Construct once funding is obtained

FUNDING

- Currently there is no funding beyond the planning process
- Potential Grant Opportunities
 - State Safety Grant
 - Grant only covers item specifically needed for the safety improvements
 - Grant does not cover anything “aesthetic”
 - Currently no funds are available until Fiscal Year 2025
 - Federal Grants
 - Typically funds for construction are four years after award
- Additional project funding to identify
 - Design
 - Construction Management/Testing
 - “Aesthetic” Items

LINN STREET – COURT STREET TO CENTRAL PARKWAY

*Average Daily Traffic for corridor is about 8,000 – 13,000

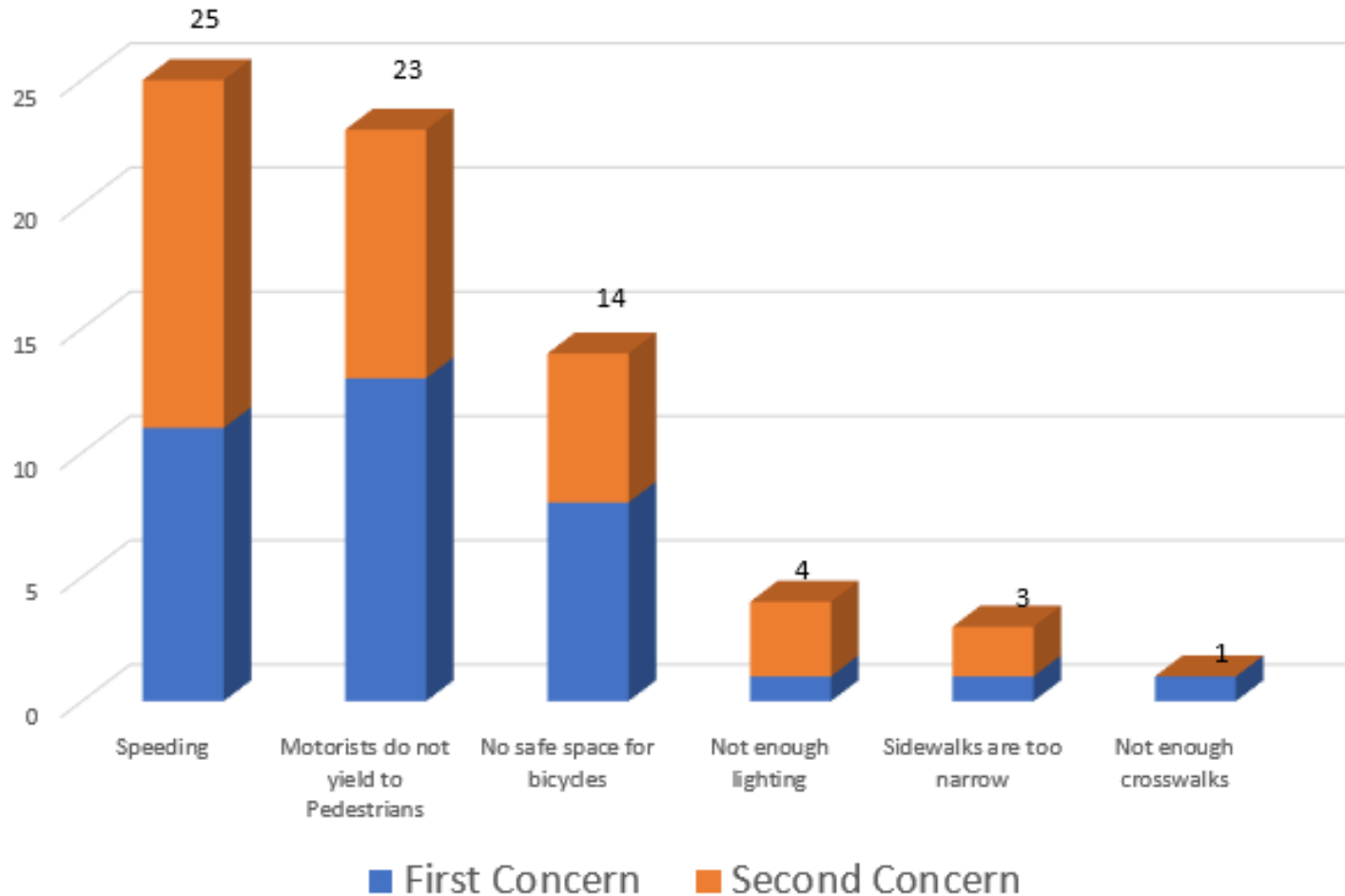


FEEBACK SUMMARY FROM SEPTEMBER 2020 MEETING #1

- Respondents were asked for their top concerns of the existing corridor and their top priorities for their vision of a new corridor.
- Thirty-four (34) total online responses
 - Twenty-five from West End residents
- Most respondents traverse Linn Street multiple times a week
- Typical modes of transportation for the respondents:
 - Car - 59%
 - Bike – 9%
 - Bus – 9%
 - Walking – 6%

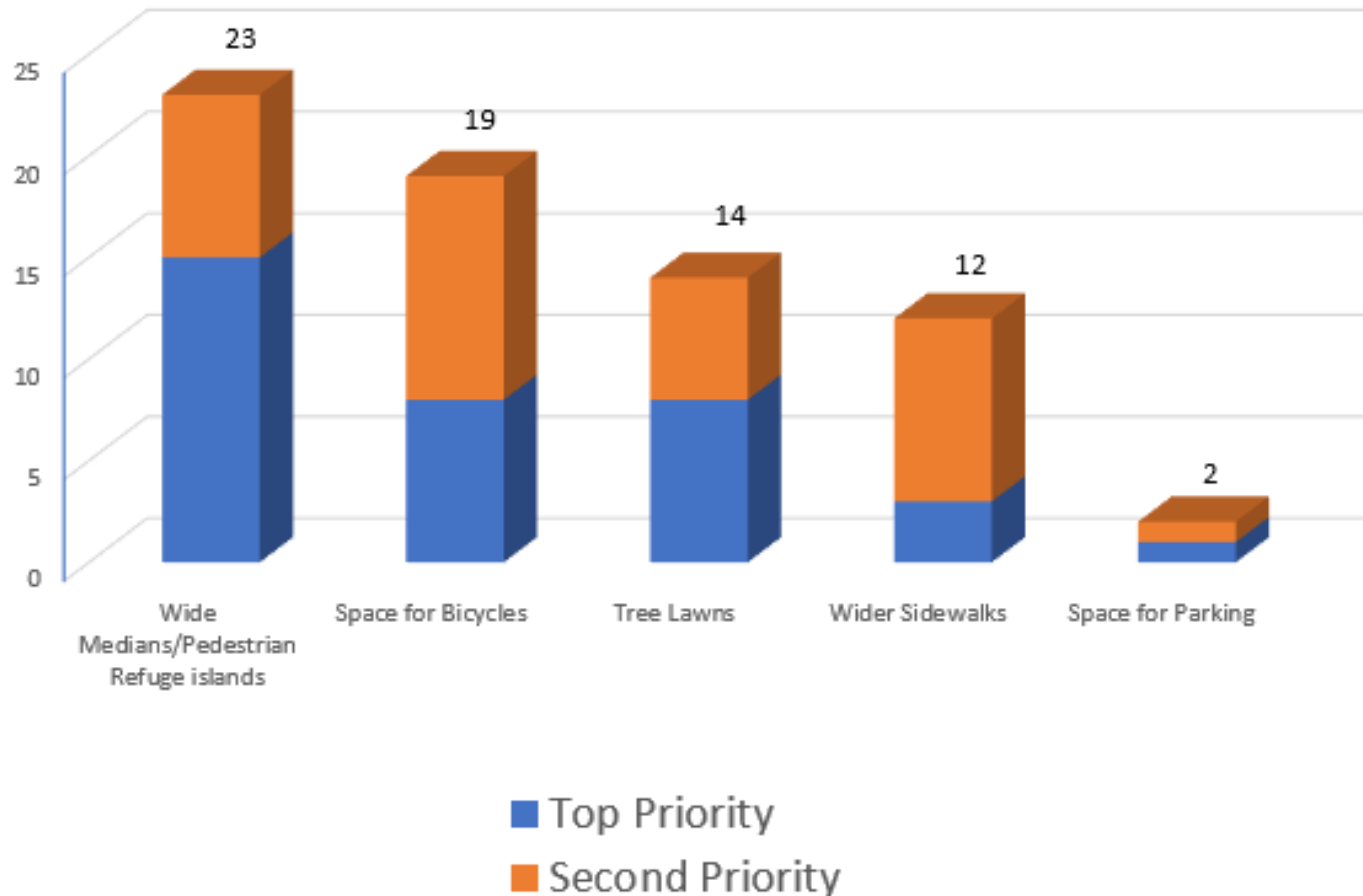
FEEBACK SUMMARY FROM SEPTEMBER 2020 MEETING #1

Linn Street Feedback - Concerns



FEEBACK SUMMARY FROM SEPTEMBER 2020 MEETING #1

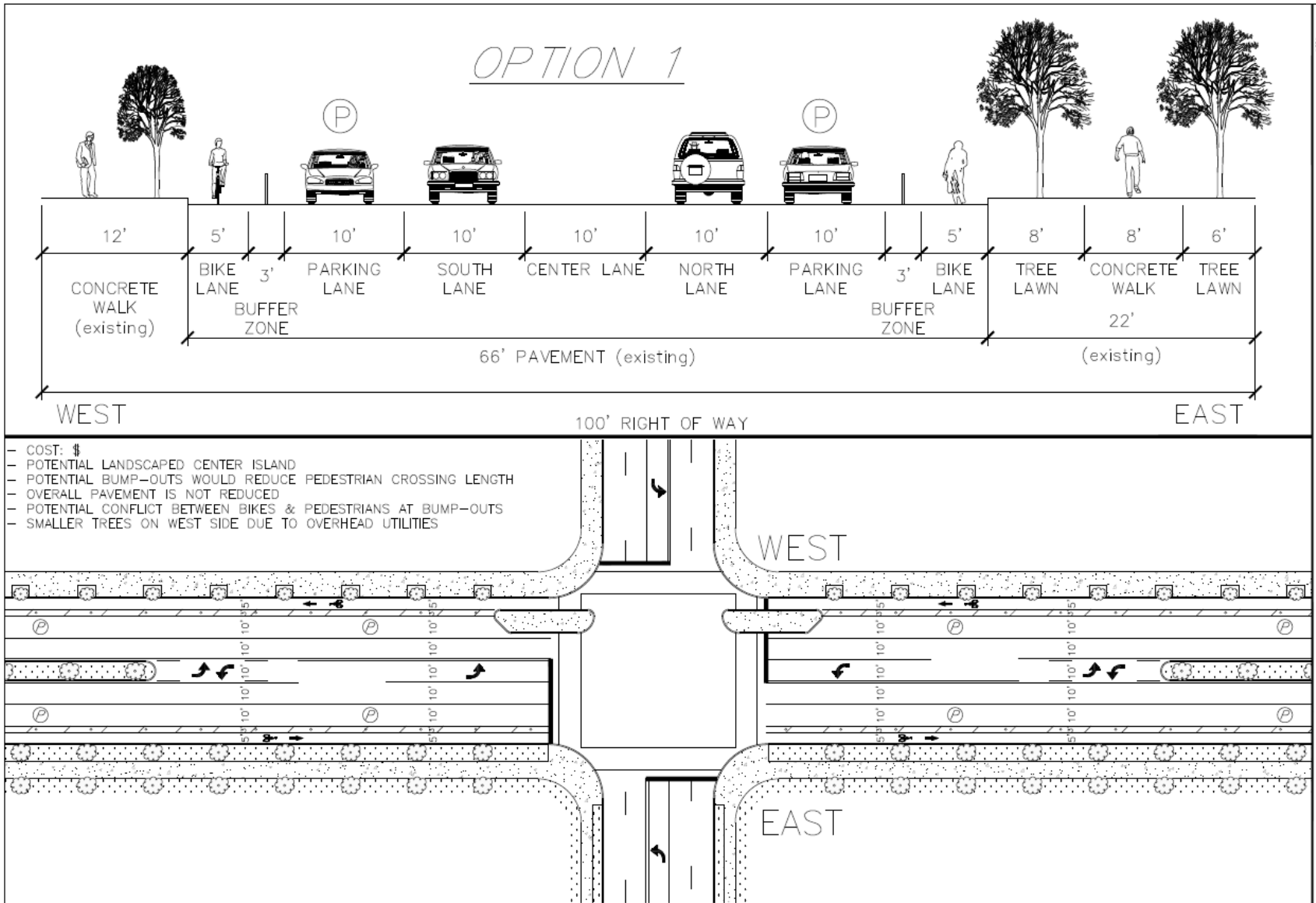
Linn Street Feedback - Priority



FEEBACK SUMMARY FROM SEPTEMBER 2020 MEETING #1

- Based off the feedback from Meeting #1, six options were developed and presented at Meeting #2.

OPTIONS PRESENTED IN JANUARY 2021 MEETING #2



- COST: \$
- POTENTIAL LANDSCAPED CENTER ISLAND
- POTENTIAL BUMP-OUTS WOULD REDUCE PEDESTRIAN CROSSING LENGTH
- OVERALL PAVEMENT IS NOT REDUCED
- POTENTIAL CONFLICT BETWEEN BIKES & PEDESTRIANS AT BUMP-OUTS
- SMALLER TREES ON WEST SIDE DUE TO OVERHEAD UTILITIES



DRAFT

Department of
Transportation
and Engineering
1500 4th Avenue
Seattle, WA 98101
206.435.4000

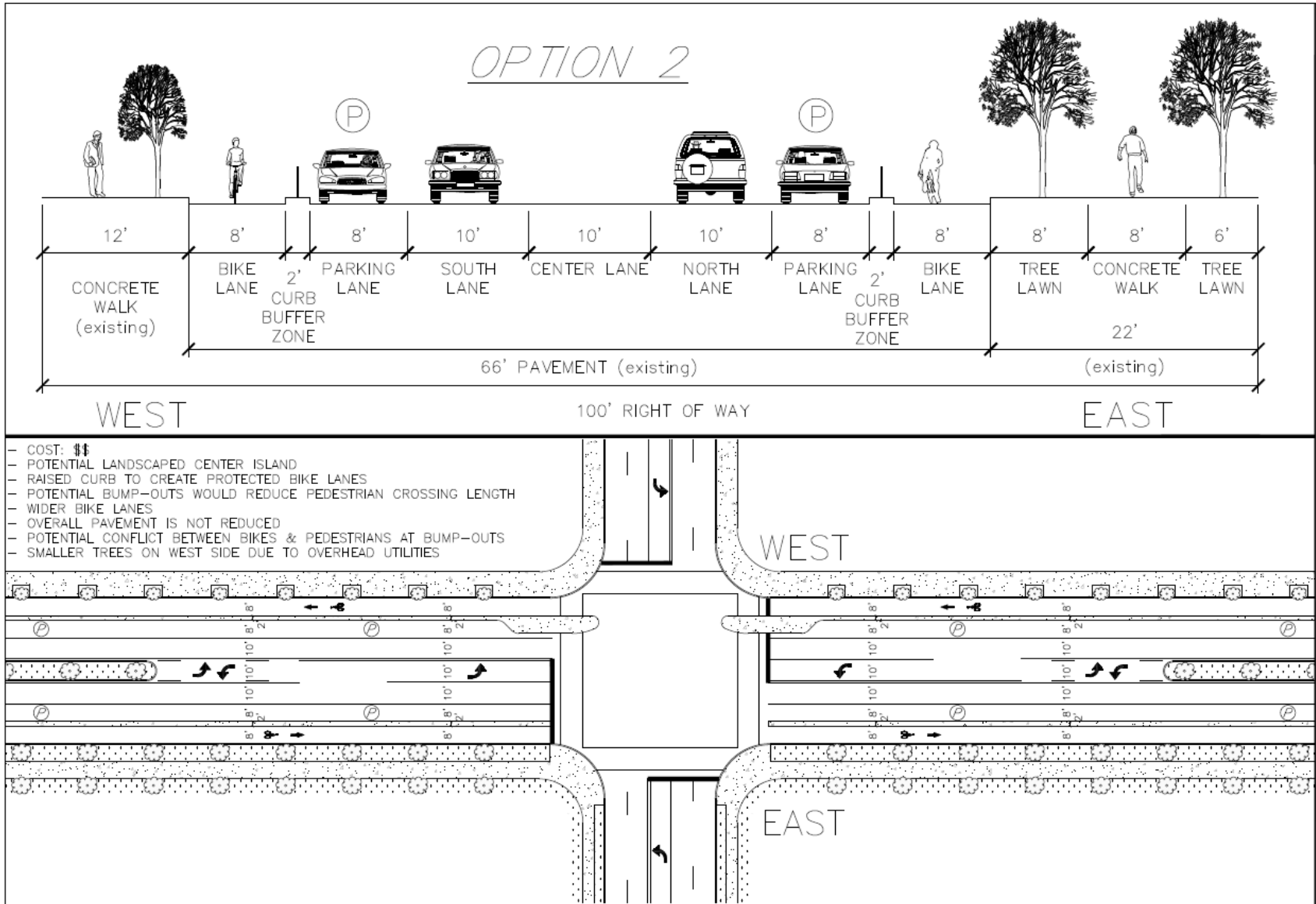
LINN STREET
COURT ST TO BETTON ST
OPTION 1


| Revision No. | Description |
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Checked by: JLM/BJM
Date: JAN 2020
Date: JAN 2020
Reviewed by: [Signature]
Date: [Date]

Structure File Number
ACC No.

OPTIONS PRESENTED IN JANUARY 2021 MEETING #2





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Department of
Transportation
and Engineering

City of St. Louis
Office of the Director
1515 Market Street
St. Louis, MO 63103

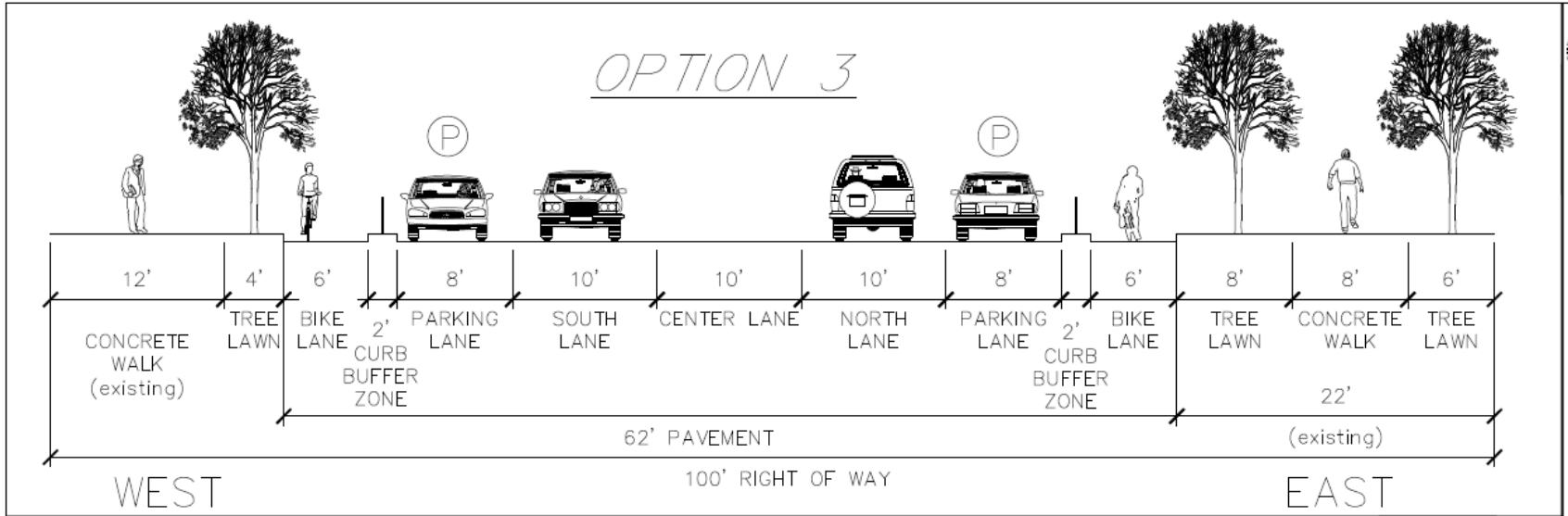
**LIINN STREET
COURT ST TO BETTON ST
OPTION 2**

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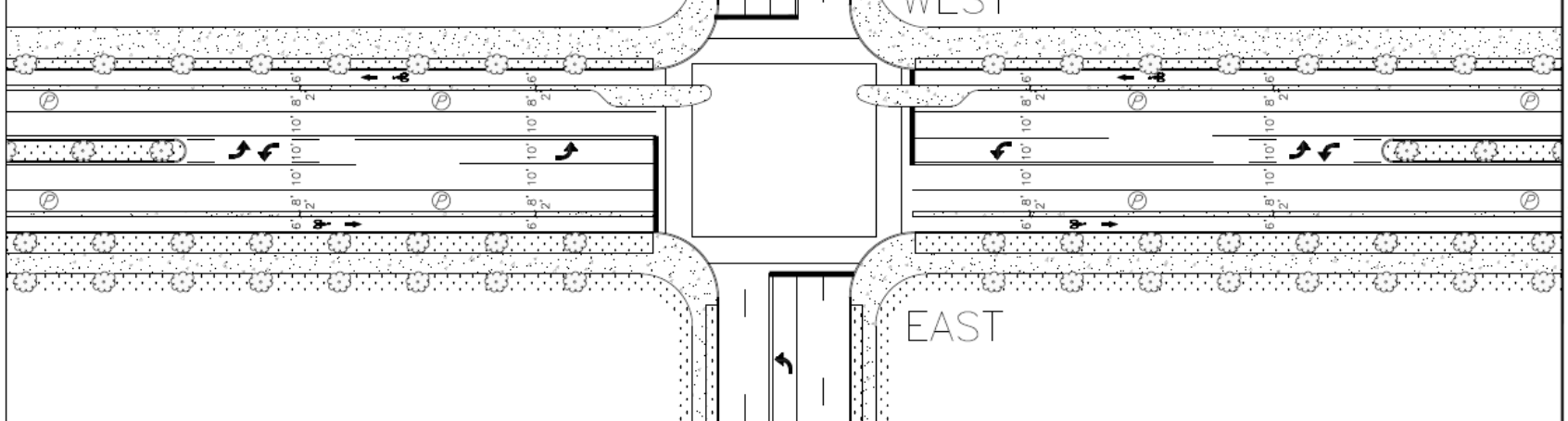
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OPTIONS PRESENTED IN JANUARY 2021 MEETING #2



- COST: \$\$\$
- POTENTIAL LANDSCAPED CENTER ISLAND
- RAISED CURB TO CREATE PROTECTED BIKE LANES
- POTENTIAL BUMP-OUTS WOULD REDUCE PEDESTRIAN CROSSING LENGTH
- PAVEMENT WIDTH IS REDUCED
- NARROWING CREATES TREE LAWN AND ROOM FOR LARGER TREES
- POTENTIAL CONFLICT BETWEEN BIKES & PEDESTRIANS AT BUMP-OUTS



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Department of Transportation and Engineering
on approval of the Board of Commissioners

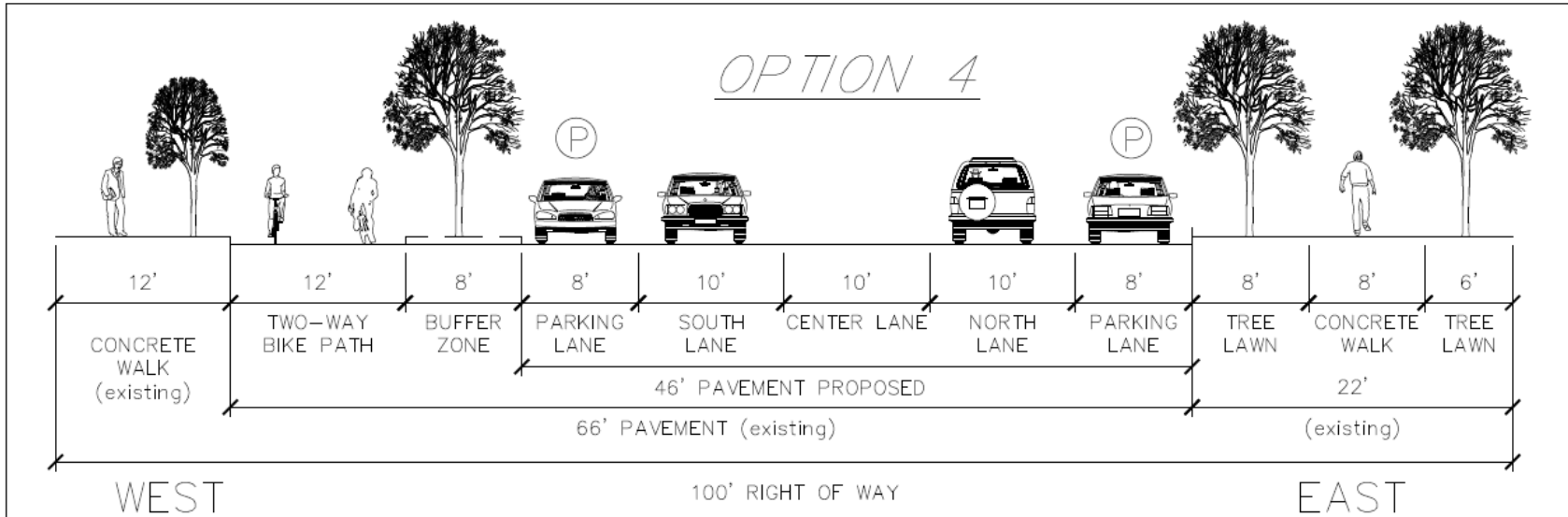
LINN STREET
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OPTION 3

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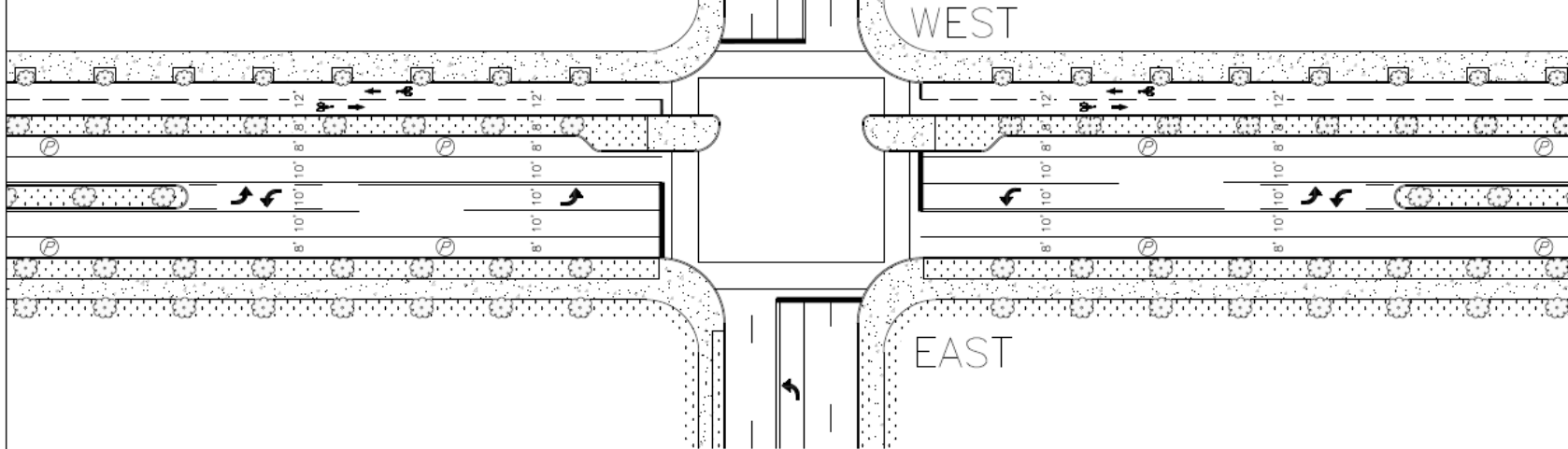
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Checked by: MUK/JBM
Reviewed by: MUK/JBM
Date: JAN 20 2020
Date: JAN 20 2020
Date: JAN 20 2020

Structure File Number
ACC No.

OPTIONS PRESENTED IN JANUARY 2021 MEETING #2



- COST: \$\$\$
- TWO-WAY BIKE PATH ON EXISTING PAVEMENT WITH BUFFER
- POTENTIAL LANDSCAPED CENTER ISLAND
- POTENTIAL BUMP-OUTS WOULD REDUCE PEDESTRIAN CROSSING LENGTH
- POTENTIAL CONFLICT BETWEEN BIKES & PEDESTRIANS AT BUMP-OUTS
- SMALLER TREES ON WEST SIDE DUE TO OVERHEAD UTILITIES



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Department of
Public Works
and Engineering
1000 Shattuck Ave
Berkeley, CA 94704
CONTRACT # 2019-008

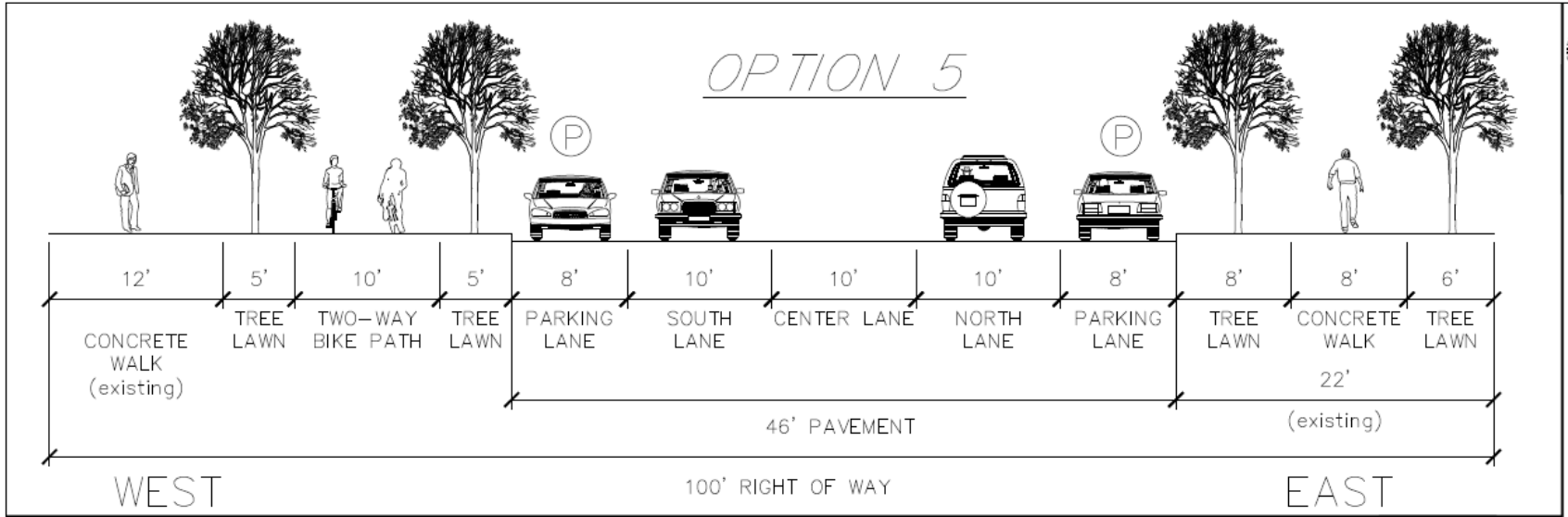
LINN STREET
COURT ST TO BETTON ST
OPTION 4

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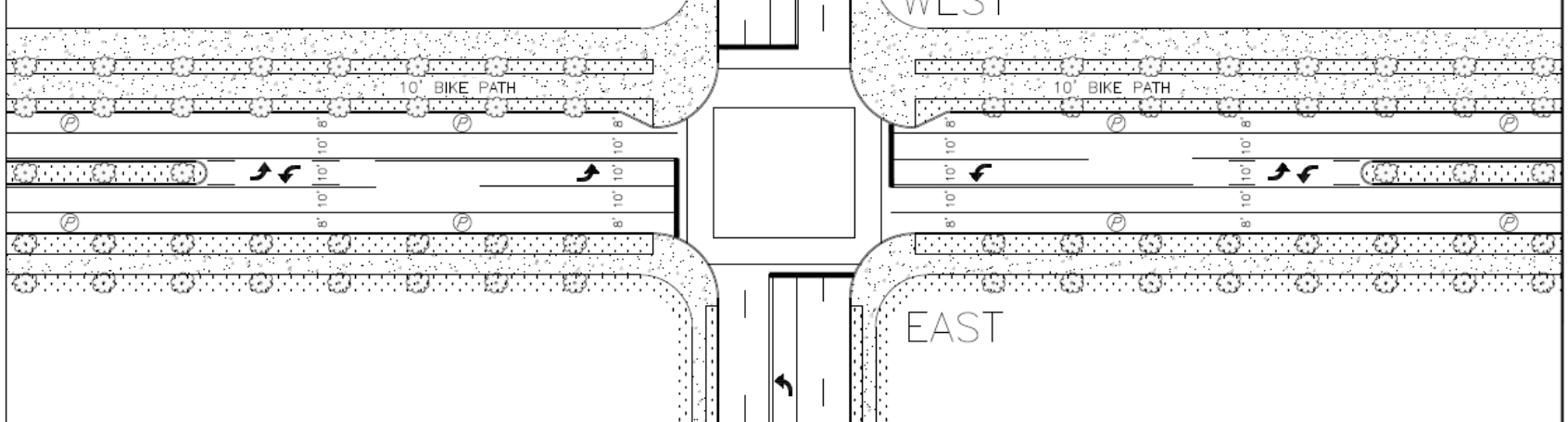
Drawn by: **RAK/SMT**
 Checked by: **RAK/SMT**
 Date: **JULY 2020**
 Consultant: **URS**

Structure File Number

OPTIONS PRESENTED IN JANUARY 2021 MEETING #2



- COST: \$\$\$
- RAISED BIKE PATH
- POTENTIAL LANDSCAPED CENTER ISLAND
- PAVEMENT WIDTH IS GREATLY REDUCED
- POTENTIAL BUMP-OUTS WOULD REDUCE PEDESTRIAN CROSSING LENGTH
- LARGE TREES ON BOTH SIDES OF THE BIKE PATH
- POTENTIAL CONFLICT BETWEEN BIKES & PEDESTRIANS AT BUMP-OUTS



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Department of Transportation and Engineering
on behalf of the Mayor and City Council

LINN STREET
COURT ST TO BETTON ST
OPTION 5

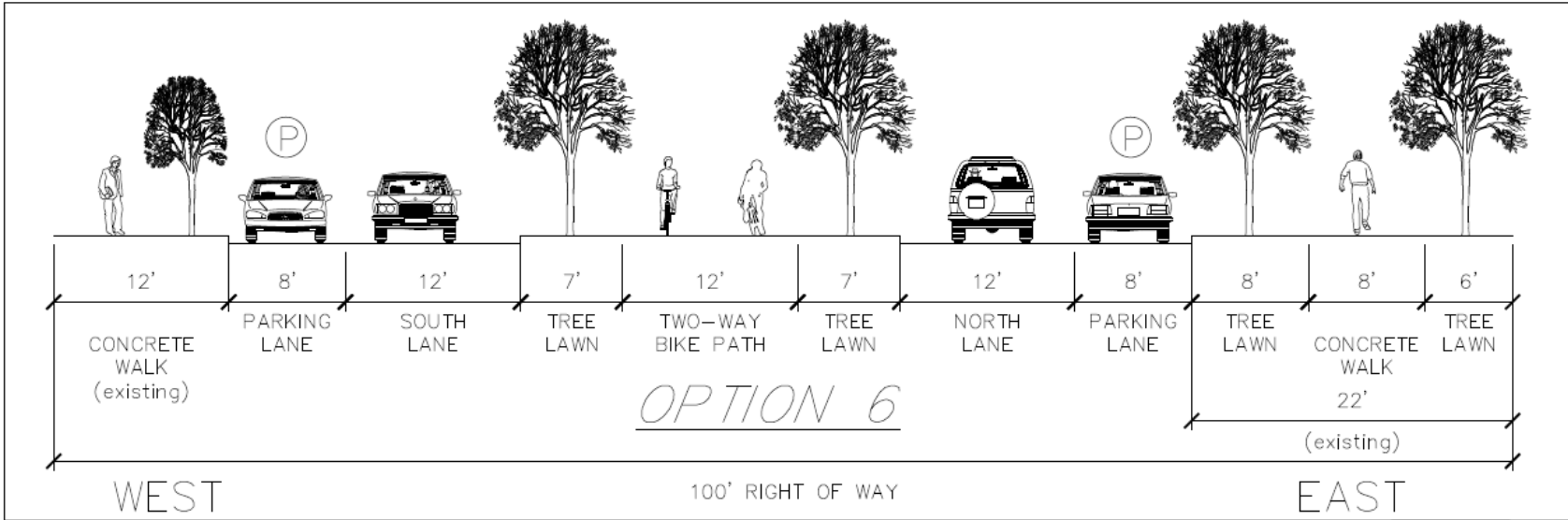
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Checked by: MVA/JBN
Date: JAN 20 2020
Date: JAN 20 2020

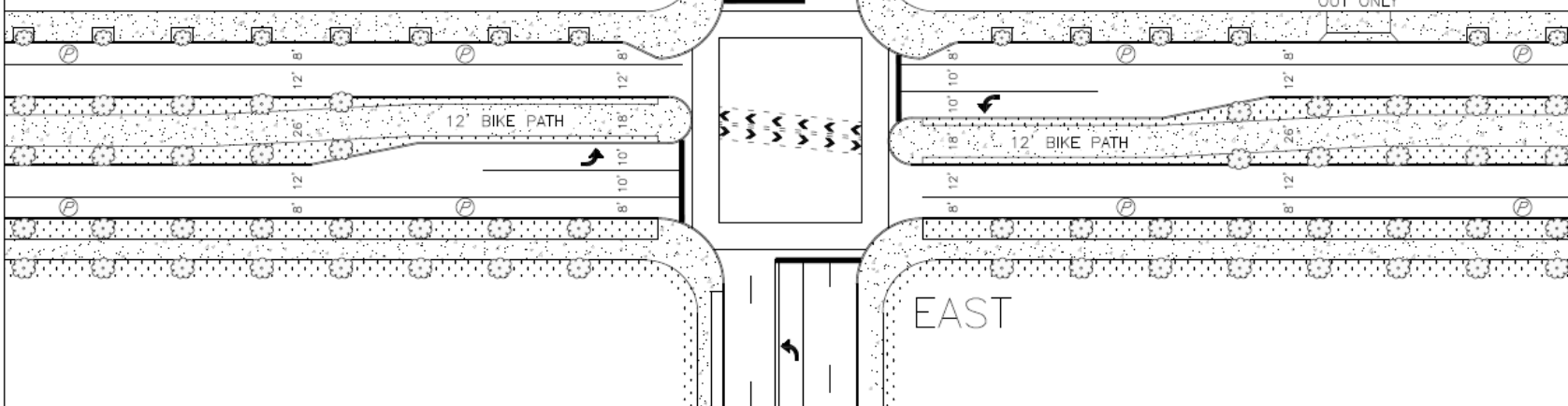
Structure File Number
ACC No.

OPTIONS PRESENTED IN JANUARY 2021

MEETING #2



- COST: \$\$\$
- RAISED BIKE PATH IN CENTER MEDIAN
- PAVEMENT WIDTH IS GREATLY REDUCED
- POTENTIAL BUMP-OUTS WOULD REDUCE PEDESTRIAN CROSSING LENGTH
- LARGE TREES ON BOTH SIDES OF THE BIKE PATH
- RIGHT IN/RIGHT OUT FOR MOST DRIVEWAYS & MINOR SIDE STREETS REDUCING CONFLICT POINTS AND LIMITING ACCESS
- SMALLER TREES ON WEST SIDE DUE TO OVERHEAD UTILITIES



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1000 Shattuck Ave
Berkeley, CA 94704
415.863.1000

LINN STREET
COURT ST TO BETTON ST
OPTION 6

| No. | Revisions |
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DATE: JULY 2020
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 CONSULTANT: [Name]

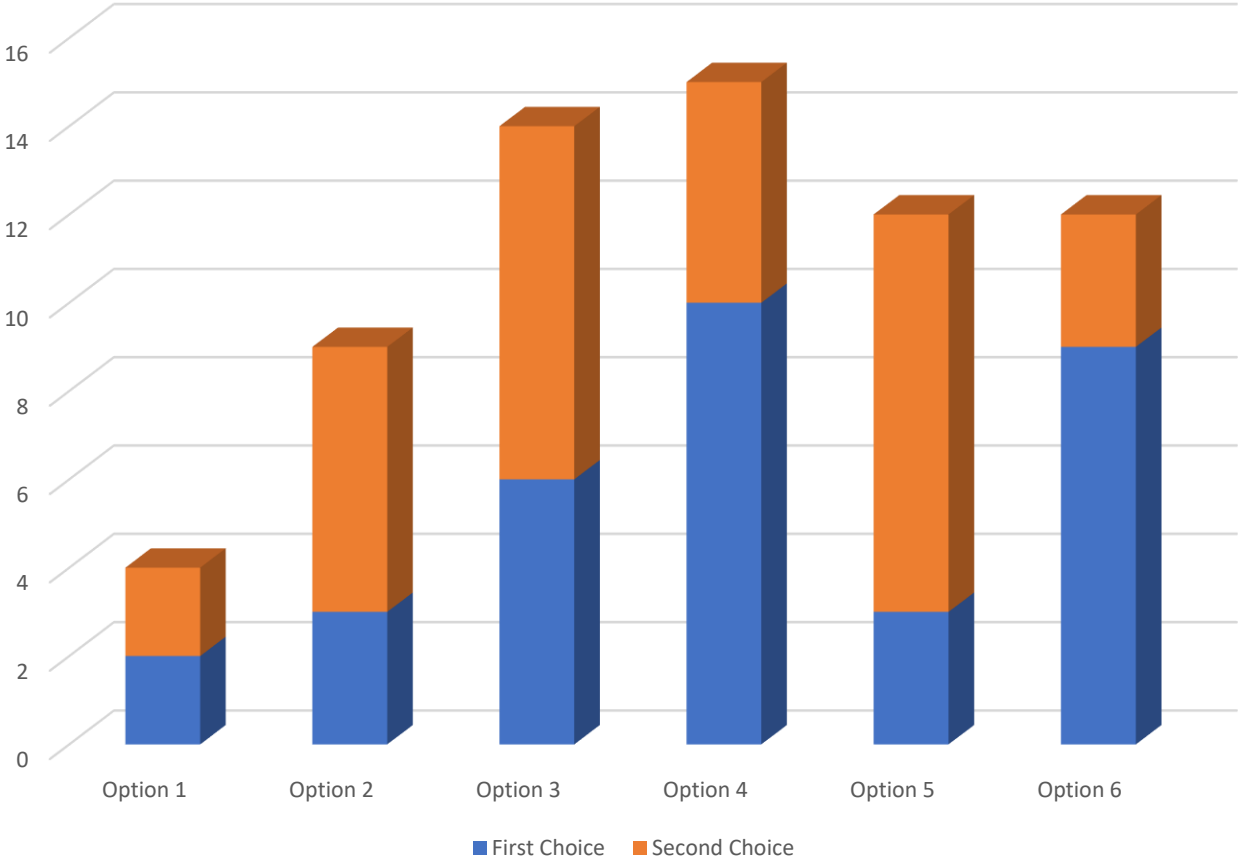
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 ACC No.

FEEBACK SUMMARY FROM JANUARY 2021 MEETING #2

- Thirty-five (35) total online responses
 - Fifteen (15) from West End residents
 - Respondents were asked to choose a top option and a second option
- Information Boards were placed throughout the community asking for feedback
 - Seventy-nine (79) total responses
 - Respondents were only asked to choose one option
 - No demographic information was gathered
 - It's not clear how the information was gathered or if there may have been duplicate responses

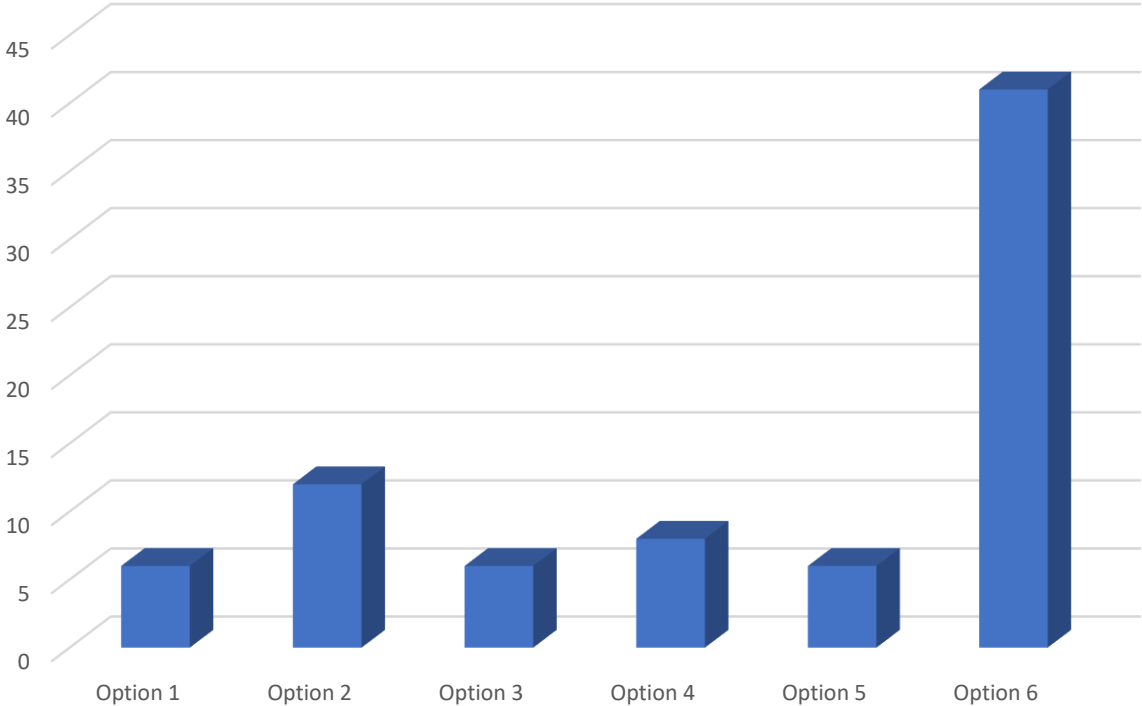
ONLINE FEEDBACK FROM JANUARY 2021 MEETING #2

Preferred Options



COMMUNITY FEEDBACK FROM JANUARY 2021 MEETING #2

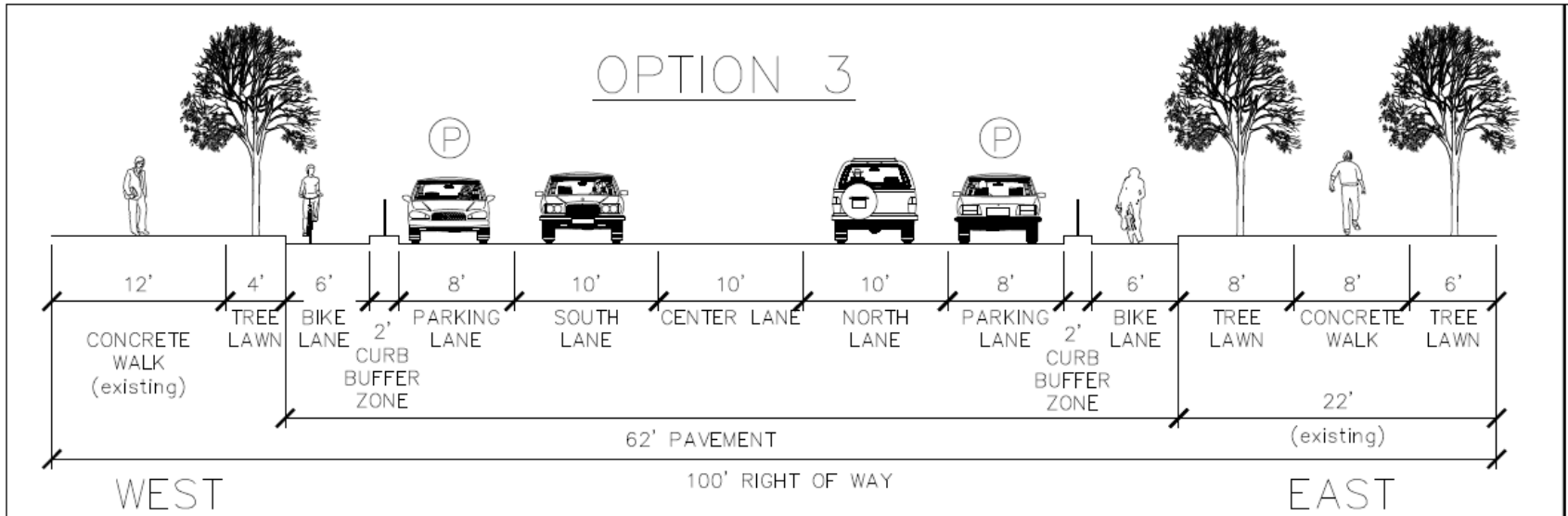
Preferred



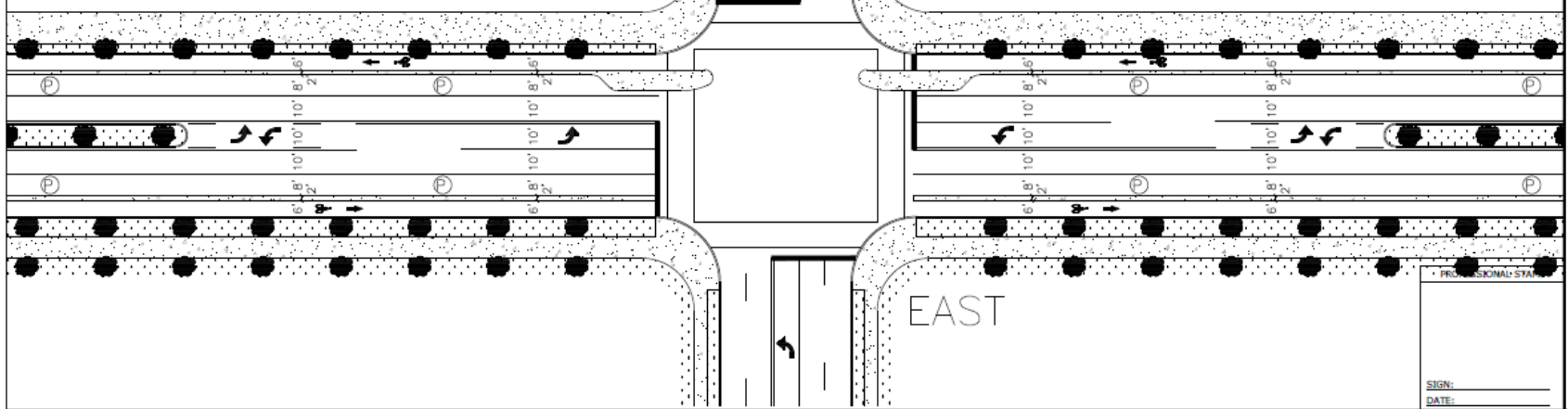
PREFERRED OPTIONS

- Based off feedback from Meeting #2, Options 3, 4 & 6 were advanced to the next phase.
 - DOTE has sketched options in plan view

PREFERRED OPTION #3



- POTENTIAL LANDSCAPED CENTER ISLAND
- RAISED CURB TO CREATE PROTECTED BIKE LANES
- POTENTIAL BUMP-OUTS WOULD REDUCE PEDESTRIAN CROSSING LENGTH
- PAVEMENT WIDTH IS REDUCED
- NARROWING CREATES TREE LAWN AND ROOM FOR LARGER TREES ON WEST
- LESS TREES THAN OTHER 2 OPTIONS, BUT POTENTIALLY MORE AND LARGER THAN EXISTING
- LEFT ON ARROW ONLY AT SIGNALIZED INTERSECTIONS



CONTRACT DATA
 PROJECT NO. 2000-01-001
 DRAWING NO. 2000-01-001-01
 CONTRACTOR: [unreadable]

Department of Transportation and Engineering
 216 West
 216 West
 Kansas City, MO 64108

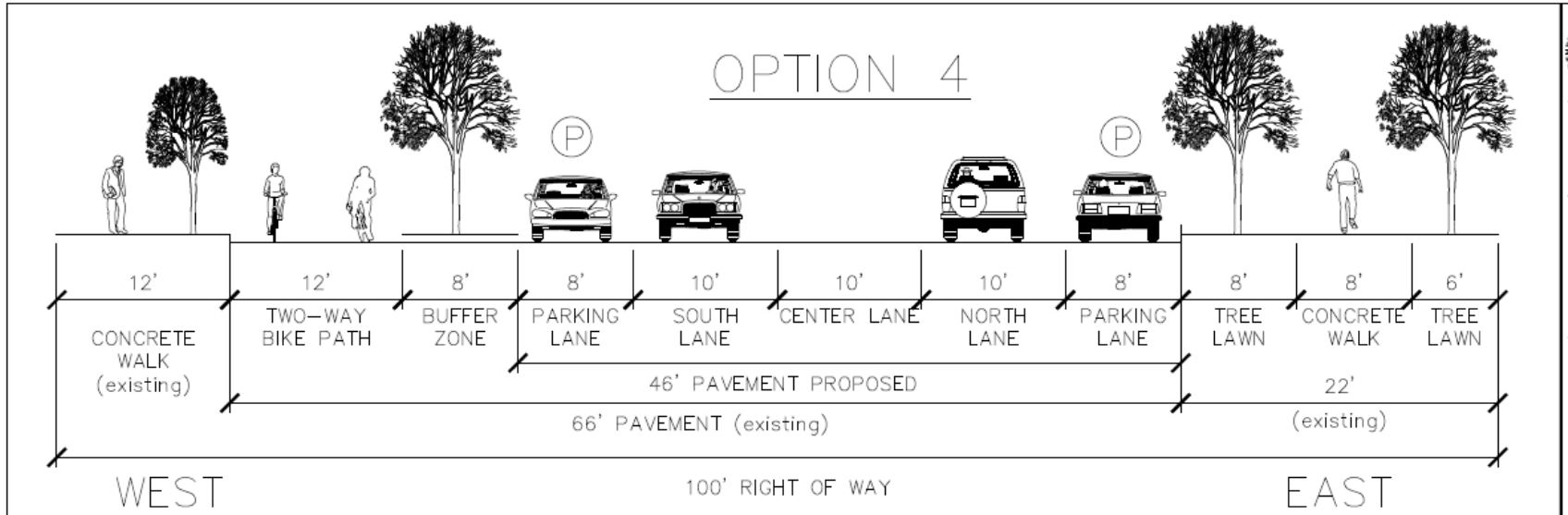
LINN STREET
 COURT ST TO BETTON ST
 OPTION 3

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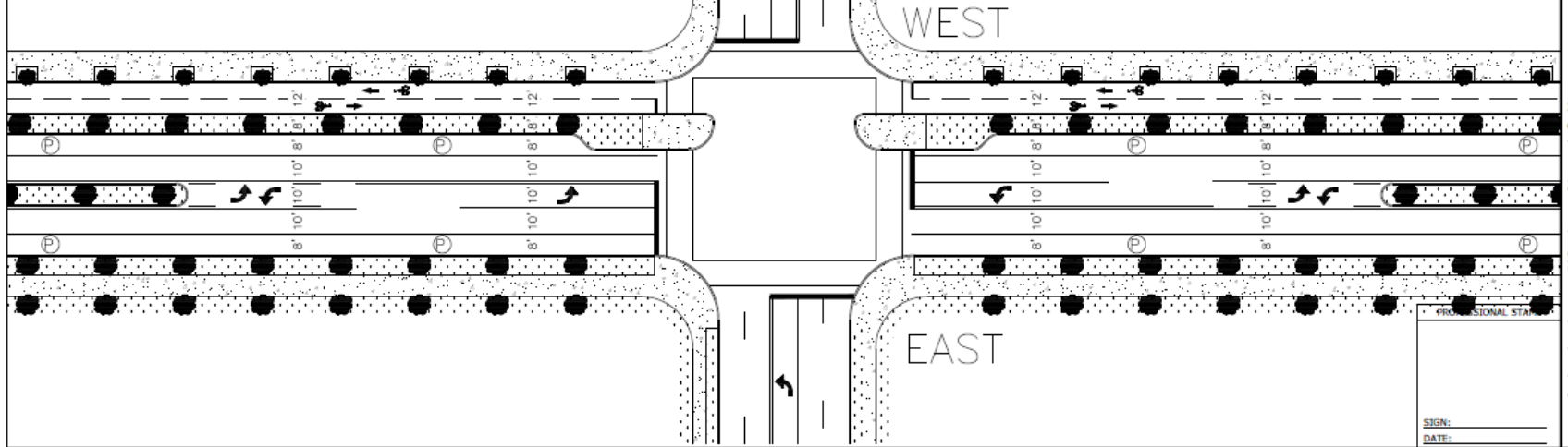
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 Checked by: [unreadable]
 Approved by: [unreadable]
 Consultant: [unreadable]

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PREFERRED OPTION #4



- TWO-WAY BIKE PATH ON EXISTING PAVEMENT WITH BUFFER
- POTENTIAL LANDSCAPED CENTER ISLAND
- POTENTIAL BUMP-OUTS WOULD REDUCE PEDESTRIAN CROSSING LENGTH
- SMALLER TREES ON WEST SIDE DUE TO OVERHEAD UTILITIES
- NUMEROUS CONFLICT POINTS AT DRIVEWAYS AND NON-SIGNALIZED INTERSECTIONS FOR A 2-WAY BIKE FACILITY



CONTRACT NO.
 DATE:
 CONTRACT VALUE:
 CONTRACT TYPE:
 CONTRACT NUMBER:

The City of Houston
Department of Transportation and Engineering
10000 Katy Road
Houston, TX 77054

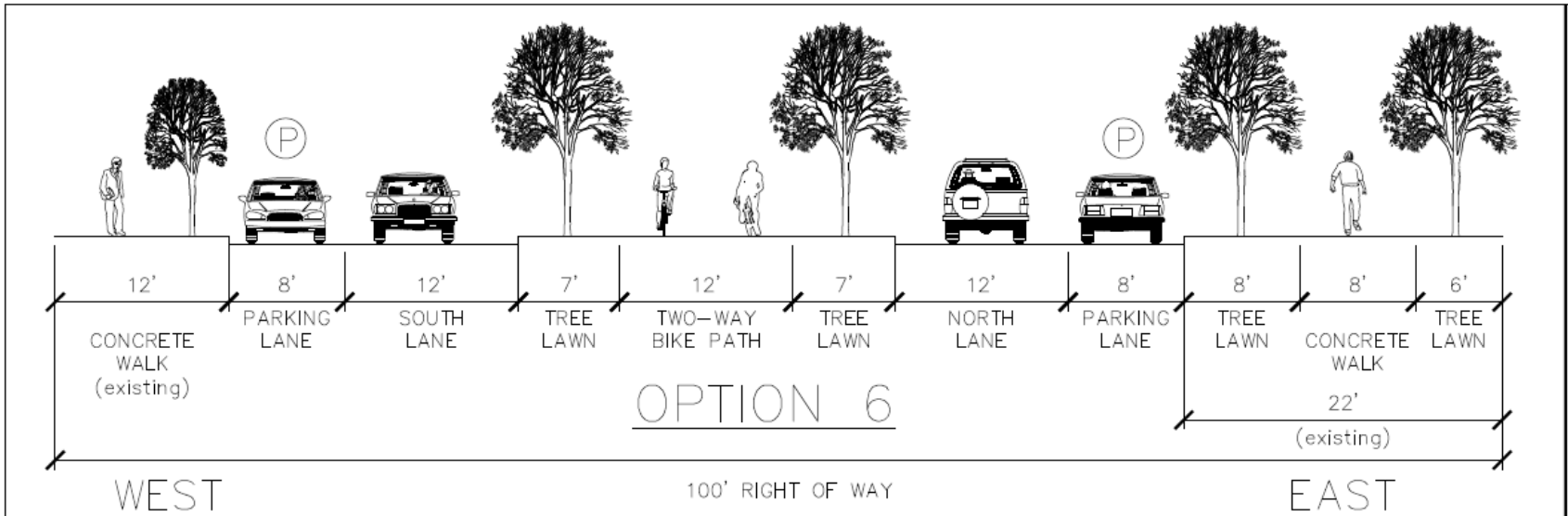
**LINN STREET
COURT ST TO BETTON ST
OPTION 4**

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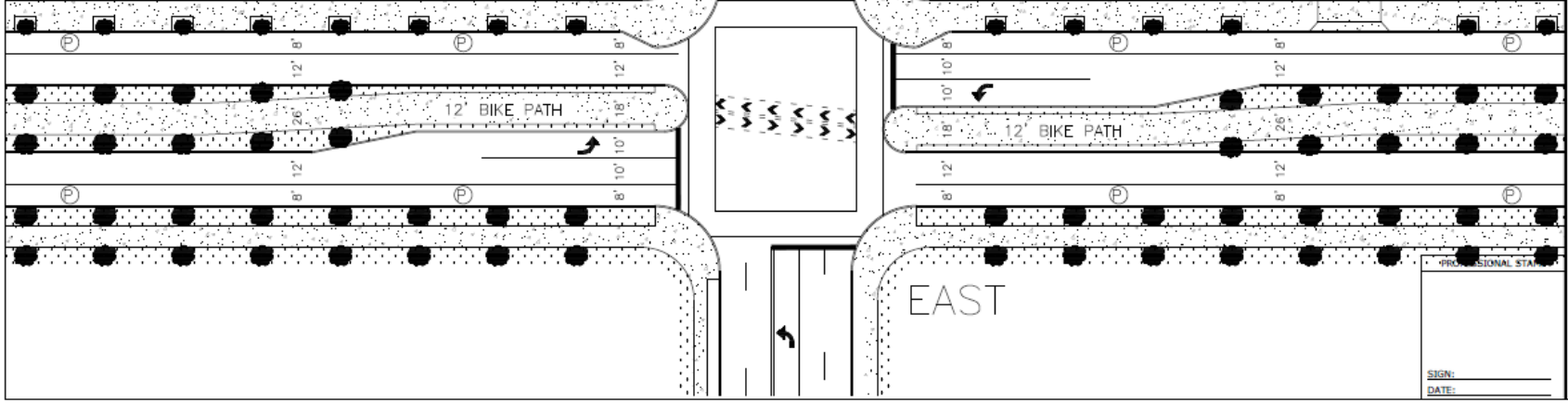
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 CONSULTANT:
 PROJECT NO.:
 STRUCTURE FILE NUMBER:
 ACC NO.:

PROFESSIONAL SEAL
 SIGN: _____
 DATE: _____

PREFERRED OPTION #6



- RAISED BIKE PATH IN CENTER MEDIAN
- PAVEMENT WIDTH IS GREATLY REDUCED
- POTENTIAL BUMP-OUTS WOULD REDUCE PEDESTRIAN CROSSING LENGTH
- LARGE TREES ON BOTH SIDES OF THE BIKE PATH
- SMALLER TREES ON WEST SIDE DUE TO OVERHEAD UTILITIES
- RIGHT IN/RIGHT OUT FOR ALL DRIVEWAYS & NON-SIGNALIZED
- LIMITS ACCESS FOR ALL MODES
- EXTENSIVE STUDY REQUIRED TO DETERMINE SIGNAL PHASING AND TIMING
- TRANSITION AT BOTH PROJECT TERMINI IS PROBLEMATIC



CONTRACT DRAWING

DESIGNED BY: [Signature]

CHECKED BY: [Signature]

DATE: [Date]

Department of Transportation and Engineering

1000 4th Avenue, Suite 1000
Seattle, WA 98101
Phone: 206.462.3100
Fax: 206.462.3101

**LINN STREET
COURT ST TO BETTON ST
OPTION 6**

| NO. | DATE | DESCRIPTION |
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Scale: JAN 2010
 1" = 10'-0" (PLAN)
 1" = 10'-0" (SECTION)

Checked by: [Signature]
 Date: [Date]

Consultant: [Signature]

Structure File Number: [Blank]
 ACC No.: [Blank]

Signature: [Blank]
 Date: [Blank]

PREFERRED OPTIONS OVERVIEW

- The three options are around the room
- Based off feedback received at this meeting and our online survey, a preferred option will be chosen to advance forward.
- Some things to keep in mind as you review the drawings:
 - There are still many details/options that will need to be considered once the final preferred option is selected, including:
 - Median islands
 - Pedestrian safety measures
 - Bump-outs/Protected intersections
 - Driveway consolidation
 - Angle Parking
 - Dayton St to Central Pkwy transition
 - Court St transition
 - School bus operation
 - Bus Stop operation
 - All options are relatively similar in cost.

YOUR FEEDBACK NEEDED

What option reflects your vision for Linn Street?

Please provide feedback on the provided survey form.

Survey will also be available by Friday, October 26 on the project website:

<https://www.cincinnati-oh.gov/dote/dote-projects/linn-street-safety-improvement-project/>