

LINCOLN TRANSIT ENHANCEMENTS + SAFETY IMPROVEMENTS

BROADWAY STATION TO 7TH AVE

Question and Answer Document

The questions found in this document were asked during the June 16, 2020 Virtual Public Meeting. Most questions have been answered, however a few need further clarification before posting a response. This document will be updated.

This public meeting was recorded. The recording is posted on [DOTI's YouTube](#).

Additional questions can be emailed to Transit@DenverGov.org

Last updated: July 1, 2020

The project team has divided the questions by category, so questions about specific topics can be found more easily. Please utilize the table of contents below.

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Timeline/Project Overview

1. What is the timeline for the painted bulb-outs and other quick wins for safety?
 - a. Implementation for the Vision Zero elements and transit enhancements is tentatively scheduled for this fall.
2. I can't believe the 'solution' is adding parking instead of improving bus travel times and reliability.
 - a. The solution is more complex than just adding parking. Bus-only lane hours will be added in the afternoon peak when buses are currently seeing delays, thus improving their travel times and reliability. Additionally, the addition of parking is part of the quick-build, low-cost improvement to the corridor that will help visually narrow the roadway, slowing vehicle speeds (in combination with signal retiming), and provide a barrier between pedestrians walking along Lincoln during the off-peak hours.

Past Plans/Planning Process

1. Why does the plan stop at 7th Avenue? Just 9 more blocks to connect to the mall shuttle and other buses?
 - a. Lincoln north of 7th Avenue was part of the Broadway/Lincoln Phase 1 improvements and already has a 24-hour transit-only lane up to 13th Avenue. At 13th Avenue there is a bus priority signal that allows buses to move through the intersection ahead of the other three vehicle lanes. This allows buses to easily and safely move over to the left lanes of Lincoln to either make a left turn on Colfax, or make a left turn into Civic Center Station – thus connecting to the 16th Street MallRide and dozens of connecting local, express, and regional bus routes.
2. "Tradeoffs" were mentioned. How does the City weigh cleaner air, safety/vision zero, and noise reduction against desire for personal car storage on land intended for public use?
 - a. The City has some pretty aggressive goals related to mode share, including increasing transit usage, walking and bicycling, while decreasing reliance on single-occupancy vehicles to better manage the demand on our limited roadway space, help decrease harmful emissions, provide residents with more travel choices, and improve safety for roadway users. Improvements like these planned for Lincoln help us use our existing roadway space more efficiently, which helps us move towards meeting those aggressive goals.

One of the key differences along this corridor (and why this was identified as a Phase 2, rather than group in with Phase 1 improvements which implemented 24-hour transit lanes on Broadway and Lincoln north of Speer) is the residential context of this neighborhood. This is different than any other transit project we've worked on – an arterial with a great amount of bus travel and bus service, but in a residential context. So, we had to be a little more intentional about how we approached this section of Lincoln. The parking trade-off question, for instance, can go many different ways, but what it boiled down to was providing a buffer from a pedestrian safety standpoint. This is especially true along Lincoln south of Virginia Avenue, where the "buffer" between

traffic and pedestrians is a 2-3' wide paved over section (as opposed to a wider, landscaped buffer to the north).

We had to balance the transit needs with that known expectation from a pedestrian safety standpoint. A lot of tough decisions had to be made, but we made an effort to find something that works mostly for everybody.

3. Was the 2016 [Denver Moves: Broadway/Lincoln](#) study based on Vision Zero initiative?
 - a. The 2016 study did have safety in mind, but not to the extent that safety has become a focus of projects since 2017, when the [Vision Zero Action Plan](#) was adopted.

Transit

1. We want transit on Lincoln, however bus amenities are lacking and some are unsafe. How do you plan to make bus stops more desirable and safety to encourage folks to use the buses?
 - a. This project does not include any improvements to bus stops. However, the City's Transit planning team is currently standing up a Passenger Amenity Program. The Passenger Amenity Program is envisioned to be foundational planning for a work plan to improve all stops within Denver to a standard level of amenity and comfort. This project will build upon previous efforts and provide clear direction to prioritize improvements based on numerous factors. This Program will create procedures and process for stop improvements, as well as create stop typologies, estimated costs, and timeframes for improvement.
2. Is there a plan to use all-electric buses on the Broadway/Lincoln corridor?
 - a. Currently, no changes to the fleet are being considered as part of this project. We are focusing on near-term improvements to transit and safety.
3. Is there a plan to use only 60ft buses on Broadway/Lincoln? They ride much better, have more space, more capacity, quieter, and since the weight is spread over 3 axles it might cause less vibration for homes on the corridor.
 - a. RTD's fleet constraints limit their ability to use 60-foot vehicles, and they are prioritized to the routes with the most crowding (such as the East Colfax Limited – 15L). At this time, more 60-foot buses are being shifted to Route 0 to facilitate social distancing, but they may be moved back to other routes as the city's needs change.
4. Is it possible to get rid of the 0 bus entirely and have it be the 0L all the time?
 - a. At this time, RTD intends to keep both routes, as they serve different communities and trip needs.
5. With the new traffic light on Exposition, will the bus stop on Lincoln need to move to accommodate a bus turning wide from Exposition to Lincoln?
 - a. It is not anticipated that the bus stop at Lincoln & Exposition will need to be moved. However, RTD will continue to monitor this to ensure they can safely and effectively serve passengers at that stop.
6. The east side of Lincoln between Ohio & Alameda doesn't have adequate space for transit amenities, because the ROW was narrowed to create more lanes for cars in the past. If Lincoln is a future BRT corridor, how will space be re-allocated to provide adequate transit amenities?

- a. As part of future planning efforts, it will need to be determined how space can be created or reallocated to ensure sufficient space is allocated to add proper bus stop amenities.
7. I do not believe there was a high positive response to a 24-hour bus lane. I was at the first meeting and the overwhelming response to that was loudly negative
 - a. Yes, the first meeting in October did have a loudly negative response to a 24-hour bus lane. However, there was another public meeting that had a more mixed reaction, where the surveys were also collected. Additionally, there were hundreds of online responses to the survey, contributing a wide array of thoughts and viewpoints.
8. The timing of the opening of lanes seems tied to RTD requiring a time buffer rather than their explicit needs. Was consideration given to the timing of the dedicated bus lanes in the afternoon overlapping with schools letting out?
 - a. The bus-only lane hours were determined by analyzing vehicular volumes and RTD delay data.

Parking

1. I live on the westside (commercial & residential) of S Lincoln within the 400 block. And the only parking we have is limited, so we all for the most part have to park, received guests, get deliveries, and have workers to get work done on our homes via the parking lane. How the heck do you expect us to function without parking? This will also lower my property value due to the inconvenience.
 - a. Parking will be present on both sides of Lincoln 7pm-6am on weekdays, and 24 hours on Saturdays and Sundays. Additionally, parking will be available on the east side of Lincoln on weekdays, 9am-3pm.
2. Please address how you intend to retain parking options on Lincoln Street. While improved transit is important to the city, those of us who live on Lincoln Street depend on the limited parking that currently exists. Any proposal that would completely eliminate parking 24/7 is HIGHLY problematic.
 - a. Parking will be present on both sides of Lincoln 7pm-6am on weekdays, and 24 hours on Saturdays and Sundays. Additionally, parking will be available on the east side of Lincoln on weekdays, 9am-3pm.
3. Are there incentives in place to encourage people to park behind their homes. Looks like there is space.
 - a. Because vehicles need to be moved by 6am on both sides of the street, and cannot park again until 7pm (with the exception of midday parking 9am-3pm on the east side of the street), drivers who are able to park behind their homes will likely do so to avoid ticketing and towing.
4. Our biggest concern with losing the parking lane isn't just for convenience of parking in front of our house on Lincoln. This parking lane is the only access we have for delivery vehicles, ride-share vehicles, food services, home services, construction services, etc. We live on the west side of Lincoln, and we already have the occasional car/truck that will stop in the west lane to drop

off packages, etc, which is incredibly dangerous. Thankfully most services use the east parking lane. If we lose all parking we WILL see more traffic stoppage in the middle of traffic. I don't see how this meshes with a safety vision.

- a. Parking will be present on both sides of Lincoln 7pm-6am on weekdays, and 24 hours on Saturdays and Sundays. Additionally, parking will be available on the east side of Lincoln on weekdays, 9am-3pm.
5. Will there be some visual indicator for drivers when the lane changes from through traffic to parking on the west
 - a. Yes. There will be supplemental signage and striping just south of Exposition to indicate the transition to parking lane on the west.
6. I'm curious what residents who park on Lincoln overnight are supposed to do with their vehicles if they don't leave for work before 6:00am?
 - a. We understand 6:00 am is early to move vehicles. Right-of-Way Enforcement needs this time to ensure the bus-only lane is clear as traffic starts increasing during the 6:00am hour. RTD is seeing delays to their services during the 6:00am hour.
7. Will 2-hour parking still be enforced?
 - a. The City's Parking Operations team is working to determine how the parking on Lincoln will operate. This document will be updated to answer this question once we receive an update from the Parking team.
8. Why are we adding so much new taxpayer-subsidized "free" parking? Were meters considered?
 - a. The decision to add parking to the corridor was largely due to safety concerns, and the quick-build, low-cost implementation of this project. Parking present overnight and on the weekends, when we see speeds are the highest, will help visually narrow the roadway, slowing cars down. It will also create a buffer, both for those walking along Lincoln, and for those crossing Lincoln who now will have two active lanes to cross vs. three or four.
9. Is there some reason why you couldn't make the hours 6:30 am. Lots of people leave for work around 6, and there will still be overflow problems because they will park on other streets etc. just like if you didn't have any parking
 - a. We understand 6:00 am is early to move vehicles. Right-of-Way Enforcement needs this time to ensure the bus-only lane is clear as traffic starts increasing during the 6:00am hour. RTD is seeing delays to their services during the 6:00am hour.

Traffic

1. What is the thinking behind Lincoln being a one-way, 4-lane highway rather than a normal 2-way street (similar to Logan)? Is changing this design part of any of these discussions? Or not under consideration?
 - a. [Denver Moves: Broadway/Lincoln](#) (2016) provided the long-term vision for the corridor. That plan identified Broadway and Lincoln remaining a one-way couplet in the future. Changes to this would require a large-scale traffic study to understand impacts to the network.

2. Alameda Ave. is being reduced to two lanes in some areas but has approx. (Or less) traffic per day than Lincoln. What is the hold up for reducing lanes on Lincoln?
 - a. Traffic lanes on Alameda Ave are being reduced to one lane in the westbound direction only due to the fact that traffic volumes in that direction can be feasibly handled by only one lane. Traffic volumes are much greater on Lincoln and require more lanes. Therefore, much more effort (analysis, public outreach, etc.) must go into analyzing removing a lane on Lincoln.
3. Why were two travel lanes not an option in the survey? This would allow for permanent bus lane and parking.
 - a. Reducing capacity to 2 vehicular lanes all the time would require a much more intensive study, analysis, and outreach to better understand the impacts. The 2016 [Denver Moves: Broadway/Lincoln](#) study recommended Lincoln retain 3 travel lanes.
4. Are there any plans to transition the N/S streets east of Lincoln to be one-way? I.e. Sherman could be southbound, Grant could be northbound, etc... this could help with the increased rush hour traffic from Lincoln which these narrow side streets can't deal with by having them be two ways.
 - a. This is not planned, and the City is no longer transitioning two-way roadways into one-way roadways.
5. Is the need for keeping three general travel lanes on Lincoln (rather than one for dedicated bus service, two for general traffic) a requirement of the I-25 Lincoln/Broadway exit expansion?
 - a. According to the I-25/Broadway team, nothing in the plans or approvals dictates the number of lanes on Lincoln. That being said, given the volumes on Lincoln Street at this time, the City Traffic Engineer has directed us to keep Lincoln at three general purpose travel lanes during the weekday peak periods.
6. Why is concern over volume on "side streets" given more weight than concern over volume in other parts of the city? Don't we have an urban grid?
 - a. The concern over volume on side streets was not given more weight than any other factor. It was spoken to during the meeting since it was mentioned numerous times on the October survey responses.
7. Why add parking instead of a right turn only for cars and a 24/7 bus lane. If we want real BRT we need to prioritize moving people not car storage.
 - a. This would result in a reduction of the travel lanes on Lincoln. With volumes along Lincoln, the City Traffic Engineer is not comfortable reducing lanes at this time without further detailed study, analysis, and outreach.
8. I believe that more right-of-way should be dedicated for pedestrian and sidewalk enhancements along Lincoln. Three vehicle lanes seems to be too many and would offer additional ROW to add for the pedestrian experience. Reducing Lincoln to two lanes would also help encourage people to take the bus instead of driving. On-street parking is great but it should not be prioritized and if it is used it should be used to buffer the travel lanes from the pedestrian area.
 - a. As part of future planning efforts, it will need to be determined how space can be created or reallocated to ensure sufficient space is allocated for pedestrian

enhancements, and enhanced bus stops.

To your second point, on-street parking is being utilized to better buffer pedestrians from the travel lanes.

9. The proposal to reduce travel lanes only on evening and weekends is directionally better and is appreciated but does not feel like a permanent solution. Travel lanes should be permanently reduced. Also with covid19 changes more people are working remotely and the trend will continue going forward. The traffic is much lower than previous estimates. I work from home see the traffic daily and I believe it will work with only 2 lanes permanently
 - a. Further reduction of lanes would require additional study, analysis, and outreach. While we did see large reductions in traffic volumes during the Spring, data is showing that traffic volumes are returning. Denver's Traffic Operations team said volumes are at about 80% of what they were prior to the COVID-19 Stay at Home orders.
10. If there is overwhelming support or requests for permanent 2 lane, permanent bus lane and permanent changes to the sidewalk to include permanent parking, how can the residents request this to be considered on a future project and ask for budget?
 - a. We would suggest working with your RNO on this issue. From there you can encourage your City Councilmember to ensure there is funding allocated for substantial study, analysis, and outreach for the proposal.
11. If this parking scheme ends up being too complicated, can we please make one lane a dedicated bus lane and parking on one side only, with only 2 travel lanes? That seems to be the superior plan for health, safety, access for all and quality of life for local residents as well as the residents of the City of Denver at large.
 - a. This will require additional study, analysis, and outreach.
12. Other major cities have recently made substantial lane reductions on high-volume city roads to improve multimodal options. Those changes have shown that rather than shift the traffic to adjacent roads, the overall traffic volume actually reduces. While we still have reduced COVID traffic, why would now NOT be a good time to make the west parking lane 24-hr parking 7 days a week and reduce Lincoln to 2 lanes + bus lane and see if that helps condition suburban drivers to pursue other transit opportunities?
 - a. Even with the reduction in volumes (though we are already back to about 80% of normal volumes), we have been instructed to retain three travel lanes during the peak periods. Reducing lanes during the peak periods will require a more detailed study, analysis, and outreach.
13. Would it be possible to incorporate a roundabout where Lincoln/Ohio/I-25 intersect instead of the stop lights? Would also prevent the showdown at the stop signs on Ohio for people trying to get on to I-25 northbound
 - a. Design for the South Broadway & I25 Improvements has already been completed and approved by our state and federal partner agencies. You can see the approved design in the [project page](#) under 'Prior Efforts.'
14. Is there an example of a similar street condition that results in traffic cut throughs into a neighborhood?

- a. This is a difficult question to answer, as most of Denver streets are laid out on a grid. So, this situation is fairly universal across much of the City of Denver. For example, when Federal backs up adjacent parallel streets like Zuni or Irving are often utilized.
15. Do you think the CDOT expansion on I-25 might have a positive effect on reducing traffic on Lincoln?
- a. This project team is unable to answer this question. We suggest contacting CDOT ([I-25 Central Planning & Environmental Linkages \[PEL\] Study project page](#))

Safety

1. When will we see better pedestrian access from the east side of Lincoln to either the Alameda and I25/Broadway light rail stations?
 - a. A new traffic signal will be installed at the intersection of Lincoln & Exposition in the very near future. This will provide pedestrian crosswalks to more safely cross Lincoln and access either light rail station. Additionally, 11 intersections along the corridor will be improved with Vision Zero safety improvements to increase pedestrian safety along/crossing the corridor.
2. I'd like to see proposals to meet the Denver Vision Zero initiative with the goal to increase safety to pedestrians. Maintaining a safety buffer with permanent parking, adding a permanent bus lane and reducing traffic lanes to only 2. There are too many lanes open to traffic and speeding is a problem. Cars and motorbikes speed across all 4 lanes at the moment with no buffer for pedestrians. How are proposals aligned with Vision Zero?
 - a. The proposal includes parking buffers on both sides of Lincoln overnight (7pm-6am) and during the weekends. Having this parking present, in addition to signal re-timing in those off-peak hours will help reduce the speed of vehicles. Additionally, the project team has secured additional funding from the Vision Zero team to improve 11 intersections with safety improvements.
Reduction of lanes during the peak periods, will require additional study, analysis, and outreach.
3. There are an incredible amount of young families and young couples who lives on the 500-600-700 blocks. These couples will be having children soon. These are the most dangerous blocks and we see so many people walking on these small sidewalks during rush hour. How are you addressing this urgent safety need? Creating a highway style road with 4 lanes of traffic WILL result in deaths. How will you address this?
 - a. Vision Zero safety improvements will be installed along the corridor. The goal of the Vision Zero program is to eliminate traffic related deaths on our roadways.
Additionally, 4 lanes of traffic (3 general travel lanes + 1 bus lane) will be limited to 6-9am and 3-7pm. Parking will provide a buffer on the East side of the street from 9am-3pm, and both sides of the street overnight (7pm-6am), and 24 hours on weekends.
4. I support a bus lane but not at the expense of pedestrian safety, by removing the buffer. I live on the 700 block and have 2 young children a 1- and 3-year-old. I feel unsafe even standing in front of my house, sidewalk is narrow and high-speed traffic is close to pedestrians. Would be great to

- have dedicating parking lane, then bus lane as safety for pedestrians acting as buffers to high speed traffic. Just my personal perspective due to feeling unsafe in front of my own home
- a. There will be a parking buffer on both sides of Lincoln overnight (7pm-6am) and 24 hours on the weekend.
5. How many more street lights are being planned to slow down traffic, speeding and loud noise.
 - a. Two traffic signals will be installed this year at the intersections of Lincoln & 5th Avenue and Lincoln & Exposition Avenue. Additionally, as part of this project, two additional locations will have signal warrant studies conducted to determine if traffic signals are warranted at the intersections of Lincoln & 4th Avenue and Lincoln & Dakota Avenue.
 6. Do you have the statistics of how many pedestrian injuries happen each year? How many people die? Also do you have statistics of injuries, muggings, rapes, attacks etc. from people walking a distance back to their home because they have to park far away, especially at night?
 - a. Since 2013 the Denver Police Department has reported 12 bicycle-auto crashes along the corridor, and 20 pedestrian-auto crashes. Of these reported incidents, 4 resulted in serious injury.
As far as the other crime statistics, the Denver Police Department continually updates a [map](#) that may help answer the frequency of these other crimes you mention.
 7. Can we also install radar speed signs? At strategic point along Lincoln to make people aware of their speeding
 - a. We will evaluate installing radar speed signs as part of the complete Vision Zero package. Something to note: the geometric and traffic signal retiming improvements recommended by this effort are a higher level of speed mitigation treatment, and typically have higher efficacy than radar speed signs.
 8. Traffic calming is only happening at night. NOT during the mornings and mid-day when people are walking to and from work/bringing kids to school. This is very scary because I fear someone will get killed.
 - a. Traffic calming is occurring at the times of day when volumes are low and speeds are high. During the day Lincoln will operate similar to today, but with the addition of Vision Zero safety elements at 11 intersections to help slow cars and reduce auto-pedestrian conflicts.
 9. To clarify, the hardened centerlines would be on either Virginia or Ellsworth for cars turning from those streets onto Lincoln?
 - a. The hardened centerlines, where recommended at Lincoln/Virginia and Lincoln/Ellsworth, will be placed on the eastbound approach to the intersection. This change is primarily to slow down the northbound left turns from Lincoln onto the side streets, and also may have efficacy in slowing down eastbound left turns from the side streets onto Lincoln.
 10. Do you have the statistics of how many pedestrian injuries happen each year? How many people die? What is the safety issue you are trying to solve exactly?
 - a. Since 2013 the Denver Police Department has reported 12 bicycle-auto crashes along the corridor, and 20 pedestrian-auto crashes. Of these reported incidents, 4 resulted in

serious injury.

Safety has been the focus of conversations about this project since we started this process about a year ago. During all of our outreach (both direct communication and through surveys) residents expressed how unsafe the corridor is for walking along or crossing. Data shows that vehicle speeds are excessive, especially overnight.

Additionally, the [Vision Zero Action Plan](#) (2017) identifies Lincoln north of Alameda as part of the High Injury Network. The High Injury Network accounts for 5% of streets in Denver, but 50% of traffic deaths.

11. Do you think it is fair to say that pedestrian safety is unchanged during the non-parking hours?
 - a. While street operations will remain similar to today during the daytime, pedestrian safety will be improved by the Vision Zero safety improvements that are being installed as part of this project.
12. Can we look into flashing walking paths crossing Lincoln, when pedestrians are present with buttons to press? They work great in most other cities I have lived.
 - a. Due to the volumes and speeds on Lincoln, the most effective and safest traffic control device for pedestrians is a stoplight. Most intersections currently have stoplights along the corridor. Two additional traffic signals will be installed at Lincoln & 5th Avenue and Lincoln & Exposition Avenue later this year. We are also conducting a signal warrant analysis for Lincoln & 4th Avenue and Lincoln & Dakota Avenue as part of this project.
13. Currently Broadway is maintained by a BID/LMD. The maintenance is a key part in keeping the area safe and usable. Is there any plan to expand these efforts to Lincoln North Bound?
 - a. This team does not have any information on the feasibility of expanding BIDs or LMDs. We recommend reaching out directly to the Broadway BID and/or LMD.
14. On the 600 S. block you're going to put a light on the south Exposition Ave and keep the light on the north side Center Ave. One traffic light on each end of the 600 block?
 - a. Yes

Enforcement

1. How will the peak bus lane be enforced?
 - a. With the peak-only bus lane hours, the City's Right-of-Way Enforcement team will be able to actively monitor the corridor, they are also able to establish set times for the City's tow truck contractor to be on the corridor when the bus-only lanes begin.
2. Could there be camera enforcement of bus lanes?
 - a. At this time, this is not being considered. The proposed timing of this bus-only lane will allow the City's Right-of-Way Enforcement team to be on-site, issuing tickets as needed, and have a tow truck standing-by on the corridor to move vehicles blocking the bus lanes within a few minutes.

Other

1. We have been measuring vibration levels with a sensor in front of our home. There is a significant spike when buses go by during the morning rush when buses are in the east

- dedicated lane. Will you be opening a fund to support repairs to the foundations of adjacent homes? Those increased vibrations will be present for more than 10x longer per day
- a. We want to continue to monitor this, but at this time there is no specific funding in place for any impacts on houses by buses.
2. Now that Bayaud is closed and hopefully not to re-open to cars, does that impact some of these plans? Bayaud could be incorporated as a major part of the bike network. Please do not reopen Bayaud.
 - a. Bayaud, as a temporarily closed street, has funding to remain closed through early September. The City continues to evaluate this. The City is also exploring opportunities to leverage the [South Central Community Transportation Network](#) where instances of temporarily closed streets align with the proposed bicycle network.
 3. How will you monitor if the new parking on Lincoln during the evening and weekends creates less safe traffic cut throughs on the neighboring streets?
 - a. We will continue to monitor traffic incident reports and 311 requests to keep track of unforeseen impacts.
 4. Describe the evaluation process to be used for this project and how can we see the results and opportunity for public comments.
 - a. Results from the October Survey will be posted on the [project website](#). These responses, as well as discussions with a focus group, helped create the current proposal.
 5. Noise ordinance signs possibly added to our area on S Lincoln? Not only speeding sounds a problem, but huge problem with stereos with low base passing by.
 - a. We suggest reaching out to 311 to document this concern.
 6. We need improved way-finding/signage for destinations and businesses on Broadway. This can limit the amount of circulating traffic simply looking for parking on Broadway.
 - a. BIDs can propose wayfinding signage to the City, but their ability to do so outside of the BID boundaries may be limited. We suggest working with the BID directly.
 3. I understand the feedback you guys got, and towing the cars in that lane probably nets some cash. However when I rode the 0 downtown for work it would have to cut into traffic multiple times on this stretch. This slowed the bus AND traffic. I know it's abnormal times but it would be great to check how many times the bus has to dodge out of the bus lane.
 - a. If we understand the question correctly, this is the exact problem this project intends to solve.
 4. Will Curb& Gutter + Sidewalk removal and replacement be apart of this project? there are major trip hazards and accessibility issues along both east and west side of Lincoln. Maybe focus on/near bus stops? Has this been studied?
 - a. No, curb, gutter, and sidewalk removal/replacement will not be part of this project. The City does have a [Sidewalk Repair Program](#).
 5. Were wider sidewalks considered at all?
 - a. Not as part of this project.
 6. We live just North of Ohio Ave and have already experienced what many now are concerned over affecting them. People coming off the exit ramp at 50 mph+ and not slowing down....After

taking away the parking, not only lack of parking for service vehicles, but Increased shaking to our home, from large trucks, semi's etc especially at night when "no one is around"...resulting in cracks to our walls, drywall, I shelves with items on them, etc that is unsettling not only to our home but our nerves. Also, the last four houses North of Ohio we all stick out further than homes North of us, are there any plans to take our homes?

- a. The safety improvements that are now included in this project should help with some of these concerns. There will be parking on both sides of Lincoln overnight, when we see the highest speeds along the corridor. Mid-day parking will be provided on the East side of Lincoln, providing a mid-day buffer. Additionally, signal timing will be evaluated to help slow vehicle speeds, and 11 intersections will have safety improvements installed to help slow vehicles at intersections and better protect pedestrians.

No homes will be taken as part of this project.

7. Also, if there would be no plans to remove our homes, but in the future perhaps our parking grass, sidewalk, etc what rights do Property Tax Paying citizens have from denigrated living conditions suffered for the city "needs"...such as what was/is proposed for neighbors on E Exposition Ave btwn Bdwy/Lincoln, removing their parking and more. Quality of Life is important, we have given enough down here already.