

## **Corridor Planning Committee Meeting #2**

The committee conducted an interview with Dillon Goodson of Lakeview in Chicago to discuss their street improvement plan for the Lincoln Hub.

Lakeview suffered from broken sidewalks, wide streets, high speeds, lack of pedestrian friendly crossings, and lack of landscaping. The committee conducted surveys (300 responses) and held community meetings to identify top priorities:

- slow traffic
- comfortable area for pedestrians
- greenery
- street furniture
- public art
- decorative sidewalks

They used Site Design Group out of Chicago because they specialize in unique challenges. They developed a multi-phase plan that emphasized quick, inexpensive, and often temporary solutions while funding was secure for larger projects. They also recommended setting aside the expensive question of fixing the sidewalks in favor of more immediate actions.

### Phase 1 - Lincoln Hub

A diagonal street intersection that was dangerous for pedestrians.

Reduced crossing distance between 30-40% by taking unused space from the middle of the intersection and creating temporary, protected pedestrian bulb outs on the corners. Added planters and seating elements to these new corners. They also planted 30 trees along the corridor.

Total cost: \$178,000

### Phase 2 - Added above-ground planters

Large wood planters in key areas, landscaped.

Total cost: \$20,000 (plus annual maintenance)

### Phase 3 - Trees

Planted trees. Used city contracts with providers for better price.

Total cost: \$20,000 (\$500-700/tree)

The upgrades offered a proof of concept and pushed up the city's timeline for major improvements, such as sidewalks. Those permanent improvements are now scheduled for 2018-19.

Lakeview is an SSA (like a CID) with an \$800,000/year budget. All costs were paid out of their budget.

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The committee also reviewed the RFQ and offered minor alterations in the language.

MODOT discussed the requirement for a traffic study. They can offer updated traffic counts at all intersections.

Also discussed MODOT approval process. MODOT requires a permit for all changes/improvements. For big-picture plans, the upgrades in Jeff City around the prison may be a good model to follow.

Trent Brooks pointed out that the major changes will likely be typical traffic calming devices (ie, bulb outs) so there is precedent for them. The streetscape or artistic elements are simply an overlay onto those devices.

The committee liked the idea of temporary changes, and focusing on low-hanging fruit for immediate improvements and to gain widespread buy-in for the plan. They discussed a five-year plan focusing on signage, character/identity, and landscaping (ie, potted plants).<sup>2</sup>