

Livingston Avenue Improvements (18th Street to Nelson Road) Project, Public Comments and Responses

| Topic/ Theme | Comment/Question (Summarized) | Project Team Response |
|-------------------|--|---|
| Bike Lanes | I like that there is a dedicated bike lane. | Thank you for your comment. Installing a dedicated bike lane along Livingston Avenue will provide residents, commuters, and visitors an alternate mode of transportation in the corridor. Protected bike lanes help eliminate perceived risk and fear of collisions, reduce the risk of crashing into car doors, and add a level of predictability making streets safer for everyone. Installing a dedicated bike lane for cyclists can reduce total crashes up to 30% on urban 2-lane undivided collectors and local roads. (https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-08/PSC_New_Bicycle%20Lanes.pdf) |
| | I like that the bike lane is raised. | Thank you for your comment. The steering committee preferred the raised bike lane versus the street level bike lane because it provides an additional layer of protection from vehicles. This makes the raised bike lane more attractive to a wider range of bicyclists at all levels and abilities than a lane that is shared or at the same level as motorized vehicles. Raising the bikeway above the street grade can further discourage motorists from encroaching into the raised bike lane. |
| | I don't like that the bike lane is raised. It makes cyclist and drivers less aware of their surroundings. | Thank you for your comment. A variety of different bike facilities were considered during the planning process. The raised bike lane was chosen as the recommended bike facility because of the additional safety benefits of a dedicated, separated bikeway. Additionally, the corridor has limited width, and raised bike lanes are efficient with space in tight corridors. |
| | We recognize the importance of making Livingston Avenue a safer, more accessible place for pedestrians and cyclists, and we support the vision of a walkable, multimodal community. However, we believe that a balanced approach can address the needs of both businesses and commuters. One solution might be to implement bike lanes on one side of the street, while maintaining parking on the opposite side. This arrangement could help alleviate space concerns while accommodating both cyclists and commercial traffic. | Thank you for your comment. The installation of bike lanes on a single side of the street would not reduce the overall width of the roadway section. In other words, grouping the bike lanes together does not result in any additional width gained within the right of way to add in an on-street parking lane. Additionally, combining the bike lanes together on a single side of the street results in significant complications for traffic signalization. Additional signal poles and heads will be required, and additional signalization phases will be necessary. The end result would be increased costs for decreased Level of Serve intersection operations. |
| | Is the bike lane asphalt or concrete? | Asphalt. |
| | Will they use green colored markings for the bike crossings? | Green markings will be included in select locations along the bike lane to emphasize critical locations for enhanced visibility and awareness. These locations include where bike lanes cross intersections and bus stops. |

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| Bike Lanes | Does the bike lane end into sidewalk at the railroad track at Nelson? | The bike lane will transition to a Shared Use Path immediately to the west of the railroad overpass. The Shared Use Path will continue to Nelson Road. |
| | It seems like this project stops short of connecting this community to Alum Creek Trail. Is there another project that will finish the section from Nelson Rd under I-70? | Yes, the extension of bicycle facilities to the Alum Creek trail is being planned by a separate City project. |
| Medians | I like the added greenspace/medians in the concept. | Thank you for your comment. There are many benefits to installing raised medians. The FHWA shows that raised medians provide a refuge space for crossing pedestrians (resulting in a 46% reduction in pedestrian crashes), can reduce motor vehicle crashes by 15%, reduce vehicle speeds on the roadway, and provide a space for vegetation to help "soften" the feel of a corridor. Medians also provide access management to nearby side streets. |
| | The medians are too long and cut off access to neighborhoods/side streets | Thank you for your comment. Medians were included in the plans presented at the first public meeting so that feedback could be gathered from the public. The location of the median breaks have been determined to balance the need for improved safety along the corridor, against the needs for side street accessibility. |
| | No median between Bulen and Nelson on Livingston, with parking allowed at specified times of day in that stretch – will allow for safety vehicles to get in and out quickly, and provide parking for businesses in that area during the hours that they need it | There is not a median from Bulen to Rhoads. There is a short median to the east of Rhoads that serves to help protect pedestrians crossing the Livingston Avenue and to align eastbound traffic at intersection of Nelson Road. That median does not restrict access to any cross-street or driveway. |
| | Why not provide breaks in the median for cars to turn down streets like 22nd / Bedford /Kimball? | The traffic safety study identified several lower volume cross-street intersections in which limited access was recommended to Livingston Ave. The benefits of this are reduced intersection conflicts, most notably the left-hand turning movements across oncoming traffic. These type of traffic crashes are statistically where the highest level of major injuries and fatalities occur. Thus, the restriction of these intersection turning movements enhances the safety of the corridor. |

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| Safety | <p>I like the concept and think that it will slow traffic/improve safety.</p> | <p>Thank you for your comment. We also believe the concept will improve safety and slow speeds. The Federal Highway Administration (FHWA) has done numerous studies on the benefits of road diets. A road diet is a roadway technique that reduces the number of vehicle lanes for space to be reallocated for other uses. Narrowing a roadway from 4 lanes to 3 lanes can provide a 19-47% reduction in total crashes (www.highways.dot.gov/safety/other/road-diets). The reduction in lanes provides room for additional safety improvements such as medians and pedestrian refuge islands, crosswalk enhancements, bicycle lanes, and access management. Incorporating pedestrian and bicycle facilities can increase drivers' recognition of these users. These visible cues increase driver awareness and encourage motorists to slow down and pay attention.</p> |
| | <p>The speed should be lowered on Livingston.</p> | <p>Thank you for your comment. Studies have shown that most drivers tend to drive at a speed with which they are comfortable, so raising or lowering the speed limits may not have a significant effect on actual speed along the roadway. Additionally, Livingston Avenue is also U.S. Route 33, which limits the city's ability to change the speed limit. However, changing the environment of a roadway by installing traffic calming measures, such as a road diet, can reduce speed and change how drivers behave in the roadway. Environmental adjustments, such as narrowing roadways or installing physical barriers, force motorists to pay attention to their surroundings and alter their driving behaviors, resulting in lower speeds and safer driving. Narrowing a roadway from 4 lanes to 3 lanes can provide a 19-47% reduction in total crashes (www.highways.dot.gov/safety/other/road-diets).</p> |
| | <p>How will the area around Rhoads / Fire Station / New Development work? Lots of pedestrians cross at that area.</p> | <p>Thank you for your comment. The recommended road diet will help improve safety and comfort for pedestrians and cyclists by reducing overall pedestrian crossing distance and reducing vehicle speeds. The plans include a pedestrian refuge island at the Rhoads intersection and the additional of a Rapid Rectangular Flashing Beacon (RRFB) for enhanced pedestrian safety when crossing Livingston Avenue at the intersection. Coordination with surrounding property owners, including the fire station, has also occurred and input from the fire station has been considered in the plan development.</p> |

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| Safety | Is there any way to reduce heavy vehicle traffic on side streets? | Thank you for your comment. The project recommends the strategic installation of medians along Livingston Avenue to increase safety, provide access management, and allow opportunities for beautification. Medians can restrict vehicular access to residential roadways and redirect traffic to other nearby streets that are more equipped for heavy traffic volumes. This can help reduce heavy vehicle traffic on side streets. |
| | I would like to see more barriers on the utility strip to keep cars from jumping the curb onto the sidewalk/bike lanes. I would also like the signals to be synced (like of Summit/3rd and 4th street) to encourage a steady flow of traffic in a predictable manner. | Thank you for your comment. Barriers, such as bollards, are not permitted within the clear zone of the roadway, as they constitute a safety hazard. Video detection for the signals (as opposed to synchronization like Summit, 3 rd and 4 th) is planned along Livingston Ave corridor. |
| | Emergency vehicles: Ability to turn around/back-in at Rhoads Ability to effectively navigate one lane road (due to median) | Emergency vehicle have been considered in the project design. Turning radii for fire engines have been checked for all intersections along the project corridor. Traffic signal preemption is planned for the fire station for aide in emergency vehicles traveling along Livingston Avenue where medians are present. Signal preemption is a technology that allows for remote control over traffic signal operations. |
| | Is any lighting being added to the pedestrian area under the railroad bridge? | Yes, this is currently planned; however further coordination with the Railroad is necessary to confirm their concurrence with mounting additional lighting to the bridge. |
| | Move the traffic signal currently between Rhoads and Nelson to the corner of Rhoads and Livingston. With the new housing development and additional residents and vehicles, there should be a light at that corner to control traffic and reduce accidents. Traffic should flow from the new development to Rhoads and then to Livingston with no ability to turn in/out from Livingston. | The traffic signal located between Rhoads and Nelson is functionally part of the Nelson Road traffic signal. This is due to the visual obstruction resulting from the Railroad overpass for eastbound traveling vehicles as they approach Nelson Road. The traffic signal cannot be repositioned as suggested. Furthermore, a traffic signal warrant analysis was conducted at Rhoads (which included the traffic generated from the new development) and a signal is not warranted at the intersection of Rhoads. |
| | Where there are traffic lights, include left turn signals to allow for efficient flow of traffic, especially in one-lane per side situation. Ohio, Champion, Lockbourne (already there), Kelton, Fairwood, Rhoads (new light), Nelson should have left turn signals. | Thank you for your comment. Left turn lanes are planned at signalized intersections. |

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| Parking | I like that the on-street parking was removed on Livingston. | Thank you for your comment. Parking usage data was gathered by the project team on a typical weekday during the morning, midday, and evening as well as on a Saturday in the morning, evening, and midday. The data showed that parking on Livingston Avenue is relatively light. Only a few blocks were more than 30% filled. The blocks that had above 30% utilization were: along the north side of Livingston between Gilbert St. and S 22nd St., along the north side of Livingston between S Champion Ave. and Oakwood Ave., and along the north side of Livingston between Lockbourne Rd. and Miller Ave. The project team understands that parking can provide challenges for some roadway users yet is important for others. Due to the limited space within right-of-way, on-street parking cannot be implemented with the project. |
| | I dislike that the on-street parking was removed on Livingston. | Thank you for your comment. Please refer to the above response. |
| | Create parking behind Livingston Avenue businesses and/or in vacant lots – look at Bexley, Grandview, and Westerville for examples | The Livingston Ave project is limited to improvements within the public right-of-way of Livingston Avenue. The creation of parking on private property is beyond the scope of this project. |
| | Make parking lots attractive to include bike parking, greenery, etc. – not just paved – and develop standards around aesthetics of fenced lots (current and future) | Parking lots private investments, and these types of improvements on existing lots would need to be undertaken by the property owner. Current zoning standards require setbacks, landscape screening, and bike parking. |
| | Side Street parking concern: Many of the residential streets are either narrow or do not have sidewalks. Many residents do not have garages or driveways. Many of the alleys are not safe and/or are filled with trash/debris | <p>A parking study was completed during the Study Phase of this project. The parking study took parking counts for each block along Livingston Ave, and on every side street within 150' (north/south) of Livingston Avenue.</p> <p>Residential side streets have been considered to the point of how they interface with Livingston Avenue. Further consideration beyond the direct interface with Livingston Avenue is outside of the scope of this project.</p> <p>The lack of space for off-street parking for some parcels was noted early in the study phase, and was the reason for scoping the parking study to assess the impacts to both Livingston Avenue and the side streets.</p> <p>The safety of the alleys and the trash/debris are important issues to address, but are not explicitly part of the scope of the study or this project. Alley maintenance concerns can be made to 311 customer service center online at www.columbus.gov/311, via email at 311@columbus.gov, or by phone at (614) 645-3111..</p> |

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| Road Diet | I like that the traffic lanes are being reduced. | Thank you for your comment. The reduction in travel lanes is also referred to as a “road diet.” Studies by the FHWA show that road diets can reduce crashes by 19 to 47% and reduce vehicle speeds. A road diet on Livingston Avenue will improve safety for all roadway users, roadway operations, and better meet the needs of multiple modes of transportation and the community as a whole. |
| | I dislike that the traffic lanes are being reduced. - Increased travel times - Stuck behind busses | Thank you for your comment. Currently, all the signalized intersections on Livingston Avenue operate at an acceptable Level of Service. Traffic models show that with the implementation of a road diet, all signalized intersections remain in the acceptable range. Although the traffic lanes are being reduced, the installation of additional dedicated left turn lanes will improve operations on Livingston Avenue by removing cars slowing down to make left turns. Some users may also elect to reroute their trip entirely around Livingston Avenue due to the slower speed, which will decrease traffic on Livingston Avenue, allowing it to flow more smoothly. With the additional roadway available for the installation of bike lanes, other users may bike instead of drive on Livingston Avenue, further decreasing traffic on the roadway. Coordination with COTA is ongoing as the project continues to advance. |
| Beautification/Aesthetics | I think there should be more beautification in the concept: Installation of stone placards, landscape lighting, other aesthetics. | Thank you for your comment. The Steering Committee and comments received from the public indicate that there is a high level of interest in creating a community identity and beautification/aesthetics as part of the Livingston Avenue improvements. The project includes landscaped medians with street trees along with decorative street lighting. |
| | I think the concept is aesthetically pleasing. | Thank you for your comment. |
| | Several trees added in Median but so many trees lost to bike lane. Does not support the tree canopy goals, add blacktop/nonporous surface, increases heat index. Reduces beautification of neighborhood. | The existing trees removed along the roadside will be replaced by the trees planted in the median. |
| Project & Schedule | I like that there’s something being done about the safety along Livingston Avenue. | Thank you for your comment. Livingston Avenue is on the City's High Injury Network, which means that it has a higher proportion of fatal, serious injury, and/or vulnerable user crashes. Vulnerable road users include pedestrians, bicyclists, or motorcyclists - individuals who are inherently more at risk of injury when involved in any traffic crash. Vision Zero Columbus is focused on ending crash-related fatalities and serious injuries on our streets, while increasing safe, healthy, and equitable mobility for all. We’re excited to take this first step in much needed improvements to Livingston Avenue. |

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| Project & Schedule | I wish the project would be done sooner than the expected schedule. | Thank you for your comment. We also wish this project could be accomplished sooner. The project funding includes an awarded \$12 million grant from the U.S. DOT, which requires the project to fully comply with applicable federal laws and regulations. The efforts required to fully comply with these laws can add time to a project schedule when compared to the same project that is funded completely with local funds. It is the city's goal to complete this project as quickly as possible. |
| | The project area is too small. It should extend along some side streets. | Thank you for your comment. The project limits are along Livingston Avenue from 18th Street to Nelson Road. However, we anticipate that the improvements of the project will extend where needed (north, south, east, or west) to properly tie into the rest of the corridor and transition properly within the surrounding neighborhoods. |
| | Were any lessons learned from the project between College and James that will be incorporated into this project? | Thank you for your question. The city employs a continuous improvement process to improve the quality of each project it delivers. While there are similarities between projects, each project presents its own unique challenges. |
| | The project cost is too high. | Thank you for your comment. The city believes the Livingston Corridor is very worthy of this investment, especially considering the proposed safety benefits for the traveling public. Estimated project costs were developed based on actual costs of similar projects. The city was successful in securing a \$12 million grant from USDOT to help leverage local funds being provided for this project. |
| Crosswalks | I like the additional crosswalks. | Thank you for your comment. Studies from the FHWA show that high-visibility crosswalks can reduce pedestrian injury crashes up to 40% (https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements). Safe and frequent crosswalks will support pedestrian movement on Livingston Avenue. Crosswalks have been recommended in areas where pedestrian traffic is anticipated and encouraged. |

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| | <p>I don't think enough crosswalks have been added.</p> <ul style="list-style-type: none"> - More between Linwood and Lockbourne | <p>Thank you for your comment. The project recommends crosswalks on Livingston Avenue at existing signalized intersections and areas where pedestrian traffic is anticipated. Rectangular rapid flashing beacons (RRFB) placed recently at 22nd Street, Oakwood Avenue, and Lilley Avenue will remain. Additionally, a RRFB will be added to the intersection of Livingston Avenue and Bulen Avenue. Pedestrians are encouraged to cross at these signalized crosswalks because it is safer than crossing in an area without a marked crosswalk and drivers will expect pedestrians in these areas. Studies from the FHWA show that high-visibility crosswalks can reduce pedestrian injury crashed up to 40% (https://highways.dot.gov/safety/proven-safety-countermeasures/crosswalk-visibility-enhancements). The recommended road diet will also significantly increase the safety for pedestrians crossing Livingston Avenue by reducing the crossing distance pedestrians will travel and potential impact points. The sections of Livingston Avenue with a median will allow for additional safety benefits since the median provides a refuge space for crossing pedestrians. The project also undertook efforts to identify which areas were likely to need pedestrian facilities, such as the Pedestrian Generator Map, to identify crossing points and areas of high pedestrian traffic. Intersections such as Carpenter Street and Rhoads Avenue have been identified as such areas and were recommended to receive additional pedestrian safety countermeasures.</p> |
| Buses | <p>How will the busses navigate with the bike lane? The intersections seem too tight.</p> | <p>Thank you for your comment. The design of Livingston Avenue shows that there is enough room for buses to travel through Livingston Avenue without issue. Coordination with COTA has occurred to ensure that the project will be designed so that buses will be able to travel and provide efficient service throughout the project area.</p> |
| | <p>Bus routes will be delayed because of the reduction in travel lanes.</p> | <p>Thank you for your comment. We do not anticipate a significant change in travel time for transit. As the project moves into detailed design, coordination with COTA will ensure that the project will be designed so that buses will be able to travel and provide efficient service throughout the project area.</p> |

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| Economic Activity | We need retail, restaurants, grocery options on Livingston. | Thank you for your comment. The scope of this project is limited to improvements within the right-of-way. The FHWA released information about the economic impacts of a road diet, such as proposed in the Livingston Avenue Improvements Project. The research found that replacing vehicle travel lanes with pedestrian and bike facilities make the corridor a more attractive area and thus more appealing to business and development interest. From the FHWA Road Diet Resources, Road Diets' Economic Impacts: "In 2008, the City of Indianapolis, IN, used Road Diets to complete the 8-mile-long Indianapolis Cultural Trail that encourages biking and walking along the cultural districts, neighborhoods, and the city's greenway system. The redesign brought more people on foot and vitalized the area. Over \$300 million of new development was constructed along the route between 2008 and 2012." |
| | I think the improvements will increase business activity in the area. | Thank you for your comment. The FHWA released information about the economic impacts of a road diet and found that for many local businesses, a road diet can improve economic vitality by changing the corridor "from a place that people 'drive-through' to one that they 'drive-to'." A case study from Charlotte, NC showed that after the implementation of a road diet there was a \$43 million increase in the non-residential tax value of properties fronting the East Boulevard Road Diet. |
| Miscellaneous | Don't do what was done on Parsons. | Thank you for your comment. The city aims to genuinely evaluate and learn lessons from every project. If you're like to discuss further please contact the project manager, Eric Lambert at SELambert@columbus.gov. |
| | I don't like the vacant buildings along Livingston. | Thank you for your comment. Although this is out of the scope of the project, the FHWA has released information about the economic impacts of a road diet and found that for many local businesses, a road diet can improve economic vitality. The installation of a road diet on Livingston Avenue may be attractive to business owners and developers that would seek to revitalize vacant buildings. |
| | There is a curb issue on Gilbert Street | Thank you for your comment. This is out of the scope of this project; however, a request can be submitted to report the curb issue to the city via our 311 customer service center online at www.columbus.gov/311 , via email at 311@columbus.gov , or by phone at (614) 645-3111. |
| | I like the improved sidewalks. | Thank you for your comment. Pedestrian infrastructure is key to mobility for a variety of users. Adequate sidewalks are shown to improve pedestrian safety, improve the health of nearby residents, increase property values, and generally improve quality of life. According to the FHWA, roadways without sidewalks are more than twice as likely to have pedestrian crashes as sites with sidewalks on both sides of the street. |

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| Miscellaneous | Will the utilities be put underground? I would like to see that. It makes the area look much nicer. | Thank you for your comment. The project budget does not support the undergrounding of overhead utilities. |
| | I'd like to see dedicated left turn lanes put in on Fairwood Ave at Livingston | There is insufficient right-of-way width on Fairwood for the inclusion of left turn lanes, without creating significant impacts to adjacent properties. |
| | What blocks will be part of the merging area on both ends (going from 4 lanes to 2+)? | On the west end, the lane transition will at 18th Street. The transition on the east end will occur between Nelson Road and Alum Creek Drive. |
| | Columbus historically treats this community pretty poorly, an afterthought. How can we be ensured you'll sufficiently communicate road closures and address unintended consequences? | Thank you for your comment. Roadway lane closures will be communicated in the following manner: (a) closures will be posted on the ohgo.com and advanced notice signage will put in place in advance of the closure to notify users of the upcoming closure. This is the required standard of notification for a roadway closures in the City of Columbus. (b) In addition to the standard level of notification, the City plans to go above this for this project by: (i) holding a 2nd public involvement meeting to share the plans for lane closures during construction, (ii) by keeping the Area Commission and the neighborhood associations apprised on the progression of construction, and (iii) by having the City's public engagement consultant, D&D Policy Works to continue to stay engaged with the project during construction. |
| | Delivery vehicle concerns: Large delivery vehicles tend to currently park on Livingston Avenue in the parking lane, allowing for traffic to flow | Delivery vehicles were considered for turning movements and ability to drive through all intersections. Delivery vehicles will not be able to park on Livingston Avenue at the completion of the project. Delivery vehicles will need to park at the nearest cross street. |
| | Traffic to 70 freeway | The traffic model developed during the study phase included traffic throughout the project corridor, so traffic to I-70 was considered on both ends. |
| | Add sidewalks on side streets that do not currently have them (typically south of Livingston Avenue) | This is a great idea, but not scoped in this project. Sidewalk request can be submitting to the city via our 311 customer service center online at www.columbus.gov/311 , via email at 311@columbus.gov , or by phone at (614) 645-3111. |
| | Make alleys behind Livingston Avenue businesses safe and accessible (lighting, clean-up, pathways to businesses) – look at Bexley along Main Street (north side of Main St behind businesses) | The safety and cleanliness of alleys is important, but they are not scoped in this project. Request for alley clean-up or improvements can be made to the city via our 311 customer service center online at www.columbus.gov/311 , via email at 311@columbus.gov , or by phone at (614) 645-3111. |

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| Miscellaneous | Consider grants to build or rebuild garages for residents of side streets to free up on-street parking, and for those homes on Livingston Avenue that do not currently have them | Thank you for your comment. Grant writing and grant applications for improvements on private property is outside of the scope of the Livingston Avenue roadway improvement project. |
| | Consider grants for beautification of business facades along Livingston Avenue | Thank you for your comment. Grant writing and grant applications for improvements on private property is outside of the scope of the Livingston Avenue roadway improvement project. |
| | Is the City looking to add any bike racks or CoGo Stations? | CoGo Stations are privately owned and operated. The City is unable to direct private investment for CoGo Stations. |
| | Can we re-align 22nd like what is being proposed at Linwood? | The realignment of Linwood has been removed from the project due to budgetary constraints. The realignment of 22nd would require the acquisition of a parcel not owned by the land bank, and is therefore not within the budget of the project. |