

# LINCOLN MPO 2040 LRTP

## TECHNICAL REPORT:

### APPENDIX H

#### *Mobility Report Cards*



# Roadways



## Roadway Operations:

- Sweeping
- Snow Removal
- Crack Sealing/  
Pot Holes
- Signs
- Striping
- Signals
- Storm Watch
- Record Keeping  
(traffic counts,  
accident database)
- Engineering/ Safety  
Studies



## Roadway Types:



**Major Arterial:** four to six through lanes plus turn lanes (O Street)



**Minor Arterial:** two to four through lanes plus turn lanes (Pioneers Blvd)



**"2-Plus-1":** two through lanes plus center turn lane (South 48<sup>th</sup> Street)



**2 Lane Offset:** two lanes, turn lanes, graded for future expansion (Yankee Hill Road)

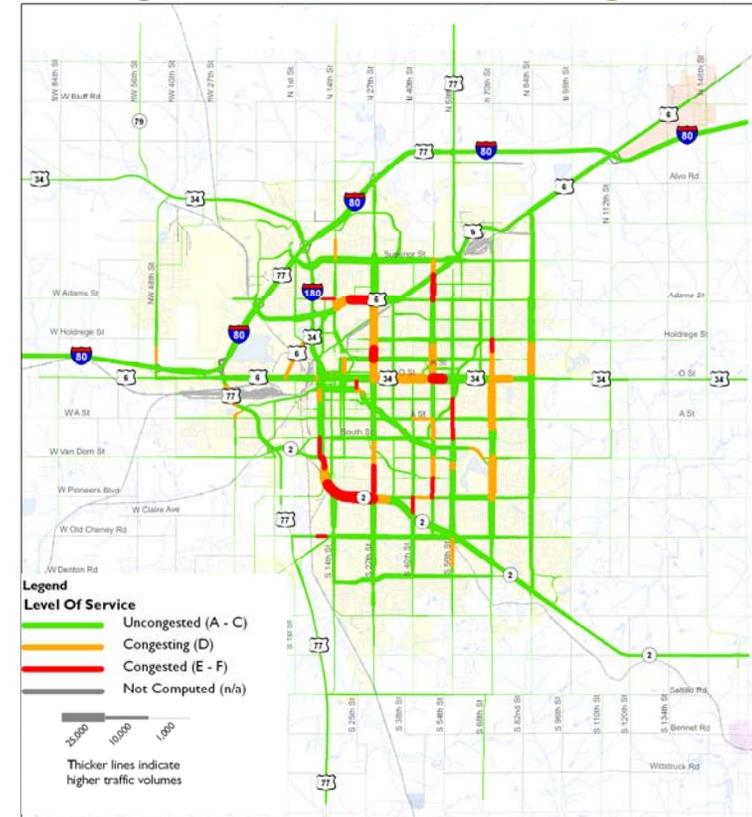


**Residential:** two through lanes, no markings (Stockwell Street)



**County Paving:** two through lanes plus turn lanes (West Van Dorn Street)

## Existing Traffic Volumes and Congestion



## Roadway Report Card



The City of Lincoln's street system generally operates well with minor areas of congestion at certain times of the day.



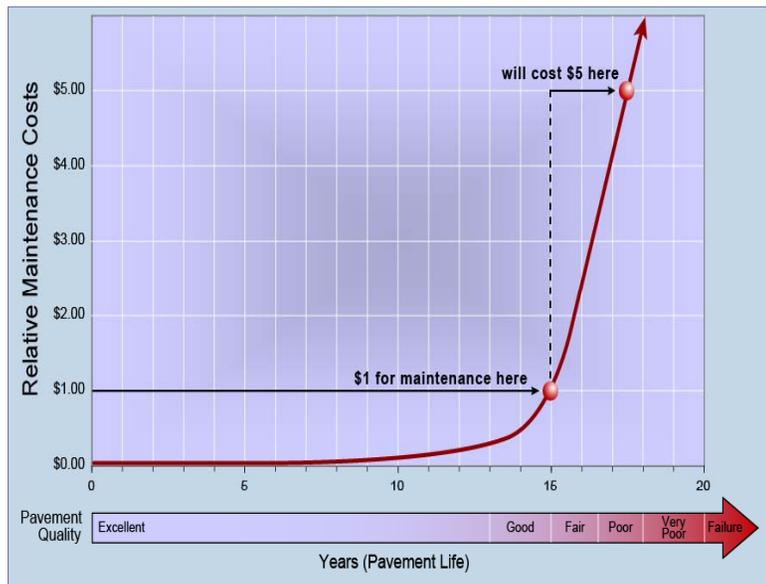
As development occurs in outlying areas of the City, new traffic will impact existing streets. Future traffic demand will result in increased congestion and longer travel times.

# Roadway Maintenance



## Pay Me Now or Pay Me Later

- New roads can go for several years with little maintenance
- At about 15 years they require chip and crack sealing
- If that is not done, minor repairs turn into major repairs in just a few short years.



## Roadway Maintenance Report Card



The average condition of the City of Lincoln's roadways is rated good.



Because of funding limitations, the current funding for maintenance of roads is \$3.2 million annually. If this funding trend continues, the average condition of the City of Lincoln's roads will be poor by 2040.

### Excellent Condition



New pavement, no cracks  
(South 22<sup>nd</sup> and A Streets)

### Good Condition



Some cracking, not filled  
(North 33<sup>rd</sup> and U Streets)

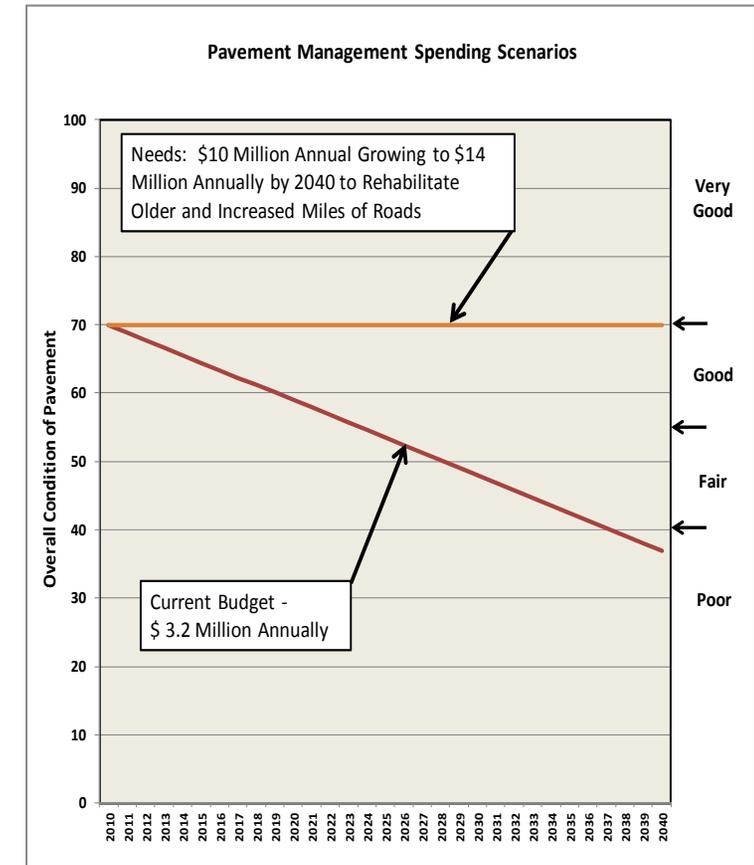
### Poor Condition



Swales and potholes  
(South 56<sup>th</sup> and Franklin Streets)

## Total Needs: \$15 M Annually

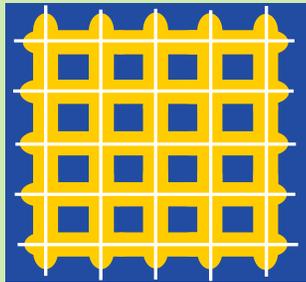
- Roadway Rehabilitation: \$10 M (Current \$3.2 M)
- Bridge Rehabilitation: \$2.5 M (Current \$1.9 M)
- Signal Replacements: \$2.5 (Current \$1.8 M)



# Transit Service

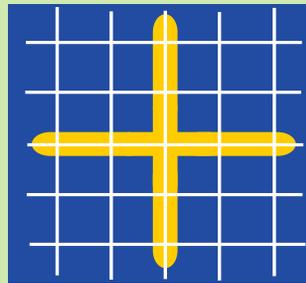


## Coverage vs. Productivity



Coverage

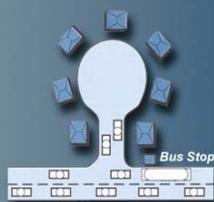
- More people with bus access
- “Transit-Dependent” focus
- Lower frequencies



Productivity

- Highest ridership per route
- More “Choice” riders
- Higher frequencies

## Transit and Residential Density



7 DU/AC can support transit every 30 minutes



20 to 30 DU/AC can support transit every 10 minutes



50 DU/AC can support intensified transit



## Transit Report Card



**Transit Service Coverage:** StarTran does a good job of covering the city, with over 80% of households having a bus route within ¼ mile of their home.



**Transit Service:** StarTran provides approximately 0.41 annual miles of revenue transit service for every person in Lincoln. This service is a little below the average of comparably sized cities.



**Frequency and Hours:** Lack of evening service, and 30 to 60 minute waits, while acceptable for a low density city, reduce the convenience and usefulness to many riders.



**Downtown and UNL:** Service to downtown and UNL is good from all parts of the City



**Hub System:** Use of a single downtown hub means trips from one part of the city to another can be long and require transfers.

## Other Transit Options



Bus Rapid Transit

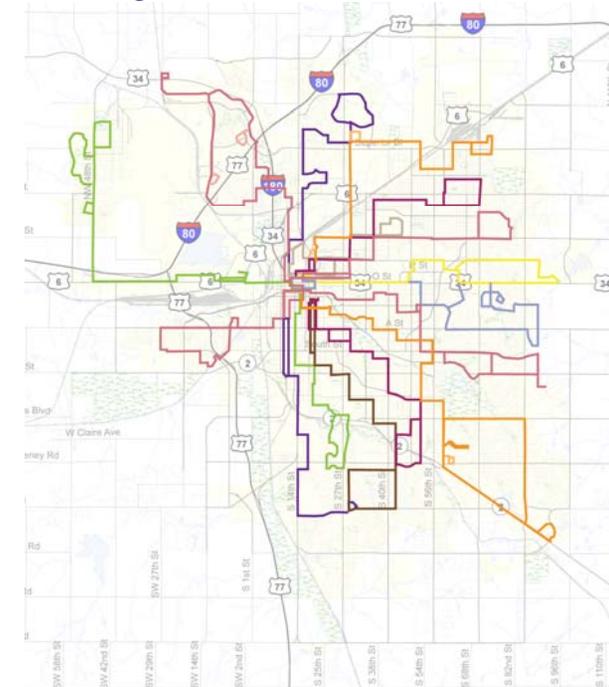


Neighborhood Buses

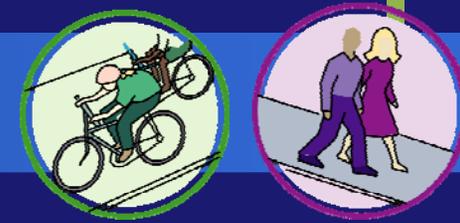


Trolley

## Existing StarTran Transit Service



# Bicycle & Pedestrian



## Guidance for a Quality Bicycle System

- Facilities on or Within ¼ Mile of Major Transportation Corridor
- Access to Major Destinations
- Use local Street (or low volume collector)
- Limited Commercial Frontage & Access
- Grid Spaced 1 mile apart
- Reasonable Continuity Across City
- Few Jogs and Turns
- Traffic Signals at Major Intersections or Grade Separations

## Types of Bicycle Facilities

### Bicycle Lanes:

Designated, marked right-of-way exclusively for bicycles. Usually includes signage.



### Bike Routes & Sharrows:

On-street facilities, usually on lower traffic roads. Bike routes include signage, sharrows include signage and pavement markings.



### Other Bicycle Amenities:

Bike parking, showers, bike lockers and other support facilities



## Pedestrian Mobility Report Card



**1. Directness** – strong system with short to moderate block lengths



**2. Continuity** – Required sidewalks on both sides of street



**3. Street Crossings** – Generally good, some without signals



**4. Visual interest** – many sidewalks with landscaped parkways, maintenance issues in some areas



**5. Security** – Generally good line of sight and lighting

## On-Street Bicycle Facility Report Card



The City of Lincoln has a limited on-street system of bicycle improvements that allow a person to truly use the bicycle as a mode of transportation



Right-of-way and pavement width constraints significantly limit the opportunity to add bicycle lanes.



Using the City's low volume/speed roadways for bicycle routes is an important element of the bicycle network.



Bicycle route signage is limited

**The City needs \$2.5 million annually for sidewalk maintenance. The current budget is \$0.5 million, about 1/5 of what it should be.**



# Commuter and Recreational Trails



## Commuter and Recreational Trails Facilities:

### Off-street Trails:

10'-14' trails, many of which have been built on former railroad right-of-way. Other segments follow streams or are planned as part of new developments.



### Shared Use Paths:

10' wide sidewalks on one side of a major street that make connections between trail segments.



Over 93% of City residents are within 1 mile of a trail

### Trail Wayfinding:

Signs that indicate to users that they are on a designated trail; can include destination and distance information.

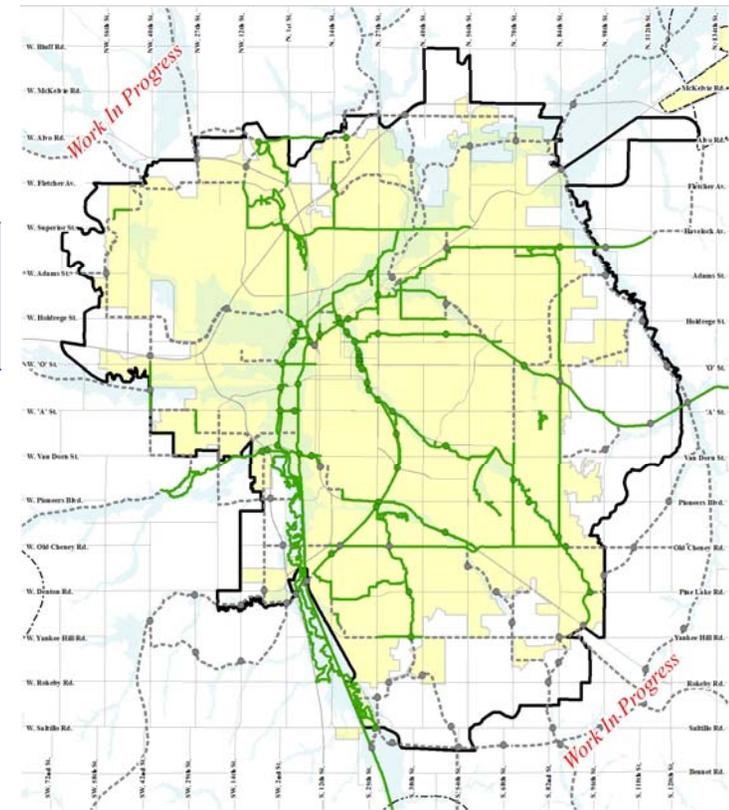


### Grade Separations:

Underpasses or overpasses that separate trail users from motor vehicle traffic, often built with roadway projects.



## Existing and Committed Trails:



TRAILS (MILES) AND GRADE SEPARATIONS [NUMBER]

- Existing/Committed (157.4 Miles) [58]
- - - All Others (295.2 Miles) [68]
- Existing Lincoln City Limits
- Floodplain/Floodprone Areas
- Proposed Future Service Limit

## Trails Report Card:



The City has the framework for building a quality trails system that will serve both the recreational and commuter rider.



The City lacks funding to adequately maintain, widen, and replace aging trail segments.