

BICYCLE AND PEDESTRIAN CAPITAL PLAN

COMMENTS RECEIVED AT OPEN HOUSE

Thanks for talking to me last Saturday. I learned that a connection between the Murdock Trail and the Northeast Walmart is in the works. You have my vote for the addition.

Community CROPS is moving our farm operations to 112th & Adams – which is owned by the University. We will teach sustainable farming, and the University has very long range plans for the site as an environmental education center for the public. There will be prairie, forest, wetland and their demonstrations. It would be great to have a bike trail connection to 112th & Adams.

Overall the plans look really good – a lot of careful thought has gone into them. I'm excited by the bike trail expansions and the consideration of road crossings. The bike activated signals are a neat idea.

Thanks!

Thanks for having this open house. I'm glad to see all the planning that's been done. I'm especially interested in maintaining existing and developing new routes out of town, and hope these can be developed as roads on edge are built and restrict bicycle passage.

All the plans look good. Especially the efforts to make riding downtown safer and more accessible. Continuing to link all the trails together is also key to making Lincoln a great biking-walking community.

I would like to see more ?? use of "rumble" strips along hwy's. I think vehicles would still feel and be alerted.

With as wide & ?? of use of concrete I would hope the city could get more "on-street routes" downtown and around the major arterials. Use more on-street routes in around schools to encourage walking & cycling. Even just using the bicycle stamp on streets would let car drivers that it's ok to have cyclist use streets.

Complete north section of Jamaica trail from Wilderness Park to downtown Haymarket area.

Install about 200' of sidewalk along Old Cheney Road from Hunts Drive to Wilderness Park. With the new installation of the Railroad quiet Zone there is now an island in the street and NO SAFE way for pedestrian or bikers. We're talking about maybe \$155 of sidewalk. What's the hold up?? Please call me. I will pay for a part of this!

South 14th Street by the State Pen. There is a new bridge installed with a pedestrian walkway but NO sidewalk on either side. Why not?

As a longtime resident of Lincoln and board member of Bicyclincoln I approve whole-heartedly the Bicycle and Pedestrian Capital Plan. Many people, young and old alike have chosen to commute by bicycle as their main mode of transportation or as supplemental transportation on occasion. Younger people especially who don't have a car are finding themselves on bikes. Now is the time to make these changes! As a graduate from the University of Lincoln, NE I would have greatly appreciated these plans when I first moved to Lincoln. Some items I find especially important are:

- Full route connections in and near downtown Lincoln
- Connections with schools to encourage safety of children and parents who may be traveling by bike or walking
- Signage for on-street routes, sharrows, etc.
- All proposed bike lanes, especially N Street
- Bicycle activated signals, especially 27th & J, G Street

Other items of note: Y Street is a main route for many cyclists and has become increasingly dangerous. Traffic does not obey posted 25 mph speed limit. More space could be used and the Mopac trail really needs to be finished in this area!

I am very excited to see some of these changes! It will only encourage more young people to stay and move here!

Thank you for having this meeting on a Saturday! It is difficult for many to get to on weekdays!

I would like to see a trail connecting 14th & Superior to the old state fairgrounds property. 14th Street currently has a fair amount of community traffic. It would be relatively simple to have a trail replace the sidewalk here. In addition, by putting a trail here provides a straight and direct route from the future 14th Street north of Superior Trail. This trail would also serve Belmont School. The street trail to the west of 14th & Superior could be abandoned and replaced with the more direct route on 14th.

I would like to see a safer route to Fallbrook area. It would be a good thing to connect the businesses with a bike path.

What would it take to provide a wide shoulder for bike travel on county roads, i.e. to Raymond & James Arthur Vineyard area?

Glad to see the bike racks on our city buses!

Great job: very excited to see these projects taking shape for a walkable, bikable vibrant Lincoln. Thanks for all the work on this!

(Bike Share) My only comment. While understandably not a priority at this time, I would love to see bike share be a part of the discussion, I think a public/private solution could exist to get a program like B cycle going in Lincoln. Bike share could connect UNL City, UNL East, Haymarket, Downtown, Antelope Valley and arenas. It would facilitate quick, efficient and cost effective movement of people, promote "spur" trips and promote spending. Imagine Assurity employees biking to restaurants on P Street or UNL student checking out bikes to go to the Haymarket. While programs are costly, they are easy to use, relatively inexpensive compared to other public transport facilities, and operating costs have potential to break even. Examples – Capital Bike Share – DC, Minneapolis, MN, Madison, WI. Private companies, universities, organizations, etc. might be willing to cover costs of certain stations for example, maybe. UNL, Assurity, GPTN would pay for stations for their students, employees, etc. to gain access to the system.

(Sumner & Normal Blvd) The bike route on Sumner across Normal is a difficult connection, especially during rush hours. Would a RRFB be a solution or another option? Thank you for consideration.

- Addressing transitions from trails to streets/terminals is critical—make a complete route
- For major event areas, ensure adequate bike parking (i.e. arena, stadiums, concerts at Pioneers Park) then encourage travel by bike/walk
- Traffic lights triggered by bike alone are ESSENTIAL. It is miserable to wait at a red light (or consider running) it late at night
- All infrastructure improvements should be accompanied by a thoughtful & concerted PR effort. Education for cyclists & drivers alike is critical.
- Expand networks of stakeholder input. Need to reach students, those cycling because of economical necessity, etc.
- Incent bike/walk to school – use examples of where this happens well already to encourage it elsewhere in the city.
- Bike users are growing rapidly in our city. Harness this energy! Thank you!

*Bottom line: These relatively minor investments will pay off in community benefit – health, QoL, etc.

Would like to see access improved at Sunken Gardens. 2 rows of bricks through the bushes is not adequate and shows no bike planning or thought during renovation.

Not a big fan of bike lanes on bus routes. Too many close calls.

I bike to work or walk – year round. Only drive when I have outside appointments. We use trails during spring/summer a lot.

Bike activated lights – great! If sensitivity were increased on streets – motorcycles & bikes would be able to get through.

Was uncertain what exactly was meant by the grade separation at 9th & 10th Streets. One option to consider would be to set the lights such that cars were able to make right (or left) handed turns with a designated arrow first and then they would have to yield to pedestrians like they currently do. Saw this in Vancouver, BC and it worked very well. I think the city should strongly consider putting a protected bike path on "Q" Street as well as N, 11th & 14th Street. This would provide an important link between the trails on Antelope Valley and the UNL City Campus. In other places (e.g. on Holdrege around East Campus) the speed limit should be reduced to 25 mph to allow for safer bike riding conditions and to encourage more cycling. Designate more residential streets as potential bike routes. For example, 63th Street is a great link between Havelock and the Mopac (or comes close) and to the Bethany/ Gateway area in general. I like the idea of sharrows on streets with a lower volume of traffic and encourage the Planning Department to continue to explore other possible options. Helping business, particularly plaza type centers (e.g. 70th & Pioneers, 7th & A, East Park, Havelock, etc.) to install more bike stalls. One of the biggest deterrents to cycling as a means of running errands is the lack of bicycle stalls or lockers. Perhaps initiating a fundraiser to pay for them would be worthwhile. It would also help to put mileage to destination signs in certain places on existing bike trails. For example, on the Mopac, when at 70th Street it would be nice to know distance to downtown, East Campus, Rock Island Trail off South, etc. Also, there was a student who did an environmental studies project on biking feasibility in the heart of town using GIS. It was very intriguing and would be worthwhile for the city to perform this for the entire city. I don't remember the student's name but contact Dr. Dave Gosselin (UNL) for more information about it.

Thank you for offering this opportunity to see plans closely and engage. Future plans look great!

I would urge protected bikeway changes to 14th Street and other arterials to downtown. They're so important for students, and we probably would commute more often with safer passageways. We're also excited about plans further south or 14th Street, which would extend very close to our neighborhood.

I feel there is utmost importance in completing the N Street project. It will be so important for the total arena/Haymarket project.

1. Currently access to Jamaica trail from Old Cheney is difficult at railroad crossing due to medians in center of Old Cheney.
2. Improvement is needed for direct route from south Lincoln to north Lincoln.

First of all, one of the aspects of Lincoln that I take most pride in is our bicycle infrastructure. I am grateful for the work that has been put in over the years/decades to allow me and others to enjoy so much of this city by bike. Now that downtown has been symbolically incorporated into the bicycle network (via the bike lanes on 14th/11th) the entire city is connected. I have noticed changes in auto-driver's attitudes in the last few years because of these bike lanes. Now, the proposed N Street two-way, two-lane cyclotrack will connect two of our major corridors for cycle traffic (Antelope Valley and the Jamaica North network). This is an essential step forward as it invites many more cautious or less-confident riders to join the road where they belong (especially downtown). We don't need to build for the most able, but for the most vulnerable, and the N Street track will doubtlessly increase ridership in the area. One area for improvement in the rest of the city is signage. 1) On street bike routes need more of it. 2) G Street needs new sharrows put down. 3) 11st Street south of K could use these as well. 4) The connection between the end of the 11th Street bike lane and the rest of 11th Street going south is a confusing mess. It intersects every day with both confused cyclists and drivers between 11th and K to L. 5) Y Street west of 27th needs clear signage. Cars drive too fast on that stretch and bikes have nowhere to go to fit on the road. Finishing the Mopac would be a major improvement to what we currently have on Y Street. 6) Let's get some of these bicycle activated signals. I am forced to run red lights when they don't change for me. 7) There are some terrible sections of 63rd Street. If this is a designated bike route, it needs to be maintained as such.

Thank you for holding this on a Saturday!! These matter to many of us that otherwise wouldn't be able to attend during the week.

Connectivity to DT. Bike lanes as is are not useful purposeful.

Improve DT connectivity; M Street is blocked with an island!

Leaves Pky L St., Q St. and ?? N St all from Antelope Valley Plaza

Concern for at grade crossing: 56/V Dorn; 40th/Normal; Sout/Normal; Pky/Randolph Trail

I'm a big boy I can ride in the street the parkway whatever but these are my issues. Thanks.

This was the same stuff on the computer. Helpful?

The buttons for crosswalks are difficult to get to. I would like more automatic walk signs in the some areas.

The intersection of 27th & Normal is impossible to get to if muddy or snow covered. I ride all year.

Vine & North Cotner – seriously did anyone on a bike test that button on a bike? I doubt it. Kids cannot reach so they do not push. So they just cross.

The trail near ball fields to downtown should be paved from lot to trail by Parks building. The sharp 45° doesn't work so everyone goes down the mud cut off. Just pave it. Most still use it to Fed Building and State building.

Invite some of us to ride with designers. I bet we could help make it better.

Thanks.

1. I love the countdown crossing signals for pedestrians and bikes.

2. Crossing protection for pedestrians crossing 9th and 10th Streets west of Memorial stadium to the INS building is ESSENTIAL.

3. A light for the crossing of the Mopac and 33rd is a great idea.

4. Right turn lanes for traffic north on Cotner – east on Vine, west on Vine – north on Antelope Valley Pkwy – east on Salt Valley – South on 14th (by UNL dorms) – are dangerous for pedestrians and cyclists. Automotive traffic makes these right turns at conservable speed and may not see pedestrians and bicyclists.

5. Access to north-south Antelope Valley from east bound Vine Street is difficult.

Thank you for making Lincoln such a pleasant place to live. The bike paths are a real treasure!

First, when is the northern section of the Jamaica North bike path going to be built. It would not only be an ideal way for SW Lincoln residents to commute to downtown, but would also allow people to go to football games, the arena and Saltdogs games by bike, thus easing parking congestion. I would like to bike to the Haymarket farmers market too.

Second, there was a bridge project not long ago on South 14th Street past the state pen. The new bridge has a wonderful special lane for pedestrians and bicyclists but no way to get to it from either end. It can't be used because there are no sidewalks leading up to it. I see people walking and biking on the medians instead (risking life and limb) every day. There need to be sidewalks leading to that bridge on the east side of S. 14th.

Third, at the intersection of Old Cheney Road and the railroad near Wilderness Park, there has been a median installed for safety of cars that has put bike riders and pedestrians in danger. There is no room for a car to pass a bike safely and no sidewalks to cross the tracks on. Cars go through there at 40+ miles an hour too. It looks like it's a planned bike route too!

Very excited to see things moving from pleasure riding to commuting. The plan looks comprehensive and well planned. I would like to suggest more emphasis be placed on inner-Lincoln-east-west-central routes that span from west Lincoln to 84th (between O St and South).

Thank you so much for your work and effort.

Bike/ped coordinator needed!

All capital improvements add to walkability/bikeability of community making connections impt.

Also need to see more done with education and enforcement.

I was more impressed than I thought I would be. I like the 'extended' trails plan and would like to see the 'full' county version.

I think it is very important to have plans that connect village to village and rec area to rec areas and a combination of these. I also think it is very important to have this plan considered for 'every' road improvement with the only discussion being why we may 'not' want to design for a future trail such as where a new or widened road crossed a waterway. A bridge or lack of could mean 80 years before a next opportunity. Case in point is the South Street bridge replacement. I also see too many perimeter arterials improved with no future pedestrian underpass designed it. However, I am proud where Lincoln is, I am encouraged by such thought. And I am hopeful Lincoln will remain progressive in development of trails and incorporating the 'complete streets' concept.

Hello, After visiting Louisville Kentucky and admiring their beautiful artistic bicycle racks downtown, I feel that we could support a community effort to beautify downtown Lincoln, and the trail system by having a "Artistic Bike Rack" contest – similar to the Tour de Lincoln project we had here years ago.

Idea – Promote the contest by having artists submit moquettes of creative, beautiful bike rack ideas to a council that could ultimately elect winners, who would then create life-sized versions of the racks which would be strategically placed downtown.

I would be very interested in volunteering to help spearhead this project!! Call Terri Dimon at 402-309-4274 if you would like a better explanation of this idea.

Overall the plan shows lots of ideas and input.

Things I love are: 1. Lighted crossing such as 33rd & Mopac. 2. Signs where a rider can figure out where they are. 3. The medians used as rider top on arterials.

Would like to see more lights along trails around campuses and larger destination areas.

Install bike parking sections at some parking garages for commuters both downtown and large destination points.

Small connections between trails to avoid needing to go to Union Plaza every time – not that Union Plaza is bad – I'm all in love with it.

Anything that improves bicycle safety downtown, I'm all for it! I am tired of motorists trying to run me off the road/ into the parked cars. Also, please pay attention to light timing, ?? for ?? paced cyclist. I find it ridiculous to come up off the AV trail and, while crossing the AV Parkway, ft find myself in the middle when the light changes. Also, the bridges cyclists use to cross from the trail to downtown can be hazardous because motorists do not yield, and there is no ?? room ?? the right. And ??, turning from the road to get onto the trail – very poor design.

The ?? of 40th, 48th Street between Randolph and O are a hazard to everyone (car, bike, pedestrian) because of ?? of crossings/ signals and sidewalks.

The proposed plan and improvements look good. I specifically like the idea of installing bicycle signal loops at intersections. I also think that many on street bike routes should be looked at closer. Routes that I feel need improvement are 14th north of campus, Y Street (after Holdrege was redone Y became very busy) and pavement condition on G Street.

Lincoln has great bike trails. I would really like to see a dedicated protected trail on N Street downtown. I bike to work from near Holmes Lake and this segment is always dicey.

Expanding recreational trails around the city would also be nice and connecting up existing trails would be great!

We need a bike lane downtown on p Street – now! Thanks!

We also need street signs, etc along Antelope Ditch trail to Murdock Trail, what streets are we crossing, to the Snyder Trail Center, etc. Thanks!

The city should turn 15th Street from South to the campus into a bikeways. It is already a mall downtown. Adding bike lanes would encourage bike traffic.

The current 14th and 12th is suicidal. I know, I've done it. It's illegal to ride on the sidewalk downtown, but that's where I go – the bike lanes are too dangerous.

I work at UNL – downtown. The university has really expanded eastward from 14th & Vine to the Antelope Valley Pkwy. Pedestrian, car and bike interactions have really increased. With the new dorm and moving to the new Health Care Center this problem will only get worse. I think a comprehensive survey by the university and city is needed to improve pedestrian/bike flow and safety through this area. I strongly support the N Street protected bikeway.

More frequent signs or sharrows are needed for on-street bicycle routes. For example there are no signs on J Street between Capital Parkway and 27th Street, which is heavily traveled by cars and bicycles at commuter hours. There is only one pair of signs on J between 27th and 33rd. While cycling on J Street, I have been the target of comments from motorists that indicate they are not aware that this is a designated bicycle route (they think bicycles should be on the sidewalks).

My priorities:

- Better signage for on-street bike lanes
- More parking facilities
- Encourage businesses (State Farm, for example) near bike trails to provide amenities (showers?) for employees
- Make crossings safer
- Help motorists understand and accept needs of pedestrians and bicyclists
- Develop dependability funding source for trails and bicycling/pedestrian infrastructure

The plans are awesome and I am very much in favor of the improvements. The more bike routes, lanes and awareness, the better. I can think of several areas that would benefit from adding signals like the bike activated or pedestrian activated ones described. On such location would be the Dietrich Trail at Adams St. (near Casey's). Crossing Adams at this location can currently be hellish. Another challenge is north-south traffic crossing Van Dorn between 10th Street and 27th Street. I commute by bike in this region. There are "existing on-street routes" which are not helpful during peak commute times on Van Dorn. Riding on arterials in this area may be ok some days, but can also provoke driver road rage due to narrow streets. In general, giving more thought to signals for these "on-street routes" that cross arterials is my number one recommendation. Thank you!

I use the city trails a lot and am grateful to have them. Keep up the good work. If you have fundraising opportunities, please put in the newspaper.

High priority 1) Build and complete N Street protected bike lane link existing facilities to downtown. 2) Build 14th Street protected bike lane to University of Nebraska

Priorities: 1. Maintenance of existing surfaces; 2) Signage; 3) Complete connections; 4) On-street bike routes and lane markings; 5) New bike routes with growth.

A good infrastructure session. I hope the city's budget guy can help out.

It is important to complete the N Street connection ASAP – or will not be done – it is developing very fast. Paved shoulders should be ?? ?? and ?? ?? roads.

I support tax usage to maintain/improve trails.

City should commit dedicated resources including full time staff.

See attached comments to proposed plan.

Bicycle Section: Fix, repair, maintain existing FIRST!!

Pedestrian Section: "The lack of trees and landscaping" – BS. We are in a prairie environment. Can't afford to maintain.

"Bicycle and Pedestrian Destinations: Transit Routes" – Silly – not enough people use transit routes.

"Near Term Prioritized Project Listing" – Reality <\$100,000 year

"Bicycle Parking" – to be paid for by public!

"The creation of a Bicycle and Pedestrian Program Manager should be strongly considered." – Absolutely Not!!!

Summary:

- 1) No requirements for private business to provide bike facilities.
- 2) No hiring of government employee for biking/pedestrian enforcement.
- 3) Prairie Corridor –Haines Branch NOT a high priority (we can't take care of what we have)
- 4) Haymarket grade separation is too far north – serves more university than downtown/Haymarket general needs.