



33RD & CORNHUSKER

Planning & Environmental Linkages (PEL) Study

FALL 2015

PUBLIC MEETING

Thursday
November 5
2015

5:30-7:30 PM

Nebraska Educational
Telecommunications
(NET) Building

1800 N. 33rd St.
Lincoln, NE 68503

Parking available on the
south side of the
NET building

ABOUT THE STUDY

The Lincoln/Lancaster County Railroad Transportation Safety District (RTSD) is conducting the 33rd & Cornhusker Planning and Environmental Linkages (PEL) Study. The study will identify and evaluate potential transportation improvements in the north portion of Lincoln, with specific attention along the rail corridor between N. 27th and N. 48th streets.



Improvements are intended to:

- Improve safety along the rail corridor by eliminating or reducing the potential conflict points between trains and other transportation modes (vehicles, pedestrians, and bicyclists);
- Reduce delay for motorists, pedestrians, and bicyclists crossing the rail corridor;
- Accommodate existing and future traffic (Year 2040) to reduce congestion along roadways crossing the rail corridor;
- Improve mobility across the rail corridor in north Lincoln; and
- Improve multi-modal connectivity in north Lincoln for vehicles, pedestrians, bicyclists, and bus transit.



Three at-grade railroad crossings with the BNSF tracks are located within the study area. An at-grade crossing is a location where a public highway, road, or street, including associated sidewalks and pathways, crosses railroad tracks at the same level as the street.

www.33rdcornhusker.com

Get to know the 33rd & Cornhusker Planning & Environmental Linkages (PEL) Study

STUDY OBJECTIVES

The Lincoln/Lancaster County Railroad Transportation Safety District (RTSD) has set the following prime study objectives:

1. Develop and analyze various roadway alignments to identify transportation alternatives which would eliminate or reduce vehicular, pedestrian, and bicyclist conflicts at the at-grade crossings with the BNSF Railway tracks between N. 27th and N. 48th Streets in north Lincoln.
2. Incorporate multi-modal (vehicles, pedestrians, bicyclists, transit) accommodations in the transportation alternatives to provide a more efficient transportation system.
3. Incorporate the City of Lincoln's long-range planning objectives for this area during the transportation alternatives analysis.

STUDY NEED

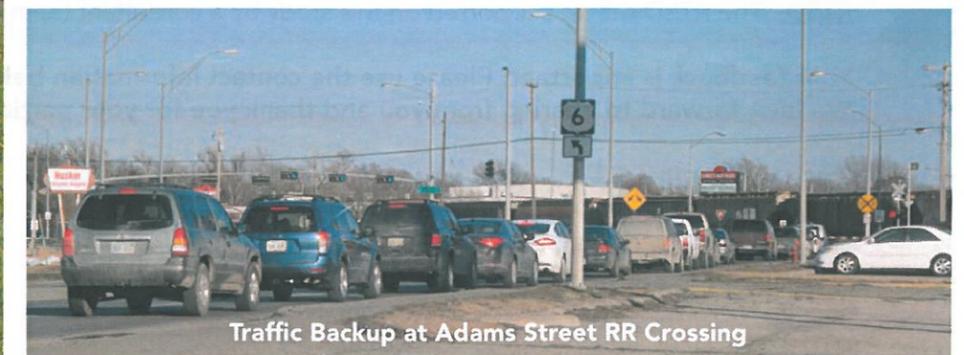
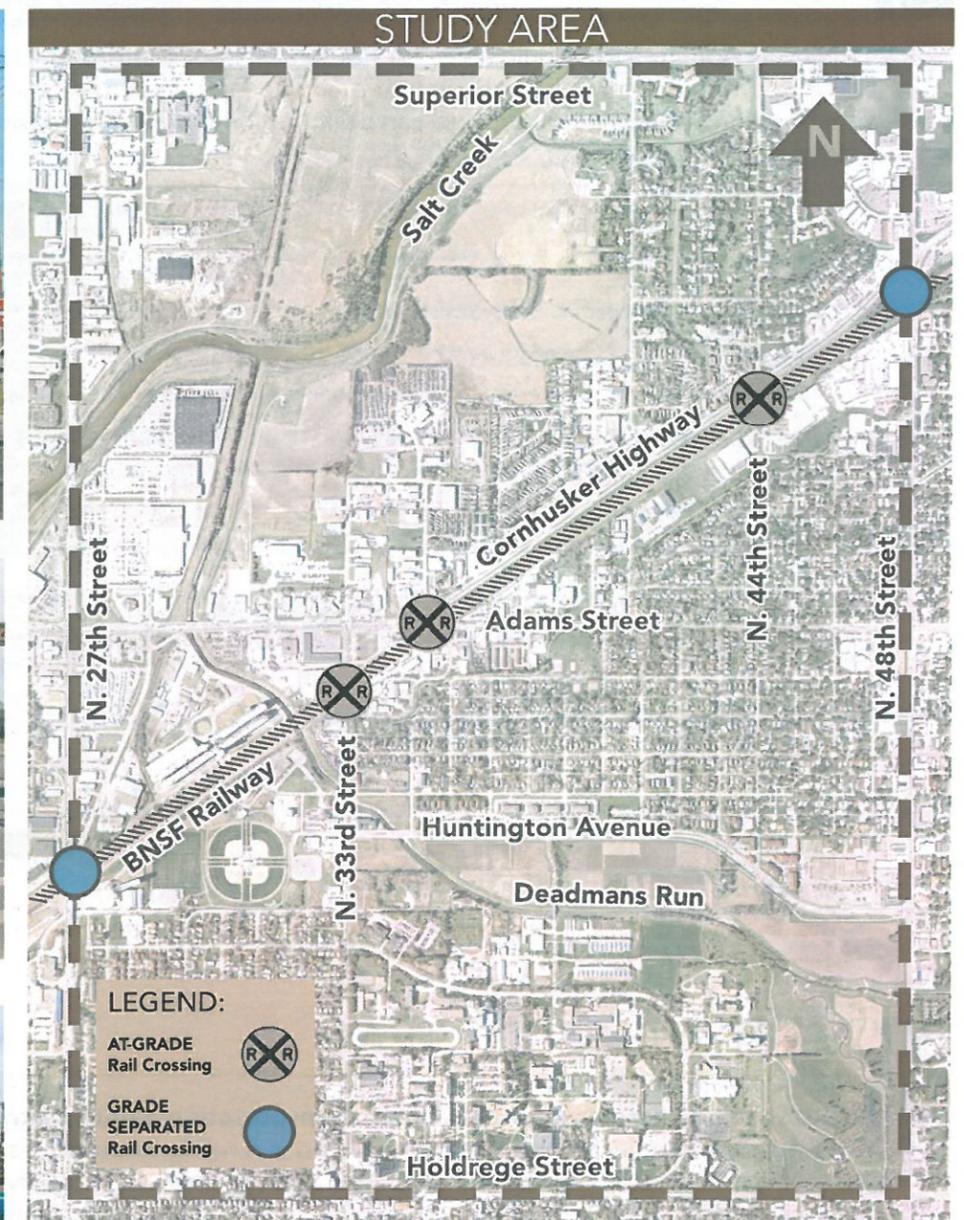
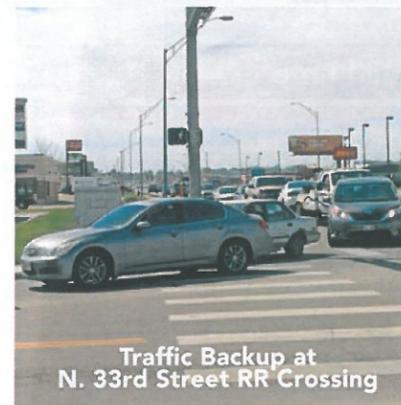
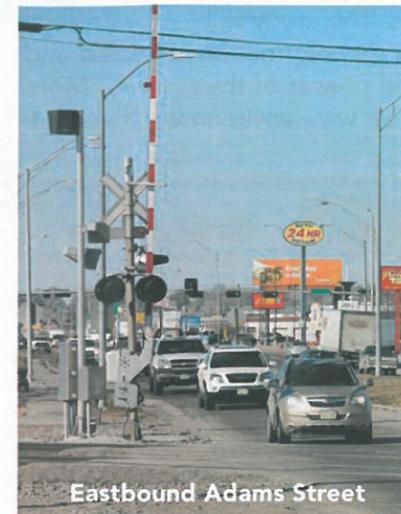
The proposed transportation improvements are needed to address:

SAFETY: Six fatalities and two disabling injuries have occurred in crashes between BNSF trains and motor vehicles or pedestrians over the last 30 years at the N. 33rd Street and Adams Street crossings. Currently, 48 trains travel the railroad tracks on a daily basis and approximately 20,200 motor vehicles cross the railroad tracks at N. 33rd Street and Adams Street combined. The current daily railroad crossing exposure rating (daily trains multiplied by the number of vehicles per day) is approximately 970,000 potential crashes per day between trains and motor vehicles for both crossings combined. A minimum exposure rating of 50,000 is generally required by the Nebraska Department of Roads (NDOR) – Rail and Public Transportation Division for possible construction of a grade separation (underpass or overpass). The exposure rating is expected to increase as rail freight traffic in the United States is projected to increase by 37% over the next 25 years.

TRAFFIC & CONGESTION: Traffic operations are inadequate and delays are excessive due to passing trains that block N. 33rd Street, Adams Street, and N. 44th Street for approximately 15% of each day, or 3.6 hours. Lincoln Fire and Rescue use alternative routes to avoid delays to emergency vehicles. Alternative routes that cross the rail corridor in the study area, primarily N. 27th Street, are becoming increasingly congested and vehicular traffic volumes are projected to increase in the next 20 to 25 years.

MOBILITY: Established in 1870, the rail corridor extends northeast from Downtown Lincoln through the north part of Lincoln. The rail corridor is crossed at-grade by N. 33rd Street and Adams Street (Urban Minor Arterials), and N. 44th Street (a Local Residential Collector) along the 1.8-mile segment of the rail corridor between the N. 27th Street viaduct over the rail corridor and the N. 48th Street underpass. Demand for connectivity across the rail corridor is expected to increase over the next 20 to 25 years due to local and regional population and employment growth.

LACK OF BUS, BICYCLE AND PEDESTRIAN ACCOMMODATIONS: Facilities for and connectivity between alternative travel modes (bus, bicycle and pedestrian) do not meet the existing or future (2040) needs of the community, as identified in the City of Lincoln/Lancaster County MPO's Long-Range Transportation Plan (LRTP). The existing crossings at N. 33rd Street and Adams Street have no provisions for pedestrians or bicycles despite close proximity to attractors such as the Murdock Trail, Fleming Fields, University of Nebraska- Lincoln East Campus and Nebraska Innovation Campus. The N. 44th Street at-grade crossing has a sidewalk on the east side of the street. StarTran currently has no bus routes that cross the rail corridor at grade on N. 33rd Street, Adams Street, or N. 44th Street due to the unpredictability of delays caused by trains.



STUDY SCHEDULE

The 33rd & Cornhusker Planning and Environmental Linkages (PEL) Study is the first step towards identifying and addressing critical transportation needs in the study area. This study will follow Federal Highway Administration guidelines for PEL documents in order to allow the information collected and analyzed at this time to be used in future engineering and environmental phases of the project. More information about the PEL process can be found on the FHWA website at: www.environment.fhwa.dot.gov/integ/edc.asp.

Schedule for PEL Study	Date
Study Kick-off	June 2015
Data Gathering & Identify Study Area Deficiencies	June - October 2015
Citizen Participation Open House #1	November 2015
Alternatives Analysis, Development & Refinement	November 2015 - February 2016
Citizen Participation Open House #2	February/March 2016
Environmental Review, Alternative Selection	March - June 2016
Final Study Report	June 2016

The list to the left summarizes key milestones for the study portion of the project.

Estimated Project Task Timeline



This timeline graphic illustrates the overall project development tasks through construction and is subject to change based on items such as design challenges or funding constraints.

MEET THE STUDY TEAM

The Lincoln/Lancaster County Railroad Transportation Safety District (RTSD) will manage the study. The RTSD is a political subdivision that provides funding for railroad safety related projects throughout Lincoln and Lancaster County. The cooperation between the City, County and Railroad keeps administrative costs low and sets aside funding for qualifying projects. [For more information, visit lincoln.ne.gov: keyword RTSD.](http://lincoln.ne.gov) The RTSD will be supported on this study by a consultant team led by Schemmer.

Your feedback is important. Please use the contact information below to get in touch with us. We look forward to hearing from you and thank you for your participation.

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