

Trails Plan Update

Applicant	Location	Proposal
Public Works and Utilities Department, Parks and Recreation Department, Pedestrian-Bicycle Advisory Committee	City of Lincoln and surrounding area	Amend the Future Conditions: Mobility & Transportation sections to update the <u>Bicycle and Trails</u> element
Recommendation: Approval		

Status/Description

The Pedestrian and Bicycle Advisory Committee along with Public Works & Utilities Department and Parks and Recreation Department completed a detailed review of the Lincoln Area Current and Future Trails and On-Street Bicycle Route Network. This review identified additional bike route and trail extensions needed to complete the Bicycle/Trail System. This update is a follow-up on the goals and strategies in the Bicycle and Trails Plan, which call for the establishment of a future system that include a combination of bicycle trails, bike routes, and bicycle lanes. Review included evaluation and updating of the 1) Existing On Street Routes, 2) Existing and Future Trails and 3) Existing and Future Grade Separations.

Comprehensive Plan Implications

Extension of the Trail and Bike Route System

This examination was guided by the primary goals of having a pedestrian/bicycle trail within one mile of all residences in the city and to provide a safer, more efficient pedestrian and trails system that may encourage more people to consider walking or cycling as viable transportation modes. This system of trails is linked with a system of On-Street Bike Routes to complete the connectivity throughout the urban area. The strategies included the following:

- Extend the bicycle and trails system into the new neighborhoods as the city grows. Connections should be made to schools, parks, and other activity areas.
- Identify critical segments offering greater system continuity and connections for major activity centers, schools and the University of Nebraska. Undertake projects to complete identified gaps in the system.
- Develop minimum bicycle and trail standards for all new roadways and reconstruction of existing roadways.

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- Develop an interconnected system of trails that utilizes drainage channels and greenway corridors when feasible. Trail routes adjoining major streets should only be considered in establishing trail connections over ridgelines and between drainage basins. (Page F 94 and F 95)

The Pedestrian and Bicycle Advisory Committee recommendations are to update the Trails & Bicycle Facilities Plan map, page F 95, and to add to the future Trail and On-Street Bike Route system as shown on the attached map. This provides for a combination of pedestrian/bicycle trails and on-street bike routes to complete a single interconnecting system.

This proposal includes two new map categories identified below. The first category allows for the consideration of either a trail or bike route connection through a corridor that may not be able to be determined at this time to be considered in future project planning activities. This will allow the project development process to better address the appropriate connection. The second proposed category is to preserve right of way for a future trail. This designation will allow a trail corridor or easement for a future trail that may not be completed within the current planning period to be preserved. The two new map categories include the following:

Trail Location or On-Street Bike Route to be determined. This designation is to identify the future location for either a Future Trail corridor or On-Street Bike Route to be determined at the time of project development.

Preserve Trails ROW. This designation is to preserve a trail corridor or easement for a future trail that may not be completed within the current planing period.

Grade Separated Trail Crossings

The Public Works Department and the Parks & Recreation Department, along with the Pedestrian and Bicycle Committee, would like to enhance pedestrian and bicycle safety by proposing that “grade separated crossings be considered at all trail/arterial street intersection that do not coincide with arterial/arterial separated crossings.”

There are a number of grade separated crossings currently recommended in this amendment that reflect grades suitable for structures. This proposal is to further promote the consideration of additional separated trail crossings at all arterial streets where suitable. This consideration is especially important during preliminary roadway design so that it can be more easily included and implemented in final designs. In addition, this helps in addressing funding for roadways and trail crossings early on in the process.

Recreational users are less likely to use trails when they must cross busy streets based on their perceived safety of the route. Including grade separations for trail users at all trail/arterial street intersections may promote greater use of the trail system due to the elimination of safety concerns and time delays associated with crossing major streets. Commuter cyclists are more likely to consider the value of time

involved in their decision to ride to destinations as opposed to driving. Street users are also benefitted in that traffic signals for crossings are not required, allowing greater safety and efficiency on the street system.

This recommendation is to include all additional facility grade separations on the Trails & Bicycle Facilities Plan map on page F 95, and the following wording to guide future trail development.

“Grade separated crossing are to be considered in conjunction with all new construction and reconstruction of transportation projects at all trail/arterial street intersections that do not coincide with arterial/arterial street crossings.”

The major negative impact of this proposal is an increased cost in the construction of future trails. By identifying these structures prior to street projects proceeding forward, the opportunity for gaining state or federal funding for them is increased.

Conclusion

At the February 11, 2003 Pedestrian and Bicycle Advisory Committee meeting, the amendment was accepted with unanimous committee support and recommended for consideration during the Annual Comprehensive Plan Review.

The amended Trails & Bicycle Facilities Plan map will provide for a combination of pedestrian/bicycle trails and on street bike routes to complete a single interconnecting on-street route and trail system. Then new map includes two new categories “Trail Location or On-Street Bike Route to be determined” and “Preserve Trails ROW.”

The amendment also includes a new strategy on trail/arterial grade separations in order to increase pedestrian safety at all trail and arterial crossings. This amendment includes the addition of “grade separated crossings” to the Trails & Bicycle Facilities Plan map and includes the language to guide future trail/arterial crossing development where trail/arterial street intersections do not coincide with arterial/arterial street crossings.

Amend the Comprehensive Plan as follows:

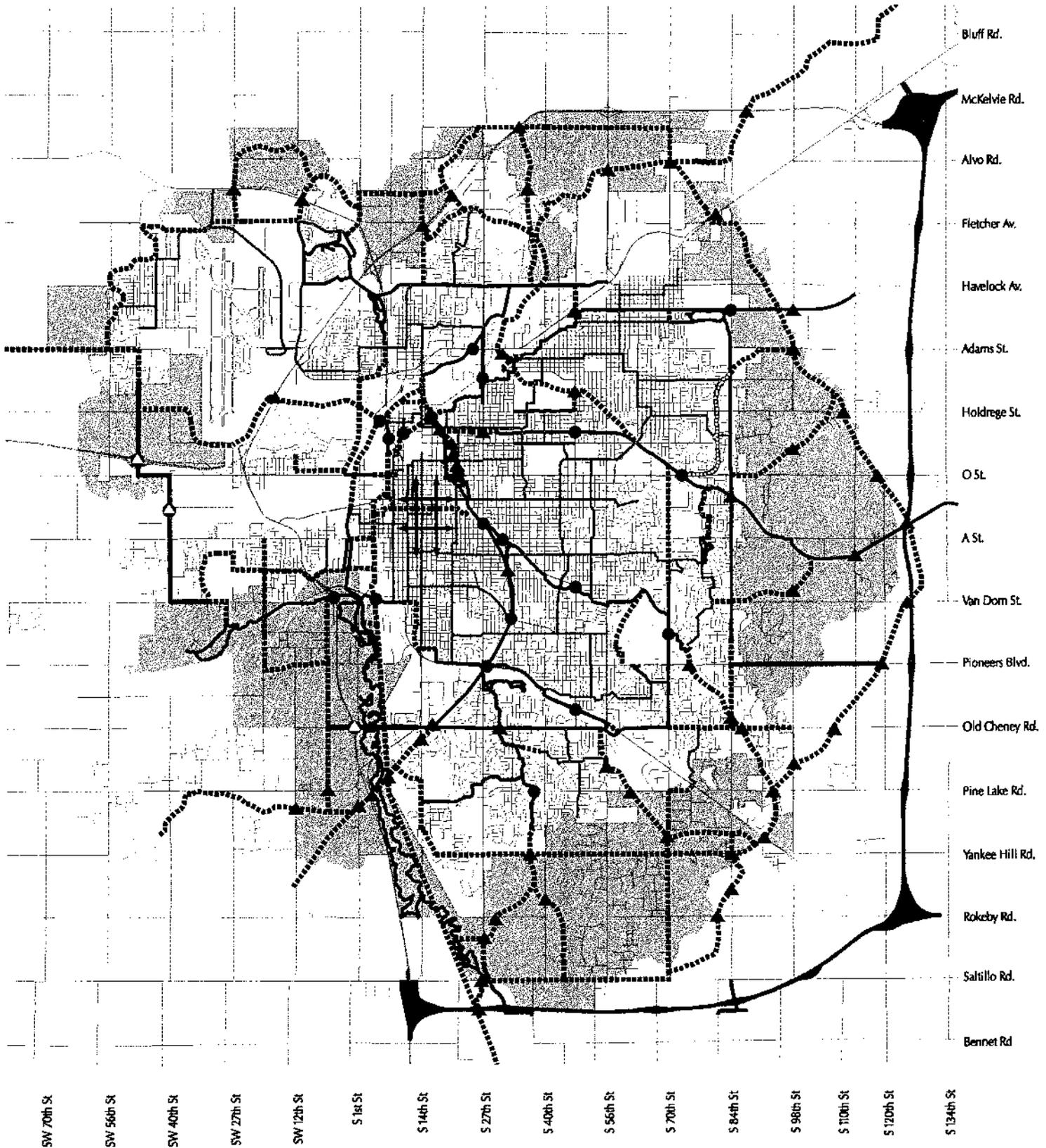
1. Amend the Trails & Bicycle Facilities Plan map, page F 95, to add to the future Trail and On-Street Bike Route system as shown on the attached map.
2. Amend the strategies on page F 95 to add the following:

“Grade separated crossings are to be considered in conjunction with all new construction and reconstruction of transportation projects at all trail/arterial street intersections that do not coincide with arterial/arterial street crossings.”

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LINCOLN AREA CURRENT AND FUTURE TRAILS NETWORK



~ L E G E N D ~

- Current Trails
- - - Future Trails
- Preserve Trail ROW
- Existing Grade Separation
- ▲ Proposed Grade Separation
- ↑↑ Bike Lanes
- Trail Location or Bike Route to be Determined
- Lincoln Corporate Limits
- ▭ Future Service Limit
- Beltway Corridor

