

MEMORANDUM

TO: Mayor Chris Beutler
LPlan Advisory Committee

FROM: Mayor's Pedestrian & Bicycle Advisory Committee (PBAC)

RE: LPlan 2040 PBAC Recommendations

DATE: April 26, 2011

The Mayor's Pedestrian & Bicycle Advisory Committee (PBAC) recommends the following information for consideration and inclusion in the 2040 Long Range Transportation Plan (LRTP) and updated Comprehensive Plan (LPlan 2040). A subcommittee of the PBAC met several times with staff during the development of the new LRTP to discuss a preferred direction for the pedestrian and bicycle elements of the plan. Items of emphasis were identified by the subcommittee and then reviewed by the full PBAC. Also reviewed were the generalized transportation packages provided to the public for consideration and comment.

GENERAL FINDINGS

Generally, the PBAC supports the "Needs Based Plan" for transportation improvements and programs for the long-term functionality of the Lincoln and Lancaster County transportation system. This package of projects and programs will provide a balanced transportation system that continues to develop and improve the pedestrian and bicycle facilities in the community. This will require efforts to address a lack of overall funding needed to accomplish all of the needed improvements in the systems, including funding for pedestrian and bicycle maintenance, rehabilitation and new construction. Knowing that the final plan needs to be fiscally constrained, the PBAC acknowledges the sequencing of trail project priorities as depicted in the "Maintenance Emphasis" and "Capital Emphasis" Plans.

The PBAC also believes that one of the main purposes of the transportation plan is to provide guidance on integrating pedestrian and bicycle facilities into existing and future development as well as to increase walking and bicycling as recognized modes of transportation in Lincoln and Lancaster County. Included in this purpose is to connect schools, parks, retail centers, residential areas and employment centers with pedestrian and bicycle facilities. Enhancing these modes of transportation will enhance Lincoln's quality of life and health, positively impact the economic vitality of the community,

reduce traffic congestion, improve air quality, offer recreational opportunities, and provide for a more balanced transportation system.

The Pedestrian and Bicycle Workshop Vision Statement that is part of the current 2030 LRTP is still pertinent and should continue to be a guiding statement in the new plan:

“Elevate the status of pedestrians and bicyclists in the community to be an integral part of the Transportation Plan.”

MAINTENANCE AND REHABILITATION

Maintenance and rehabilitation of the existing system (roads, sidewalks, trails, on-street bicycle facilities) must be a priority for the new plan. Specifically, the City of Lincoln’s Sidewalk Maintenance and Repair program needs to be funded adequately to meet both the City’s responsibility to maintain the sidewalk system and to meet ADA requirements throughout the community.

Also, the following list of major trail rehabilitation projects, which amount to approximately \$6 million, should be considered the highest priority listing for trail rehabilitation projects that has access to a dedicated source of funding for trail rehabilitation projects:

2011-12	27 th and Hwy 2 Bridge Paint	\$250K
	70 th Street/Superior Street Repairs	\$175K
2012-13	Billy Wolff Trail	\$425K
	27 th and Capital Pkwy Underpasses East and West	
2013-14	Billy Wolff	\$425K
	48 th St. Underpasses East and West	
2014-15	Billy Wolff	\$425K
	Remove 8’ concrete and replace with 12’ “A” to 48th	
2015-16	Billy Wolff	\$425K
	Remove 8’ concrete and replace with 12’ 48 th to 56 th and 58 th to Holmes Park	
2016-17	Rock Island Trail	\$250K
	Replace Garfield St. Bridge Rock Island	\$175K
	Remove 8’ and replace with 12’ “A” to South	
2017-18	Rock Island Trail	\$425K
	Remove 8’ and replace with 12’ South to Calvert	
2018-19	Rock Island Trail	\$425K

	Remove 8' and replace with 12' Calvert to Essex	
2019-20	Rock Island Trail	\$180K
	Remove 8' and replace with 12' Essex to Old Cheney	
2020-21	Dietrich Trail	\$245K
	Remove 8' and replace with 12' 18 th to Leighton	
2021-22	Dietrich Trail	\$425K
	Remove 8' and replace with 12' Leighton to Adams	
2022-23	Dietrich/Murdock Trail	\$425K
	Remove 8' and replace with 12' Adams to Touzalin	
2023-24	Murdock Trail	\$425K
	Remove 8' and replace with 12' Touzalin to Mahoney Park	
2025-26-27	Replace Park Blvd Bridge Over Salt Creek	\$850K

Finally, regular maintenance and rehabilitation of the existing street system is integral to providing a quality road surface for bicyclists to use for on-street bicycle travel on varying types of roads around Lincoln. Thus adequately funding road rehabilitation programs is a high priority.

COMPLETE STREETS

A "Complete Streets" approach to planning, engineering, construction, maintenance, and rehabilitation of all streets and roads should be included in the new LRTP. Such a "Complete Streets" approach recommends considering pedestrians and bicyclists as design users in all roadway projects when constructing a new roadway or modifying an existing roadway to improve existing and new bicycle, pedestrian, and transit facilities. This can be accomplished by:

- Encouraging, promoting, and coordinating land use that supports pedestrian and bicycle activity.
- Designing and engineering roadways and intersections to allow for safe pedestrian and bicycle access.
- Providing accommodations in every project by exploring the best options including sidewalks, shared use paths, bike lanes, shared lanes, bike boulevards, signed bike routes, wide paved shoulders, frequent and safe crossing opportunities, accessible pedestrian signals and good visibility and a feeling of comfort for users.

- Providing an education program on the benefits of walking and bicycling, educating all users, including motorists, of their responsibilities towards each other, and explaining appropriate uses of all facilities.

PEDESTRIANS

Walking is an essential part of our daily activities as parts of our trips to work, shopping, or play. Pedestrian facilities are a vital part of a transportation system that are quite often overlooked or merely added onto street improvement projects. However, to preserve and enhance the quality of life for Lincoln, consistent maintenance and rehabilitation of the existing pedestrian system and building additional facilities that provide for a complete connected system for walking is needed. Planning and developing pedestrian facilities should consider many factors including:

- Location of existing and planned activity centers and districts, such as shopping malls, older neighborhood centers, libraries, community centers, schools and employment centers. Particular emphasis should be placed on pedestrian facilities that serve mixed-use residential areas where higher intensity developments are to occur.
- Connecting the activity centers with the surrounding pedestrian network to build continuity in the pedestrian system.
- Programs to retrofit established sections of town with pedestrian amenities.
- Design standards for pedestrian facilities in new residential and mixed-use developments that also will improve the safety of pedestrians and increase the use of sidewalks, reducing dependency on the automobile.
- Location of existing and planned shared use paths.
- Continue to emphasize good coordination with schools. A safe and secure walking environment that provides convenient and continuous sidewalks and street crossings is vital.
- Improved pedestrian access to the Haymarket and University of Nebraska campus areas and related developments is a high priority.
- Adequately maintain pedestrian facilities.
- Meet requirements of the Americans with Disabilities Act (ADA).
- Needs of a growing senior population.
- Increase the level of effort to educate and train the community on the importance of walking, both on sidewalks and on trails, and the healthy living aspects of being more active.
- Continued and more detailed study of pedestrian needs of the community should be ongoing.
- Dedicate funding to implement programs and projects and to fund a bicycle and pedestrian program coordinator.

BICYCLE FACILITIES

Bicycling plays an important role in the community by providing a healthy alternative to the automobile, helping reduce traffic congestion, improving air quality, providing recreational opportunities, and creating a more balanced transportation system. Commuting by bicycle in Lincoln is increasing and facilities need to be provided to meet the increasing demand as well as encourage bicycling as an optional form of transportation.

The community has an existing system of multi use trails, on-street bike routes, bike lanes and shared lanes. In order to meet the demand for a more complete streets system, each of these options will need to expand. These options should be explored to improve the following areas:

- Continue to expand the multi use trails into new neighborhoods and complete connections in established neighborhoods.
- Identify critical segments offering greater system continuity and connections for major activity centers, parks, schools, the downtown Lincoln area and other key destinations in and around Lincoln.
- Continue to explore opportunities to enhance the on-street bicycle network including giving heightened consideration to bike lanes, shared lanes, bike routes, bike boulevards, and other facilities as appropriate.
- Require additional locations and facilities for bicycle parking in both new and existing areas of the community.
- Implement a useful and visually pleasing wayfinding signage program along the trail system.
- Downtown bicycle facilities should require suitable on-street and off-street facilities in both an east-west and north-south direction across Downtown Lincoln.
- Improved bicycle access to the Haymarket and University of Nebraska campus areas and related developments is a high priority.
- Bicycle amenities including secure bike racks and changing facilities at businesses, convenient bike parking opportunities in Downtown Lincoln, commercial areas, and schools, and bike/ride programs with the transit system are very important. Programs and education for employers and how they can accommodate bicyclists is a major aspect of any amenity program.
- Adequately maintain bicycle facilities.
- Increase the level of effort to educate and train the community on the proper use of bicycles, both on the streets and on trails, and on the benefits of biking. Such efforts need to address legal issues related to bicycle/motorist interactions.
- Continued and more detailed study of bicycle needs of the community should be ongoing.
- Dedicate funding to implement programs and projects and to fund a bicycle and pedestrian program coordinator.