

COLLEGE VIEW NEIGHBORHOOD MOBILITY AUDIT

WELCOME!



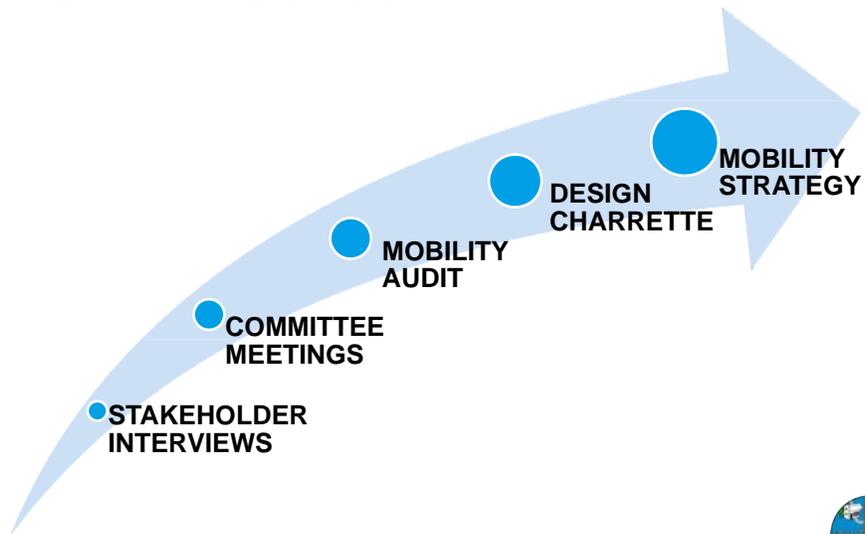
NEIGHBORHOOD WORKSHOP
October 3, 2007

COLLEGE VIEW NEIGHBORHOOD MOBILITY AUDIT

- The City of Lincoln is working with the College View neighborhood to develop a plan to improve and integrate different modes of travel
- Community organization is key
- Many of the proposed enhancements may change the way the neighborhood looks, feels and functions
- Draft strategy up for review and comment
 - Address mobility issues
 - Get neighborhood organized
 - Have a plan to work from over time
 - Public/private partnerships
- We need everyone's input!



NEIGHBORHOOD MOBILITY AUDIT PROCESS



MOBILITY STRATEGY COMPONENTS

- COMMUNITY ORGANIZATION
- TRANSIT SYSTEM
- BICYCLE SYSTEM
- PEDESTRIAN SYSTEM
- 48TH STREET CORRIDOR

COMMUNITY ORGANIZATION

- Extremely important to organize
- Neighborhood and/or business association is first step
- Urban Development Department assistance
- Business Improvement District, focus area, redevelopment process are possibilities
- Streetscape efforts possible once organized



TRANSIT SYSTEM

- Neighborhood served by 3 weekday and 2 Saturday bus routes under proposed new service plan
- Two-way bus traffic on 48th Street
- No longer service on 52nd Street
- Bus stops on both sides of 48th Street at Bancroft and Prescott
- Bike racks on buses



BICYCLE SYSTEM

- On-street bike routes continue on Calvert and 52nd Street
- New on-street bike routes on 44th, 46th, and Prescott
- Bike racks at key locations
- Bike racks on buses
- Neighborhood connector trail on Union College campus and up to Billy Wolff Trail



PEDESTRIAN SYSTEM

- City Sidewalk Repair Program in neighborhood by 2011
- New sidewalks responsibility of property owner – City can “order in” sidewalk
- Strategy for continuous sidewalk on one side of each street
- Continuous sidewalk along perimeter of Union College campus
- Curb bulb-outs with 48th Street crosswalks
- Pedestrian countdown signals at Prescott and 48th
- “Virtual median” and special paving on 48th Street





48TH STREET CORRIDOR

- Striped center turn lane
- Retain east side parallel parking
- East curb widened out 10 feet
- Pavement rehab and widening with city pavement rehabilitation project
- Vehicle speeds equal to or greater than existing




48TH STREET CORRIDOR – BANCROFT TO COOPER

- On-street parking retained
- Bus stops south of Bancroft
- Crosswalks on north side of Stockwell and Cooper with curb-bulb-outs
- Possible special paving at crosswalks



48TH STREET CORRIDOR – COOPER TO LOWELL

- Angle parking remains
- Turn lanes at Prescott
- Bus stops south of Prescott
- Curb bulb-outs at Prescott
- Streetscaping possibilities at Prescott

48TH STREET CORRIDOR – LOWELL TO PIONEERS

- Typical 3-lane cross-section
- No on-street parking
- Roundabout proposed at Pioneers
- Access points to be worked out with rehab project

48TH STREET CORRIDOR – PIONEERS INTERSECTION ROUNDABOUT

- Intersection a good candidate for roundabout
- Signal will need to be replaced
- Skewed roadways
- Balanced traffic flows
- Beautification a plus
- Property access issues to be worked out with project
- Possibly part of 48th Street rehab project



48TH STREET CORRIDOR – PARKING IMPACTS

- Retain parallel parking on east side
- New bus stops on west side – consolidate others
- Angle parking remains on west side



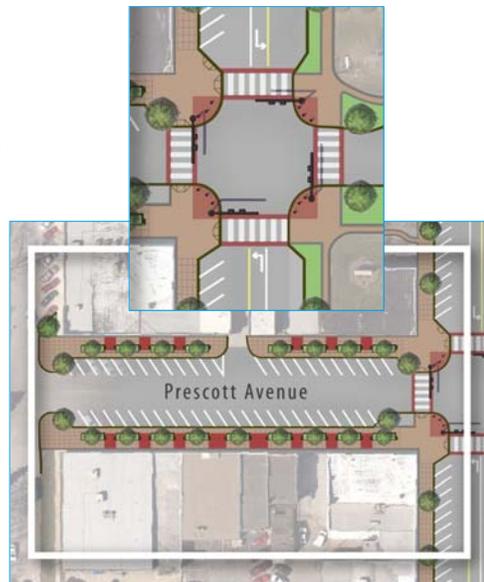
48TH STREET CORRIDOR – POWER LINES

- Planned LES project to bury power lines
- Improve street appearance
- Coordinate with 48th Street rehabilitation project



48TH STREET CORRIDOR – STREETSCAPES

- Private efforts
- Coordinate with city projects
- Community organization is key
- Local examples – South Street, North 27th Street



NEXT STEPS

- Comments and input from workshop considered
- Final report and strategy document developed
- Presentation to Study Committee
- **GET ORGANIZED!!**



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THANK YOU!



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