

MEMORANDUM

TO: Mayor Chris Beutler
Pedestrian and Bicycle Advisory Committee
StarTran Advisory Board

CC: Miki Esposito, Director of Public Works and Utilities
David Cary, Acting Director of Planning
Chad Blahak, Director of Building and Safety
Judy Halstead, Director of Health
Lynn Johnson, Director of Parks and Recreation
David Landis, Director of Urban Development
City of Lincoln, City Council
Lincoln-Lancaster County Planning Commission

FROM: David Cary, Long Range Planning Manager/Acting Director
Prepared by Kellee Van Bruggen, Transportation Planner

SUBJECT: Complete Streets – 2014 Annual Report

DATE: March 18, 2015

Purpose and Background

On September 12, 2013, Mayor Beutler signed Executive Order (EO) No. 086476 and Administrative Regulation (AR) No. 35 establishing a policy for the development of Complete Streets. This EO/AR was also endorsed by the Urban Development Department, Public Works and Utilities Department, Planning Department, Parks and Recreation Department, Health Department and the Building and Safety Department.

According to the EO/AR, the Planning Department, in conjunction with other departments, is responsible to provide Mayor Beutler, the Pedestrian and Bicycle Advisory Committee (PBAC) and the StarTran Advisory Board with an annual report. Specifically, the EO/AR states:

The Planning Department, in conjunction with all City departments, shall provide an Annual Report to the Mayor, Pedestrian and Bicycle Advisory Committee and StarTran Advisory Board which outlines the progress made toward implementing this policy. The Annual Report may include the review of all current street standard plans, guides, regulations and standard drawings, and the identification of barriers to the development of Complete Streets.

The purpose of the annual report is to update the Mayor, PBAC and the StarTran Advisory Board as to the work Staff is doing to implement the EO/AR. This annual report covers the efforts undertaken by the Implementation Team during 2014.

Implementation Team

<i>Coordinator:</i>	<i>Kellee Van Bruggen (Planning Dept.)</i>
Public Works and Utilities:	Thomas Shafer, Lonnie Burklund
Parks and Recreation:	Terry Genrich
StarTran:	Brian Praeuner
Planning:	David Cary, Steve Henrichsen
Urban Development:	Wynn Hjermsstad
Health:	Mike Heyl, Chris Schroeder
Building and Safety:	Terry Kathe

Work Tasks / Accomplishments

Complete Streets Meetings

During 2014, the Complete Streets Committee held a total of 14 meetings to discuss current and ongoing projects which have been outlined in this annual report.

Peer City Review on Prohibited Use of Skates, Skateboards, Coasters, and Toy Vehicle Ordinance

The Complete Streets Committee reviewed the proposed update to Ordinance 10.24.010 which was seeking to expand the prohibited use boundary in the downtown/West Haymarket district. The Peer City review compared Ordinance 10.24.010 to similar ordinances in eight other communities including: Denver, CO; Omaha, NE; Minneapolis, MN; Madison, WI; Kansas City, MO; Iowa City, IA; Des Moines, IA; and Ann Arbor, MI. Given that skateboarding has become a popular transportation option, it was determined that it may no longer be reasonable to ban skates, skateboards, coasters, and toy vehicles from areas near campus, especially where new off-campus housing is currently being constructed. After a discussion with the City Attorney and the Lincoln Police Department, the committee requested changing the ordinance to reflect the ban of certain behaviors that lend to property damage, over an outright ban. The committee will be evaluating the bike prohibition aspect as suggested in the peer city review.

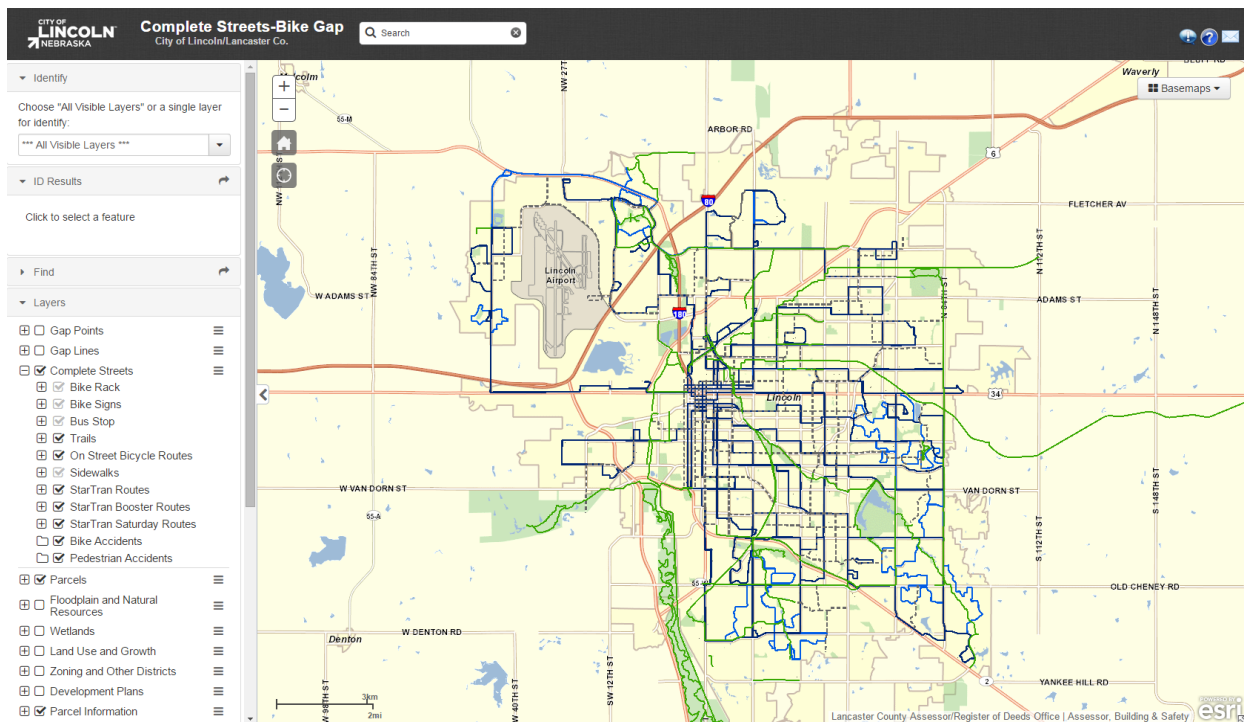
Bike Parking

The Complete Streets Committee discussed bicycle parking in public garages and on-street. Wayne Mixdorf, City of Lincoln's Parking Manager, presented current bike rack locations housed within parking garages. Mr. Mixdorf noted that Parking Services would conduct an internal review of available space in parking garages and install bike parking where accessible. A bike rack inventory on streets and private property in the downtown area was completed to understand additional bike parking needs.

Gap Analysis

In order to understand available information affecting the implementation of Complete Streets, the Team identified studies and plans which have been conducted that could be used to help inform the project review process. Although there are many studies which have been done, it is not clear how all of the different networks (auto, transit, freight, pedestrian and bicycling) are intended to tie together. While the Long Range Transportation Plan (LRTP) and Comprehensive Plan both provide great background, they do not provide the detail necessary to identify where links need to be made or identify priority corridors for specific modes. Similarly, the Bicycle and Pedestrian Capital Plan provides a good introduction but lacks a complete integration of the different modes. Particular informational deficiencies were noted in the area of the pedestrian and bicycling network and how these networks can better work with transit and auto networks to improve overall transportation system efficiency. To address this, the Complete Streets Committee drafted a Complete Streets Gap Analysis and Implementation Strategy that was later approved in January 2015. The gap analysis is a snapshot of the current transportation network and outlines where gaps in the system are currently located. In conjunction with developing the written study, an online and interactive map was launched. The map is a tool for the committee as it can be updated as projects are completed, new data becomes available, or new gaps are identified. (Please see the Gap Analysis Study attached to this Annual Report)

Online Analysis Tool



Project Selection

As a part of the Gap Analysis, a project prioritization strategy was discussed. The committee will review possible projects on an annual basis and determine which projects will move forward to be funded.

The Fiscal Year 2014/15 – 2019/20 Capital Improvement Program (CIP) included for the first time a budget item for Pedestrian and Bicycle Capital Program. In each programmed year, \$50,000 has been appropriated for “Complete Streets” type projects bringing the six year total to \$300,000 for projects that fit within the Complete Streets scope. The current projects selected by the committee include:

- Arlington Street (north side) connection to the Rock Island Trail – estimated cost \$16,000
- Dunn Avenue (west side) ADA and connection to Helen Boosalis Trail – estimated cost \$11,000
- 29th Street (north side) connection to the MoPac Trail – estimated cost \$34,000
- 52nd Street (east side) connection to the MoPac Trail – estimated cost of \$20,000
- Bike Route Signage along priority routes - \$10,000 allocated
 - o 8th St, 14th St, J St, Y St, Idylwild Dr, 40th St, and Sheridan Blvd
- Bike Racks - \$3,000 allocated

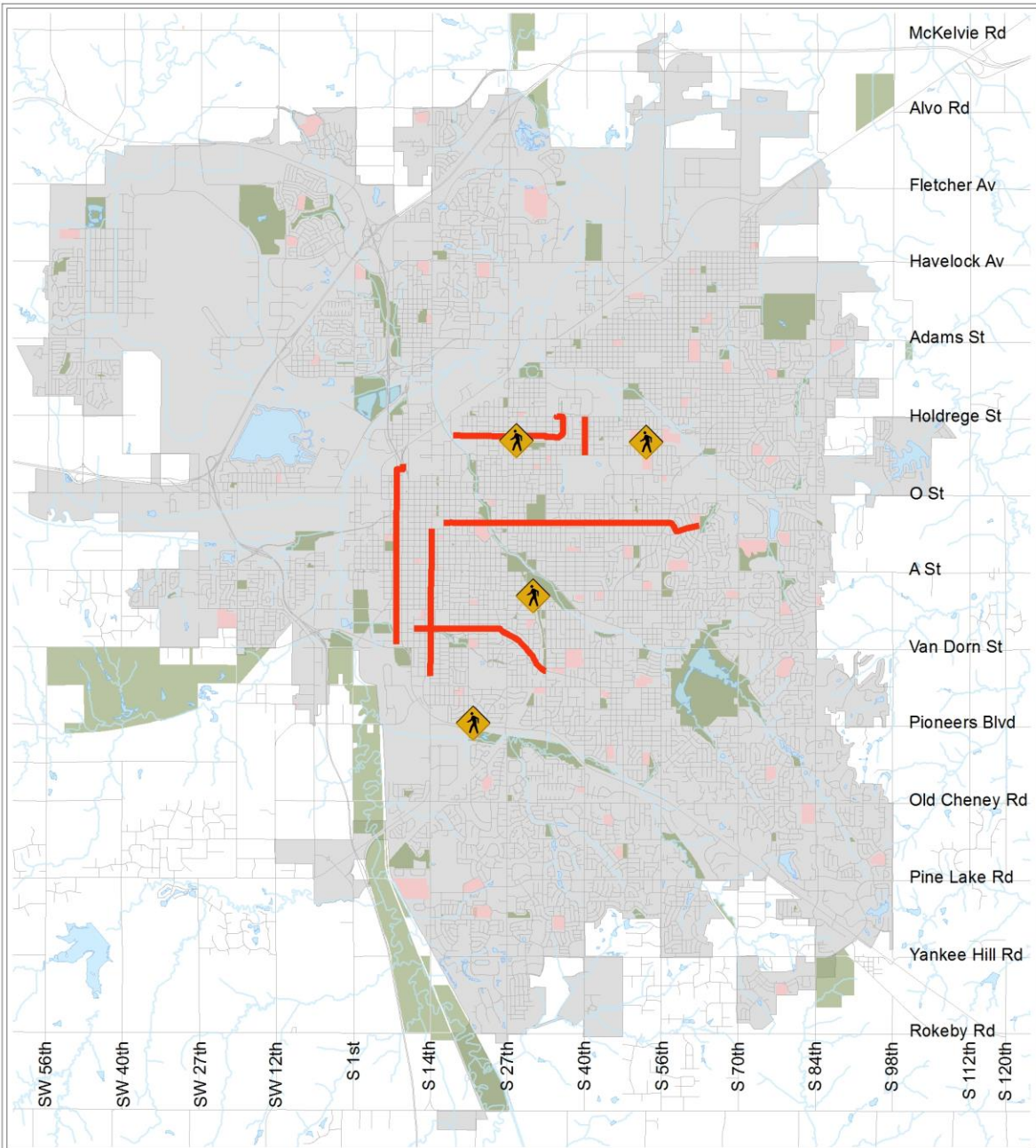
The selected projects adds up to a total cost of \$94,000. Initially these projects were selected to be completed in the first year of the CIP; unfortunately, the costs of project implementation were expensive. Since each of the projects selected were identified as a need, the projects will be done using the first and second year of funding to complete. The leftover \$6,000 will account for any overages on the selected projects. Remaining funds will most likely be used towards lower cost items such as bike route signage and bike racks. A map of the first/second year projects is located on the next page.

StarTran Transportation Development Plan

Multiple staff members from the Complete Streets Committee participated in the consultant selection for the StarTran Transit Development Plan (TDP). Members of the Complete Streets Committee are also members of the TDP project committee. Progress on consultant selection and the development of the plan have been and will continue to be discussed during meetings.

N Street Protected Bikeway

Regular updates and discussion on the N Street protected bikeway project were held during Complete Streets meetings. As the project moves forward through construction, regular updates will continue to be discussed.



2015 - 2016 Complete Streets Gap Analysis

-  Bike Route Signs Project
-  Neighborhood Connections to Trails

**Funded bicycle parking is undetermined at this time*

LINCOLN - LANCASTER COUNTY
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Date: 3/18/2015

Bike Share

In September 2014, the Lincoln/Lancaster County Planning Department hosted a Bike Share workshop for local stakeholders. Since the workshop, efforts to fund a bike share program, including submitting a Congestion Mitigation and Air Quality (CMAQ) funding request through the Nebraska Department of Roads application and meetings with possible stakeholders have taken place. Regular updates and discussion on the status of the bike share project have been held and will continue to be held at Complete Streets Committee meetings.

Project Review

Each representative is responsible for identifying projects within their department and in the development stages that should be reviewed by the Complete Streets team. This review was conducted to identify Complete Streets concepts which had been applied to 2014 Public Works and Utilities, StarTran, and Parks and Recreation projects.

2014 Project Review

Project	Location	Complete Streets Application
Pine Lake Road widening project	61 st Street to Highway 2	Sidewalks included with projects, improved crosswalks at intersections including ped signals, coordination with Beal Slough Trail projects.
South 56 th Street widening project	Old Cheney to Shadow Pines	Sidewalks included with project, coordination with Beal Slough Trail project including grade separated crossing as part of the street project.
North 10 th Street Bridge replacement and widening project	Over Salt Creek	Includes long awaited improved pedestrian facility across the bridge, improved pedestrian connection to north and south, and connection to NRD Salt Creek Levy Trail.
Beal Slough Trail TAP (federal funding) projects	56th Street and London Rd to Yankee Hill	Trail will serve SE area of Lincoln; coordination with signal and road projects in the area.
NW 48 th Street widening project	West Vine to West Adams	Includes sidewalks, improved pedestrian street crossings with pedestrian signals, and a portion of trail system improvements in the project up to Holdrege in coordination with the State's interchange project at I-80.
South 70 th Street pavement repairs project	Van Dorn to Eastbough	None except consideration was given to potential sidewalk improvements outside the curb limits but was deemed beyond the scope of the project.

Penny Bridges replacement project	Sheridan Blvd	Pedestrian access on bridges / Rock Island Trail Closure and detour plans developed.
27 th & Fairfield Bridge	Over Salt Creek	Abutments to be redone on either side of bridge. Moving expansion will have impacts on sidewalks.
West O Street Bridge project	Near Sun Valley Bridge over Salt Creek	Work on the rail line may impact sidewalk access; closure will be coordinated.
84 th and Yankee Hill Road project	Yankee Hill Road between 70 th Street and 84 th Street and Hwy 2 intersections; Trail crossing near 70 th and Yankee Hill	Trail crossing / pedestrian access to new school / 70 th St intersection to be built as a roundabout with pedestrian crossings designed into facility.
StarTran Transit Development Plan	City-wide transit program	Transit Route updates; public involvement; policy updates.

2015 Priority Work Items

The following items are expected to be addressed by the Complete Streets Committee in 2015:

- Review applicable 2015 design year infrastructure projects for Complete Streets opportunities as well as review what was built in the past construction year. Continue to identify projects under design and at an appropriate stage to review as well as to create a record of review. Such identification will include the Complete Streets concepts applied to the specific project, those which are not applied and why.
- Continue to refine the project identification and review process based on experience. The goal is further refinement of the Gap Analysis to increase efficiency and effectiveness of the process as well as to promote Complete Streets projects and concepts. All updates should be reflected in the maintenance of the Gap Analysis tool.
- Continue to examine plans, City policies and other guidance for Complete Streets conformance, including the Lincoln Standard Plans.
- Review Ordinance 10.48.170 Riding on Sidewalk and Sidewalk Space Regulated in similar manner that Ordinance 10.24.010 was undertaken for bicycle use on sidewalks.
- Continue to coordinate with Parking Services on status of bicycle parking in public garages and continue discussions regarding on-street bike parking using available funds of \$3,000 designated by the Complete Streets Committee.
- Discuss need for additional funds for Complete Streets projects and research how additional funding may allow for additional or larger scale projects in advance of next Capital Improvement Program budget cycle.
- Determine how to spend remaining funds, if available, from project selection cycle.

- Discuss Transit Development Plan (TDP) effort and receive ongoing updates.
- Begin discussion on updates to the Long Range Transportation Plan (LRTP) and Comprehensive Plan related to Complete Streets and project planning.
- Develop a Bike/Ped Counter Master Plan as interest in existing counter on the Rock Island Trail grows and the possibility for additional counters is discussed including counters in the N Street protected bikeway project.