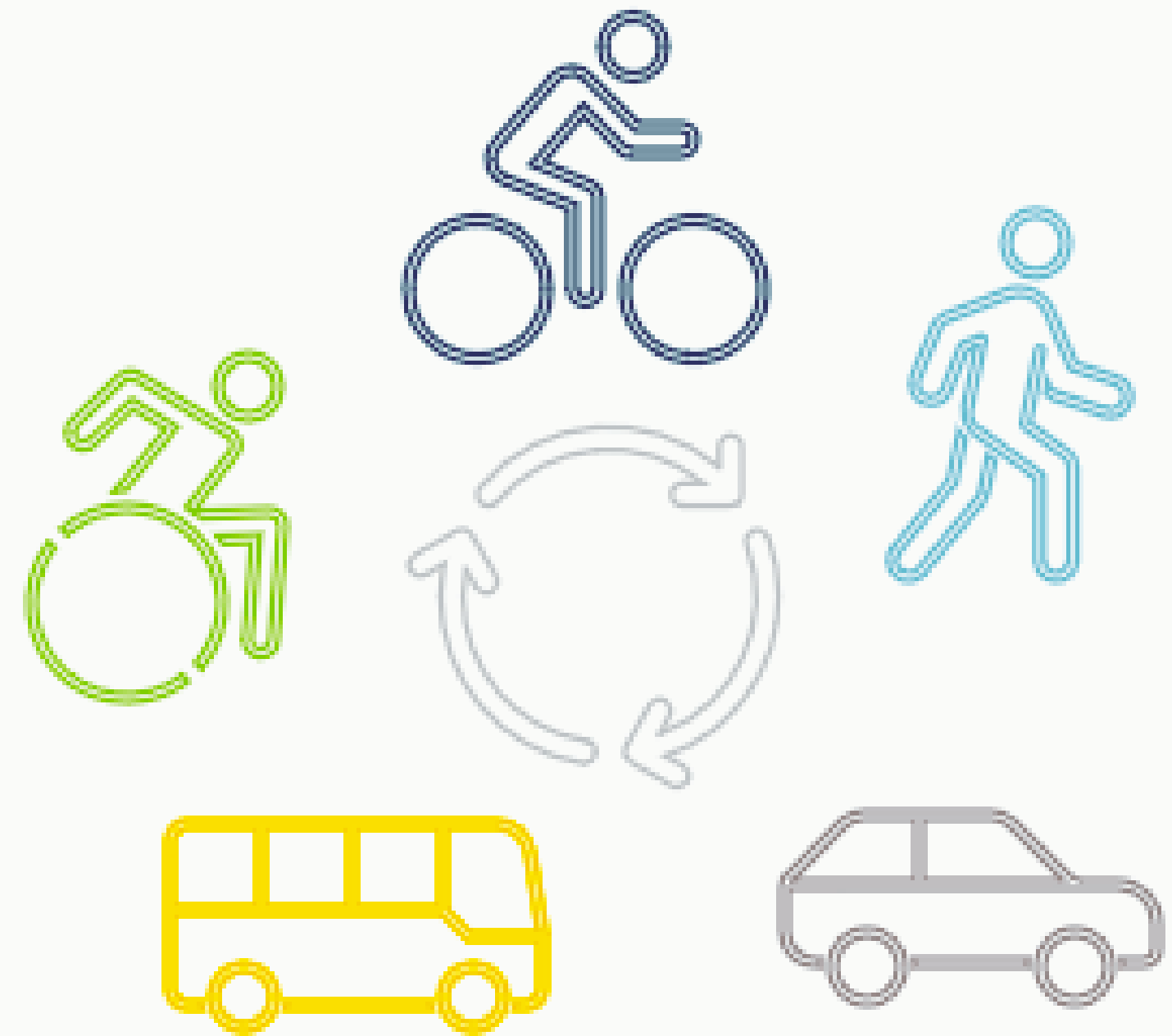


# Complete Streets

Annual Report | FY 2022





# Overview

Lincoln's Complete Streets program was launched in September 2013, to accommodate all modes of transportation in the design of public and private streets in Lincoln. Complete Streets efforts provide our community increased transportation choices and a more resilient transportation system. The Complete Streets Committee, comprised of various city departments, implements the policy goals.

Per the policy, the annual report is developed and provided to the Mayor, Pedestrian and Bicycle Advisory Committee, and StarTran Advisory Board.

This is the first annual report delivered at the end of the fiscal year to align with the funding cycle, instead of the calendar year. As such, this report will focus on work items from September 1, 2021 through August 31, 2022.

# Committee Meetings

## Full Committee

### Meets Quarterly



- November 12, 2021
- March 10, 2022
- June 9, 2022

## Policy Subcommittee

### Meets Monthly



- December 14, 2021
- January 25, 2022
- February 22, 2022
- March 22, 2022
- April 26, 2022
- May 24, 2022
- June 28, 2022
- July 26, 2022

## Funding Subcommittee

### Meets Monthly



- October 13, 2021
- October 27, 2021
- January 26, 2022
- February 23, 2022
- April 27, 2022
- May 25, 2022
- June 22, 2022
- July 27, 2022

# Policy Subcommittee Accomplishments

## Process Standardization

The subcommittee identified the following:

- Meeting frequency for committee and subcommittees
- Charge of subcommittees
- Voting thresholds for committee and subcommittees

## Policy Update

The subcommittee drafted an update to the Complete Streets Policy that aligned with guidance from the National Complete Streets Coalition, recommendations from local advocacy organizations, and in consultation with LTU. The draft policy may be considered for approval in the future, as work progresses on Safe Streets Lincoln.

## Project Checklist

A checklist was finalized in coordination with LTU staff to use when designing new roadway projects to ensure complete streets elements are considered and implemented when possible.

# Funding Subcommittee Accomplishments

## Created a Scoring Rubric

A scoring rubric based on the LRTP ranking matrix were created to assess and rank potential complete streets funding opportunities. Additionally, a cost-benefits tool and gap analysis map was updated to use for project selection as well.

## Bike Rack Request Program

A bike rack request program was created to allow residents, business, and property owners to request a U shaped bike rack be installed in front of their location. The program's implementation will be explored in FY 2023.

## Identified Projects to Fund

Two major infrastructure projects, the Jamaica Trail sidewalk connection across the railroad tracks on Old Cheney and a Rapid Rectangular Flashing Beacon (RRFB) at Old Cheney and the Tierra-Williamsburg Trail were discussed and recommended for funding to the full committee.

## Submitted for Grant Funding

Applications for CMAQ funds and AARP Livable Communities funds were submitted for projects along B Street and in the University Place Neighborhood, but not awarded. Additional funding opportunities will be pursued.

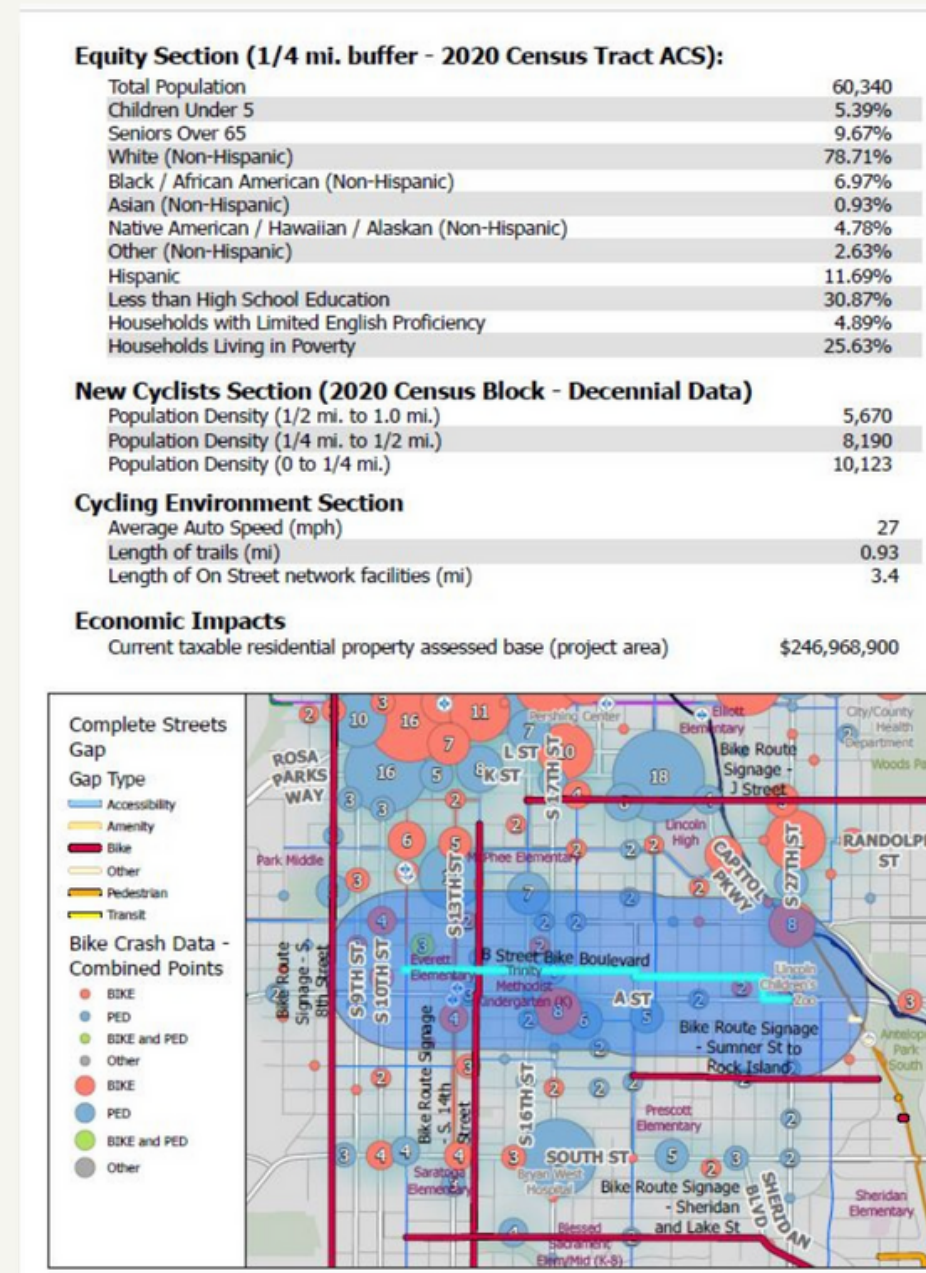
# Benefits Tool & Map

## B Street Bike Boulevard Case Study

When submitting the B Street Bike Boulevard for CMAQ funding, the Funding Subcommittee used the newly created Benefits of Complete Streets spreadsheet developed by Smart Growth America and the companion GIS tool to populate information to underscore community benefits that could result from the construction of the project.

The report shows a potential economic impact of \$1,497,375, environmental impact of 1,166 tons of reduced carbon, and 64 fewer fatalities over the next 20 years as a result of the B Street Bicycle Boulevard.

### GIS Tool Output Report



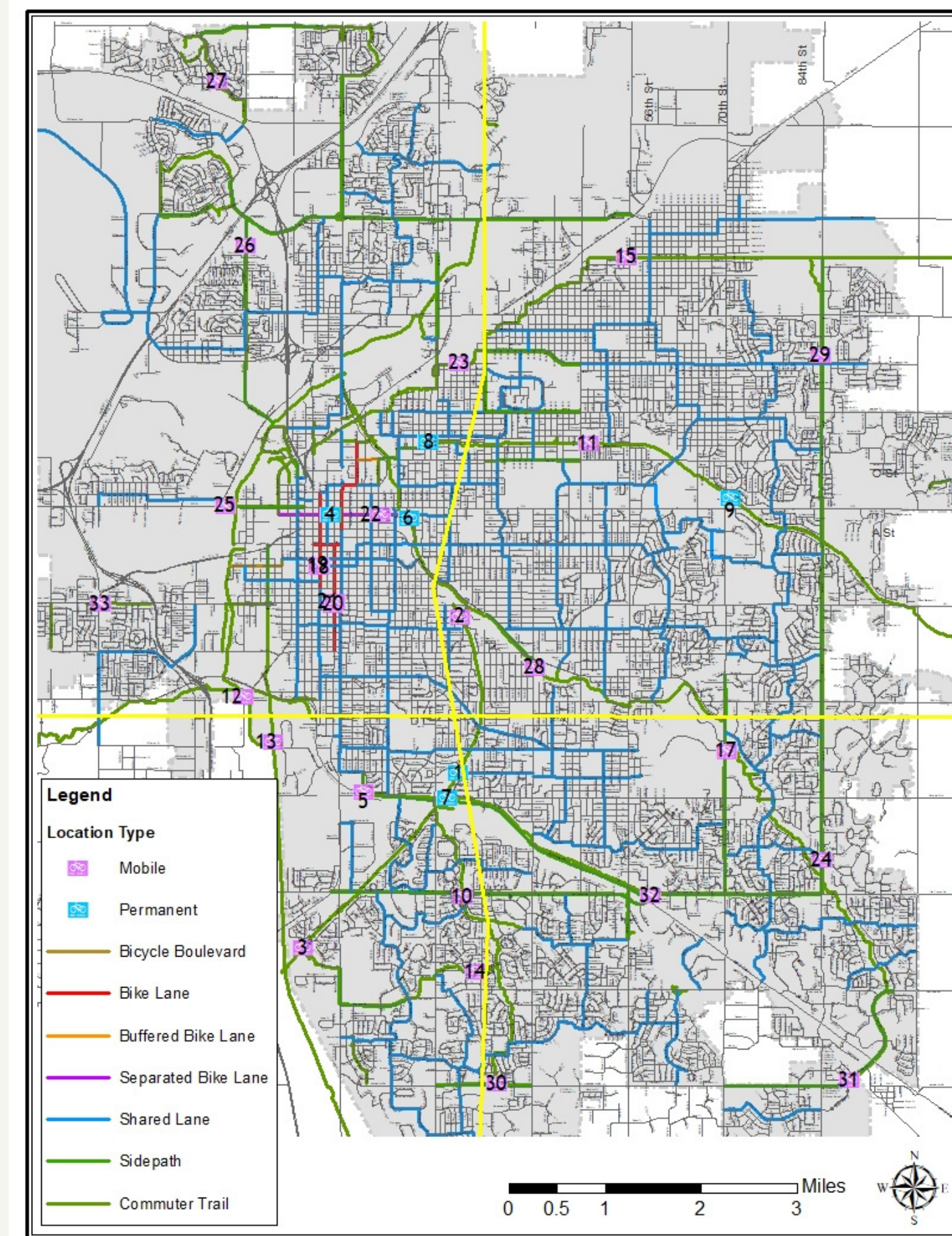
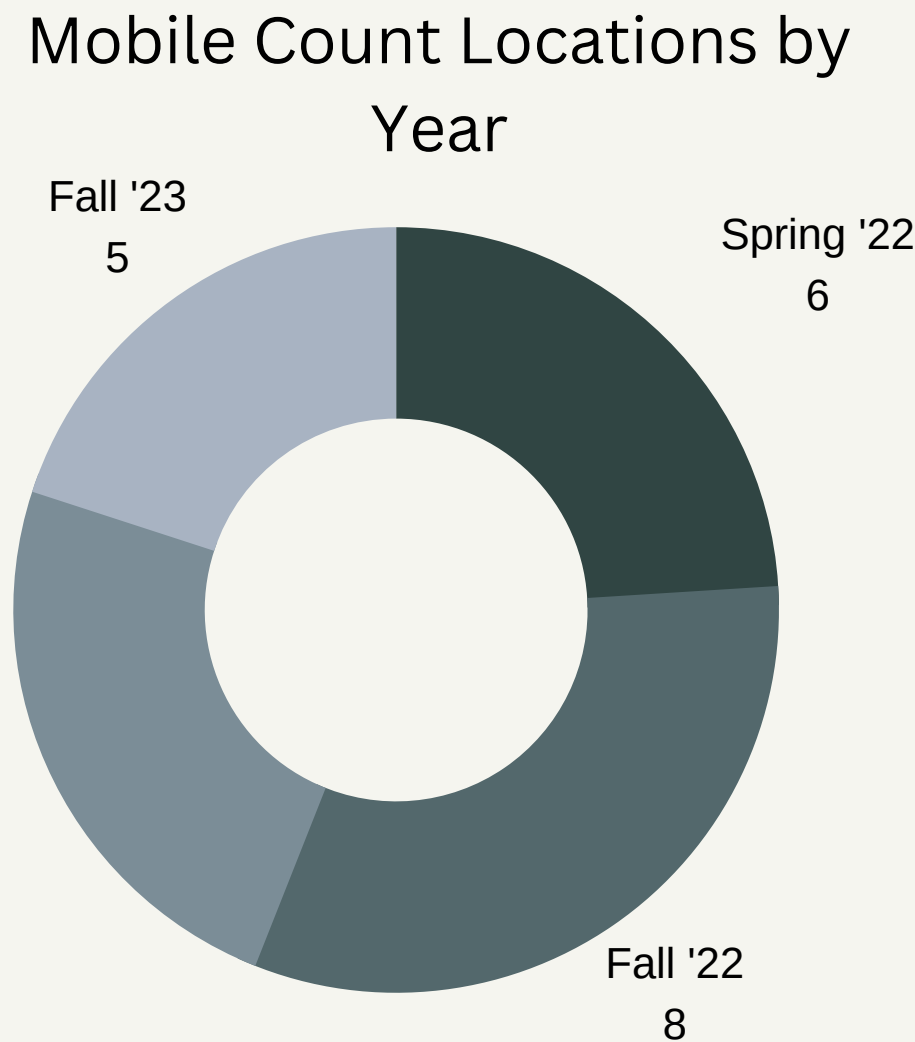
### Spreadsheet Summary Page

Equity	
% Less than High School Education	6.7%
% Households with Limited English Proficiency	3.1%
% Households Living in Poverty	13.5%
New Cyclists	
Additional Adult Cycling Trips (over 20-years)	1,652,898
Cycling Environmental Impacts	
20-year Results	
Vehicle-Miles Traveled	2,273,331
CO2 Reduction (tons)	1,166.59
NOX (Tons)	0.1577
PM10 (Tons)	0.1091
SOX (Tons)	0.1091
VOC (Tons)	0.1091
Pedestrian Intersection Safety	
20-year Results (Reduction)	
Fatalities	63.4
Injuries	9,155.5
Speed Reduction	
20-year Results (Reduction)	
Fatalities	0.0
Tree Planting	
20-year Results (Value)	
	\$0
Cycling and Pedestrian Health	
20-year Results (Reduction in Health-Related Deaths)	
	256.3
Economic Impacts	
20-year Results	
% Change in Property Tax Base	0.9%
\$ Change in Property Tax Revenue	\$1,497,345

# Trail Counts

## Mobile Count Program Launched

Lincoln has six permanent counter locations providing important trail user data throughout the city. To supplement this information, a mobile count program was launched in April 2022 to fill in the gaps on trail segments not captured by the permanent counters and to incorporate the on-street bicycle facilities. A total of six locations were counted in the spring with a total of 25 sites planned for the 2022-2023 calendar years. Each location will be counted on a biannual basis.

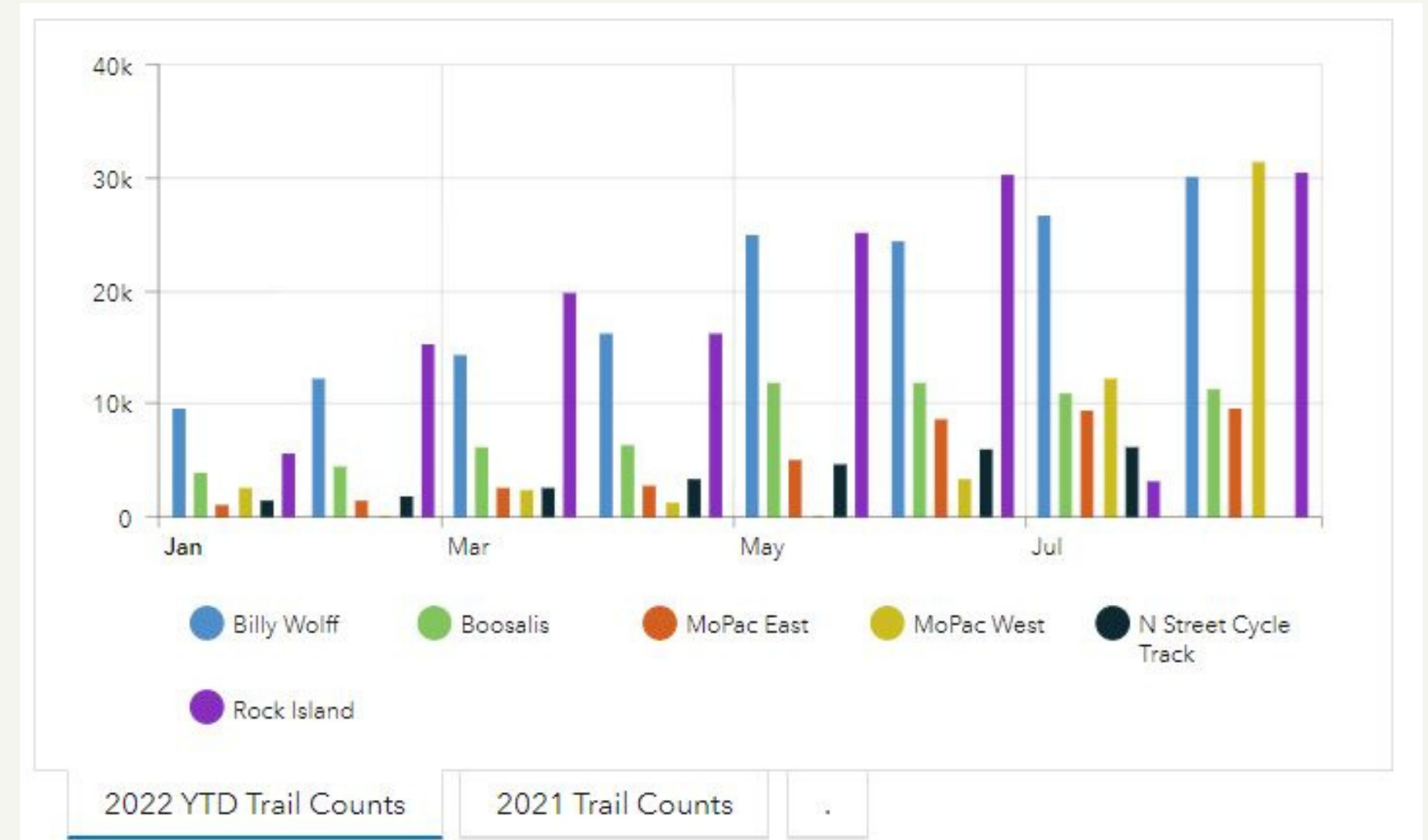
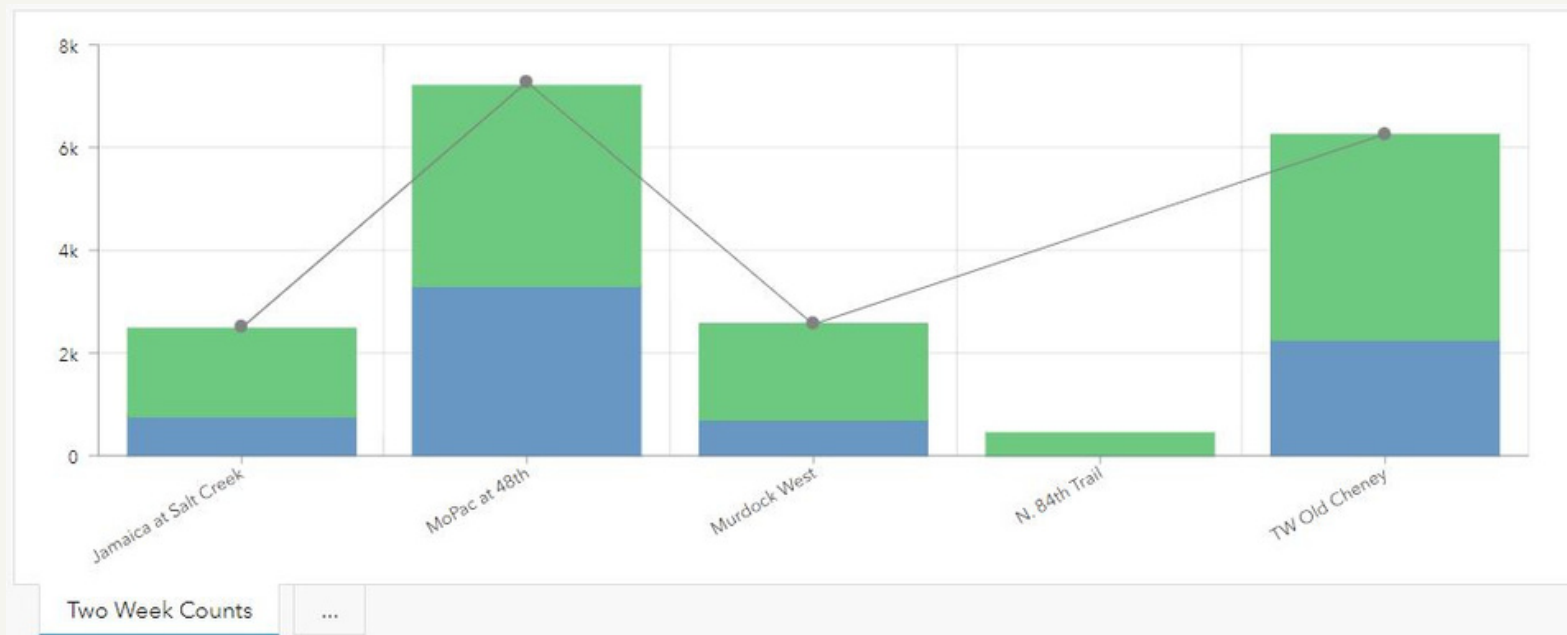


# Trail Counts

## Interactive Trail Count Page Launched

To make the information gathered from the trail counters more accessible and easy to understand, an online mapping tool was created to display the data. Counts by user type, daily averages, and projected annual use are communicated through a series of charts, graphs, and tables,

Check out the page



<https://www.lincoln.ne.gov/City/Departments/Planning-Department/MPO/Bike-Lincoln/Bicycle-and-Pedestrian-Counts>



Project	Cost
N Street Cycle Track Counter Installation	\$5,975
Rock Island Counter Upgrade	\$648
Old Cheney RRFB	\$75,000
Old Cheney to Jamaica Trail Sidewalk Connection	\$50,000
4G Modem Counter Upgrades	\$5,313
26th and MoPac Counter Repairs	\$1,946

# Allocated Projects

# \$138,882

Since the launch of the Complete Streets Program, the Committee has received \$50,000 annually to fund complete streets projects. During the pandemic, no capital projects were completed giving the fund a chance to grow. As a result, several projects were funded in this fiscal year with construction expected in the fall of 2022/spring 2023.

# Project Reviews

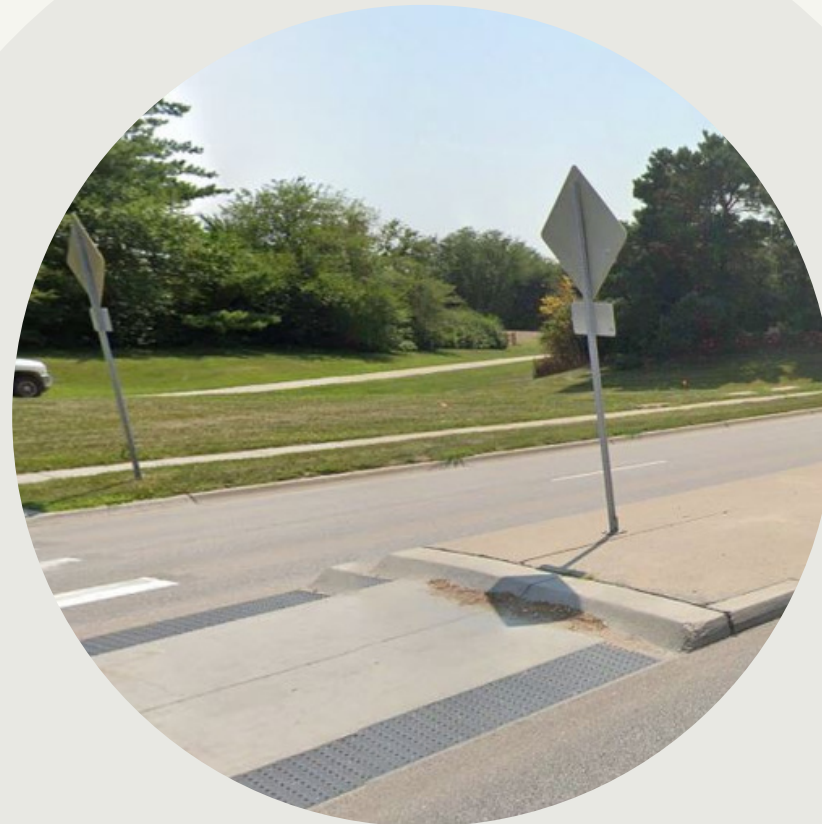
## Leighton Avenue

48th to 70th Street



The funding committee reviewed the project using the draft checklist and recommended a 1 block sidepath to connect the existing Leighton Trail to 49th Street on Huntington in lieu of the recommended Leighton bike lanes.

## 14th, Warlick, Old Cheney



Staff participated in project development meetings and provided feedback on complete streets elements. The funding subcommittee discussed the Rock Island Trail underpass and other funding sources to bridge the gap.

## A Street

40th to 56th Street



Staff participated in project development meetings with the consultant and provided feedback on complete streets elements to aid the design.

A large, light blue sunburst graphic with many rays emanating from the center, serving as a background for the main title.

# Committee Projects

FY 2023

## Bike Rack Request Program

Explore implementation of the bike rack request program as set up during the 2022 fiscal year.

## Bike Parking Regulations

Research bicycle parking standards and develop recommendations for different land uses in-conjunction with a review of vehicle parking requirements.

## Promotional Materials

Develop and use educational materials to explain the value and importance of Complete Streets in our community.

## Complete Streets Design Guidelines

Develop a Complete Streets Guide with recommendations on complete street element use and placement on projects.

## Public Engagement

Develop an outreach policy for complete streets projects to engage the neighborhoods impacted by the proposed changes.

# Ongoing Work

FY 2023

## Policy Subcommittee

- Continue enhancements to Complete Streets webpage to make more educational.
- Track state level legislative efforts applicable to Complete Streets.
- Continue to examine plans, City policies and other guidance for Complete Streets conformance, including the Lincoln Standard Plans.

## Funding Subcommittee

- Discuss alternative funding options for Complete Streets projects such as grants or state/federal funding streams to leverage current funding.
- Review applicable infrastructure projects for Complete Streets opportunities as well as review what was built in the past construction year.
- Review, score, and select projects for Complete Streets funding.
- Track implementation of projects that received Complete Streets funding and report updates in the interactive online map.

# Annual Metrics

As a result of the policy update process, annual tracking of complete streets metrics was recommended as an item to implement. This report will set the baseline metrics with future reports showing progress in each area. Data is based on the fiscal year aligned with the report. Future work by the Committee will set goals for each area.

Access

Safety

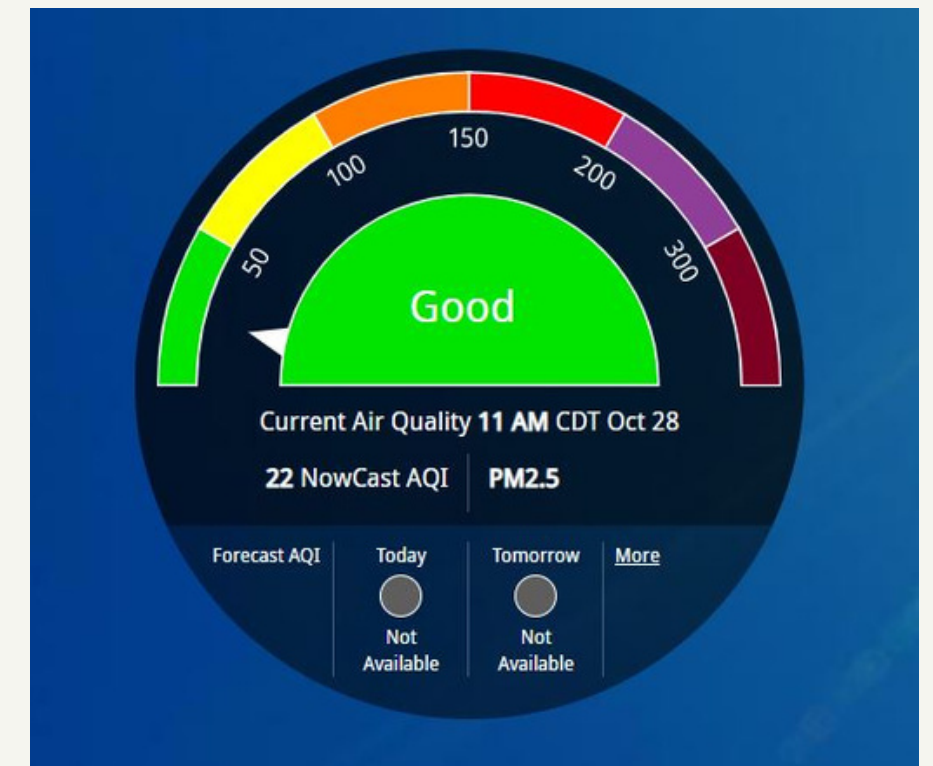
Equity

Health

# Annual Metrics-Health

## Air Quality

33	PM2.5 Level (pollutants from a variety of sources including vehicles; AQI's below 50 are considered good)
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# Annual Metrics-Access

## Pedestrian and Bicycle Facilities

1.34 miles	Total miles of on-street bicycle facilities striped/constructed in past year
.75 miles	Total miles of trail facilities & side paths constructed in past year
200	Total linear feet constructed of sidewalk gaps identified
6.37	Linear miles of new sidewalks constructed

- F Street Bike Boulevard
- Lincoln Mall Bike Lanes
- West A Street Sidepath (SW 14th to SW 23rd Street)
- N. 14th Street Sidepath (Adams to Manatt Street)



# Annual Metrics-Safety

## Crash Data

Total Crashes	7107	100%
Pedestrian Crashes	117	1.6%
Bicycle Crashes	84	1.2%
Total Fatalities	24	0.34%
Pedestrian Fatalities	3	12.5%
Bike Fatalities	0	0.0%
Total Injuries	1617	22.8%
Pedestrian Injuries	107	6.6%
Bike Injuries	72	4.5%



## High Visibility Crosswalks

472 (at 78 locations)	Number of crosswalk bars added
441	Number of crosswalks bars improved
*A crosswalk has anywhere from 3 to 5 bars per crossing and up to 20 at large intersections	

# Annual Metrics-Equity

## ADA/Sidewalk Accessibility

96%	Percentage of transit stops accessible via sidewalks
27%	Percent of ADA compliant transit stops
327	Number of new curb ramps installed
1,004	Number of upgraded curb ramps
0*	Complete Streets funded projects in high equity index areas
*Two projects outside of trail counter upgrades/maintenance were funded in areas with low to moderate equity index scores	

