

Memorandum

TO: Lincoln MPO Technical Committee

FROM: Kellee Van Bruggen, Transportation Planner

DATE: August 28, 2017

RE: On-Street Bicycle Facilities Plan

The City of Lincoln is interested in improving upon the City's wide network of existing facilities and to develop new facilities to provide for improved and safer bicycle commuting, transportation, and recreational opportunities. The Lincoln MPO Long Range Transportation Plan (LRTP) notes that the community has expressed a desire to continue expanding the network of on-street bicycle facilities to complement the trail system. Recent additions to the bicycle network include the first protected bikeway in Nebraska. The "N" Street bikeway that runs for 17 blocks through Downtown Lincoln and is a vital link between the trails on each end and two (2) on-street bike lanes (11th Street and 14th Street) that run north/south connecting downtown to the University of Nebraska – Lincoln's City Campus. Over the summer, the City of Lincoln will be installing bike lanes on 16th Street from "R" Street to Vine Street and on Vine Street from 16th Street to Antelope Valley Parkway. These examples show the City of Lincoln's dedication to investing in the network for the safety and benefit of the community. The City desires an On-Street Bicycle Facilities Plan that shall show a comprehensive transportation network that utilizes a variety of facilities such as pathways, trails, bike lanes, bicycle boulevards, shared streets, and other facilities. The plan will depict a comprehensive system of off-road and on-road facilities that safely connects neighborhoods and destinations and encourages bicycle travel.

The project seeks to capture the community's vision for a bicycle-friendly community that allows access to safe, low-stress facilities to meet their daily transportation needs. The On-Street Bicycle Facilities Plan will:

1. Develop a framework for a comprehensive and integrated network of bicycle facilities, corridors, and low-stress routes that serve all neighborhoods, providing connections to the Downtown, the University campuses, employment centers, neighborhoods, schools, community centers, and regional bicycle facilities.
2. Identify and prioritize projects, programs, and policies focused on expanding participation by making bicycling for daily needs safer, more comfortable, and more convenient.
3. Identify strategies that will guide the planning, funding, implementation, and maintenance of future projects with performance measures that allow the City to assess its progress.
 - a. Phase 1: Identify high visibility projects and programs with low costs that can be implemented or piloted within 1-2 years of adoption of the plan.
 - b. Phase 2: Identify the highest priority projects to be implemented over the following 10 years.

The plan is anticipated to be completed within an 8 to 10 month time frame.