MEMORANDUM

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

CC: Miki Esposito, Director of Public Works and Utilities
Marvin Krout, 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
Prepared by David Pesnichak, Transportation Planner

SUBJECT: Complete Streets – 2013 Annual Report

DATE: March 19, 2014

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. Since the Complete Streets EO/AR was signed in the fall of 2013, this annual report covers the

initial efforts by the Implementation Team in the final three months of the year. Future annual reports will include information on specific projects reviewed by the Team.

Implementation Team

Coordinator:	*David Pesnichak (Planning Dept.)*
Public Works and Utilities:	Thomas Shafer, Lonnie Burklund
Parks and Recreation:	Terry Genrich
StarTran:	Brian Praeuner
Planning:	David Cary, Steve Henrichsen
Urban Development:	Wynn Hjermstad
Health:	Mike Heyl, Chris Schroeder
Building and Safety:	Terry Kathe

Work Tasks / Accomplishments

Identification of Implementation Team

Each Department chose who would be the best representation for the Implementation Team. This includes one to two regular representatives from each signing department and StarTran. Since the signing of the EO/AR, staff held five interdepartmental meetings which included an abundance of discussion aimed at implementing Complete Streets concepts.

Interim Project Identification Process for 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. As the Complete Streets EO/AR was signed in September 2013, the remainder of the year was focused on developing a review process. It is anticipated that project review will be active in the first part of 2014. The Public Works 2014 construction list will be a primary source for project review.

Information Scan

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 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. Efforts will be made to fill the identified information gaps over time.

Priority Areas Identification

One of the top priorities for 2014 will be the identification of improvement priority areas for specific modes. While the auto, freight and transit networks are relatively well understood, the deficiencies and latent demands in the pedestrian and bicycling networks are less so. As a result, the Team began scoping options to better understand each of these networks on a City-wide scale. This information is necessary to prioritize the most critical areas for overall system improvements. Creating a plan to identify gaps in the overall multi-modal transportation system will be a focus area in the coming year. A map was created to initially identify overlapping networks. This map will continue to be updated to incorporate new information. (See attached Bus, Bike and Truck Routes map)

Funding Opportunities

The Team reviewed the opportunity to apply for a Community Health Endowment grant, Nebraska Environmental Trust, the Green Lane Project and a Smart Growth America grant. It was decided that applying for funds at this time, aside from the Green Lane Project, would be premature as defined project or research scopes had not yet been identified. An application for the Green Lane Project was submitted in January 2014 and a decision to not fund the Lincoln submittal was received on March 6, 2014. Funding opportunities will continue to be reviewed as they materialize.

Walkability Audit

It was noted that the City started a Walkability audit in 2010 which was not completed due to legal and technology issues. As much of the past project knowledge is still with the City, available options to better understand the pedestrian network started with reexamining the 2010 process. The benefits and drawbacks from conducting the ratings by crowd sourcing were debated. It was decided that in order to get usable and reliable information, the surveys would need to be simplified and conducted using existing staff or summer interns. Focus areas for the surveys would need to be established as well as exploring future funding options. However, conducting a general survey which rates corridors as good/bad or comfortable/uncomfortable would be acceptable.

Technology Issues

Following discussions with those involved in development of the website for the 2010 Walkability audit, it is understood that it should be possible to overcome many of the issues identified four years ago simply due to advances in technology. The development of a mobile application to use for data entry, although preferred from the reviewer standpoint, cannot be developed in house. Options to partner with other organizations, including UNL, would need to be explored to accomplish this.

Bikeability Study

The Team is exploring a GIS based analysis of the City's bike network. The study would measure the Level of Traffic Stress (LTS) based on Peter Furth's 2012 report from San Jose, CA (http://transweb.sjsu.edu/project/1005.html). This method of network analysis has been subsequently used by the City of Austin, TX, among others. The purpose of this infrastructure study is to identify locations within the transportation system which are barriers to bicycle travel.

2013 Project Review

This review was conducted by the Complete Streets Team to identify Complete Streets concepts which had been applied to 2013 Public Works and Utilities projects. As these projects were past the design stage, the intent was not to critique the projects themselves, but to help set a benchmark for current practice moving forward.

Project	Location	Complete Streets Application
2 FTA Grants for Sidewalk Repairs	Arnold Heights; Downtown Area	Existing Sidewalk Repairs / New Curb Ramps / Upgrading some Curb Ramps
Centennial Mall Renovations	Centennial Mall	Sidewalk / "N" Street Intersection accommodation of Future Cycle Track / Upgrading Curb Ramps / Street Trees / Bio-Retention Area
N. 27th BNSF Railroad Viaduct	Near Leighton (just south of Cornhusker)	Repair of Pedestrian Facilities on West side of Bridge
56th Street from "A" to Randolph	56th Street from "A" to Randolph	Roadway rehabilitation w/widening (2+1) Repair Existing Sidewalks, New Sidewalk on West Side, New/Upgrade Curb Ramps, New Pedestrian Xing Markings
Sun Valley Boulevard	Sun Valley Boulevard from West "P" to 11th Street	New / Upgraded Curb Ramps,

		Newly Marked Xing at West "P"
Superior Street & NB I-180 Ramp Safety Project	Superior Street & NB I-180 Ramp	Adding dual right turn lanes (No Right turn on Red thus protecting the trail users – in response to crash history.)
West Haymarket Core Area Infrastructures	West Haymarket	Canopy (Pedestrian Amenity), Bike Racks, Bike Lockers, rollover/no curb design, many Ped Friendly elements
2013 Non-Arterial Rehabilitation (59 blocks)	Prescott from 47th to 48th; Anderson Drive from Van Dorn to 44th St; Smith from S. 33rd to S. 35th; S. 29th from "D" Street to "F" Street; S. 49th from Pioneers Blvd to Spruce; S. 46th from Calvert to Prescott; Kessler Blvd. from Holly Road to Pace Blvd; Bradfield Dr. from S. 27th to Sheridan Blvd; S. 36th from Smith to Van Dorn; Sewell from S. 35th to S. 37th; S. 36th from Randolph to "D" Street; Benton from NW 48th to NW 54th; Craw from NW 49th to West Hughes; Madison from N. 48th to N. 51st; Orchard from N. 27th to N. 29th; N. 29th from "Y" Street to Orchard; N. 40th from Holdrege to "Y" Street; "R" Street from N. 33rd to N. 36th; Madison Avenue from N. 33rd to N. 34th; N. 36th from Adams to 256 feet south; Greenwood from N. 44th to N. 48th; Manse from 27th to Bradfield; Centennial Mall from "O" to "P"; Havelock from 72nd to 73rd	Repair of Existing Sidewalks; New / Upgraded Curb Ramps
Arterial Rehabilitation	Capital Parkway from 21st to 33rd; Cotner from Fairfax to Adams; Havelock from Touzalin to 72nd; N. 45th from "R" to Vine; Rosa Parks Way from Hwy 77 to 1st Street; 13th from Calvert to High; 17th from Van Dorn to "A"; 40th from Pinewood to Old Cheney	New / Upgraded Curb Ramps

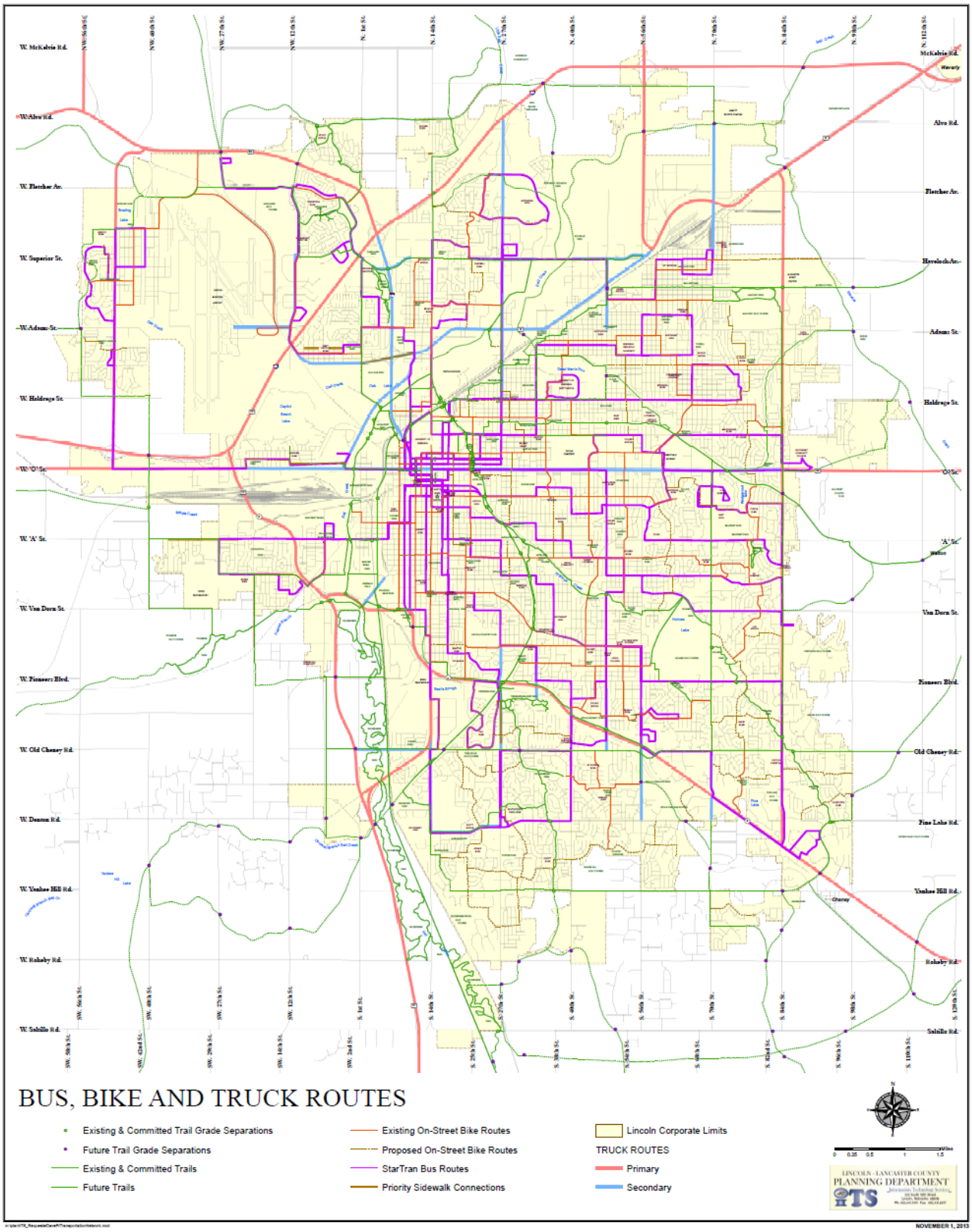
	(Northbound only); 40th from South to “A”; 56th from Hwy 2 to 5200 S. 56th; 56th from Vavak to Spruce	
Traffic Signal Replacements or New	70th & Glynoaks; 84th & Eiger Drive; Pedestrian Signal at 58th Street & “A” Street; 70th & South; 91st & Hwy 2; 70th & South; 56th & Holdrege; 27th & Grainger	Repair of Existing Sidewalks; New / Upgraded Curb Ramps; Improved crossings (Pedestrian Countdown Heads, Markings)

2014 Priority Work Items

- Review applicable 2014 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 of further refinement will be to increase efficiency and effectiveness of the process as well as to promote Complete Streets projects and concepts.

- Complete Walkability and Bikeability network gap analyses and combine findings with known information for auto, freight and transit networks to develop priority review areas.

- Continue to examine plans, City policies and other guidance for Complete Streets conformance, including the Lincoln Standard Plans.

Map used to help identify priority locations based on intersecting networks