

Public Meeting Summary

February 18, 2016

Overview

The first public meeting for the Lincoln MPO's Long Range Transportation Plan (LRTP) Update was held on Thursday, February 18th, 2016 from 5:30 – 7:30 PM at Culler Middle School. The meeting was an open house format, and the overarching purposes of the meeting were to:

- Communicate the importance of the LRTP Update
- Provide information on the current and future transportation system
- Solicit input on the transportation needs in the region



In total, 33 people signed in at the public meeting (the sign in sheets are included in **Attachment A**). Many of the attendees were actively engaged and stayed for a half an hour or longer in order to review all the boards and participate in the various input opportunities. The meeting space was divided into the following stations (the boards are included in **Attachment B**):

- Station #1: Why transportation planning is important
- Station #2: Vision and Goals
- Station #3: Current and Future Needs
- Station #4: Love/Change Exercise
- Station #5: Issues and Opportunities

Advertisement

The flyer for the public meeting was distributed to the participants of the January 2016 focus group meetings and it was posted on the LRTP Update webpage. Over 1,800 email notifications were sent to individuals on the Lincoln Planning and Neighborhood email lists. The public meeting notice was posted in the local news section of the Lincoln Journal-Star newspaper for five days prior to the meeting.

Share your vision for transportation in Lincoln!

PUBLIC OPEN HOUSE

LINCOLN
MPO
METROPOLITAN PLANNING ORGANIZATION

Thursday,
February 18, 2016
5:30 - 7:30 pm
Culler Middle School
5201 Vine Street

For more information or to submit comments please contact us at:

Phone: Mike Brienzo, Lincoln MPO
402.441.6369

Email: mbrienzo@lincoln.ne.gov

Website:
<http://www.lincoln.ne.gov/city/plan/lrtpupdate/>

Lincoln Long Range Transportation Plan Update

What we Heard

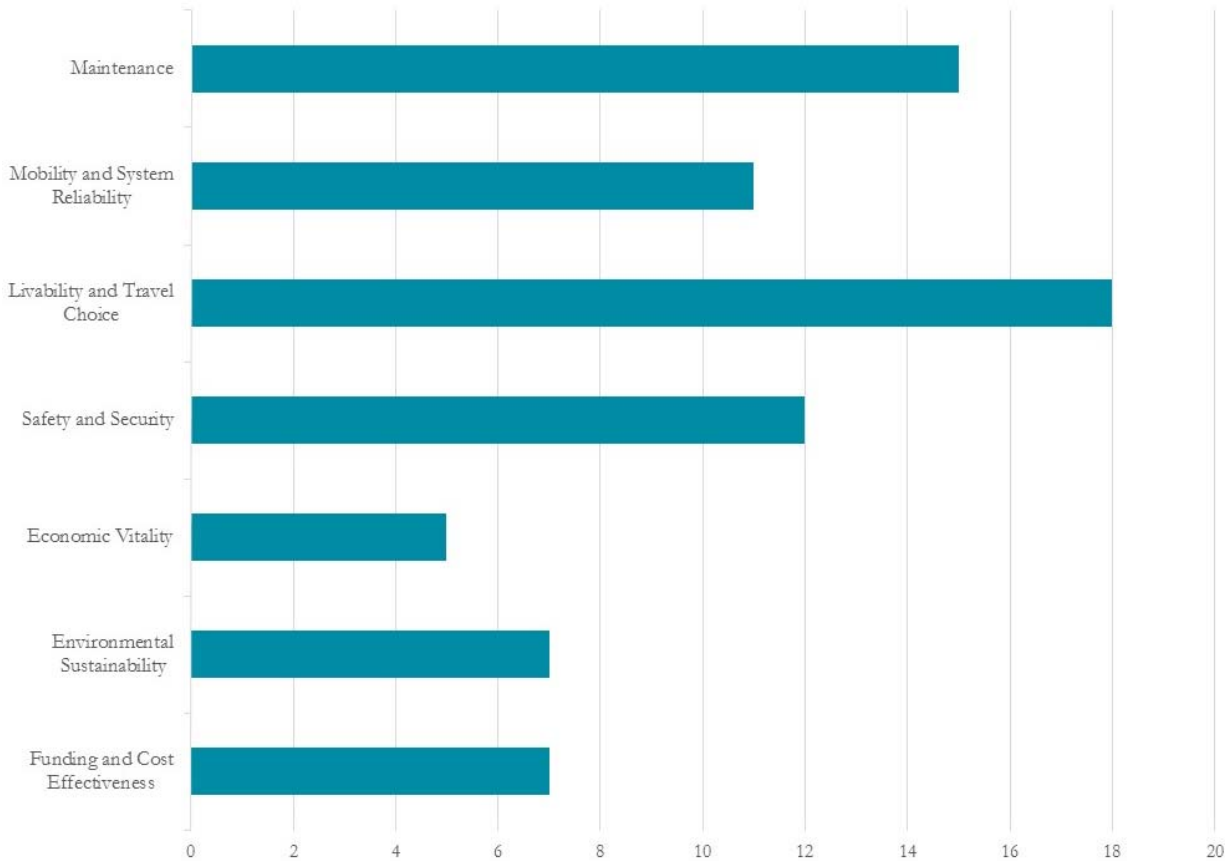
Public meeting participants provided input at Stations #2, #4, and #5, as well by completing a questionnaire and through verbal input to the project team. A summary of what we heard through these various mechanisms is provided in the following sections.

Vision and Goals Input (Station #2)

The draft transportation vision, goals, and objectives were presented on a board, and participants were asked to place three “dots” near the goals that they feel are most important. The most frequently selected goal was the Livability and Travel Choice Goal: “a multimodal system that provides travel options to support a more compact, livable urban environment,” followed by the Maintenance Goal: “a well-maintained transportation system.” Participants recognized the importance of balancing all of the goals and objectives and that the goals and objectives are interdependent.



Goal Priorities
February 18, 2016 Public Meeting



Love/Change Input (Station #4)

Participants were asked to write down three things they love most about transportation in Lincoln and three things they would most like to change about transportation in Lincoln.

What I love about transportation in Lincoln <i>Love</i>	What I would change about transportation in Lincoln <i>Change</i>
• N Street bike lane • N Street protected bike lane • Trails • When I can use transportation to access all parts of community not “cliquish” • Nice trees along streets • Bus service offered • City deals with snow pretty well • Some bus drivers are really nice • Options like bike rack on bus, etc. • Having options: bike, walk, bus • Grade separation for vehicles, walkers and bicyclists • Dedicated trails, paths and lanes	• Traffic light timing, especially on O St. • Corner crosswalks for Lefler kids are horrible and dangerous • Need connection to homestead for bikers at Densmore Park • Car-centric mentality; drivers do not respect walkers/bikers rights • Do transportation based-zoning • Better bus service • Discourage auto-centric city • City Planning & Transit Planning – work together • Traffic lights – timing for mobility challenged • Drivers – more courteous, patient and drive better (don’t park in crosswalks, cut in front of busses, etc.) • Create more incentives to use public/alternative transit • Greater traffic law enforcement to improve all traffic participants law-abiding safe traffic behavior (vehicular/bike/walker) • Set bike/walk mode goals • Balanced transportation – all modes

Issues and Opportunities (Station #5)

Two large aerial maps of the Lincoln area were laid on tables, and participants were asked to describe:

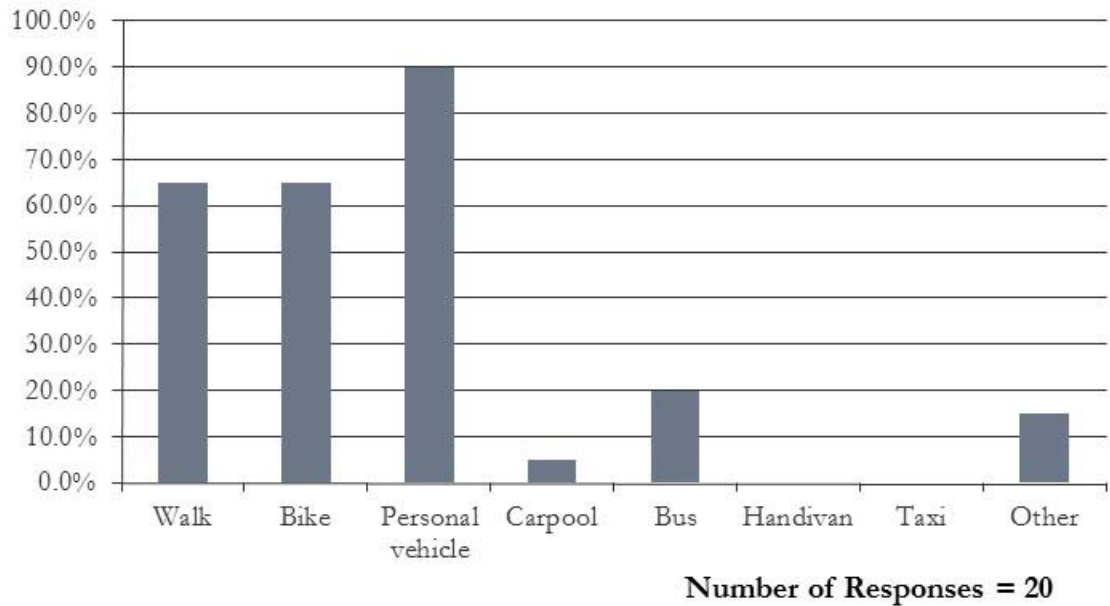
- 1) What are the biggest transportation problems today?
- 2) What are the greatest transportation opportunities?

Problems	• All of Saltillo (SW LINCOLN/COUNTY) • No busses to event center (TRANSIT/NE LINCOLN) • Bike connection from Highlands to Fallbrook (TRAILS/NW LINCOLN) • Part of West A project? (BIKE TRAILS/SIDEWALKS/SW LINCOLN) • Bike trails beyond Pioneers to connect West A & South to rest of trail system (TRAILS/SW LINCOLN) • Dangerous Cotner crosswalks for Lefler students (COTNER-A TO VALLEY/PEDS/BIKES) • Downtown bike lanes on 11th & 14th Ave dangerous and problematic (cars are driving in cycle lanes frequently) (DOWNTOWN) • 11th/14th bike lanes, scary for bikes and cars (DOWNTOWN) • No bus service in this area, HyVee and high concentration of students (NE Lincoln/84th & HOLDREGE) • No traffic signal at S 79th & Van Dorn for Lux school traffic/neighborhood traffic (PED/BIKE) • 84th has projected to be high capacity but has too many signals (SOUTHEAST) • Low capacity N/S corridor (40th & 48th ST/S LINCOLN) • Two-lane vehicle bottleneck on 27th (HWY 2 TO SOUTH ST/S LINCOLN) • Inadequate traffic management at schools-no bussing makes for long drop off/pick up lines & spills to 14th & Pine Lake (SW HIGH SCHOOL/SCOTT MIDDLE SCHOOL) • 14th & Hwy 2 and 27th & Hwy 2 intersections (S LINCOLN) • Connection from Rock Island to Homestead needed for bikes (BIKES/SW LINCOLN) • No shoulder on 14th South of Yankee Hill (COUNTY)
Ideas	• Need to change bus system from hub & spoke to H&S & grid (TRANSIT) • Identify rail lines for future passenger/commuter rail (NE LINCOLN) • Trail crossings need smoother curb cuts (PEDS/BIKES) • New flashing signal at 33rd is awesome, better to use that type all along trails rather than full crosswalk lights which require cars to stop and wait lights to change and also have long wait times to change. Pedestrians/cyclists often will cross without hitting light due to wait (PEDS/BIKES) • More flashing beacons around East Campus, lower speed limit to 25mph (PEDS/BIKES) • Flashing pedestrian beacons/crosswalks in core (PEDESTRIANS/DOWNTOWN) • Finish sidewalk on east side of NW 12th south of Highland (NW LINCOLN/SIDEWALK GAPS) • Plan for west bypass Hwy 34 – SW 70th or SW 84th to South beltway (COUNTY WEST) • Ability to safely bike from 14th to Yankee Hill to Wilderness Park (SW LINCOLN) • (HWY77 & OLD CHENEY RD) • Improve Saltillo (SW LINCOLN)

Questionnaire Results

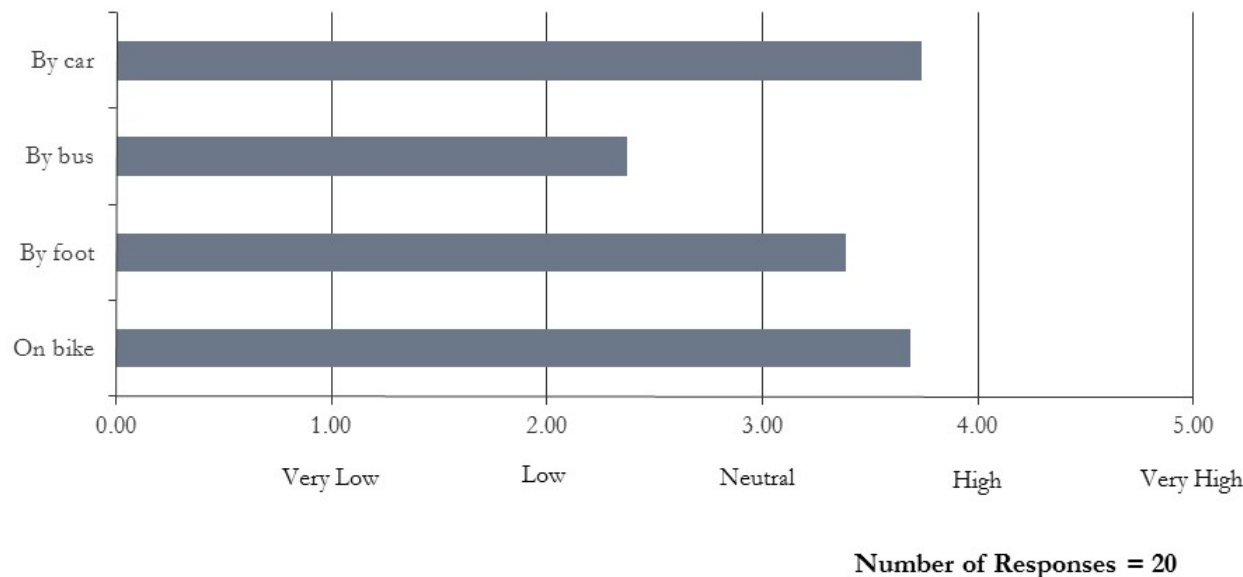
A total of 20 people completed the questionnaire (14 at the public meeting, and six on the project website). Following is a summary of the questionnaire results:

Q1. What travel modes do you use to get around Lincoln on a regular basis?

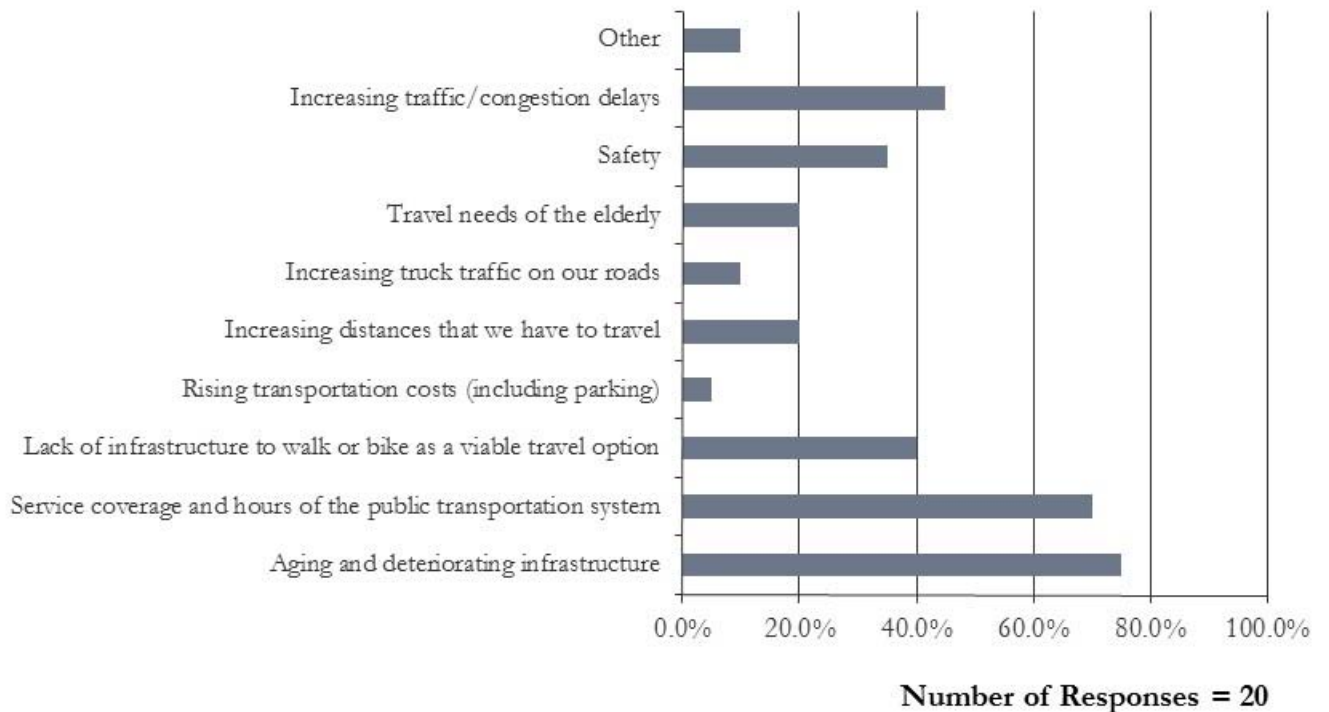


Q2. On a scale of 1 to 5, with 5 being best, how would you rate the ease of traveling in and around Lincoln?

Average Rating by Mode:



Q3. What are the three most significant transportation challenges Lincoln/Lancaster County faces in the next 25 years?



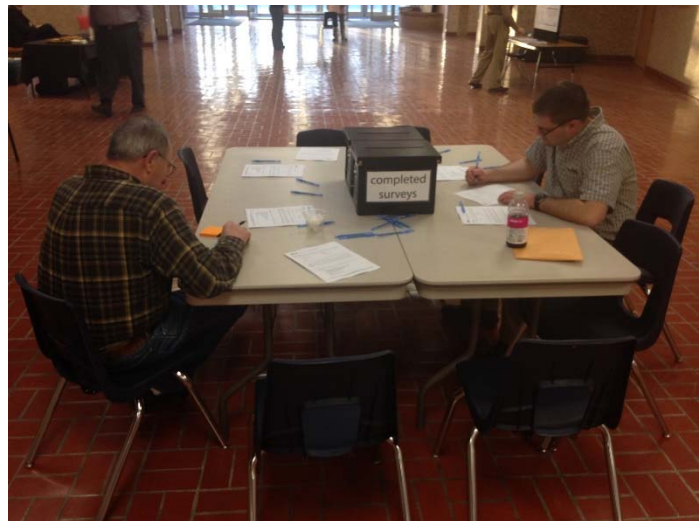
Q4. How did you hear about the meeting?

- Lincoln Journal-Star (6)
- Email (3)
- City staff (2)
- Bicycle Lincoln post on Facebook
- Lincoln's website
- Online

Q5. What are the most important things that you learned at the meeting?

- Anticipated growth areas for zoning uses
- Anticipated traffic flow maps were informative
- Lack of consideration of trail mode
- Transportation based zoning is needed
- Think big city, not little town
- Potential future bikes lanes (2)
- Options for future of StarTran
- StarTran needs are great
- What people prioritize dictates what the MPO does
- City growth affects transportation more than I realized
- Some transportation design consideration for corridors
- Planning Department has numerous metrics on Lincoln transportation
- Traveling east-west through Lincoln has better/more options than appear to be true for north and south

- Priority growth areas
- Proposed bike improvements
- Transit system expansions
- Many plans to help improve facilities for walking/biking
- Transit still not that comprehensive in near future
- City will keep growing, posing challenges for new infrastructure and maintaining old
- Plans to remove part of the 84th & Vine bus route
- Growth areas in Lancaster County
- Average travel times
- Lincoln is very car-centric – 95% of people drive cars



Other Comments

Transit

- Need evening bus service, crosstown routes, greater frequency
- Trail connections are much better than 10 years ago. Keep improving!
- Good public transportation must be available like fire department and safety
- The hub and spoke system makes bus trips anywhere but downtown take too long; coupled with short operating hours and intermittent services, this makes bus travel difficult to impossible
- Need to increase bus hours, provide 2nd and 3rd shift routes, and expand hours and keep residential routes. Designated bus stops will affect those riders who have physical challenges.
- Public transportation for a city of this size needs to be 7 days a week, and available to those with health challenges; the handivan service needs to accommodate more than one rider at a time to be efficient
- Need to implement transportation based zoning to have a viable bus system.
- No designation of future trolley, light rail, commuter rail routes.
- Rail lines are viewed as problems (crossings) rather than assets.
- People use cars because of convenience, bus routes must be close to employment and homes. Buses must have 20 minute headways to be convenient.

Bike/Pedestrian/Trails

- Great trail system; connections between trails need some improvement to make it seamless
- I believe Lincoln traffic is very dangerous for vulnerable walker, bicyclists, motorcyclists
- Ability to walk/bike downtown Lincoln is great, but not elsewhere in the City
- New trail crossing light at 33rd (Peter Plan Park) is great; suggest utilizing this type of crossing at all trail crossings rather than a full stop light. Stop lights often take a very long time to change. 56th is horrible, mornings you hit it and it turns right away. Afternoons/evenings you wait forever. By the time it changes, traffic is slow enough you just cross without light. This makes use very sporadic and therefore unsafe.
- Suggest generating common standards for curb cuts for sidewalks at intersections. Many of the new cuts are awesome because they are gradual and avoid major “bumps.” However, the cuts tend to have small

raised curbs at the center of the corner that are on axis with the path of walk. These are dangerous for cyclists because they are often hidden in low light.

- No vision to get people to park cars and use alternative ways to travel.

Roads

- Poor traffic control during morning and evening rush hours
- Travel by car is easy at non-peak hours and biking is quite easy in areas with good trail access and gridded residential streets
- North/south car travel across town is slow
- We need more capacity on major streets

General

- Like the good work you've done. Hope to see more transit and automobile alternatives. Hopefully some creative solutions can come from studying other cities.
- Thank you very much for expert preparation for this meeting. I appreciate the hard work.
- Would love to participate in a town hall meeting with other citizens to exchange ideas about improving transportation and infrastructure in and around Lincoln.

Attachment A. Sign In Sheets

Attachment B. Public Meeting Boards

Welcome!

Lincoln Metropolitan Organization Long Range Transportation Plan Open House Public Meeting

We are pleased you are here this evening to learn more about Lincoln's transportation system.

The Lincoln Metropolitan Planning Organization is eager to hear your ideas to help shape a safer and more efficient transportation system for your community.

How to get the most out of this meeting:



Spend as little or as much time with us this evening as you like.



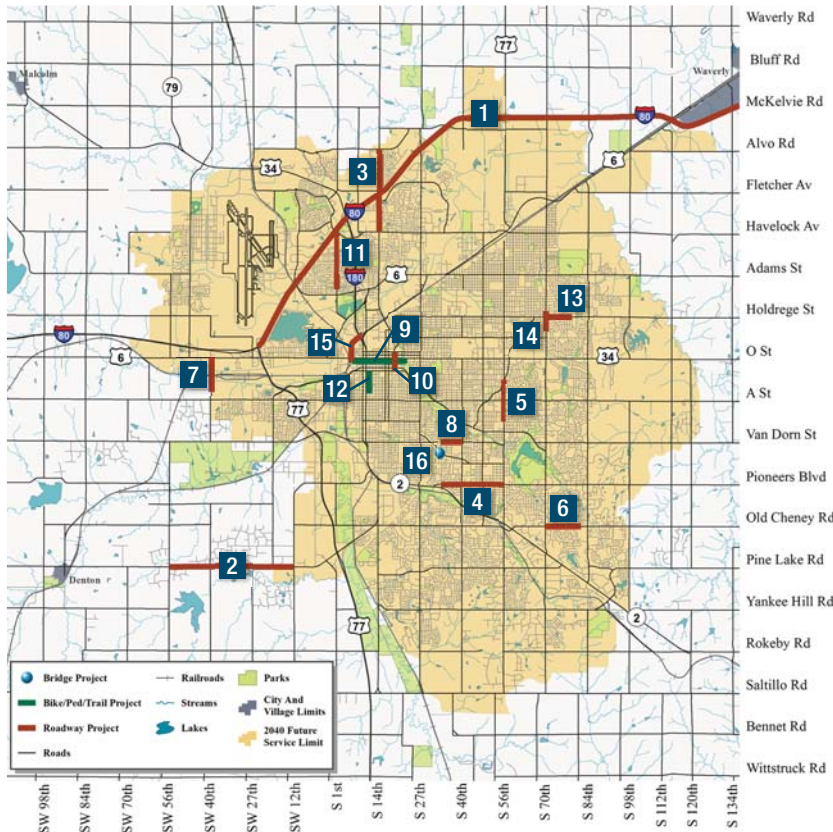
Check out each display and talk with our staff to learn more and share your ideas.



Complete the survey and place it in the drop box.

Transportation Planning in Lincoln

Transportation planning helps the region set a vision for our transportation system and establish funding priorities.

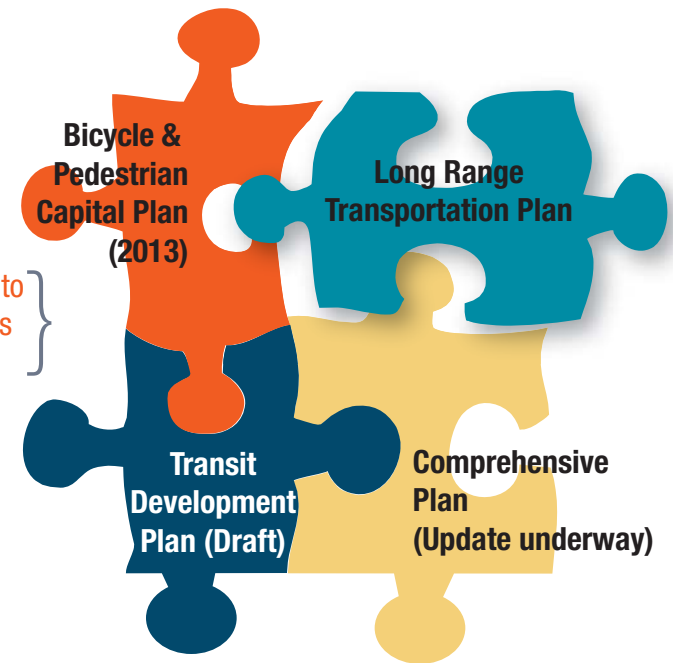


These projects have been completed since the last LRTP

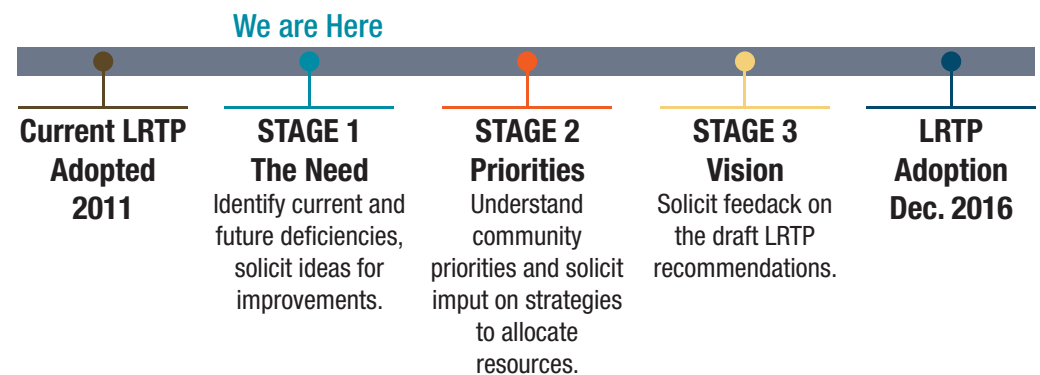
- | | |
|------------------------------|-------------------------------------|
| 1 I-80 Widening | 9 N. Street Cycle Track |
| 2 W. Denton Rd. Construction | 10 Antelope Valley Pkwy. Widening |
| 3 N. 14th St. Widening | 11 1st St. 2+1 |
| 4 Pioneers Blvd. 2+1 | 12 11th St. Bike Lanes |
| 5 56th St. 2+1 | 13 Holdrege St. 2+1 |
| 6 Old Cheney Rd. Widening | 14 N. 70th St. 2+1 |
| 7 SW 40th St. Viaduct | 15 Pinnacle Bank Arena Dr. New Road |
| 8 Van Dorn St. 2+1 | 16 Penny Bridge Replacement |

Lincoln Long Range Transportation Plan Update

Your involvement helps to ensure the plan reflects community values.



This is the first step in updating our existing plan



Transportation Vision and Goals

The Vision for Transportation in Lincoln and Lancaster County is a safe, efficient and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community.

→ Help us define the vision, establish the goals and prioritize the objectives.

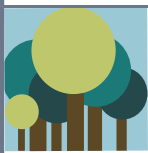
- *Indicate which goals are most important to you by placing your 3 dots next to your top choices on the large poster*
- We will connect the dots
- This will help us update the plan

→ Vision and goals are the foundation of the plan.

- We have to see where we want to be rather than thinking of where we are now.
- Goals provide the community the destination for where the transportation system needs to be.
- Attaining realistic goals will improve our quality of life.

→ Objectives are the incremental steps and building blocks that are necessary for accomplishing each goal.

Transportation Goals

	Maintenance Goal: A well-maintained transportation system.	Maintenance Objectives: • Maintain streets, sidewalks, trails, transit fleet and amenities to a state of good repair to maximize the value of Lincoln/Lancaster County transportation assets	
	Mobility and System Reliability Goal: An efficient, reliable, and well-connected transportation system for moving people and freight.	Mobility and System Reliability Objectives: • Optimize the efficiency of the transportation network • Improve the performance and reliability of the transportation system	
	Livability and Travel Choice Goal: A multimodal system that provides travel options to support a more compact, livable urban environment.	Livability and Travel Choice Objectives: • Improve the quality of alternative transportation options (transit, biking, walking) • Accommodate all modes of travel on Lincoln's street system	
	Safety and Security Goal: A safe and secure transportation system.	Safety and Security Objectives: • Reduce fatal, injury, and total crash rates for vehicles, bicyclists, and pedestrians • Improve personal security for use	
	Economic Vitality Goal: A transportation system that supports economic vitality for residents and businesses.	Economic Vitality Objectives: • Reduce the cost of transportation for system users • Improve the economic competitiveness of the region by enhancing the transportation system • Improve the operations of the existing freight transportation system	
	Environmental Sustainability Goal: A transportation system that enhances the natural, cultural, and built environment.	Environmental Sustainability Objectives: • Maintain compliance with Air Quality Standards • Reduce fossil fuel consumption by providing access to alternative modes and fuels • Avoid, minimize, and mitigate environmental impacts of transportation projects to the extent reasonably practical	
	Funding and Cost Effectiveness Goal: Collaboration in funding transportation projects that maximize user benefits.	Funding and Cost Effectiveness Objectives: • Make the best use of public financial resources • Decrease the gap between funding needed to achieve LRTP goals and currently available funding	

Current and Future Needs

Our current infrastructure is our springboard into the future.



GROWTH

Roughly 40% growth in households and employment is expected between now and 2040.



TRAVEL PATTERNS

Today, the average commute in Lancaster County is 18.4 minutes, and four out of five residents drive to work alone.



TRAFFIC

Vehicle-miles of travel are expected to grow considerably, and congestion will increase.



BICYCLE

The trails provide a strong spine for biking in Lincoln, and on-street bike routes complement the network; more bike facilities are planned.



PEDESTRIAN

Lincoln has sidewalks alongside most arterial and neighborhood streets; maintenance is important so the sidewalks remain an asset to the community.



TRANSIT

StarTran's bus and paratransit service have an annual rideship of nearly 2.5 million.



RAILROAD

A network of railroad tracks extends radially from central Lincoln. There are over 100 at-grade crossings which cause safety concerns and travel delays.

How and where can we improve our current infrastructure?

- How will Lincoln grow and change into the future?
- What do we need more of?
- What do we need less of?

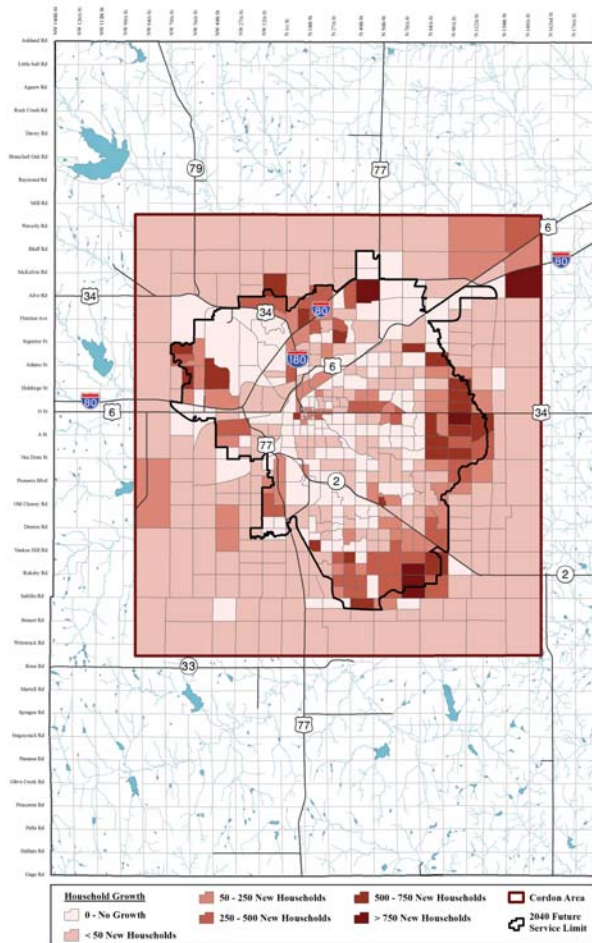
Your input will help establish the priorities and needs for our transportation system.

- The LRTP Update is your document and your future
- The LRTP helps to secure funding for future projects

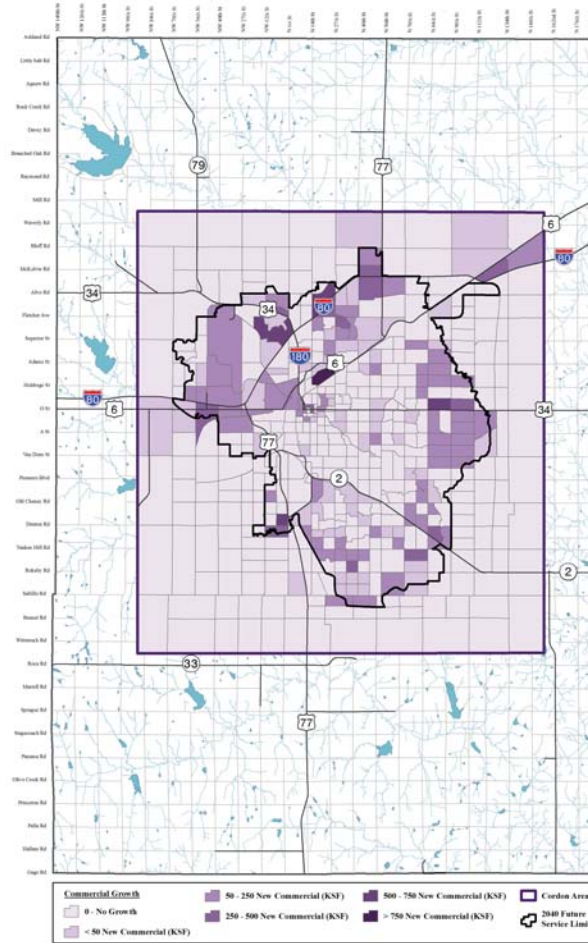


Household and Employment Growth

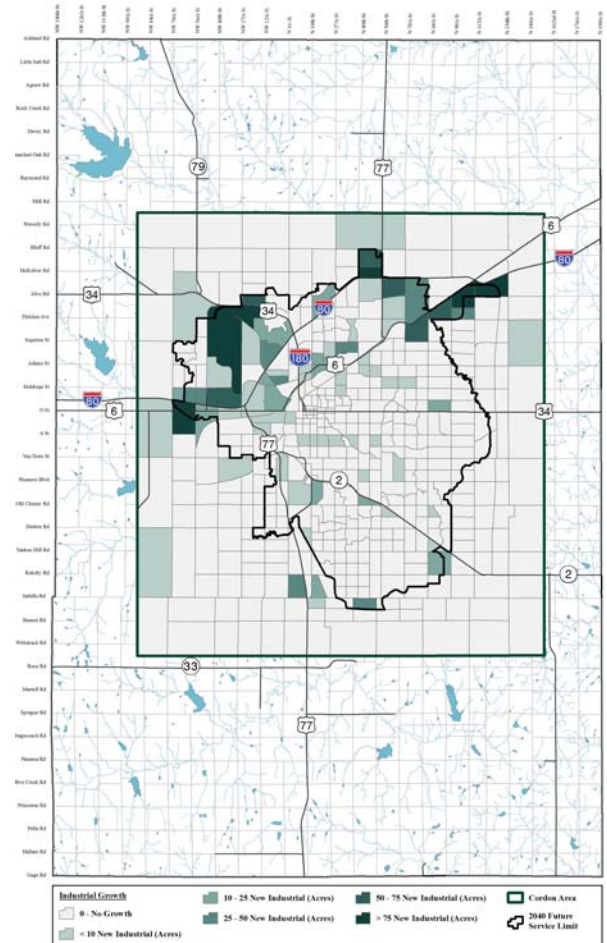
HOUSEHOLD GROWTH



COMMERCIAL EMPLOYMENT GROWTH



INDUSTRIAL EMPLOYMENT GROWTH

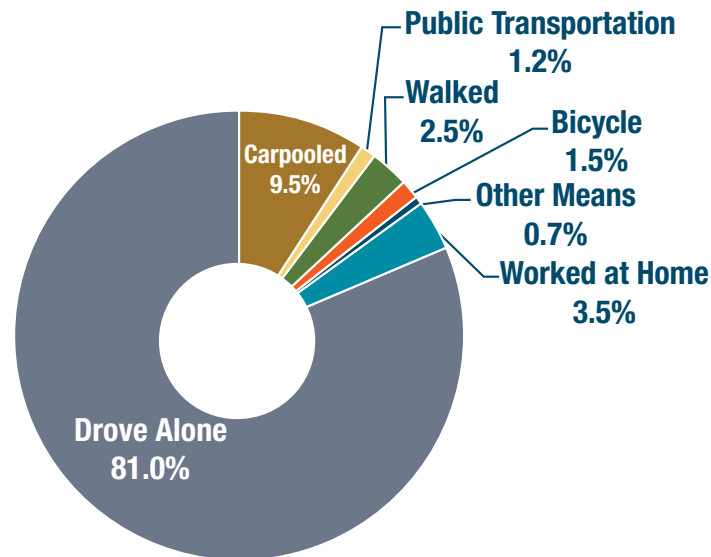




Travel Patterns

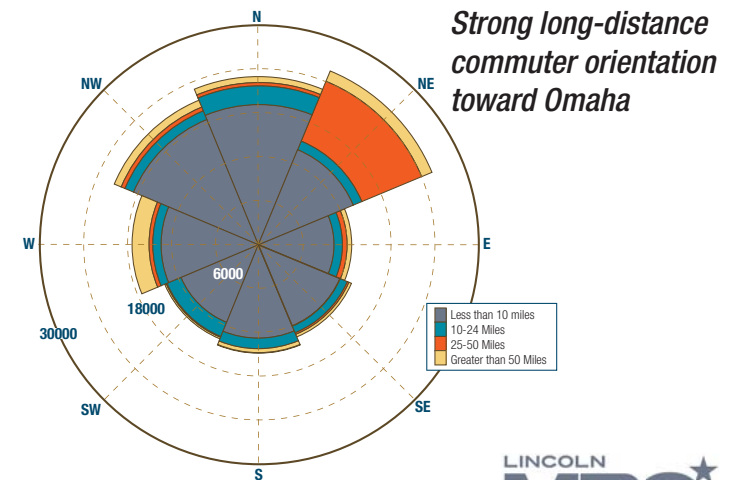
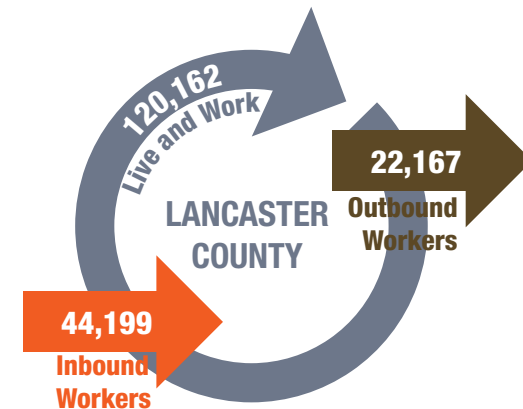
COMMUTER MODE SPLIT

7,614
Households in Lancaster County without access to a vehicle (6.5%)



WORKFLOWS

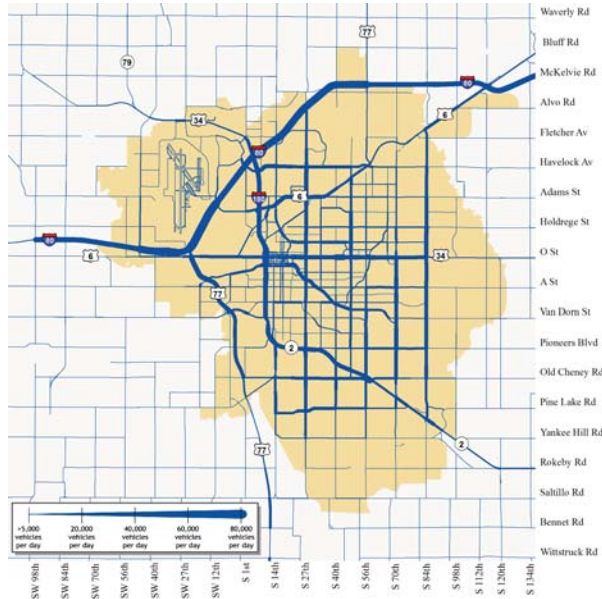
18.4
Average commute time in Lancaster County (minutes)



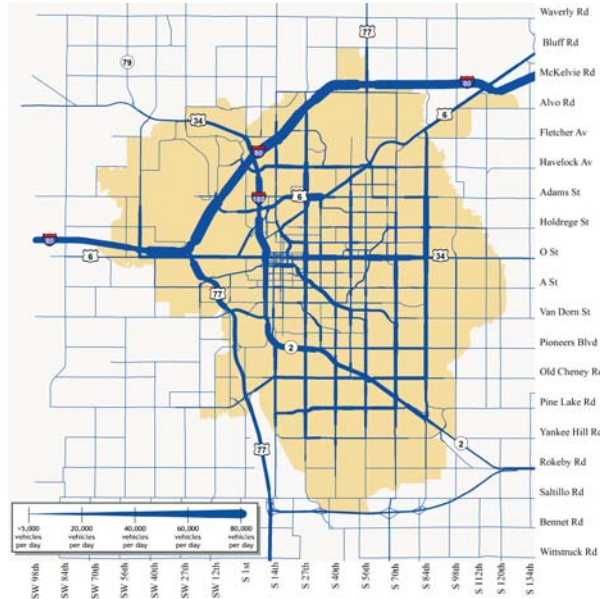


Traffic Growth Over Time

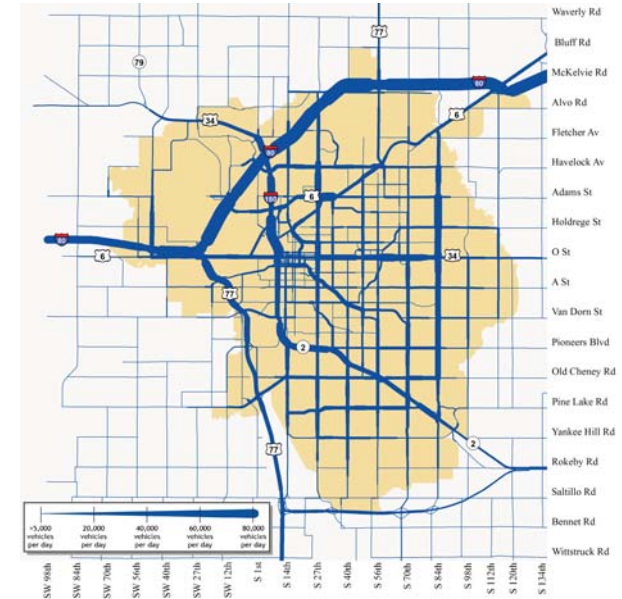
EXISTING (2015)



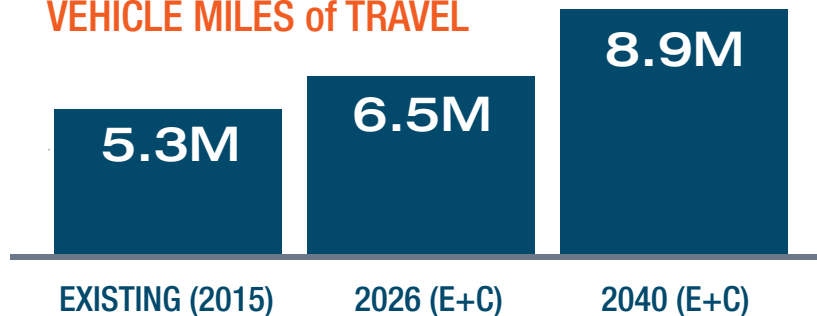
2026 (E+C)



2040 (E+C)



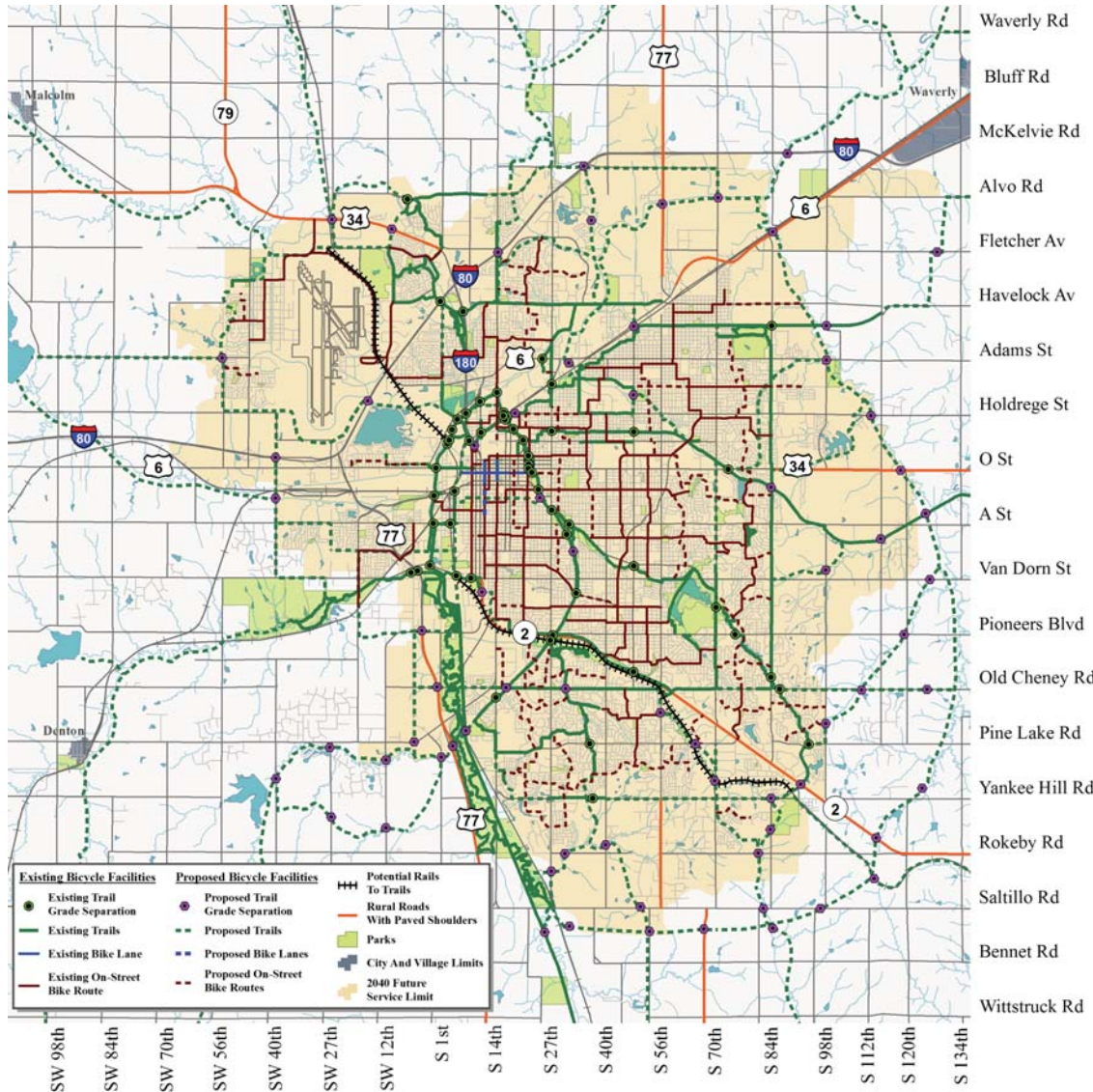
VEHICLE MILES of TRAVEL



The 2026 and 2040 forecasts are based on the existing network plus projects that have committed funding - the Existing plus Committed (E+C) network.



Existing & Proposed Bicycle Facilities



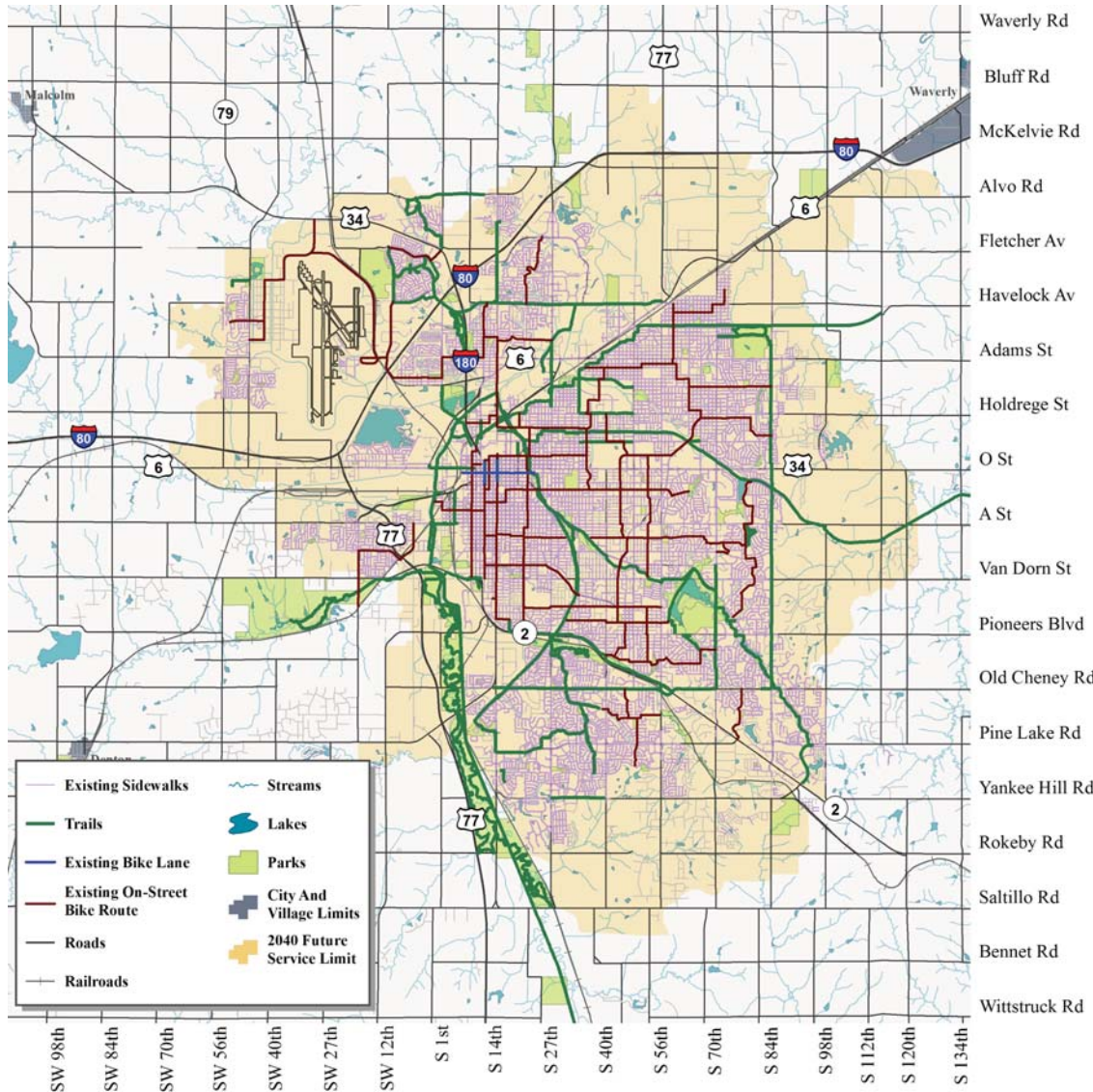
239
Miles of existing bike facilities (trails, bike lanes, bike routes)

Bicycle Network Needs

- Maintenance
- Complete missing links
- Address difficult arterial crossings
- Accommodate non-experienced riders



Existing Pedestrian Network



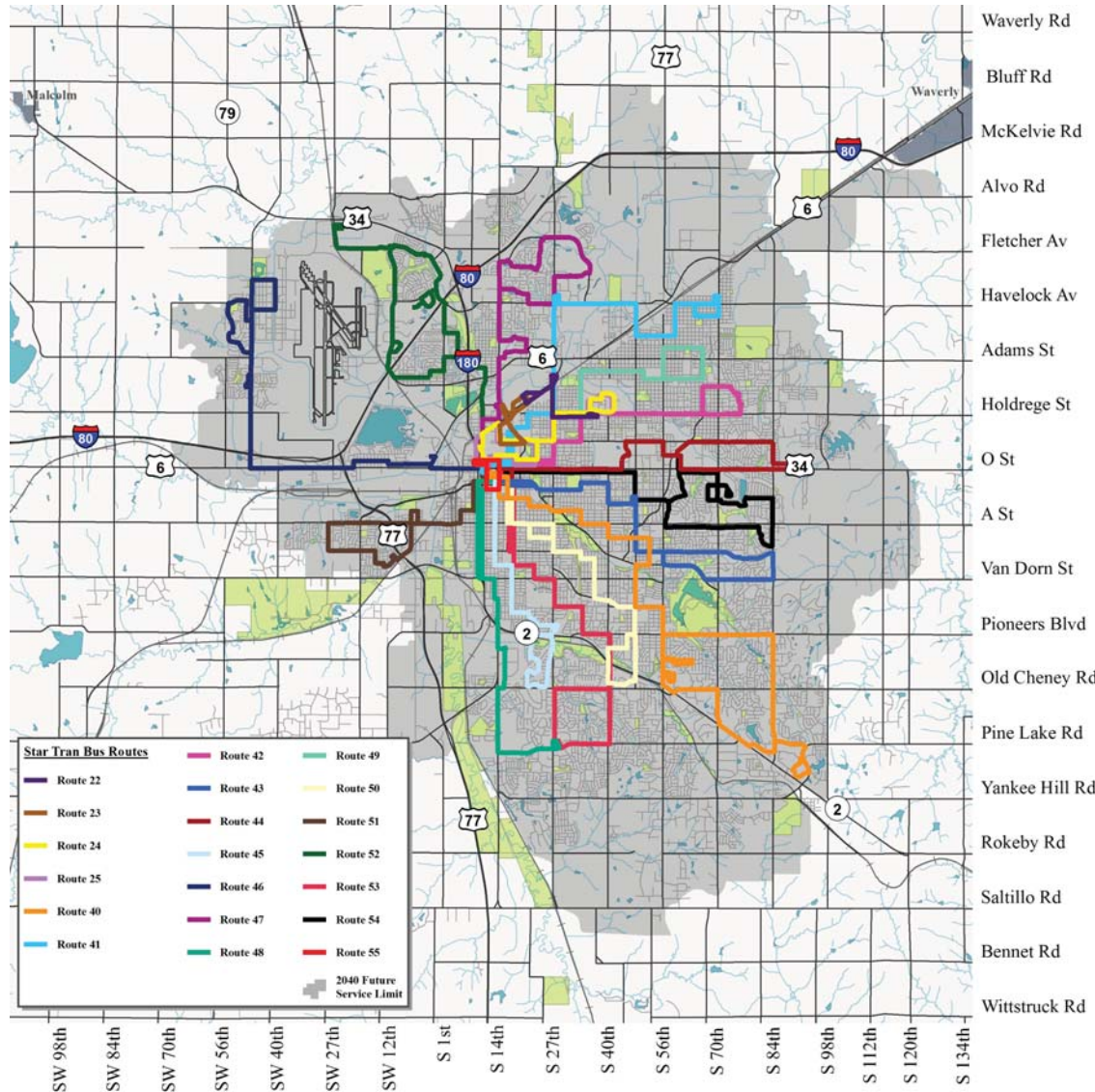
1,700+
Miles of sidewalks

Pedestrian Network Needs

- Maintenance
- Address difficult arterial crossings
- ADA compliance



Existing Transit System



20
Fixed routes

Transit Needs

- Expand hours of operation
- Increase service frequency
- Improve downtown connections
- Reduce customer travel time



Railroad Crossings

12

At-grade crossings with
an exposure rating*
above 50,000

8

At-grade crossings with
an exposure rating*
above 100,000

**Exposure rating =
Number of trains per day x
number of vehicle crossings per day*

