

FACTSHEET

TITLE: COMPREHENSIVE PLAN AMENDMENT NO. 08009, by the Director of Planning, at the request of the Director of the Public Works & Utilities Department and the Director of the Parks & Recreation Department, pursuant to the 2008 Comprehensive Plan Annual Review, to amend the 2030 Lincoln-Lancaster County Comprehensive Plan to adopt text and map changes to the Environmental Resources and Mobility and Transportation Chapters related to the multi-use trails and public transportation sections.

SPONSOR: Planning Department

BOARD/COMMITTEE: Planning Commission
Special Public Hearing: 05/14/08
Administrative Action: 05/14/08

RECOMMENDATION: Approval (8-0: Esseks, Sunderman, Taylor, Gaylor Baird, Francis, Larson, Cornelius and Carroll voting 'yes').

STAFF RECOMMENDATION: Approval

FINDINGS:

1. This is a request by the Parks & Recreation Department, along with the Pedestrian and Bicycle Advisory Committee, to amend the 2030 Lincoln-Lancaster County Comprehensive Plan to update the multi-use trail portions of the Comprehensive Plan to indicate completed trail facilities, changes in trail locations, deletion of trail segments and additional trail facilities.
2. This is also a request by the StarTran Division of the Public Works & Utilities Department to amend the text of the Public Transportation section of the Mobility & Transportation Chapter of the 2030 Lincoln-Lancaster County Comprehensive Plan resulting from the Transit Development Plan approved in October, 2007, which provides the short and mid-range guide for the City of Lincoln regarding public transit.
3. The specific proposed amendments are found on p.7-9.
4. The staff recommendation of approval is based upon the "Analysis" as set forth on p.6-7, concluding that the proposed amendments are consistent with the goals and objectives of the Comprehensive Plan.
5. The minutes of the public hearing before the Planning Commission are found on p.11.
6. There was no testimony in opposition.
7. On May 14, 2008, the Planning Commission agreed with the staff recommendation and voted 8-0 to recommend approval.
8. The Lancaster County Board of Commissioners will also hold a public hearing on this proposed amendment on Tuesday, June 10, 2008, at 9:30 a.m.

FACTSHEET PREPARED BY: Jean L. Walker

DATE: May 21, 2008

REVIEWED BY: _____

DATE: May 21, 2008

REFERENCE NUMBER: FS\CC\2008\CPA.08009

LINCOLN /LANCASTER COUNTY PLANNING STAFF REPORT
for May 14, 2008 Planning Commission Meeting

Project Number: Comprehensive Plan Amendment #08009

PROPOSAL: Amend the 2030 Lincoln/ Lancaster County Comprehensive Plan to adopt text and map changes to the Environmental Resources and Mobility and Transportation Chapters as related to the multi-use trails and public transportation sections.

CONCLUSION: The proposed amendments to the Environmental Resources and Mobility and Transportation Chapters of the 2030 Lincoln-Lancaster County Comprehensive Plan are consistent with the goals and objectives of the Plan.

| | |
|-------------------------------|--------------------------------------|
| <u>RECOMMENDATION:</u> | Approval of the proposed amendments. |
|-------------------------------|--------------------------------------|

GENERAL INFORMATION:

HISTORY: The multi-use trails and public transportation related sections of the Lincoln-Lancaster County Comprehensive Plan were last amended in November 2006 as part of the 2030 Comprehensive Plan Update process. Both the Environmental Resources chapter and the Mobility and Transportation chapter are impacted by these amendments.

COMPREHENSIVE PLAN SPECIFICATIONS: The 2030 Comprehensive Plan states:

Multi-Use Trails

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Greenways and Open Space: Salt Valley Heritage Greenway

The Salt Valley Heritage Greenway is a proposed continuous open space "loop" around Lincoln providing a connection with both the urban and rural communities. The Greenway is envisioned to be comprised of conservation easements and fee simple acquisition of selected sites with unique environmental features or recreational opportunities. It would include parks and open space, trails, both active and resource-based recreation, riparian and stream corridors, floodplains, saline and freshwater wetlands, agricultural land, signature landscapes, wildlife corridors, lakes and streams, abandoned rail lines, and transportation corridors. It could be as narrow as a few hundred feet in some places to as wide as a mile around state recreation areas.

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The Salt Valley Heritage Greenway would provide connectivity with current and future green corridors that extend out from Lincoln such as the MoPac Trail corridor, Murdock Trail corridor, Antelope Valley, Dietrich Bikeway, and Antelope Creek Trail Corridor. It would provide a destination for additional trails as Lincoln continues to grow.

The Salt Valley Heritage Greenway would also provide connectivity with the Homestead Trail that goes to Beatrice and south to Kansas. It would connect with additional rail lines that are acquired for trails in the future.

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Greenways and Open Space: Trails in General

Pursue the active coordination of all future trail network extensions and enhancements. The urban network of trails should connect employment centers, shopping areas, schools, and residential neighborhoods. Trails should be an integral part of the community's green spaces and corridors. (See Transportation section of the Plan.)

Seek establishment of trail easements or comparable options along selected county roads. (See Transportation section of the Plan.)

Endeavor to acquire abandoned rail lines for trails as part of an overall open space and recreation system for the county. These may include the Union Pacific line running north-northwest out of Lincoln to Valparaiso and Wahoo, and the Lincoln to Nebraska City Burlington Northern line.

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Multi-Use Trails and Facilities Standards

The community has an existing system of multi-use trails and on-street bike routes. The present system serves both commuter bicyclists who use their bicycles daily for work and shopping trips and tend to travel from point to point, and recreational bicyclists who tend to ride their bicycles on a more occasional basis, seeking attractive and safe routes. The system also serves other users such as pedestrians. Planning for future multi-use trails should be guided by the goal of having a multi-use trail within one mile of all residences in the city.

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The future system should include a combination of multi-use trails, bike routes, and bicycle lanes that serve the entire community. As a strength of the community and a foundation to further meet the needs of bicyclists, pedestrians, and other users, the maintenance, rehabilitation, and expansion of the multi-use trail system should be a priority.

Strategies: Multi-Use Trails and Bicycle Facilities Standards for Existing Areas

- ◆ Extend the multi-use trails system into the new and redeveloping neighborhoods as the city grows. Connections should be made to schools, parks, and other activity areas.
- ◆ Identify critical segments offering greater system continuity and connections for major activity centers, schools and the University of Nebraska. Undertake projects to complete identified gaps in the system.
- ◆ Promote the usefulness of trails for various users including pedestrians.
- ◆ Provide cyclists safe, direct, and convenient access to all destinations served by the Lincoln area streets and roads network, and provide bike racks for commuters and shoppers.
- ◆ Maintain existing route maps for all trails, lanes, and routes and provide appropriate signage.

Multi-use Trails and Bicycle Facilities Standards for Developing Areas

Multi-use trails and bicycle facilities standards should be prepared for public and private developments. These standards should consider existing and future activity centers. The standards should be realistic and easy to understand. Checklists may be used to implement the standards.

Multi-use trails and bicycle facilities standards should identify key destinations, and plan for bicycle and trails facilities to and from these locations. Key destinations include schools, parks, trails, and activity centers.

Strategies: Multi-Use Trails and Bicycle Facilities Standards for Developing Areas

- ◆ Encourage minimum multi-use trails and bicycle facilities standards for private developments to provide bicycle facilities and amenities connecting and serving key destinations such as schools, parks, and activity centers.
- ◆ Grade separated crossings are to be considered in conjunction with all new construction and reconstruction of transportation projects at all trail/arterial street intersections that do not coincide with arterial/arterial street crossings.

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Lancaster County Bikeways

The community should seek to expand bicycling opportunities throughout all of Lancaster County.

Strategies: Lancaster County Bikeways

- ◆ Identify potential bicycle corridors in rural areas of the County based upon existing and planned activity centers and land uses.
- ◆ Identify corridors linking County bikeways to existing and planned City bicycle facilities.
- ◆ Explore opportunities for widening the shoulders of County roads adjacent to the City of Lincoln. This should occur when reconstruction or resurfacing of the road is planned. Safety should be a primary consideration.

Public Transportation

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Public Transportation

Public transportation is an essential component of the transportation system and should be integrated with all other transportation modes. StarTran - the City operated transit system - provides fixed-route service, para-transit (Handi-Van), and brokerage or contracted transportation service that is door-to-door demand responsive disability service. These public services are critical to those persons that are dependent on public transit services. These services are necessary for compliance with the Federal Americans with Disabilities Act. In addition to providing services for the transit dependent, StarTran also offers services as an alternative to the automobile for the non-transit dependent.

To achieve viable long range transit service for the City of Lincoln and Lancaster County in the year 2030, a number of broad policies and actions are needed to guide successful implementation and expansion of public transit. These policies and action items are anticipated from the results of the recently initiated 2006 Transit Development Study. Upon completion, the study will be included by reference as a part of the 2030 Long Range Transportation Plan. Included in the formulation of the Transportation Development Plan (TDP) will be a comprehensive operations analysis, near and long term transit service alternatives, updated service standards and policies, and management and funding options. The policy and action items anticipated from the TDP are:

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Balanced Transit System

Providing transit services throughout the city requires balancing the number of routes, the frequency of service, and the hours of service. It is expected that the TDP should provide a framework for monitoring and modifying transit services in response to changes in development patterns and user needs.

Transit-friendly Development

Effective public transportation service requires good pedestrian connections to and from transit stops, density of activities, and development designs supportive of transit riders. Pedestrian connections to transit must be direct and the sidewalk system must have continuity. Street crossings to transit stops must be safe. Productive transit service requires high-density and development patterns which link residential areas and employment, retail, and service centers. Development design needs to be transit friendly providing convenient access to transit services. The TDP should help recommend a system for transit review of new development designs. This would be important in ensuring that new development contain transit-oriented standards.

Maximize Transit Productivity

The 2030 Plan needs to address both the coverage requirements for serving the transit dependent population as well as productive routes for capturing new riders and reducing congestion. Achieving higher productive routes requires a strategic planning effort to direct growth patterns along transit corridors and concentrate activity into mixed-use activity centers. Maximum transit coverage and maximum transit productivity forms the continuum of options for the transit provider. At one end of the continuum is the provision of fixed route transit services which should strive to balance geographic coverage with ridership productivity. Monitoring and modifying transit services to maximize transit ridership is a key element of the TDP.

Maximize Transit Connections When Structuring Routes

As the city develops the need to serve additional populations and destinations will change and grow. StarTran routes should be modified to recognize this change in ridership and transit user needs. The TDP should help explore reallocating less productive services to emerging activity centers and corridors.

Accommodate Transit When Designing Roadway Improvements

Roadway design should consider the needs of public transit, including bus turnouts, sidewalk connections to transit stops, safe street crossings, street lighting for security, and bus stops and benches. The TDP should address such transit related amenities for both roadways and land use development.

Explore Regional and Commuter Transit Service Options

Travel between Lincoln and regional destinations such as the Omaha metropolitan area will increase during the planning period. This travel will include routine commuter trips as well as other discretionary travel. Public transportation may support this travel using a variety of transit delivery options including various vehicle types and service configurations. Planning and improvements might be considered to help promote and support the possibility of commuter rail for Lincoln beyond 2030. These strategies might include developing a multi-modal center in the Downtown area with immediate access to the existing rail service. The TDP should consider rail service and other transit modes to provide regional public transportation services (particularly between Lincoln and Omaha) during the interim and long term.

Startran Transit Contract Service

Contract transit services typically operate with a higher level of ridership productivity and generate greater revenues than do traditional fixed route services. The TDP will explore contract transit services funded by various local and federal government funds and rider fares. Contract service is common in university cities as it (1) provides the transit operator a large and compact ridership base to service, and (2) provides university students and faculty with convenient transit access. This type of contract also benefits a city in which the university is located by reducing congestion.

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Park-and-ride Opportunities

Establishing park-and-ride locations along outlying areas of the community could support transit connections to the Downtown and other mixed use centers. As Lincoln grows and expands its urban boundary, trip numbers will increase. Shifting some automobile trips to transit can reduce traffic impacts within the existing community, reduce the cost of parking in the central core, and provide increased mobility options for both future and existing development. The TDP should address park-and-ride and other transit related services and enhancements.

Long Term Public Transportation Funding Approach

Enhancing transit usage should consider ways to ensure that public transportation service has committed, adequate financial support over the entire planning period.

StarTran fixed-route and demand-responsive transit services account for less than two percent of the current six-year City of Lincoln Transportation Improvement Program (TIP). While this level of funding might be adequate to provide for the basic transit services for the disabled and transit dependent, the funding level is not sufficient to provide the frequency, route coverage, and structure to compete with the level of service offered by the automobile.

Public funds and policies subsidize parking in the Downtown area against which transit then competes. Transit funding is not seriously considered as a way to provide mobility along congested travel corridors. There are significant fiscal, neighborhood, and environmental impacts when those corridors are widened. The long term strategy to enhance mobility through a wide range of alternative transportation modes requires long term funding commitments for StarTran. It is expected that the TDP should address potential funding sources and alternatives that help support and increase StarTran's stability and viability during the planning period and beyond. The TDP should also help explore organizational options, state enabling legislation, and state funding policies.

ANALYSIS:

Multi-Use Trails

1. The Parks and Recreation Department, along with the Pedestrian and Bicycle Advisory Committee, support and have requested text and map amendments to the Environmental Resources - Greenways and Open Space section of the Comprehensive Plan, and map and text amendments to the Mobility & Transportation - Multi-Use Trails section of the Comprehensive Plan. These requests intend to update the multi-use trail portions of the Comprehensive Plan to indicate completed trail facilities, changes in trail locations, deletion of trail segments, and additional trail facilities in the Plan. The City of Waverly has also provided a letter of support for proposed additions to the trail system in the vicinity of and in the City of Waverly.
2. The multi-use trail related amendments are guided by the primary Comprehensive Plan goal of having a multi-use trail system that is within one mile of all residences in the city. They are also guided by the goal to provide a more safe and efficient pedestrian and trails system that may encourage more people to consider walking or cycling as viable transportation modes. Quality of life and healthy living factors are improved with an extensive trail system that serves the community.
3. Such updates are a regular aspect of the Annual Review process, and the updates included in this submittal are the first for the trails sections of the Comprehensive Plan since the adoption of the 2030 Comprehensive Plan in November 2006. Various locations of the trails system are included in this proposed update. Map amendments are needed as are text amendments. These updates and changes are consistent with Comprehensive Plan guidelines.
4. Changes to the Salt Valley Heritage Greenway & Future Countywide Trails map on Page 60, and to the Trails & Bicycle Facilities Plan map on Page 95 in the Comprehensive Plan are requested with this amendment. Maps are attached to this report as Attachments A and B to indicate the necessary map changes. The changes include the following:
 - Fallbrook trail segment completion;
 - Vavrina Meadows trail segment completion;
 - Yankee Hill Road trail and grade separation completion;
 - Removal of future trail segment along Burlington Northern Railroad right of way from Yankee Hill Road to South 70th Street;
 - Antelope Creek Trail segments and grade separation completion;
 - Relocation of future trail along South 56th Street;
 - Addition of on-street bike routes in College View area;
 - Trail relocation and designation between Boosalis Trail along Highway 2 and Bison Trail at Van Dorn Park;
 - Completion of Antelope Valley trail segments and grade separations;
 - Additional grade separations along Antelope Creek at approximately J Street, Randolph, and D Street;
 - Completion of trail segment on north side of East Campus;
 - Relocation of future trail along Arbor/Alvo Road;
 - Removal of future trail near Little Salt Creek;
 - Relocation of Stevens Creek trail and grade separation at Cornhusker Highway;
 - Addition of Waverly loop trail and grade separations;

- Addition and relocation of Cardwell Branch trail and grade separations;
- Completion of MoPac Trail connection to Antelope Valley trails;
- Homestead Trail completion.

Public Transportation

1. The StarTran Division of the Lincoln Public Works & Utilities Department support and have requested text amendments to the Public Transportation section of the Mobility & Transportation Chapter of the Comprehensive Plan. These proposed changes are a result of and are consistent with the Transit Development Plan (approved in October 2007) that is the short and mid-range guide for the City of Lincoln regarding public transit. New fixed bus routes are being implemented in 2008 based on the results of the Transit Development Plan and text changes referring to the transit study are needed to indicated the study is complete and the approved plan is now being used to guide the City in its transit planning and implementation efforts.

SUMMARY:

Multi-Use Trails

Regular updates to the Comprehensive Plan to indicate completed trail projects and changes to the planned trail system is an important effort that ensures the public is aware of the current and future trail facilities in the community. Such updates also provide an opportunity for the City to show how the trails plan is being implemented and completed according to Comprehensive Plan goals and objectives. The proposed amendments to the trails section are consistent with the Comprehensive Plan. The Parks and Recreation Department, along with the Pedestrian and Bicycle Advisory Committee, support this amendment, as does the City of Waverly.

Public Transportation

Regular updates to the Comprehensive Plan to indicate completed studies and approved plans ensures the public is aware of the current and future transit plans in the community. Such updates also provide an opportunity for the City to show how the transit system is being implemented and changed according to Comprehensive Plan goals and objectives. The proposed amendments to the Public Transportation section are consistent with the Comprehensive Plan and the Transit Development Plan. The StarTran Division of the Public Works & Facilities Department supports this amendment.

PROPOSED AMENDMENTS:

Multi-Use Trails

Amend the Environmental Resources and Mobility and Transportation sections of the 2030 Comprehensive Plan as follows:

Page 60 ***Greenways and Open Space: Salt Valley Heritage Greenway***

Text Amendment:

The Salt Valley Heritage Greenway would provide connectivity with current and future green corridors that extend out from Lincoln such as the MoPac Trail corridor, Murdock Trail corridor, Antelope Valley, Dietrich Bikeway, and ~~Antelope Creek~~ Billy Wolff Trail Corridor. It would provide a destination for additional trails as Lincoln continues to grow.

Map Amendment:

Update the Salt Valley Heritage Greenway & Future Countywide Trails map to indicate the updated completed and planned trails including the completion of the Homestead Trail from approximately Saltillo Road south to the County line, and the addition of a future trail loop from the terminus of the Murdock Trail through Waverly. **(See Attachment A)**

Page 95 **Multi-Use Trails and Facilities Standards**

Map Amendment:

Update the Multi-Use Trails & Bicycle Facilities Plan map to indicate various updates, completed trail facilities, future trail removals, and additional future trail facilities including the addition of a future trail connecting the terminus of the Murdock Trail to the planned Waverly trail system as well as an additional trail loop in the Cardwell Branch Watershed. **(See Attachment B)**

Page 96 **Strategies: Multi-Use Trails and Bicycle Facilities Standards for Existing Areas**

Text Amendment:

✦ Develop an Activity/Trail Center that promotes active and healthy living;

Public Transportation

Amend the Mobility and Transportation sections of the 2030 Comprehensive Plan as follows:

Page 98 **Public Transportation**

Text Amendment:

To achieve viable long range transit service for the City of Lincoln and Lancaster County in the year 2030, a number of broad policies and actions are needed to guide successful implementation and expansion of public transit. These policies and action items are guided by anticipated from the results of the approved recently initiated 2006 Transit Development Plan (TDP) Study. The TDP is the guide for near and mid-term transit planning for Upon completion, the study will be included by reference as a part of the 2030 Long Range Transportation Plan. Included in the formulation of the Transit Development Plan (TDP) is will be a comprehensive operations analysis, near and long term transit service alternatives, updated service standards and policies, and management and funding options. ~~The policy and action items anticipated from the TDP are:~~

Page 99 **Balanced Transit System**

Providing transit services throughout the city requires balancing the number of routes, the frequency of service, and the hours of service. ~~It is expected that the~~ The TDP should provide provides a framework for monitoring and modifying transit services in response to changes in development patterns and user needs, and is based on adopted service standards and policies.

Transit-Friendly Development

Effective public transportation service requires good pedestrian connections to and from transit stops, density of activities, and development designs supportive of transit riders. Pedestrian connections to transit must be direct and the sidewalk system must have continuity. Street crossings to transit stops must be safe. Productive transit service requires high-density land development patterns which link residential areas and employment, retail, and service centers. Development design needs to be transit friendly providing convenient access to transit services. ~~The TDP should help recommend a system for transit review of new development designs.~~ This would be important in ensuring that new development contain transit-oriented standards.

Maximize Transit Connections When Structuring Routes

As the city develops the need to serve additional populations and destinations will change and grow. StarTran routes should be modified to recognize this change in ridership and transit user needs. ~~The TDP should help~~ helps reallocate ~~explore reallocating~~ less productive services to emerging activity centers and corridors.

Accommodate Transit When Designing Roadway Improvements

Roadway design should consider the needs of public transit, including bus turnouts, sidewalk connections to transit stops, safe street crossings, street lighting for security, and bus stops and benches. ~~The TDP should address such transit related amenities for both roadways and land use development.~~

Explore Regional and Commuter Transit Service Options

Travel between Lincoln and regional destinations such as the Omaha metropolitan area will increase during the planning period. This travel will include routine commuter trips as well as other discretionary travel. Public transportation may support this travel using a variety of transit delivery options including various vehicle types and service configurations. Planning and improvements might be considered to help promote and support the possibility of commuter rail for Lincoln beyond 2030. These strategies might include developing a multi-modal center in the Downtown area with immediate access to the existing rail service. ~~The TDP should consider rail service and other transit modes to provide regional public transportation services (particularly between Lincoln and Omaha) during the interim and long term.~~

StarTran Transit Contract Service

Contract transit services typically operate with a higher level of ridership productivity and generate greater revenues than do traditional fixed route services. ~~The TDP will explore contract~~ Contract transit services funded by various local and federal government funds and rider fares need to abide by federal regulations and should be explored to the extent possible.

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Park-and-Ride Opportunities

Establishing park-and-ride locations along outlying areas of the community could support transit connections to the Downtown and other mixed use centers. As Lincoln grows and expands its urban boundary, trip numbers will increase. Shifting some automobile trips to transit can reduce traffic impacts within the existing community, reduce the cost of parking in the central core, and provide increased mobility options for both future and existing development. ~~The TDP should address~~ provides future park-and-ride route concepts and other transit related services and enhancements.

Long Term Public Transportation Funding Approach

Public funds and policies subsidize parking in the Downtown area against which transit then competes. Transit funding is not seriously considered as a way to provide mobility along congested travel corridors. There are significant fiscal, neighborhood, and environmental impacts when those corridors are widened. The long term strategy to enhance mobility through a wide range of alternative transportation modes requires long term funding commitments for StarTran. ~~It is expected that the~~ The TDP should address reviews potential funding sources and alternatives that help support and increase StarTran's stability and viability during the planning period and beyond. The TDP also explores ~~should also help explore~~ organizational options, state enabling legislation, and state funding policies.

Prepared by:

David Cary, 441-6364
Transportation Planner
dcary@lincoln.ne.gov

April 15, 2008

APPLICANTS:

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StarTran/Public Works & Utilities
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Parks & Recreation Dept.
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COMPREHENSIVE PLAN AMENDMENT NO. 08009

PUBLIC HEARING BEFORE PLANNING COMMISSION:

May 14, 2008

Members present: Francis, Sunderman, Taylor, Esseks, Larson, Cornelius, Gaylor Baird and Carroll.

Ex Parte Communications: None.

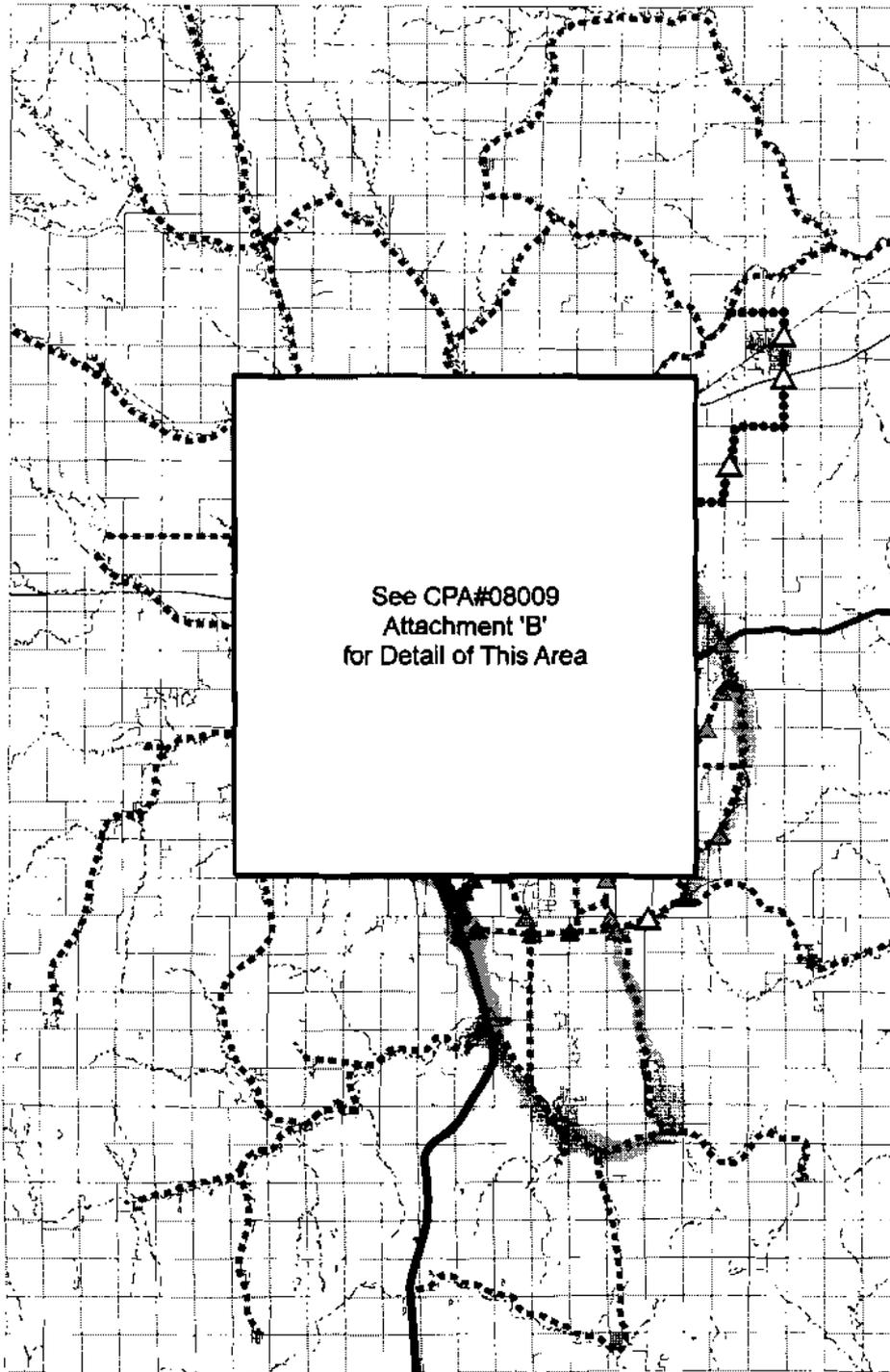
Staff presentation: **David Cary of Planning staff** presented the proposal on behalf of StarTran Division of Public Works & Utilities and the Parks and Recreation Department, the joint applicants. There are language text changes in the Mobility and Transportation Chapter dealing with public transit and other changes, both text and map, dealing with multi-use trails. Cary listed the updates and changes to the trails plan, and noted letters in support from the Mayor's Pedestrian and Bicycle Advisory Committee and from the City of Waverly.

The text changes to the transit plan refer to the plan adopted last year as a result of the study completed. The first open houses on the new routes being proposed begin today and the new routes are being implemented on June 5th. This amendment shows the completion of the study. There was no testimony in opposition.

ACTION BY PLANNING COMMISSION:

May 14, 2008

Larson moved approval, seconded by Francis and carried 8-0: Francis, Sunderman, Taylor, Esseks, Larson, Cornelius, Gaylor Baird and Carroll voting 'yes'. This is a recommendation to the City Council and the Lancaster County Board of Commissioners.



CPA # 08009 : Trails & Bicycle Facilities

Attachment A

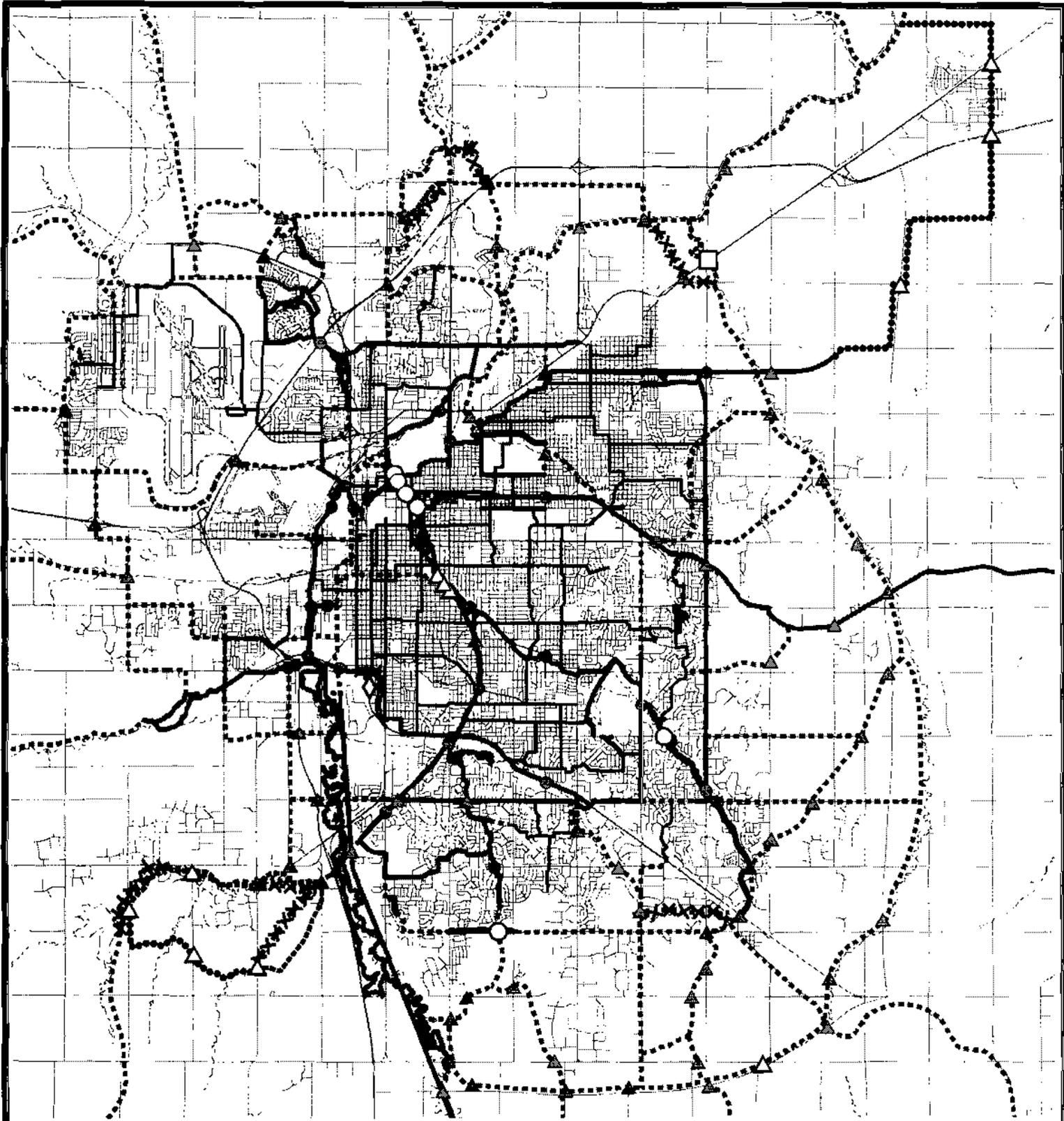
CURRENT PLAN

- Existing Trail
- Future Trail
- - - - On Street Bike Route
- Existing Grade Separation
- ▲ Future Grade Separation

PROPOSED CHANGES

- Trail Completed
- New Future Trail
- ▲ New Future Grade Separation
- Heritage Greenway





CPA # 08009 : Trails & Bicycle Facilities

Attachment B

CURRENT PLAN

- Existing Trail
- Future Trail
- On Street Bike Route
- Existing Grade Separation
- ▲ Future Grade Separation

PROPOSED CHANGES

- Trail Completed
- Relocate Future Trail

- New Future Trail
- XXXXX Remove Future Trail
- New Trail - Location to be Determined
- New On Street Bike Route
- Grade Separation Completed
- ▲ New Future Grade Separation
- Relocate Future Grade Separation
- ◇ New Grade Separation - Location to be Determined



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**Mayor's Pedestrian/Bicycle
Advisory Committee
2740 "A" Street
Lincoln, NE 68502**

February 27, 2008

Mayor Chris Beutler
City of Lincoln
555 So. 10th St. Suite 208
Lincoln, NE 68508

Dear Mayor Beutler:

The Pedestrian/Bicycle Advisory Committee reviewed the changes being recommended to the sections of the 2030 Comprehensive Plan relating to Pedestrians and Bicycles and unanimously approved a motion to support those changes at the February 12, 2008 PBAC meeting. We encourage your support of these recommended changes as well as the support by the City Council as these revisions move forward this year.

Sincerely,

Beth Thacker, Chair
Mayor's Pedestrian/Bicycle
Advisory Committee

Cc: City Council
Planning – David Cary



City of Waverly, Nebraska

14130 Lancashire Street, P.O. Box 427

Waverly, Nebraska 68462

Phone 402-786-2312 Fax 402-786-2490

APR 14 2008

Mayor

Ron Melbye

Council Members

John Hestermann

Chad Neuhalfen

Terry Brown

Tina Sondgeroth

**City Administrator/
Clerk**

Douglas Rix

**City Clerk/
Treasurer**

Ginger Neuhart

**Recreation
Director**

Mike Francis

April 11, 2008

David R. Cary, AICP
Transportation Planner
Lincoln/Lancaster County Planning Department
555 South 10th Street, Room 213
Lincoln, NE 68508

Dear David:

Enclosed is a copy of Resolution Number 08-12, that was passed by the Waverly City Council, on April 7, 2008, in support of including the proposed trails to the Lincoln/Lancaster County Multi-use Trails and Bicycle Facilities Plan.

Please feel free to contact me, at 786-2312 x 3, if you have any further questions.

Sincerely,

Michael D. Francis, CPRP, AFO
Parks and Recreation Director

COPY

RESOLUTION NUMBER 08-12

RESOLUTION SUPPORTING THE ADDITION OF THE MULTI-USE TRAILS AND BICYCLE FACILITIES PLAN

WHEREAS, on March 10, 2008, the Waverly Recreation and Park Committee met and recommended the Waverly City Council approve the establishment of future Waverly trails and trail location on the Lincoln/Lancaster Multi-Use Trails and Bicycle Facilities Plan, and

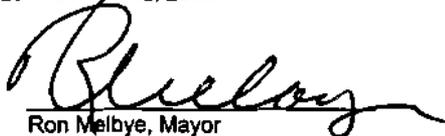
WHEREAS, the future trails will be from approximately N. 127th Street and Waverly Road east to N. 148th Street, and from N. 148th Street and Waverly Road south to Amberly Road, and

WHEREAS, the trail location or bike route future location, would establish a trailhead, or a location where people can park and start their trail rides/walks, around McKelvie Road and having the trail connect with the existing Murdock Trail. The Murdock Trail currently ends at approximately N. 112th and Havelock Street, and

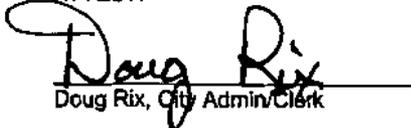
WHEREAS, approval of these additional trail routes will allow them to be placed on the Multi-Use Trails and Bicycle Facilities Plan which will require the County to accommodate these additional future trails when planning and constructing future improvements on Waverly Road and N. 148th Street. Additionally, being placed on the Multi-Use Trails and Bicycle Facilities Plan, will help with future grant applications when the City is ready to initiate the construction of the trails.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WAVERLY, NEBRASKA, that future trails from approximately N. 127th Street and Waverly Road east to N. 148th Street, and from N. 148th Street and Waverly Road south to Amberly Road be added to the Lincoln/Lancaster County Multi-Use Trails and Bicycle Facilities Plan.

PASSED AND APPROVED THIS 7TH DAY OF APRIL, 2008.


Ron Melbye, Mayor

ATTEST:


Doug Rix, City Admin/Clerk