

Priority STA Boarding Stops (>20 per day)

Stop Location	Nearest Cross Street	Route	In/Outbound West/Eastbound	Number of Daily Boardings	Section of Neighborhood
Division	Hoffman (Wellesley)	25	IB	159	4
Division	Wellesley	25	OB	86	3
Wellesley	Division	33	WB	68	3
Division	Lyons	25	IB	64	2
Division	Dalke (Francis)	25	IB	59	3
Division	Garland	25	IB	47	4
Division	Rowan	25	IB	46	3
Wellesley	Nevada	33	EB	46	4
Wellesley	Division	33	EB	40	4
Colton	Hoerner	26	IB	39	1
Division	Cozza	25	IB	38	2
Division	Lincoln	25	IB	36	1
Division	Central	25	IB	35	3
Wellesley	Lidgerwood	33	WB	33	3
Division	Magnesium	25	IB	33	1
Wiscomb	Wedgewood	26	IB	23	2
Nevada	Lyons	28	IB	23	2
Francis	Addison	26/30	IB/WB	23	2
Division	Wedgewood	25	IB	22	2
Francis	Crestline	30	WB	21	2
Wellesley	Addison	33	WB	20	3
Addison	Houston	26	IB	20	2

Source: 2006 STA Nelson/Nygaard Report

Note: Some stops serving N/L may be located just beyond the neighborhood/section boundaries.

Note: Some stops may have been removed since this study.

Nevada Lidgerwood: Master Bike Plan Network

- Red= Bike Lane
- Blue=Marked/Shared Roadway
- Gold=Shared Route
- Green=Bike Path

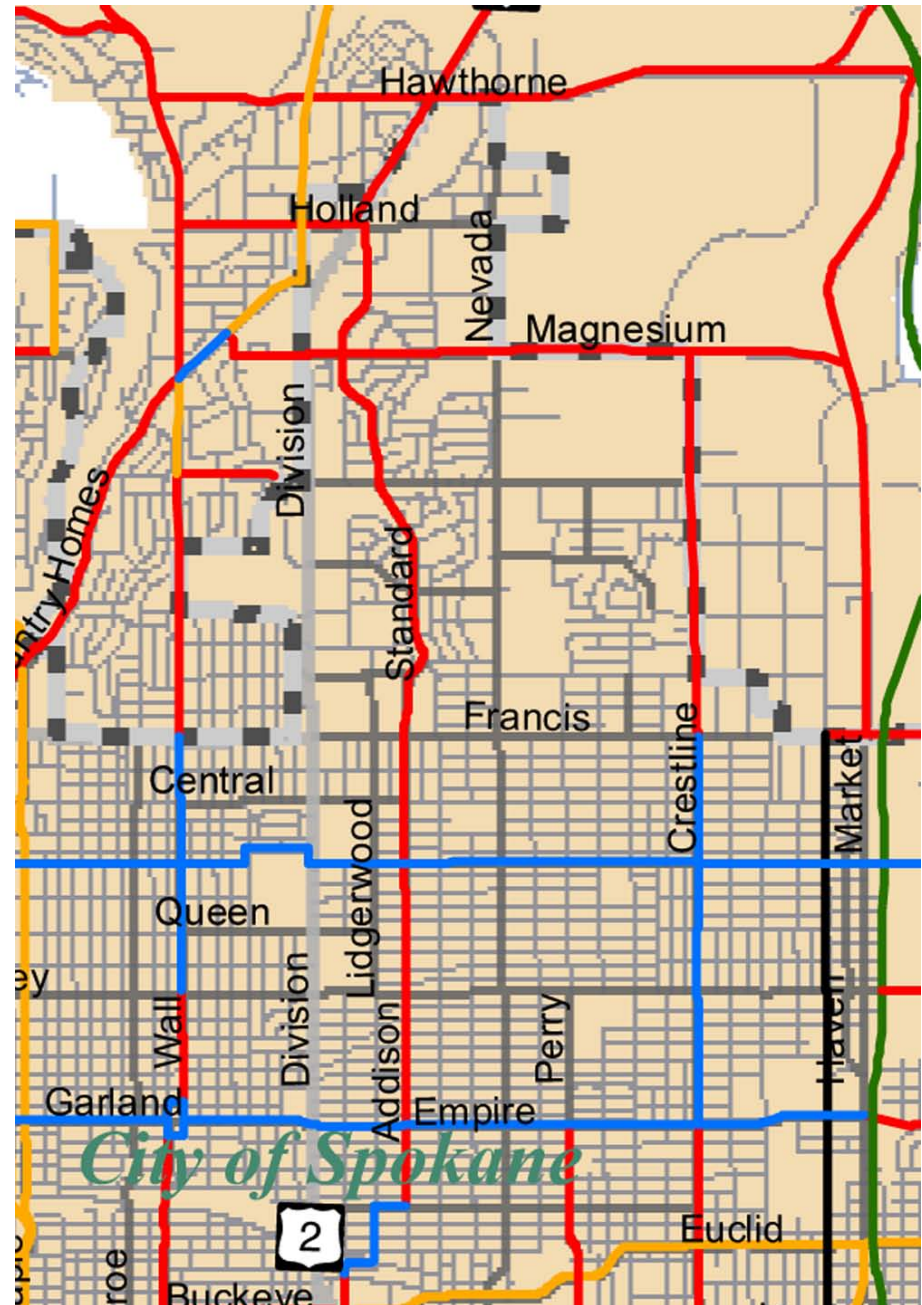
Potential Changes being evaluated by Bicycle Advisory Board include:

- Bike Blvd on Pittsburg

Bike Lanes along following corridors (not necessarily street)

- Rowan
- Garland/Empire

While portions of Master Bike Plan have been implemented, completion will require modest source of funding at local level matched by external grants.



Recommended Sidewalk Improvements

Improvements:

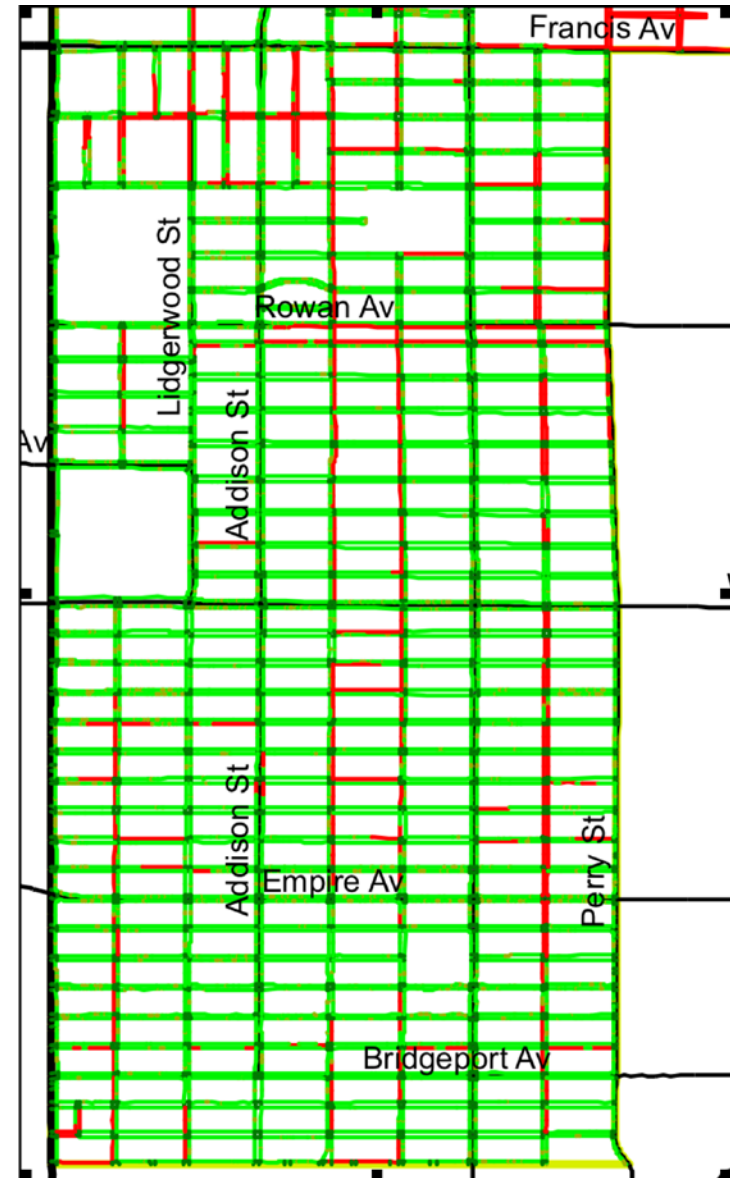
Priority:

- Complete sidewalks on 1 side of street for the 4 blocks north and south of Francis.
- Continue to address remaining gaps as funding allows.
- Note: Sidewalk improvements for Morton were completed in 2009.
- Sidewalk improvements for Rowan are scheduled for 2011.

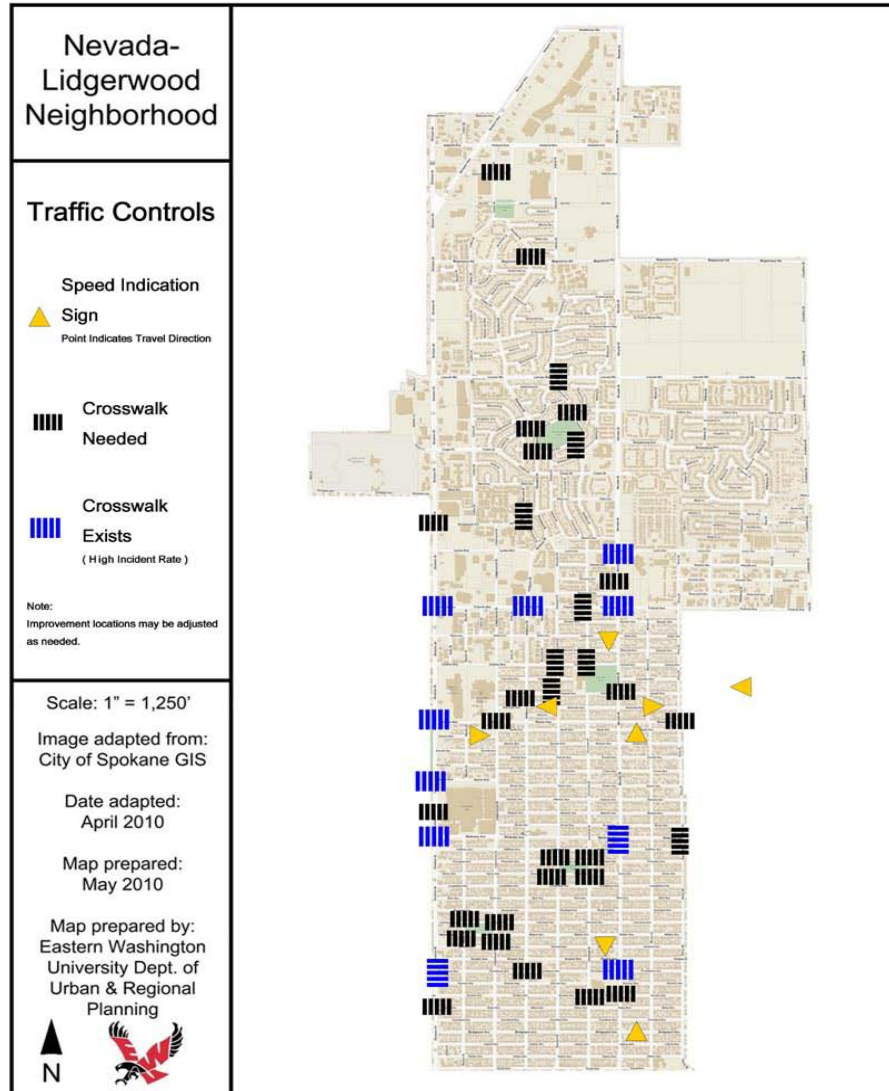
Successful completion of sidewalk improvements will require continuation/expansion of modest level of local funding.

Sources of local funding include:

- . CDBG allocations
- . Transportation Benefit Area (TBA)
- . Red Light Funds (Traffic Calming)
- . Future Street Bonds



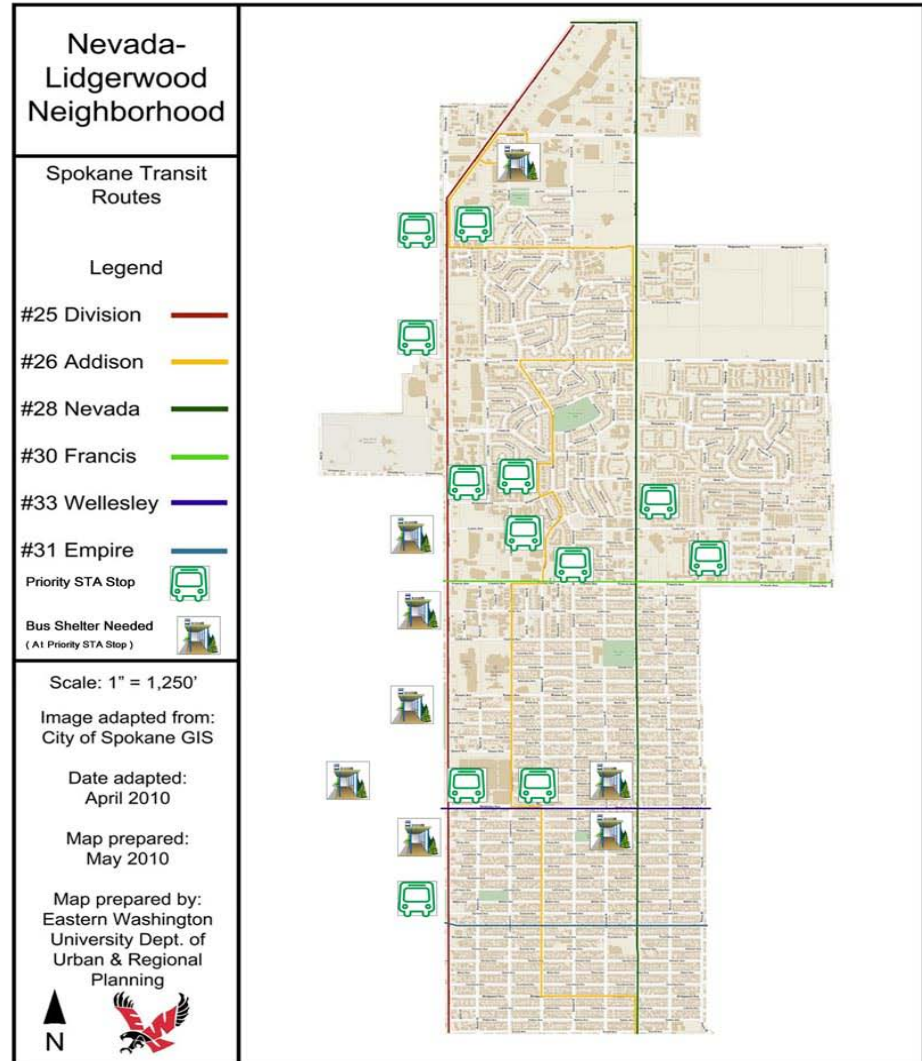
Recommended Crosswalk & Speed Indicator Sign Locations



Recommended Shelter Locations for High Boarding Stops

Note: STA is aware and supportive of these improved shelters.

Neighborhood assistance in securing needed ROW on private property needed in order to install shelters.



Ten Year Projected Costs (est.)

Projects	Units	Cost	Total
- Speed Ind. Signs	8	\$15,000	\$120,000
- Transit Shelters	9	\$25,000	\$225,000
- Crosswalks	32	\$1,000	\$32,000
-Sidewalks			
-High Priority	29	\$14,000	\$406,000
-Med Priority	48	\$14,000	\$672,000
 Total Estimated Costs (10 years)			 \$1,455,000

10 Year Revenues (est.)

Neighborhood Sources	Amount
– CDBG (30,000 x 10 years)	\$300,000
– Street/TBD funds (25,000 x 10 years)	\$250,000
– Traffic Calming Fund (10k x 10 yr)	<u>\$100,000</u>
Subtotal	\$650,000

Assume STA support for shelters and 1/2 crosswalks
Portions of remaining \$500K funding gap may be covered by future street bond, external grants, postponing medium priority sidewalk development.

Recommendations

- Actively seek District Councilmember support for action plan
- Secure local funding support to implement sidewalk improvements, traffic control devices, and crosswalks
- Coordinate closely with City's Ped/Bike Coordinator
- Advocate for Master Bike Plan implementation
- Advocate for development/implementation of Ped Plan
- Seek support from STA for transit shelters; some crosswalks
- Prioritize annual programming
- Allocate available funds to highest priorities
- Seek external grants to supplement funding gap

Non-Facility Recommendations

- Coordinate with schools on traffic safety needs/issues
- Advocate with Community Assembly and PeTT committee to support increased speed enforcement
- Support adoption of Complete Streets Ordinance
- Encourage & support Non Motorized Travel Education