

Urban Core Mobility Plan

Welcome!

Meet the Plan

The Urban Core Mobility Plan will help identify projects big or small that help make it easier to get around the study area, shown at right, without a car.

The planning process looks like:

Existing Conditions & Needs Assessment

Review of dozens of studies and projects, both completed and planned, to understand where we've been.

Gap ID

Identification of what corridors or ideas may have been overlooked.

Project ID and Feasibility Review

A comprehensive list of projects that can be feasibly constructed.

Prioritization and Implementation

A roadmap of how to build out a more walkable, comfortable urban core.



Project Goals

Look Forward.

Look towards creating a downtown urban core where a car is not required to get around.

Avoid Duplication.

Avoid duplication by establishing a clear understanding of what's been studied, what's been adopted, and what's been completed. Identify approaches that add value to the urban core.

Emphasize Feasibility.

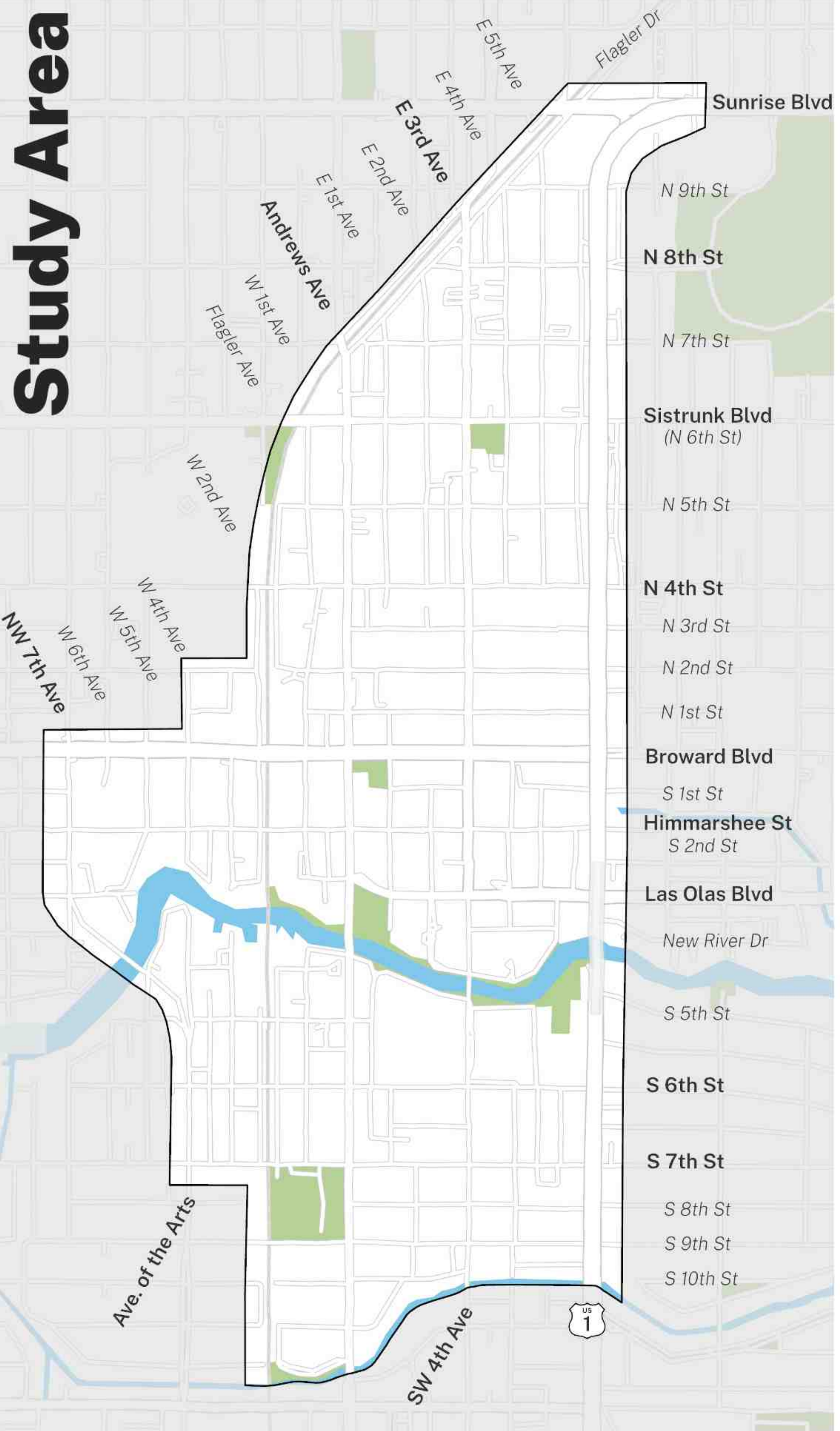
Meet the needs of people walking by considering the realities of a project, including right-of-way, mobility, and cost.

Consider Context.

Consider the urban core, the change within its built environment, and the geographies that influence it.

Expand Mobility.

Present a wide range of projects that build walkability in a range of timelines and budgets, from quick and cheap to timely and transformative.



What's next?

Test.

Our project team will test old and new projects to identify which are feasible to move forward with.

Identify.

Next, we'll look for ways to fill gaps left after feasibility is established.

Listen.

At our next Open House, planned for later this year, we will present feasible projects for your feedback.

Finalize.

Once feasible projects have been vetted, we will finalize the results into a Mobility Plan.

Stay in Touch

Interested in keeping up with the Urban Core Mobility Plan? Scan the QR code to visit our project page, which will be regularly updated with project deliverables and other information.

If you have any additional questions or comments, please share them with a project team member.



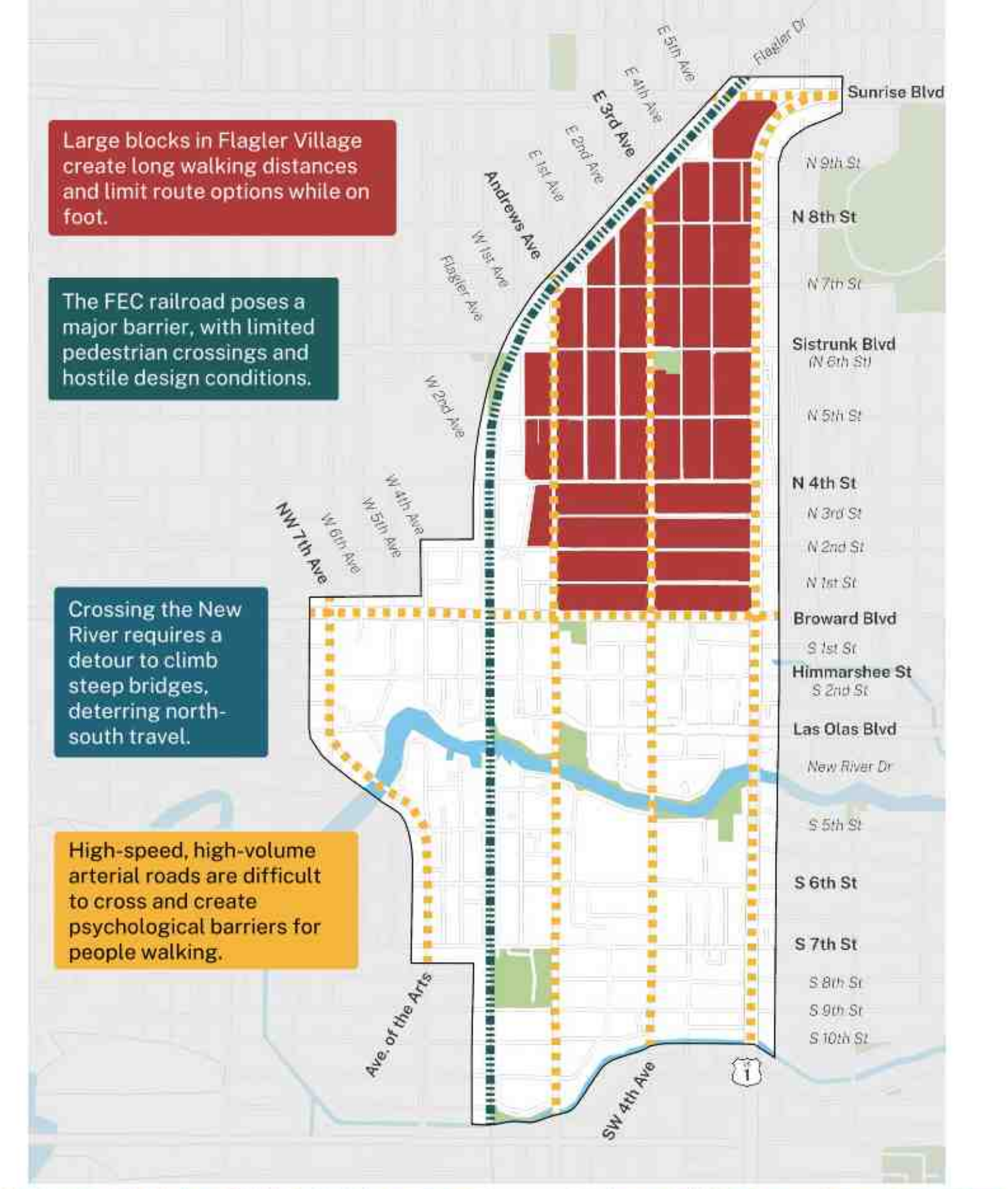
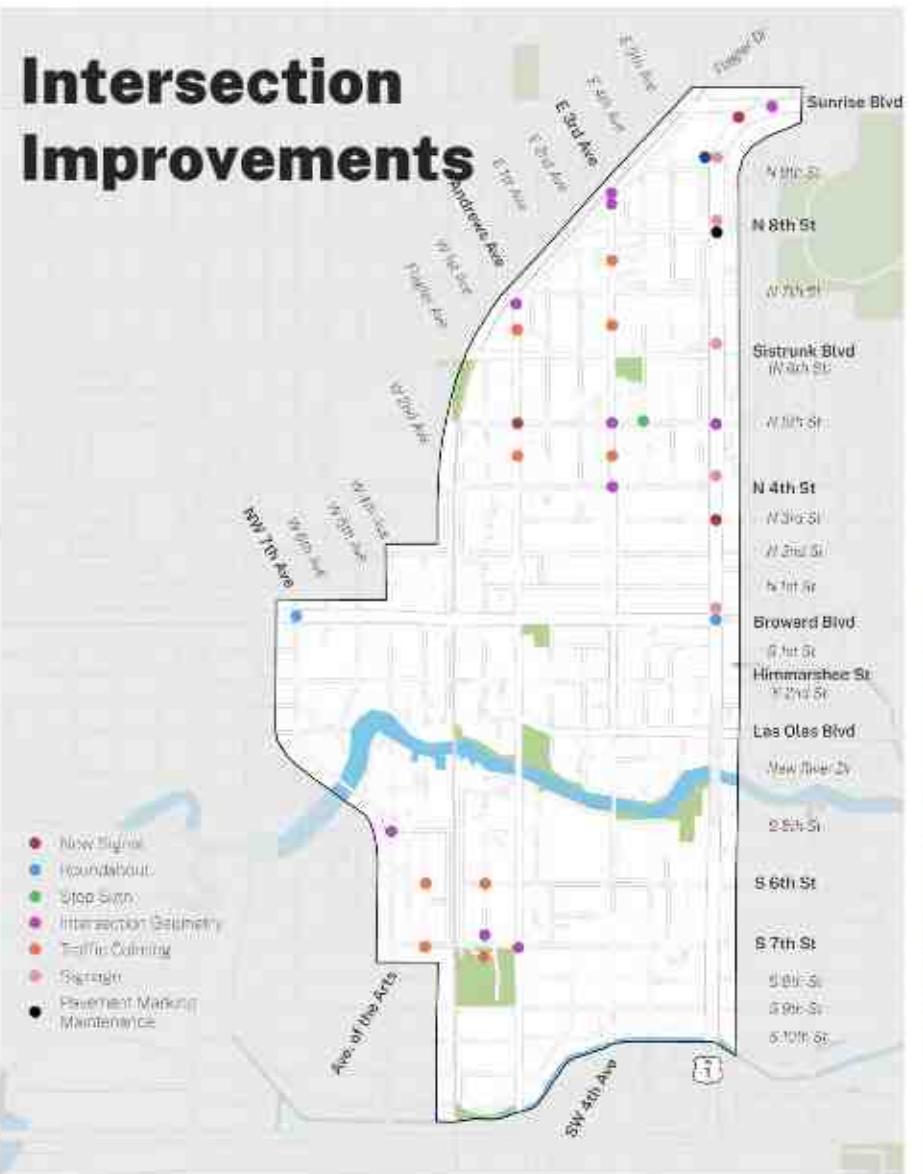
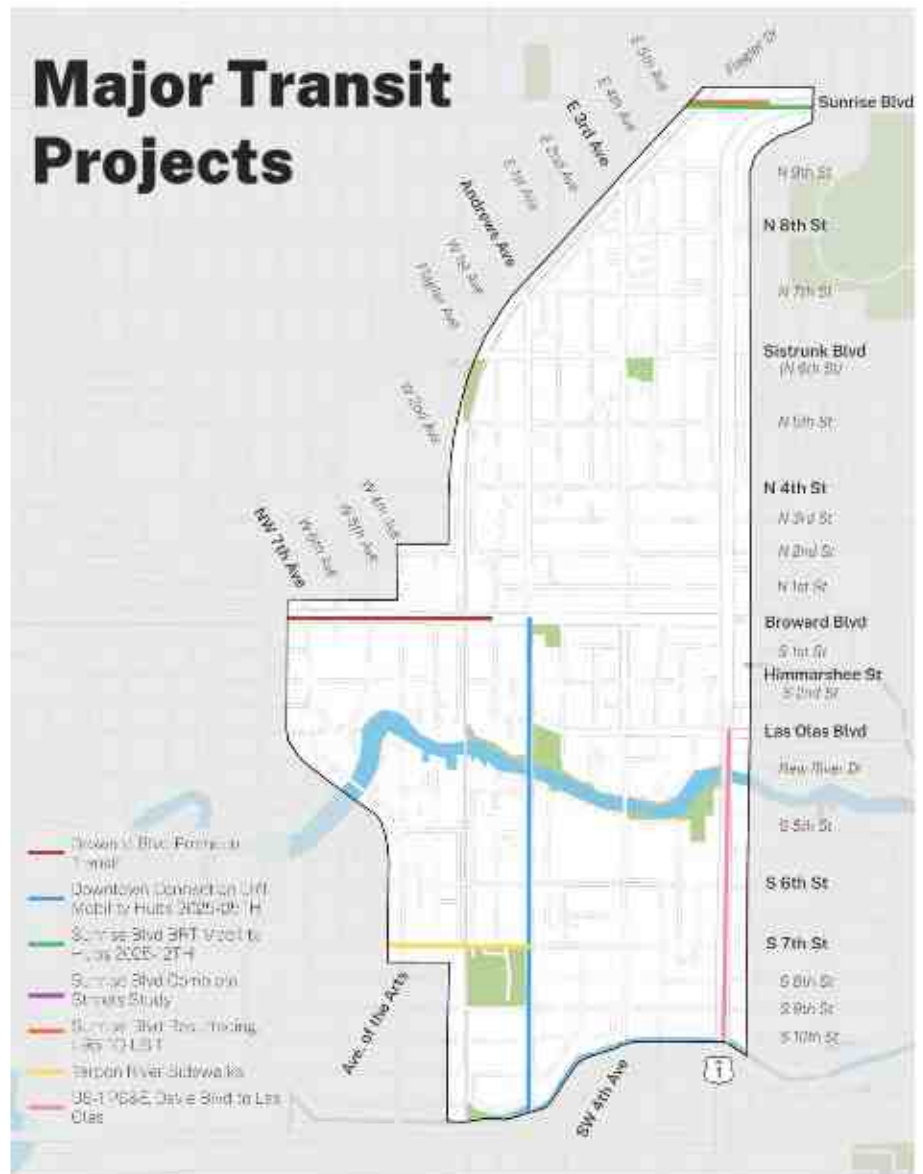
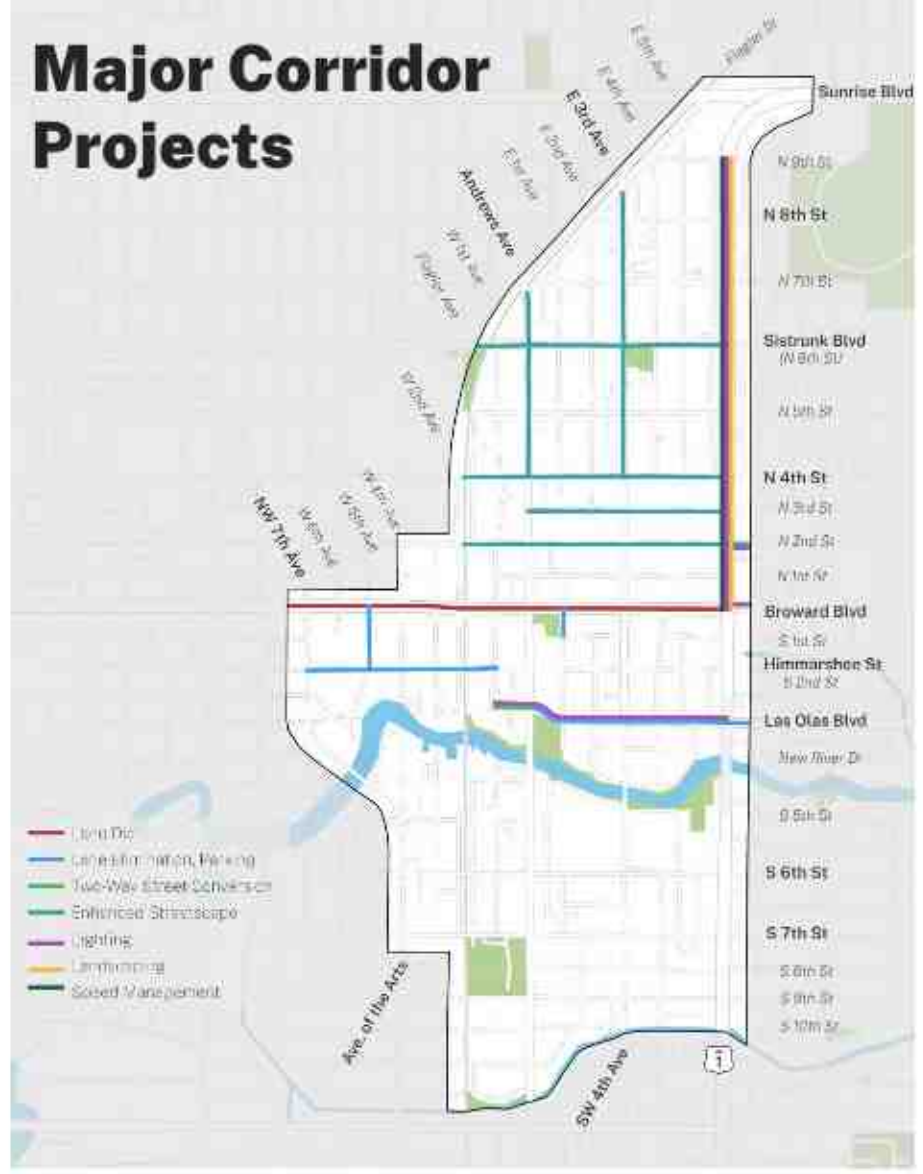
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Where we looked



What we found

- Vehicle Speeds**
Fast-moving vehicles reduce the feeling of safety for people walking.
- Traffic Signals**
Traffic signal timing techniques often make it more difficult to walk.
- Consistency**
Crosswalk markings, signage, and curb ramps are inconsistent.
- Crossing Distance**
The spacing of safe crossings at the midblock and intersections is uneven.
- Weather**
Flooding and a lack of shade are problems throughout the study area.
- Sidewalk Gaps**
While the sidewalk network is mostly complete, some gaps remain.
- Code Enforcement**
Trash cans, landscaping, and debris often block sidewalks.
- Construction**
Street closures are common, inconveniencing people walking.
- Street Transitions**
Streetscapes don't always transition well to the next site.



Tell us more!

What other factors do you find make it harder to get around the urban core without a car? Share your experience to the right!

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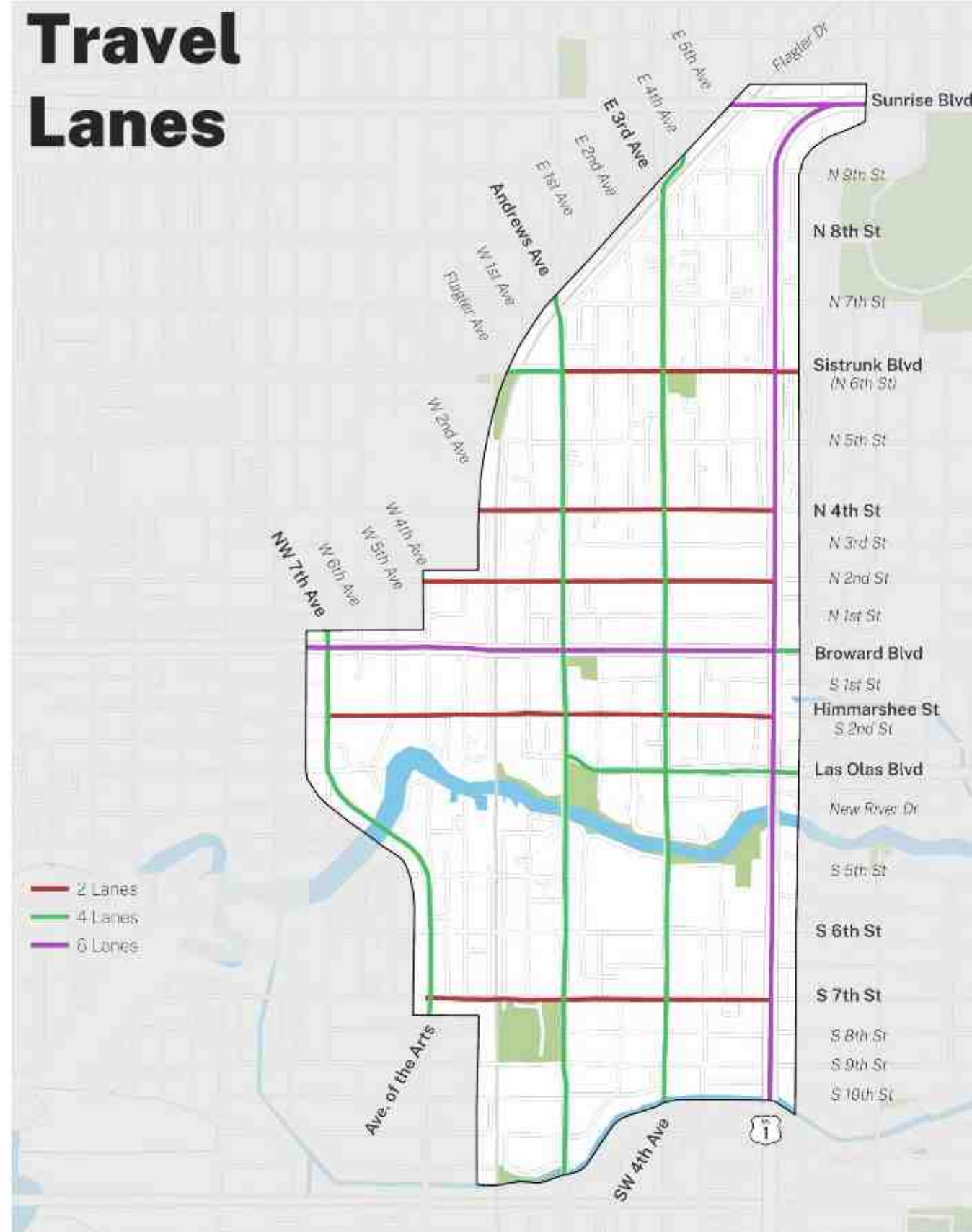
Existing Conditions

These maps represent a variety of existing physical and policy conditions within the study area. Together, these conditions shape the outcomes of which projects can be feasibly proposed and completed.

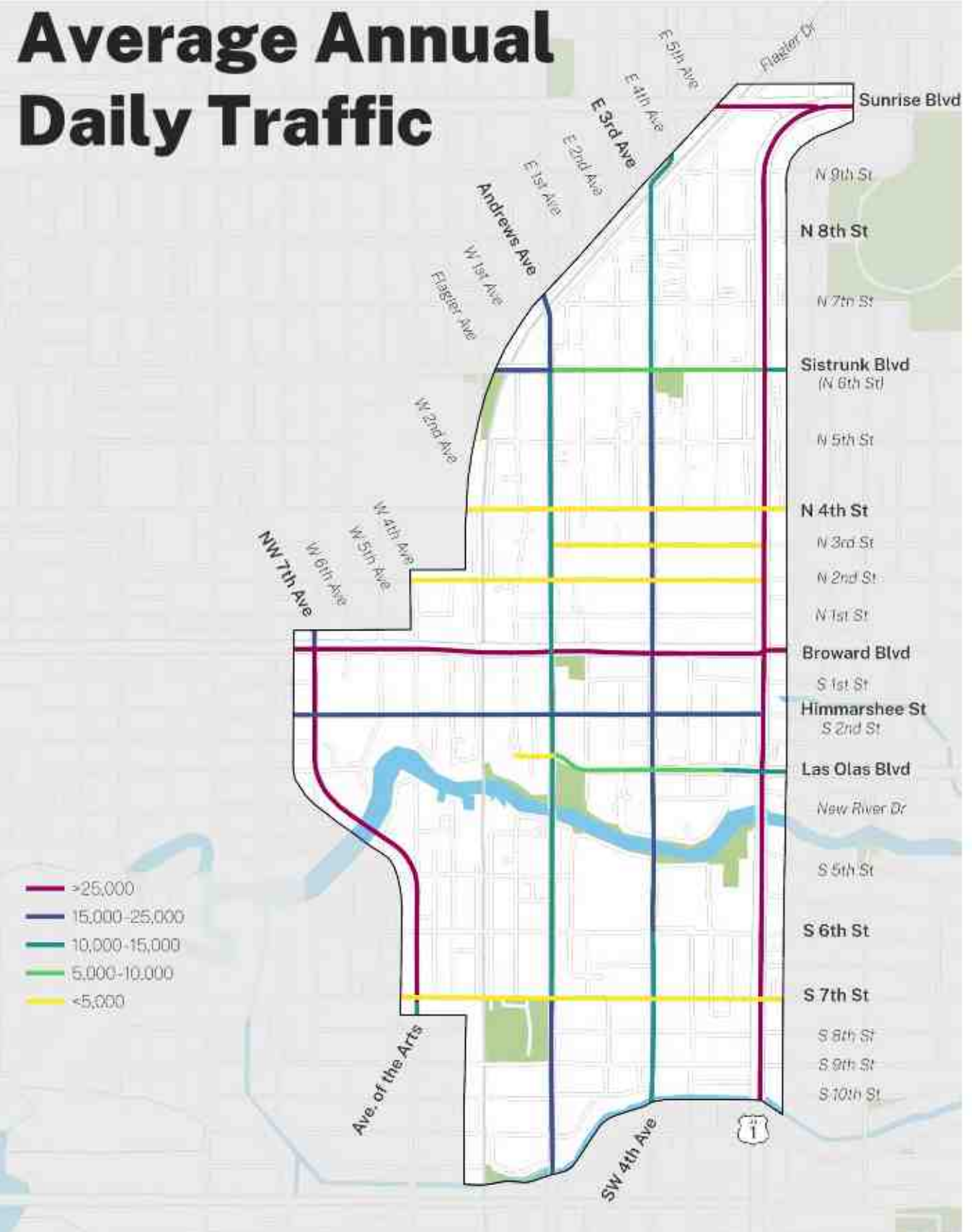
Roadway Jurisdiction



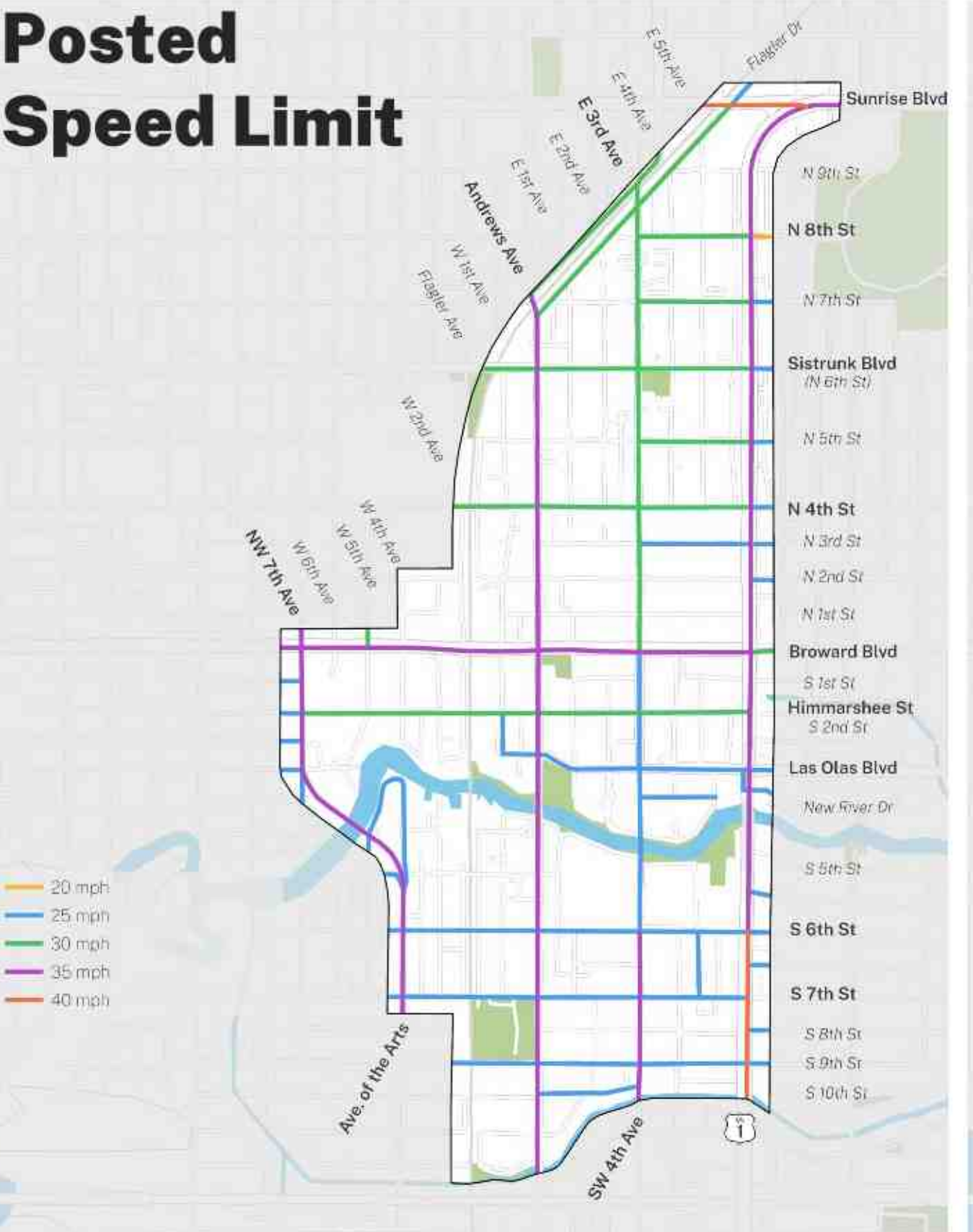
Travel Lanes



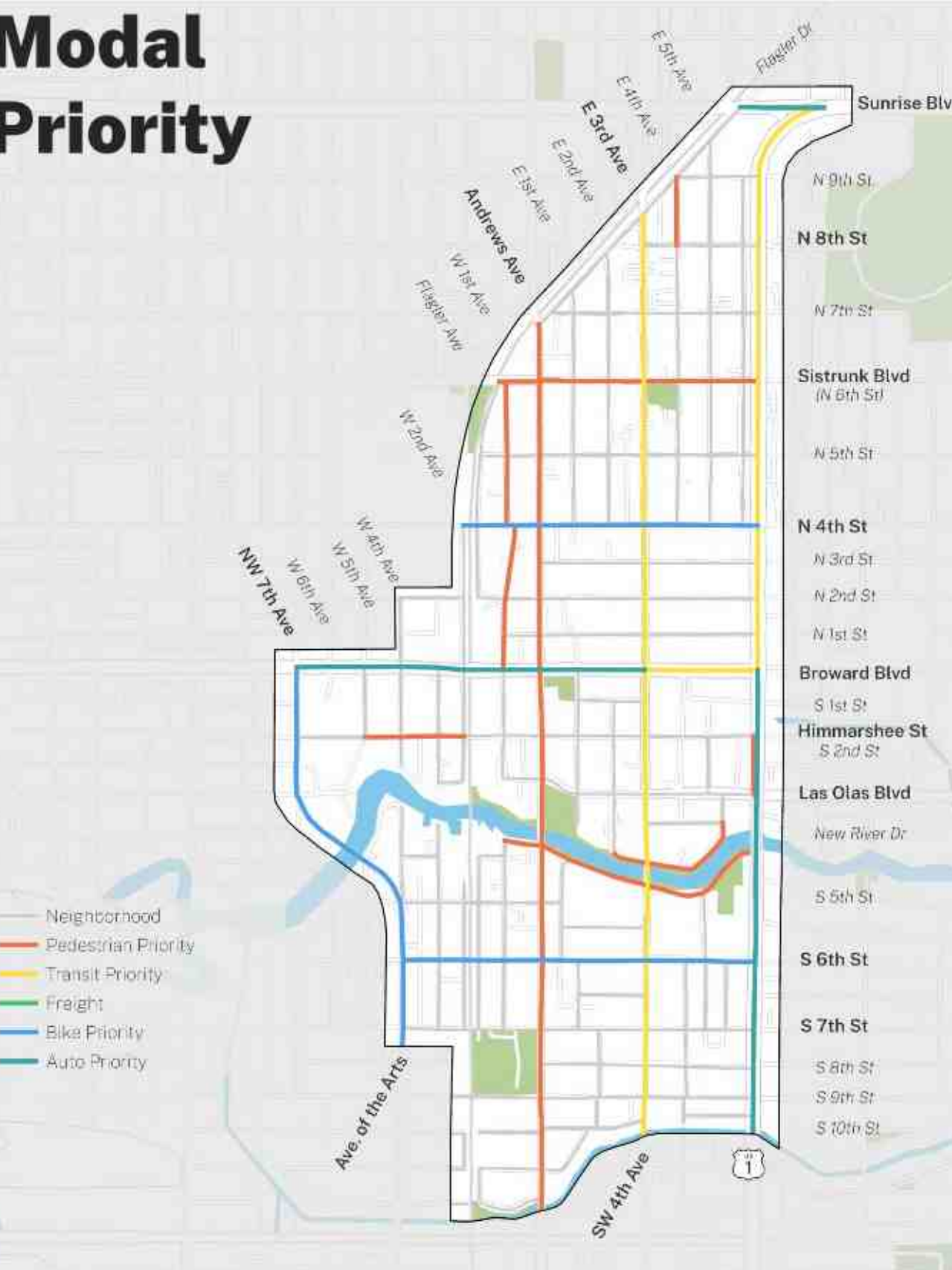
Average Annual Daily Traffic



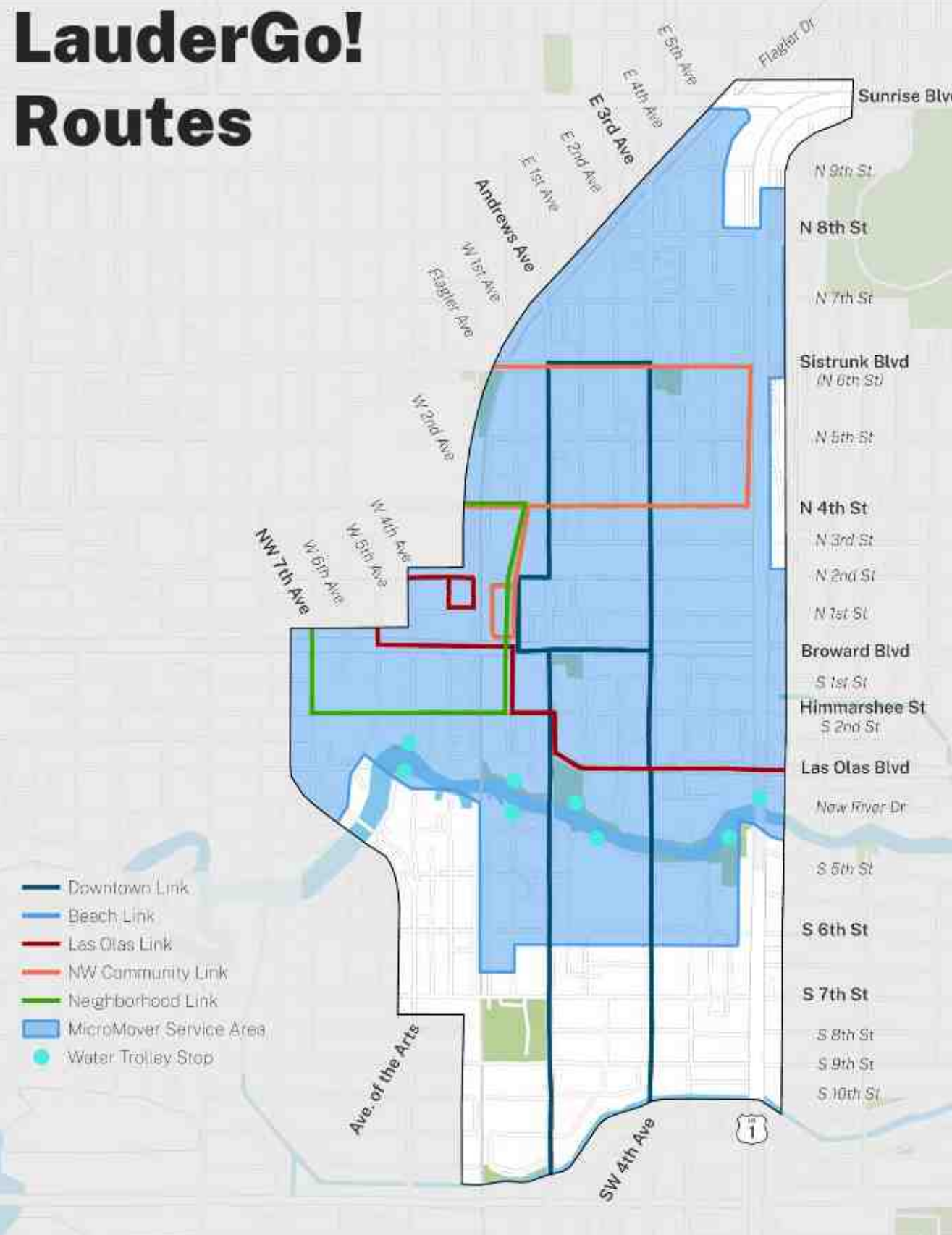
Posted Speed Limit



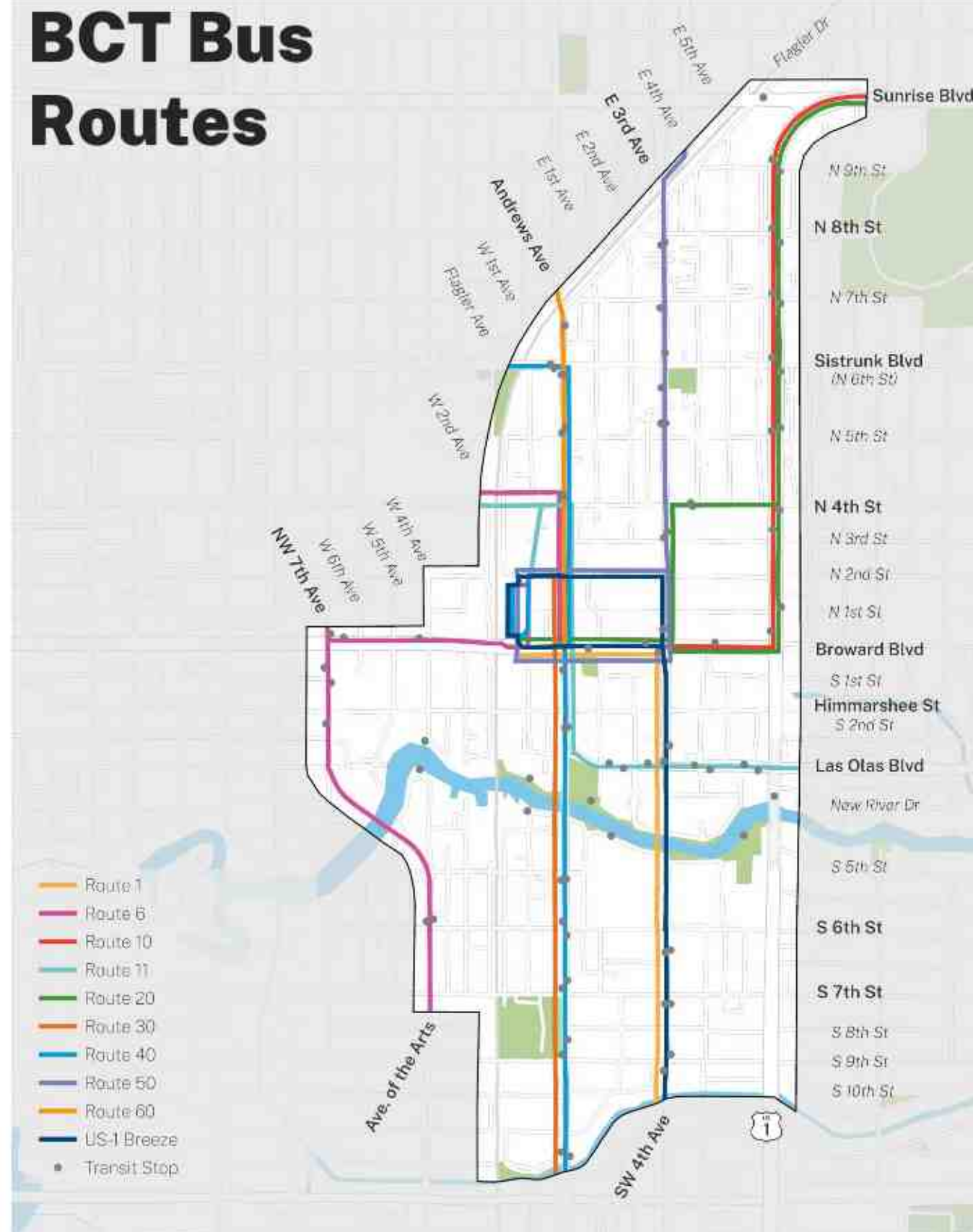
Modal Priority



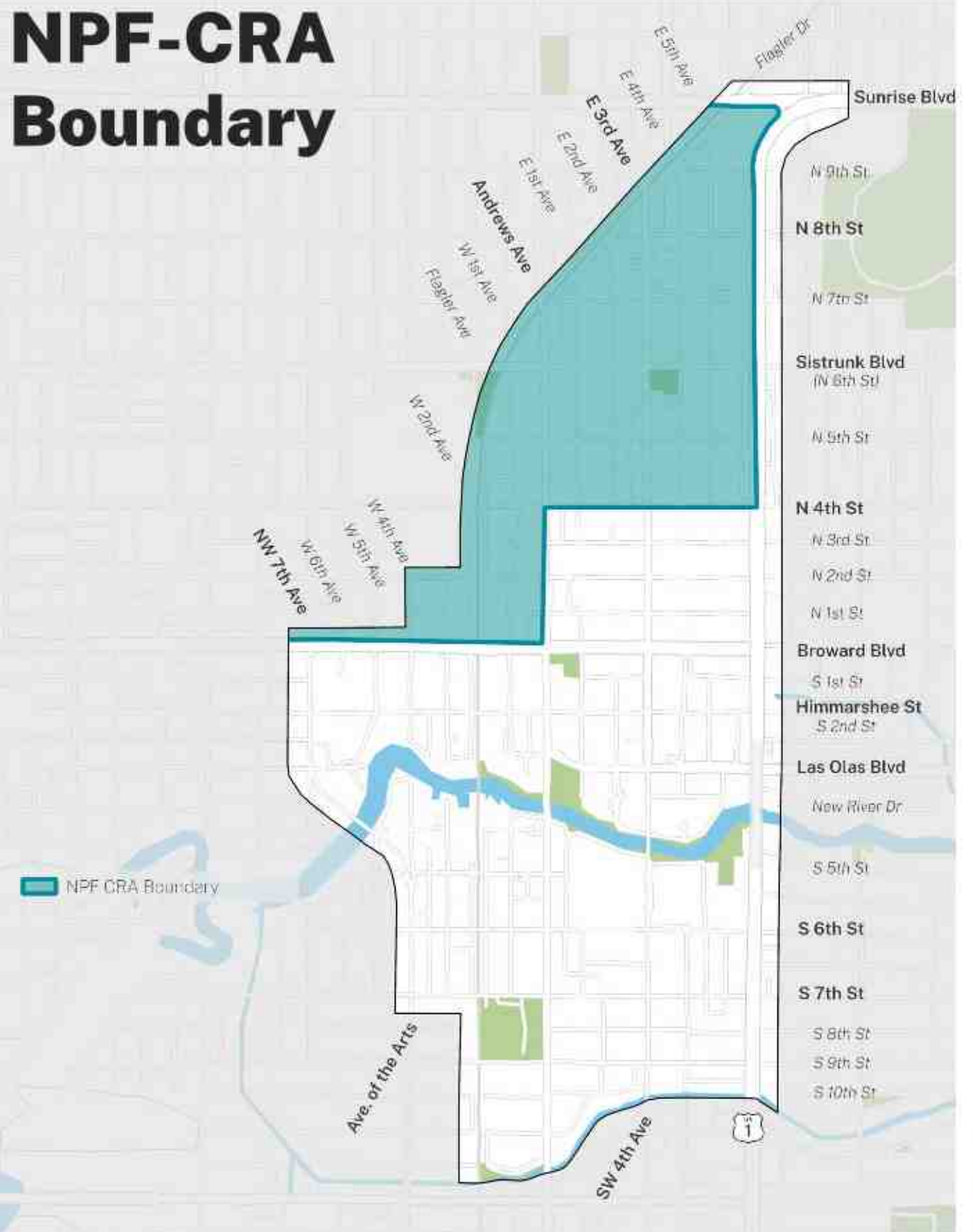
LauderGo! Routes



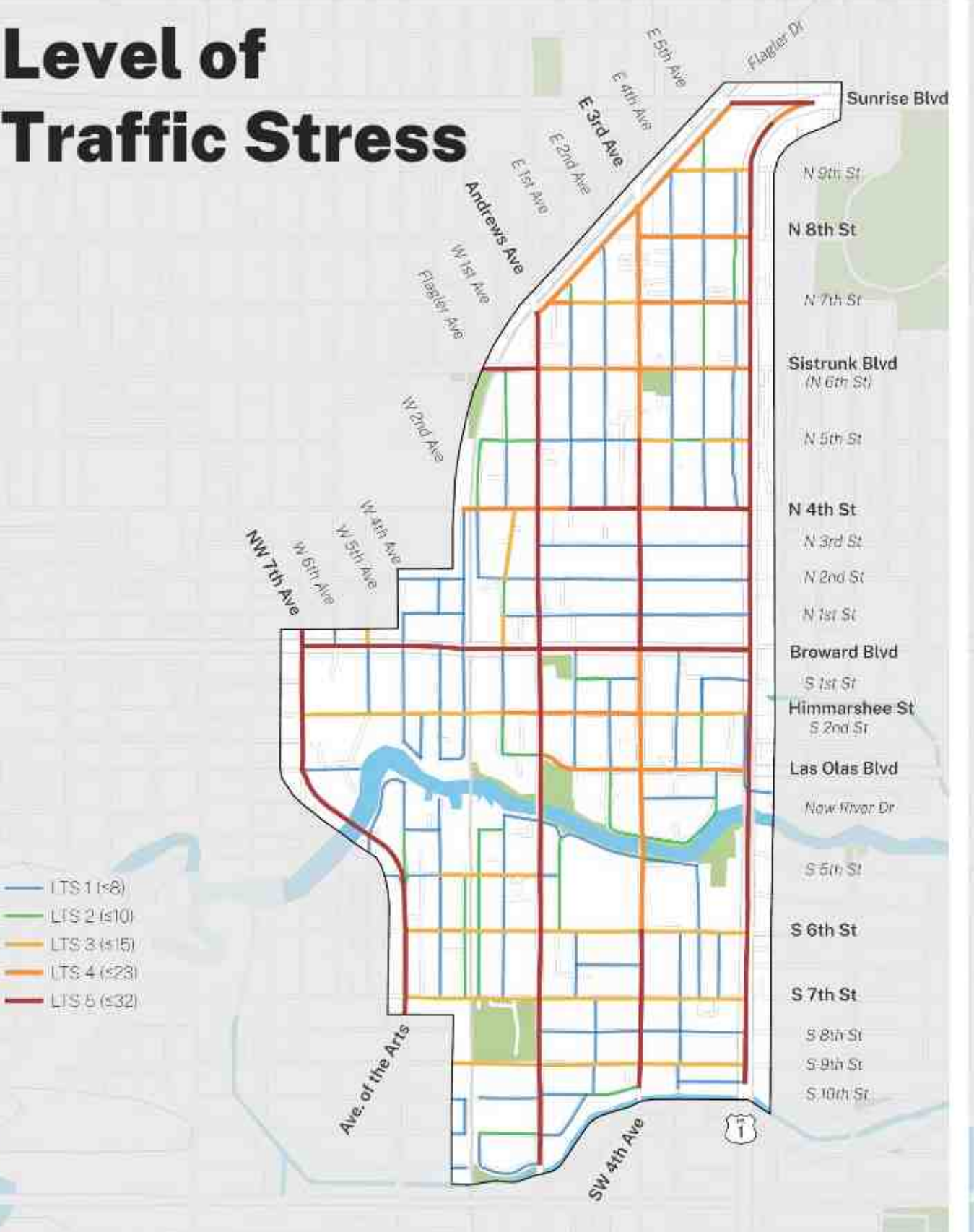
BCT Bus Routes



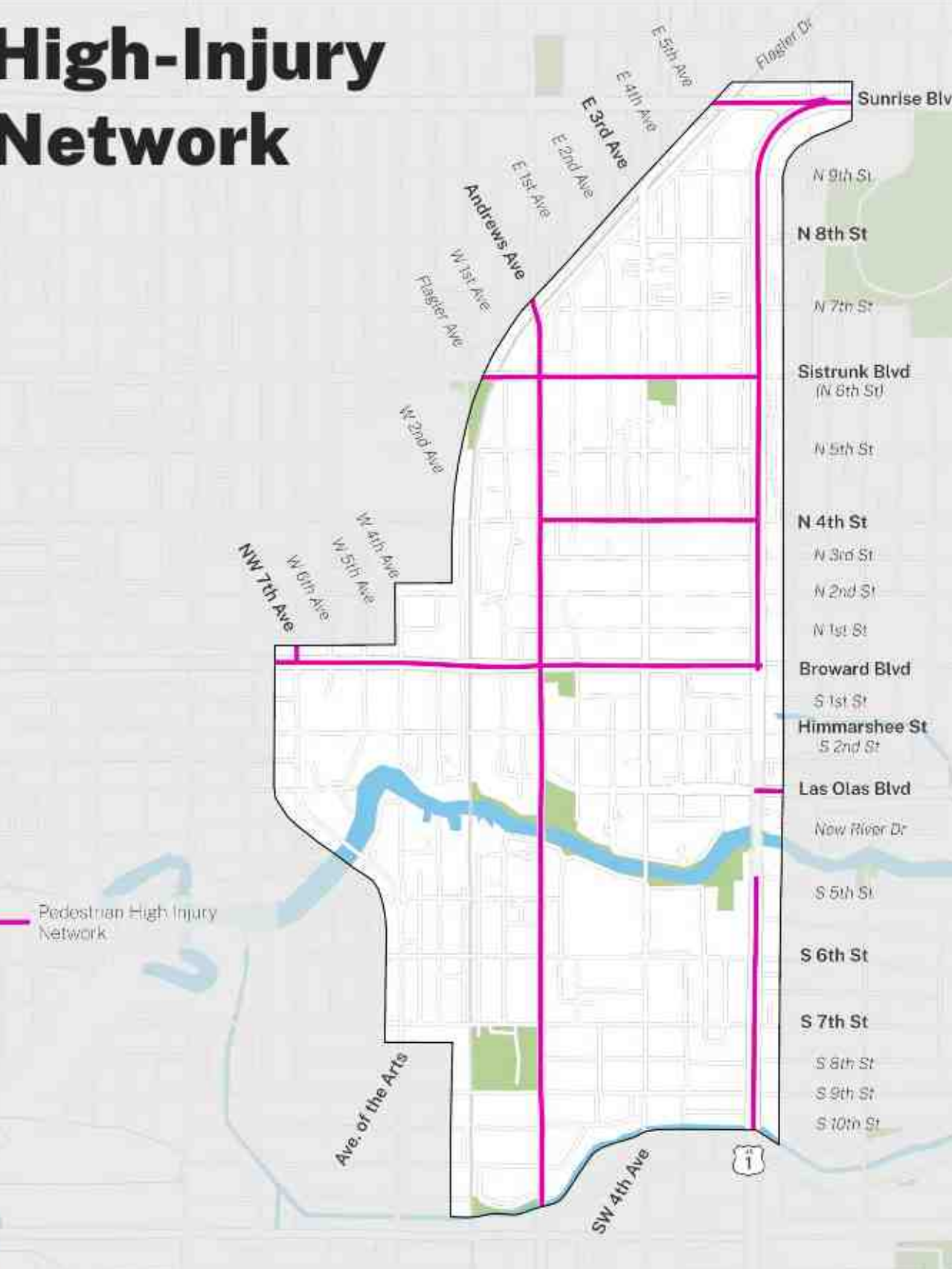
NPF-CRA Boundary



Level of Traffic Stress



High-Injury Network

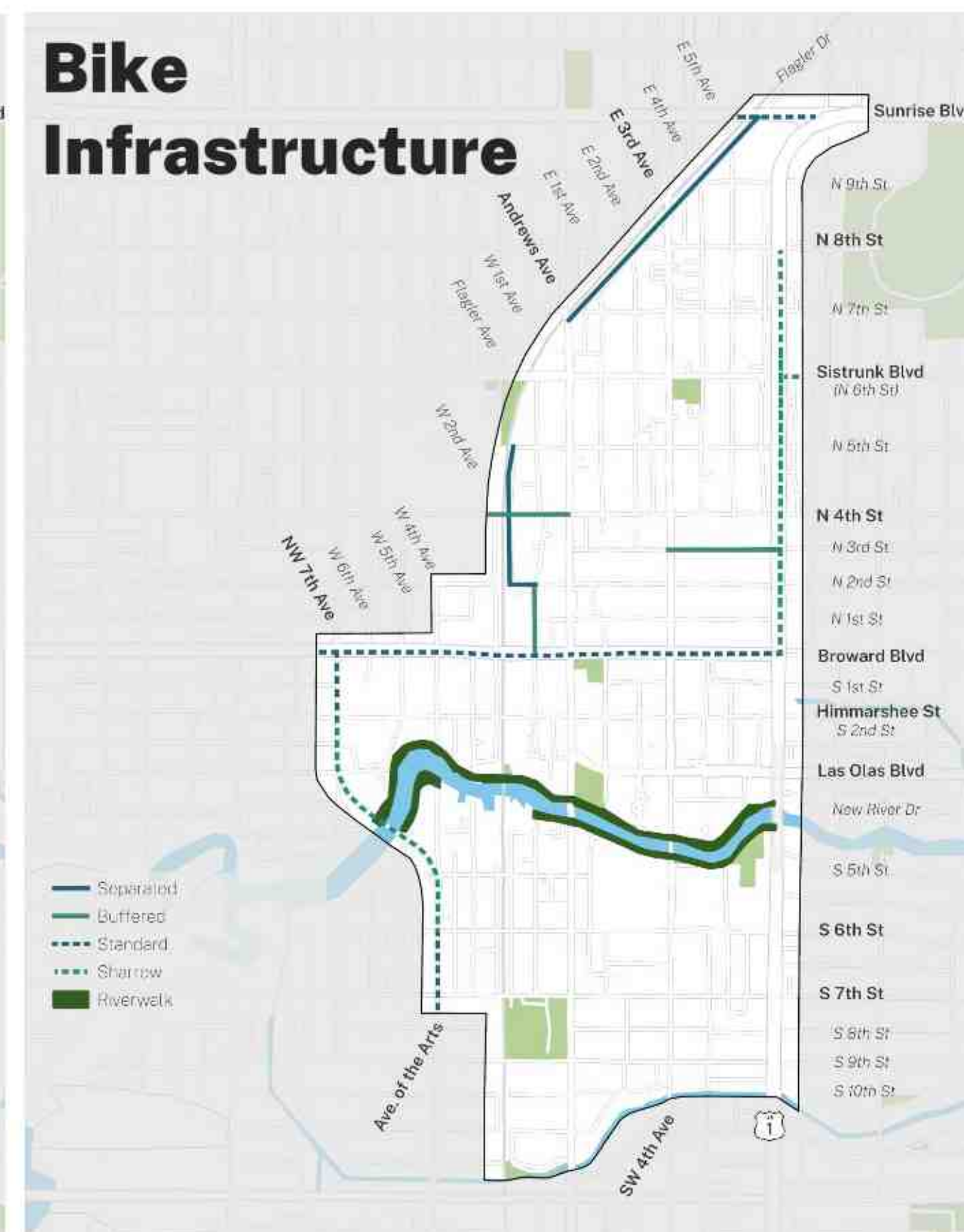
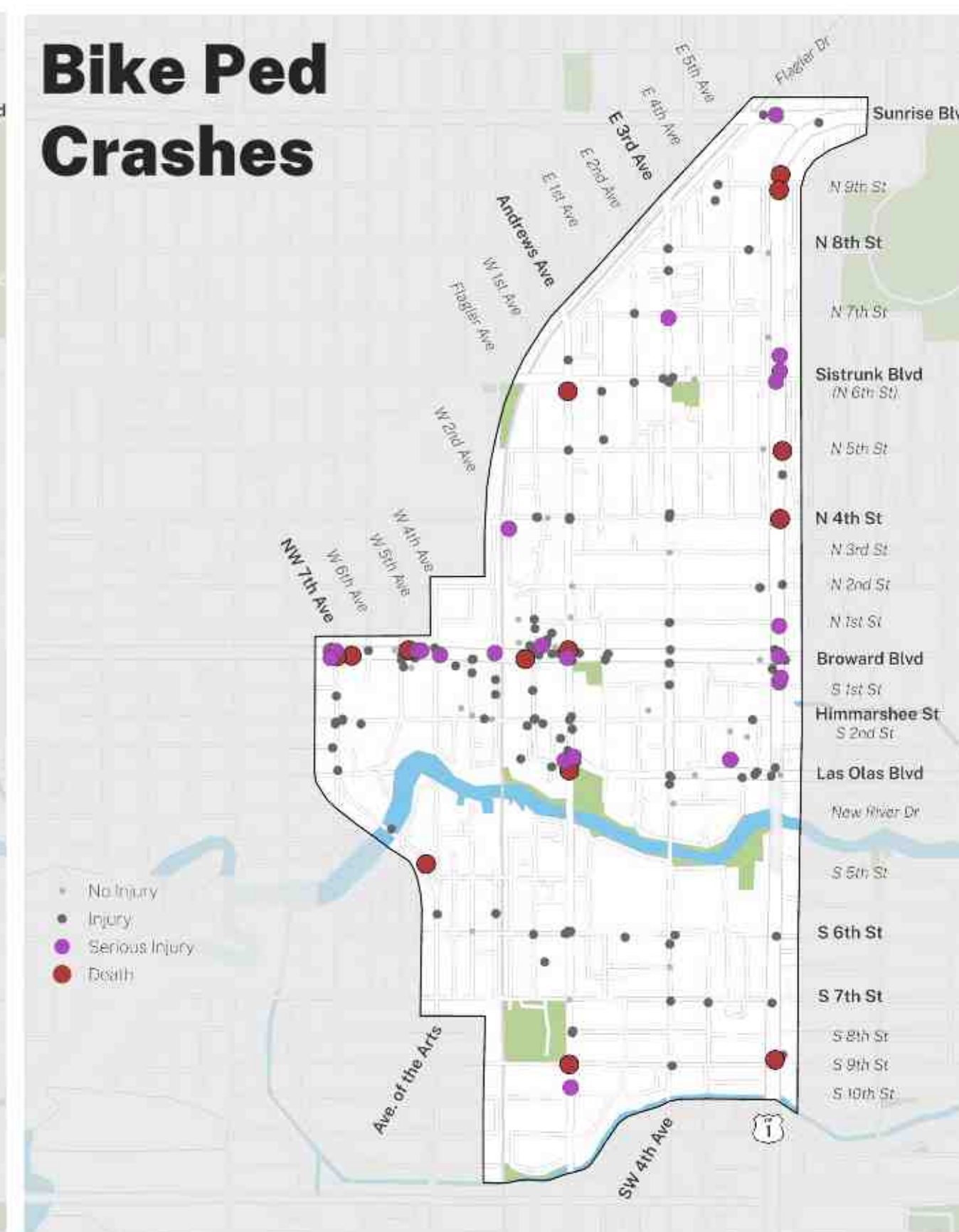
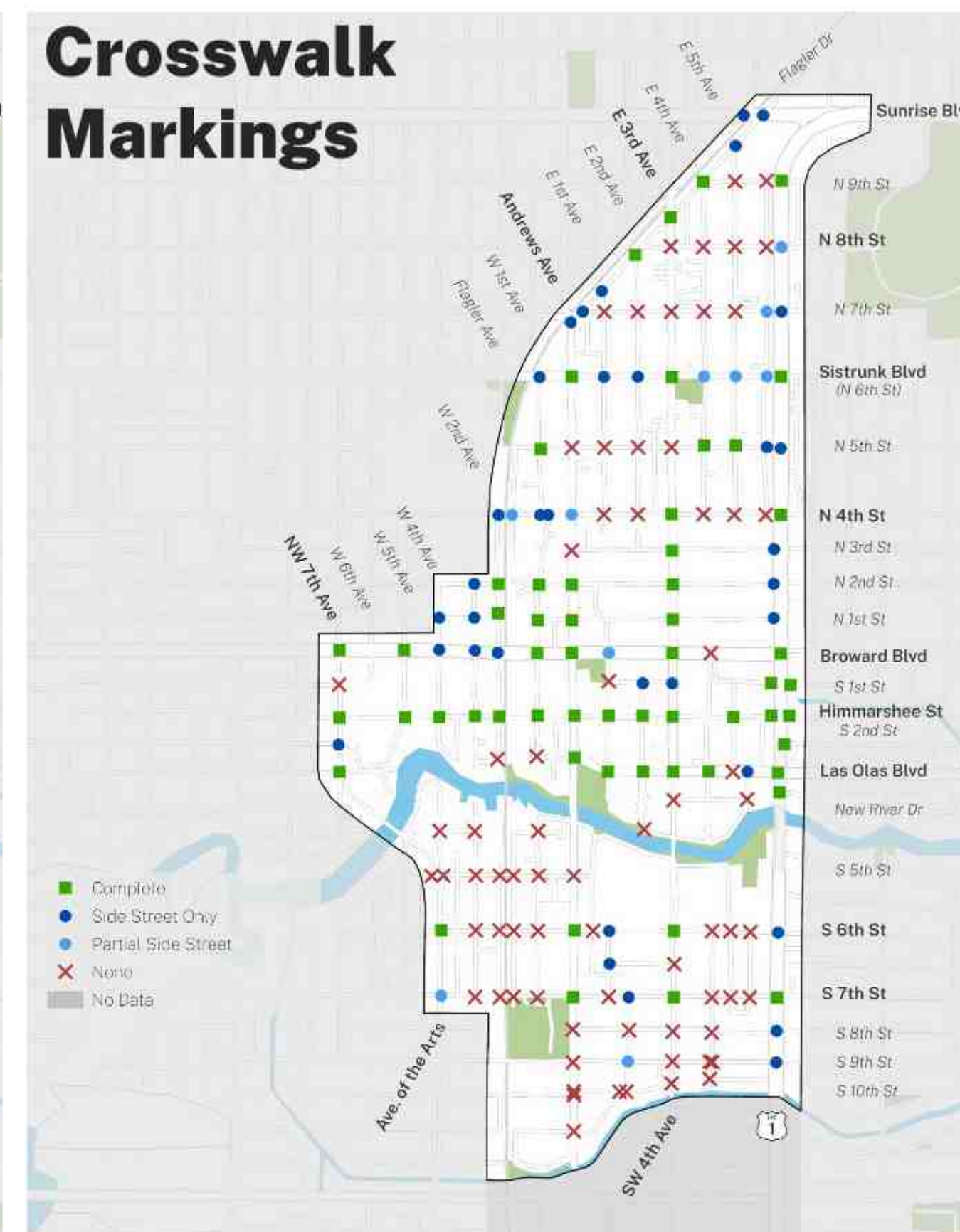
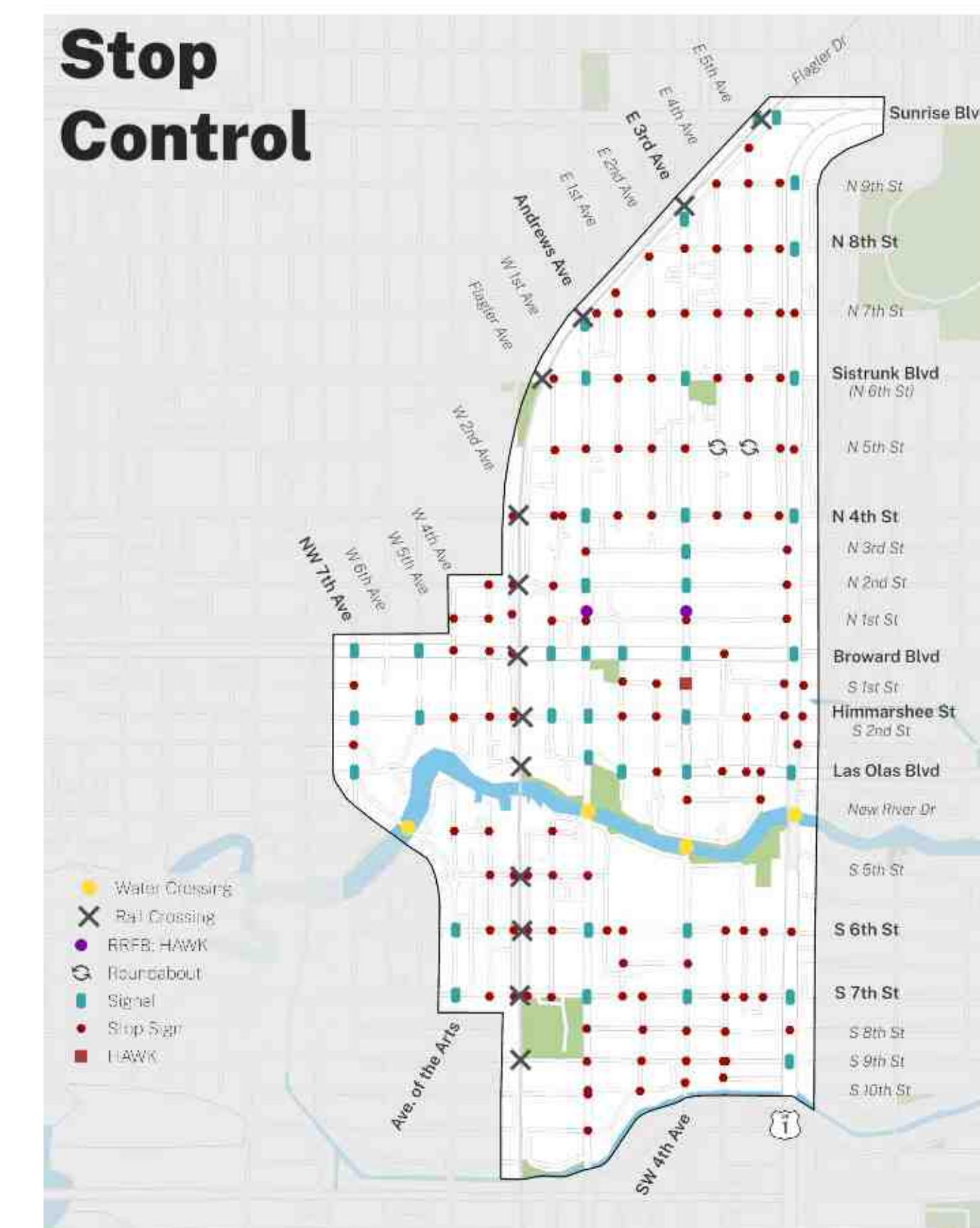
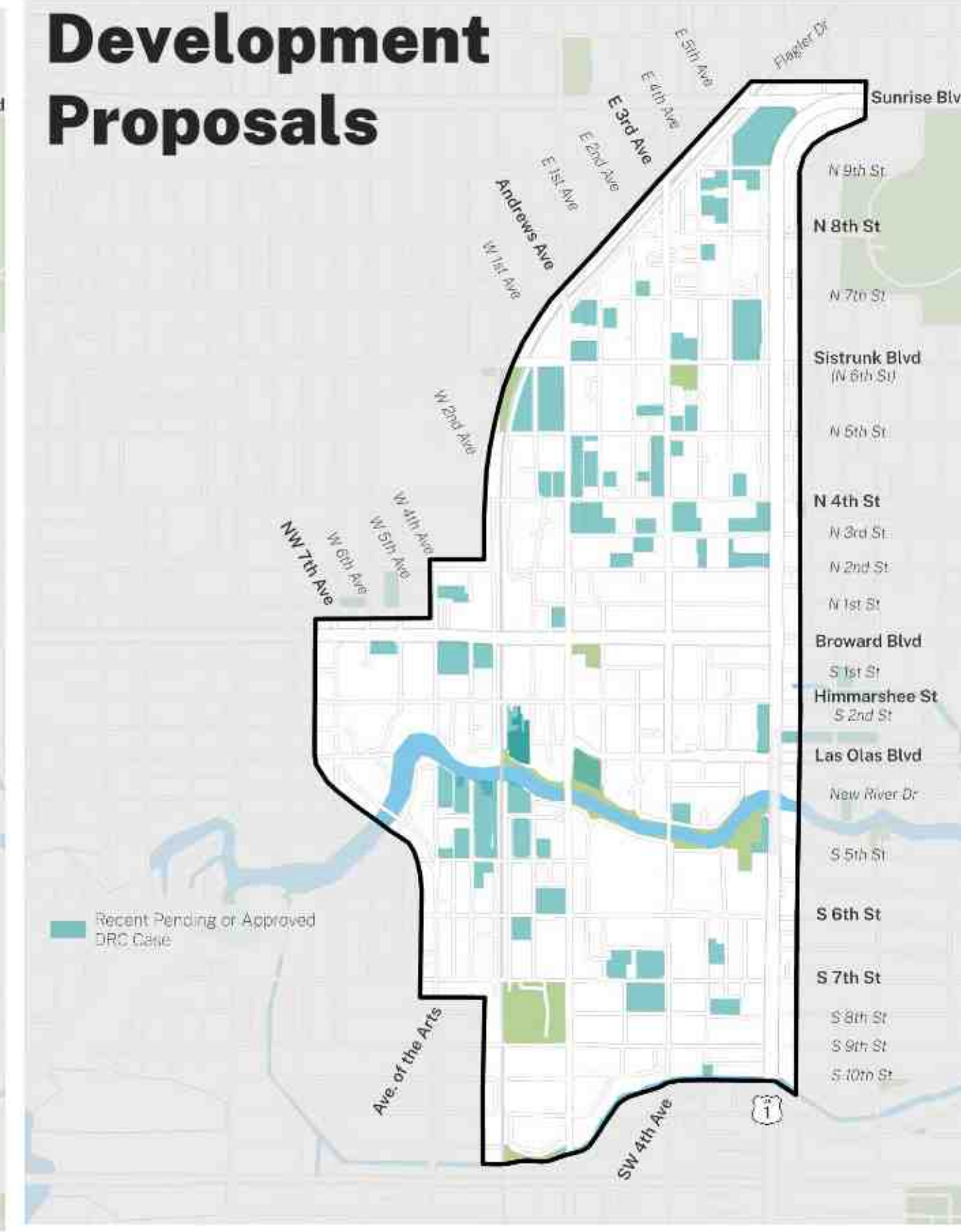
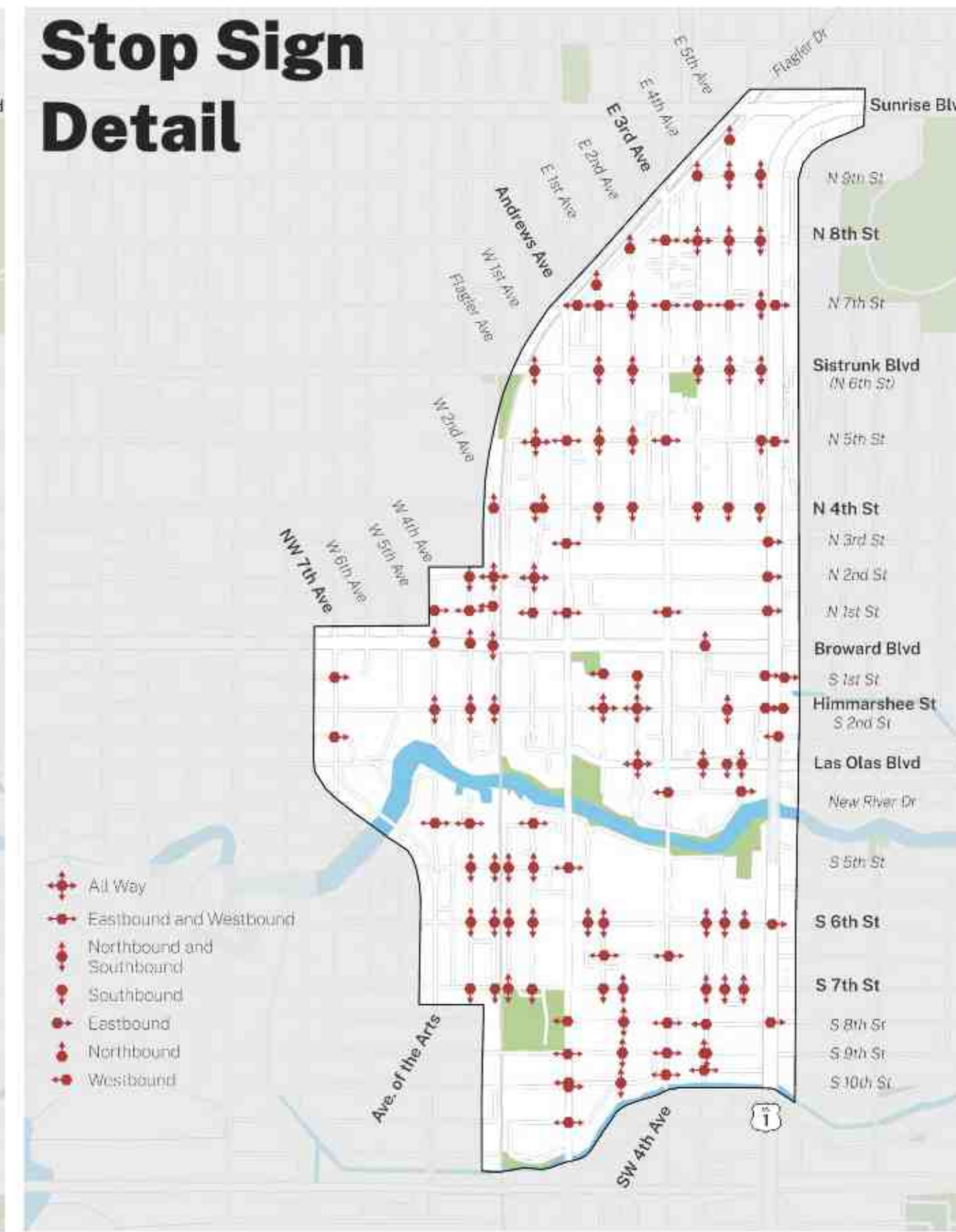
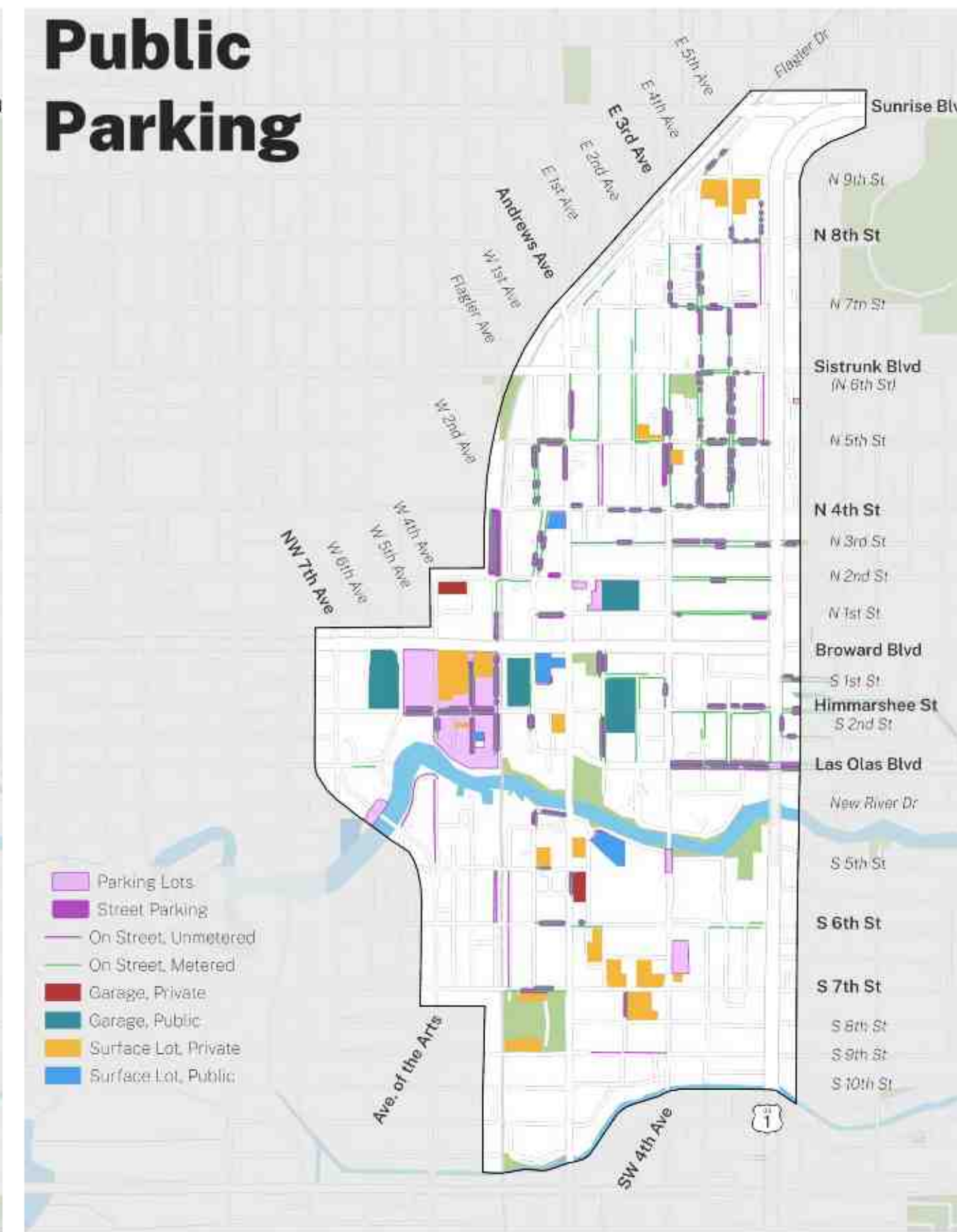
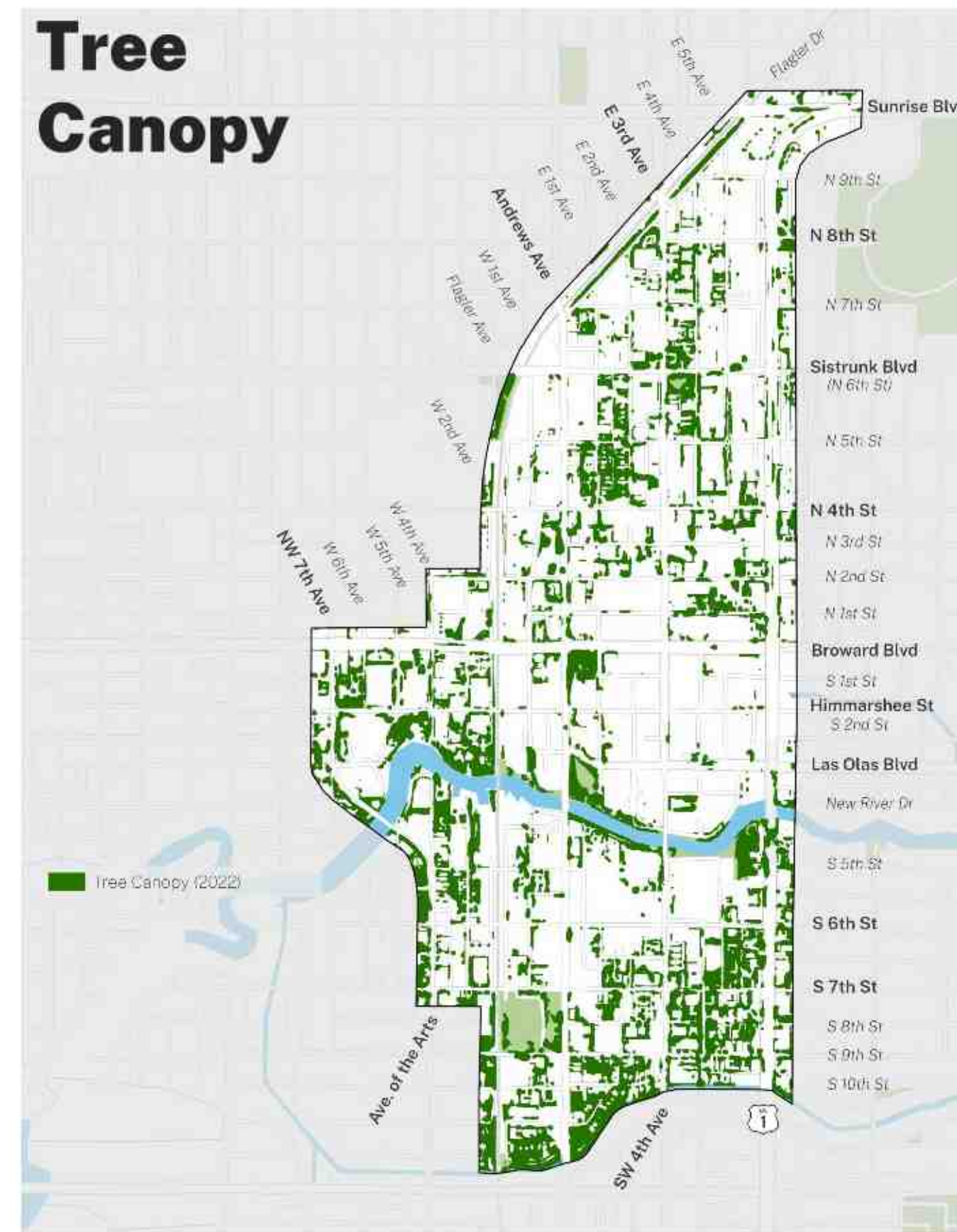


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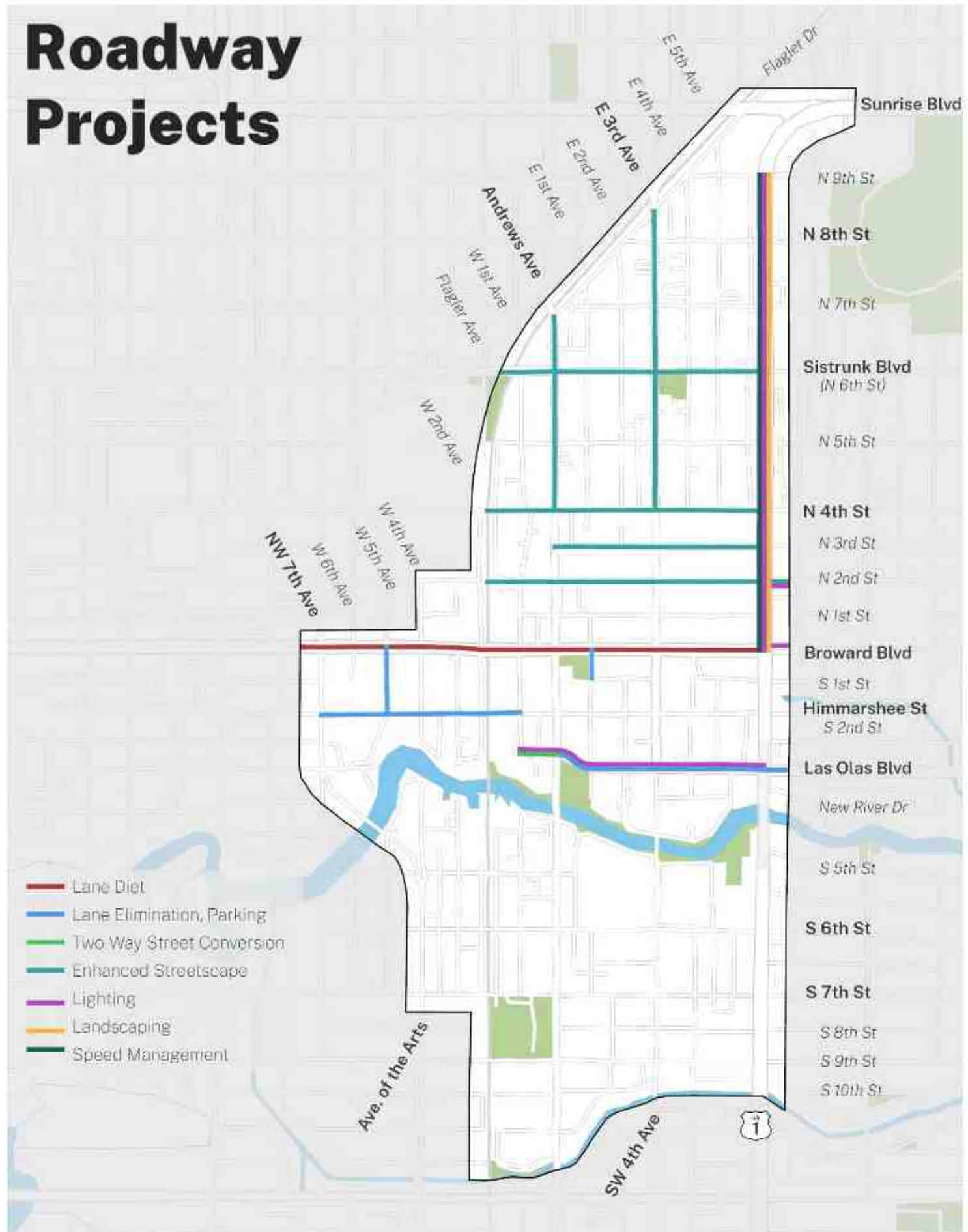
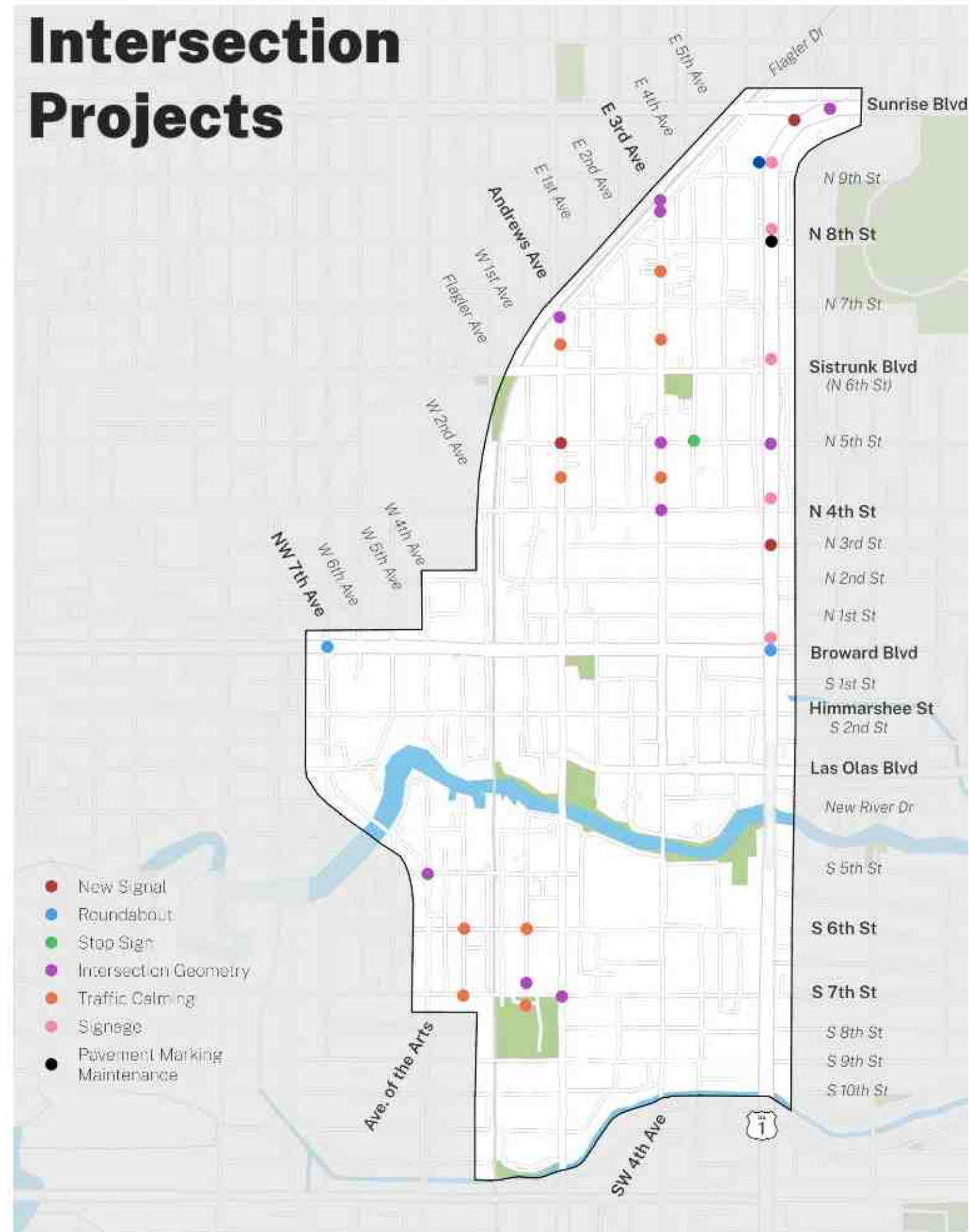
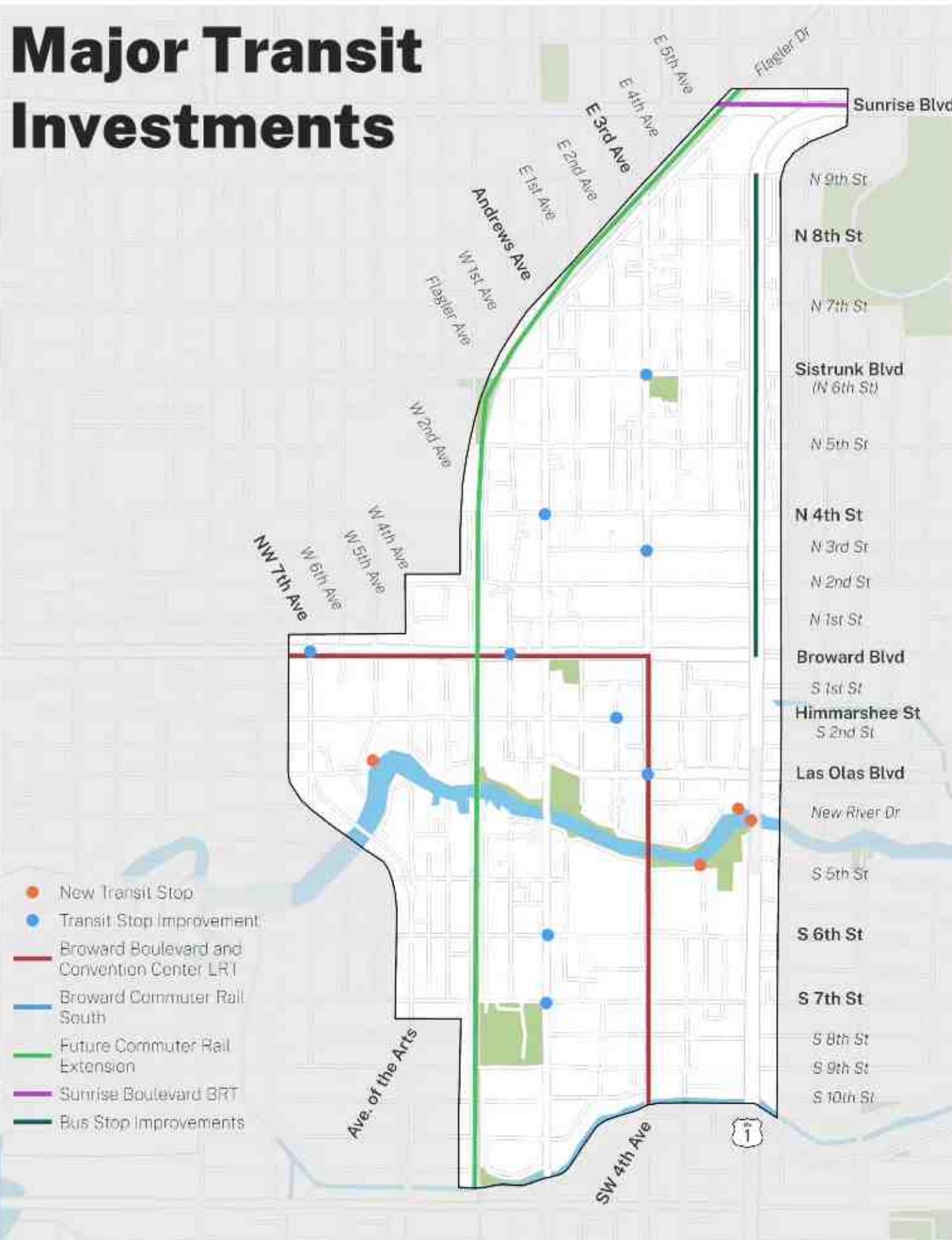
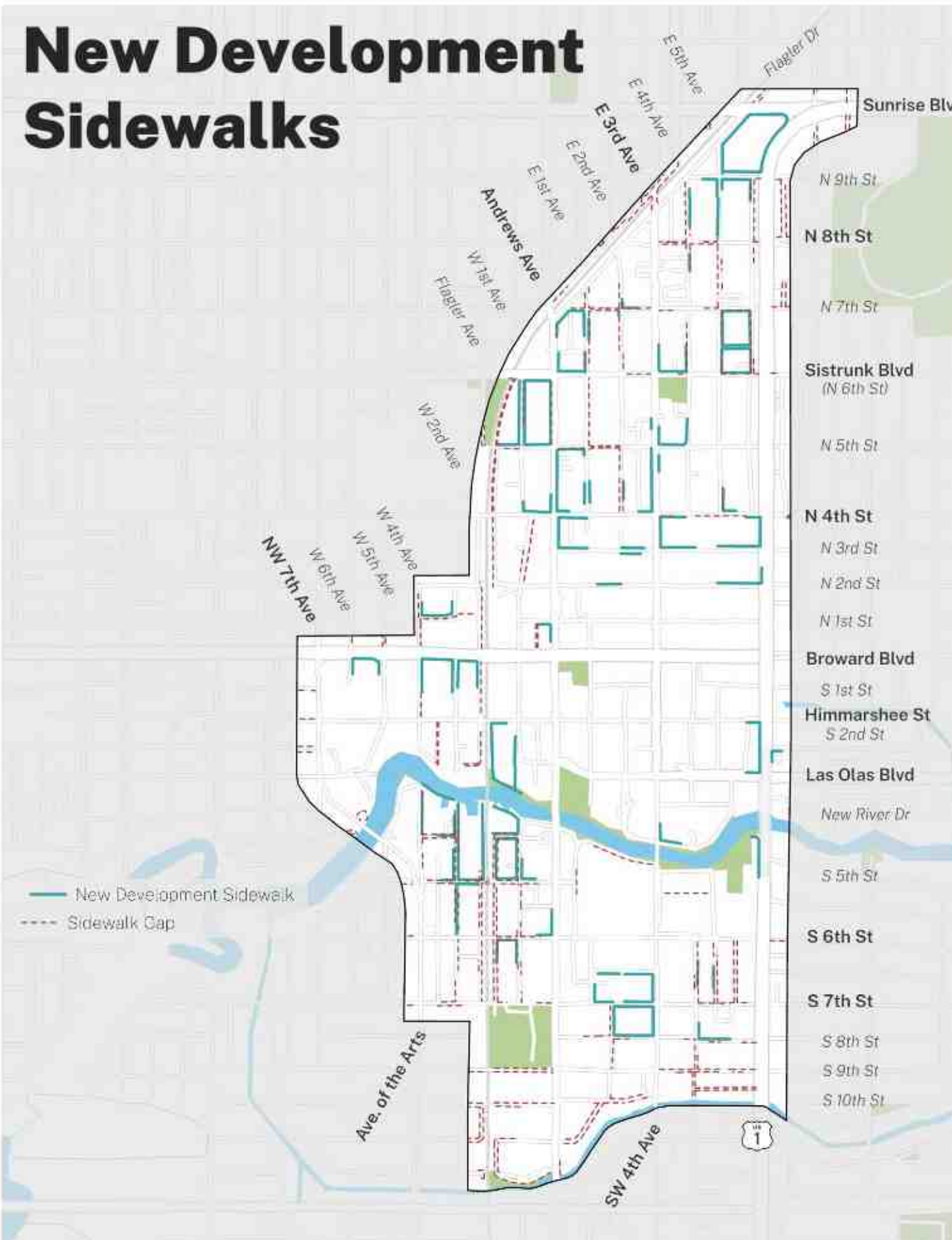
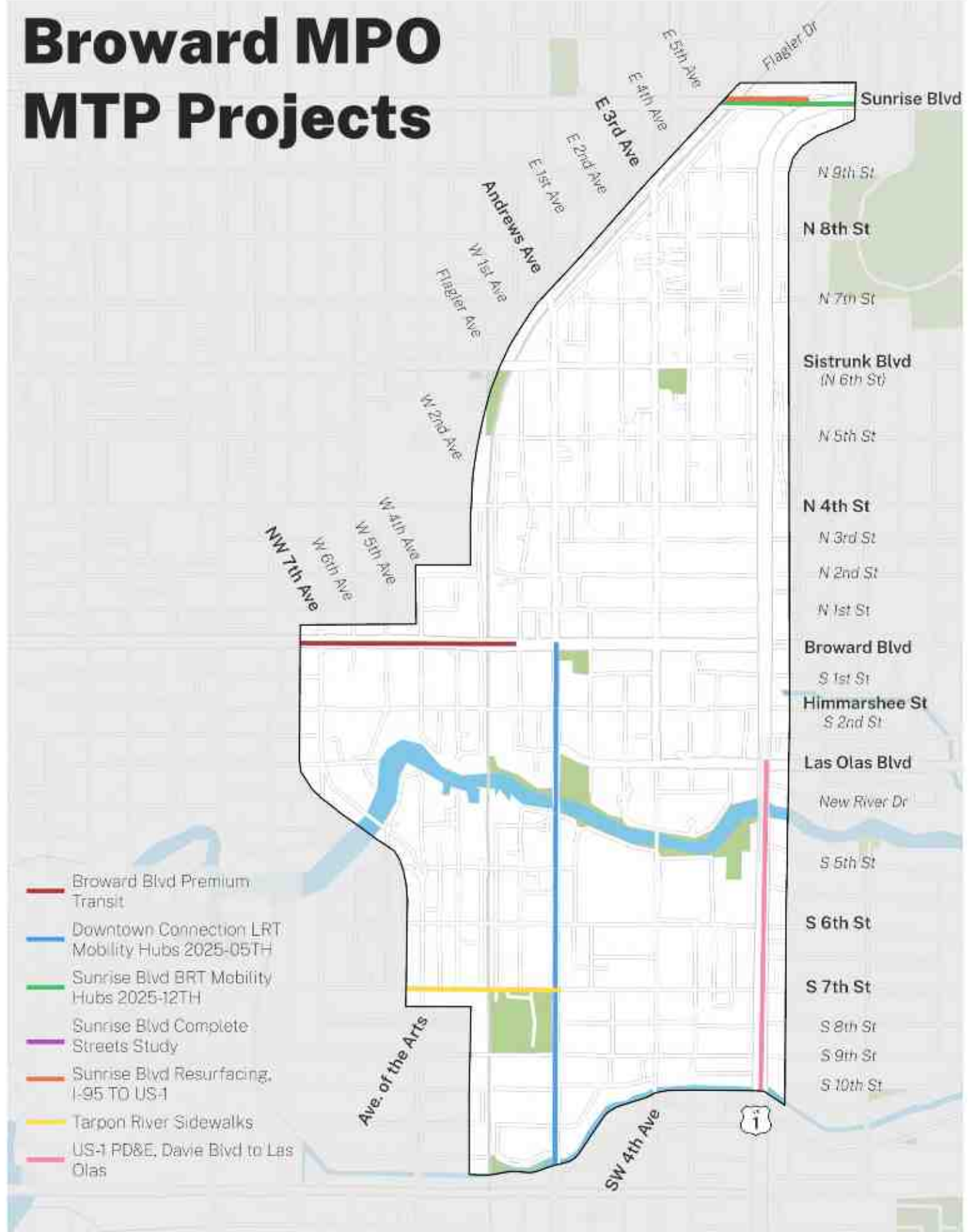
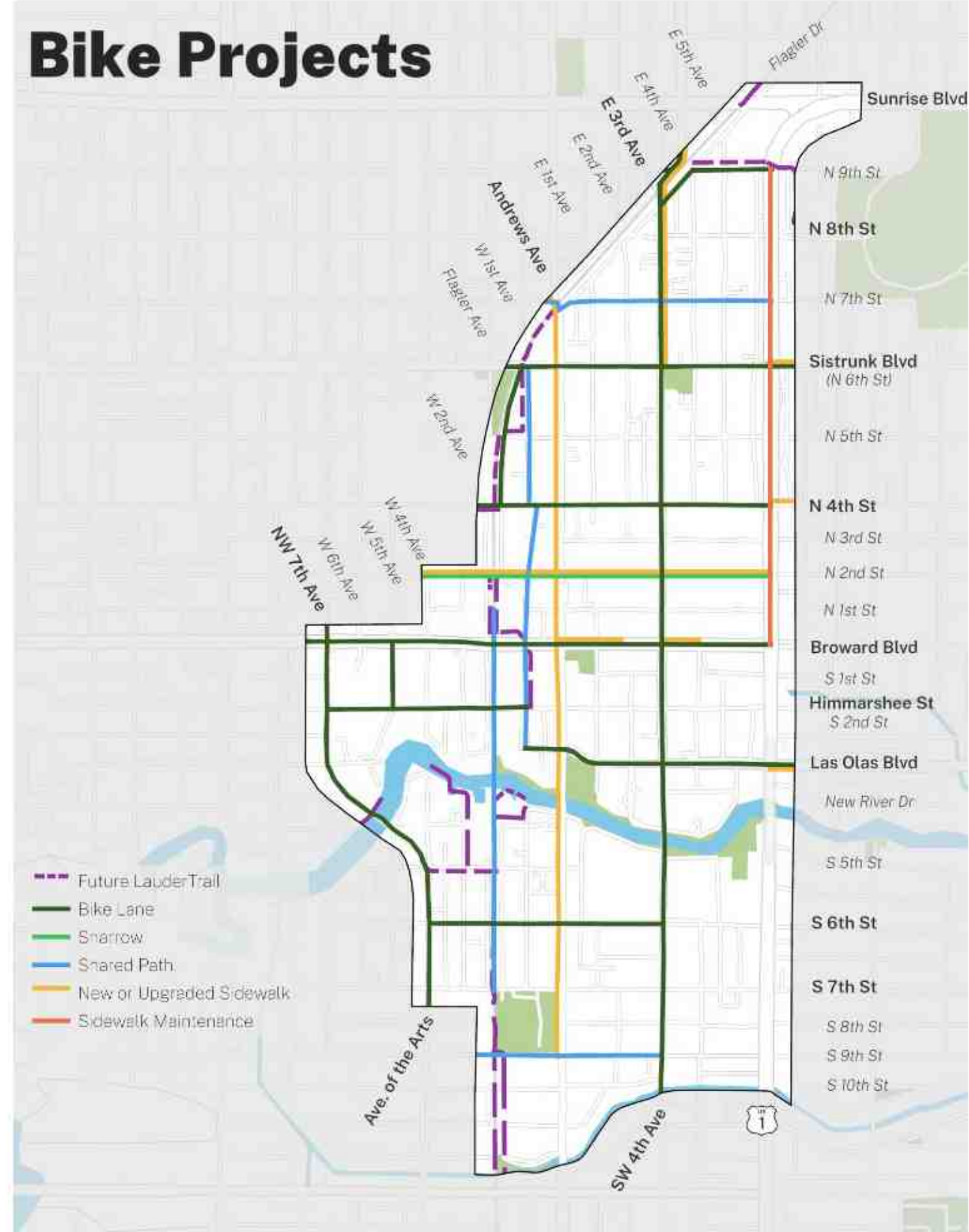
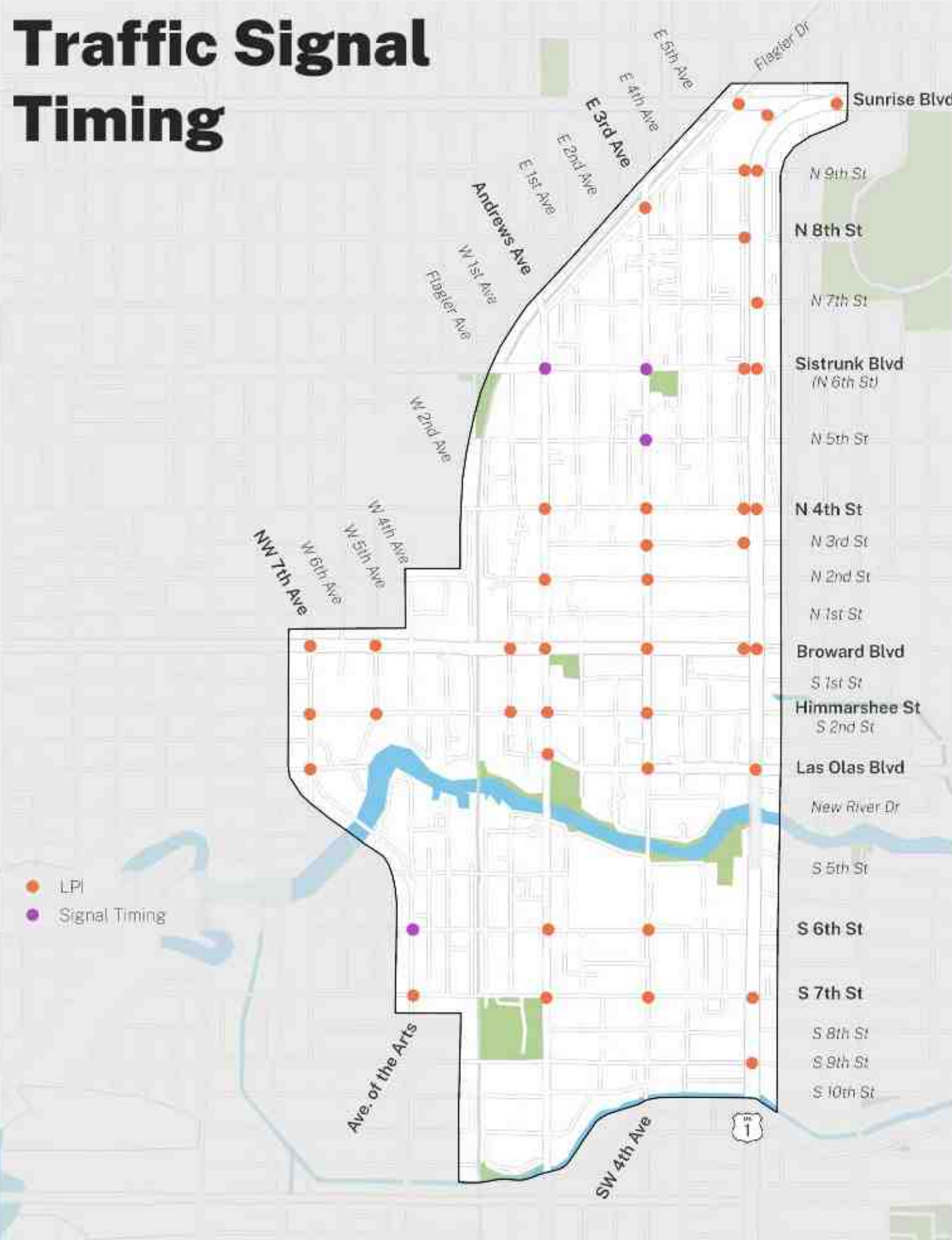
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Phase 1 Projects

These maps represent major projects that were identified through the various plans that were reviewed.

The status of each project varies, with some making their way into implementation while others may be in the engineering design phase or permanently shelved.

Some projects formerly proposed, such as those focusing on near-term maintenance priorities or land use strategies, were excluded.



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Phase 2 Projects

These projects, came from a variety of adopted planning and engineering efforts. Each will serve as the baseline for our feasibility review, with limited changes proposed. Additional projects will be developed to close the gaps that remain.

