

Comprehensive Plan Amendment No. 94-65

RESOLUTION NO. A-_____

1 WHEREAS, the Planning Director has made application to amend the 1994
 2 Lincoln City-Lancaster County Comprehensive Plan Long Range Transportation Plan to
 3 include the East Close Beltway as a four lane freeway generally between 98th and 112th
 4 Streets, from Highway 2 to Interstate 80.

5 WHEREAS, the Lincoln City - Lancaster County Planning Commission has
 6 recommended approval of said proposed amendment.

7 NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of
 8 Lincoln, Nebraska:

9 That the 1994 Lincoln City-Lancaster County Comprehensive Plan be
 10 amended as follows:

- 11 1. Amend Figure 27 "Functional Street and Road Classification: Future," page 92, to include
 12 the East Close Beltway as an "Urban/Rural Interstate/Freeway & Expressway." Beltway
 13 alignment is shown on the attached Exhibit A.
- 14 2. Amend Figure 28, Proposed Changes in Functional Classifications," page 93, to include the
 15 East Close Beltway as a new category of "Unclassified to Urban/Rural Interstate &
 16 Expressway Freeway." Beltway alignment is shown on the attached Exhibit A.
- 17 3. Amend Figure 31 "Improvements for Future Road Network: 1-25 Year Program," page 96,
 18 to add the East Close Beltway as a Four Lane ~~Divided Highway~~ Freeway with 300 foot wide
 19 right-of-way with appropriate symbol and to eliminate the *South and East Beltway Corridor*
 20 *Study Area* for the area north of Highway 2. (The study corridor shall be renamed as
 21 appropriate or eliminated if the South Beltway route is also selected.) Beltway alignment is
 22 shown on the attached Exhibit A.
- 23 4. Amend Table 10, "Transportation Projects -Year 2025", page 97 to delete the *South and*
 24 *East Beltway Corridor Study* from the list of studies and to include this beltway segment as
 25 a new category. (The study corridor shall be renamed as appropriate or eliminated if the
 26 South Beltway route is also selected.)
- 27 5. Amend Figure 33, "City of Lincoln Ultimate Truck Routes," page 107, to delete the "South
 28 and East Beltway Corridor Study Area" for the area north of Highway 2 and to include the
 29 beltway route as shown on the attached Exhibit A.
- 30 6. Amend Figure 35, Future Road Improvements in County," page 111, to include the beltway
 31 route as shown on the attached Exhibit A.
- 32 7. Amend Figure 38, Lincoln Area Current and Future Trails Network, page 120, to show
 33 "Future Grade Separation" where a trail location crosses the proposed beltway route.

- 1 8. Amend the text description for South and East Beltway on pages 104, 105, and 106 as
2 follows:

3 Current text (with proposed changes shown in legislative format)

4 **1. South and East Beltway**

5 "A complete circumferential roadway system has been discussed formally in Lincoln for
6 more than 30 years. The 1961 Comprehensive Plan identified Interstate 80 as the most
7 important link in the circumferential route, supplemented by a system around the urban
8 area.

9 The 1966 "Lincoln Metropolitan Area Transportation Study" depicted an "East Side
10 Freeway" and a "U.S. 77 West By-Pass" in the Major Street Plan.

11 A very detailed and comprehensive 1971 "Corridor Study for the U.S. 77 West and East By-
12 Passes of Lincoln" was prepared by a consultant under a contract with the Nebraska
13 Department of Roads. The study identified several alternate corridors with costs and
14 impacts identified for each. The State Highway Commission, in September 1972,
15 designated the U.S. Highway 77 By-Pass as the top priority to receive funds from the
16 highway building program being considered by Congress at that time.

17 The 1977 and 1985 Comprehensive Plans focused on completion of the U.S. 77 West By-
18 Pass and the "K" and "L" Street connection between the West By-Pass and the Downtown
19 Area.

20 Since 1972, the efforts and resources of the Community, the Nebraska Department of
21 Roads and various political entities have been focused towards completion of the U.S. 77
22 West By-Pass, the "K" and "L" Street Extension and the Highway 2 connection along Van
23 Dorn Street. The culmination of these projects reflect an excellent cooperative effort
24 between many different highway agencies, railroads, political subdivisions, park officials
25 and neighborhood groups.

26 Since most of the work on the U.S. 77 West By-Pass is either underway or has funding
27 committed, attention should now be focused to the future and the need to complete the loop
28 road network with South and East Beltway. Clearly the desire of the community is to
29 complete the loop roadway network.

30 The community views the beltway system as an essential component of the regional
31 transportation network which would move through traffic around congested urban areas,
32 reduce delay and improve traffic flow on the existing urban street system. ~~The east beltway
33 corridor extends from 96th Street to half a mile east of 148th Street and the south beltway
34 corridor extends from Yankee Hill Road to half a mile south of Bennet Road. (Amendment
35 9405)~~

36 From 1995 to 2001 the South and East Beltway Study was conducted. This study evaluated
37 numerous potential routes in a broad study corridor. In 2001 after significant public review
38 and analysis, the south and East Close beltway routes were adopted for inclusion in the
39 Comprehensive Plan.

40 ~~The network model evaluated the potential impacts of the South and East Beltway on the~~
41 ~~rest of the street network. The projected traffic diverted to the beltway was found to be~~
42 ~~heavily dependant upon their location. An unrestrained East Beltway (with higher speeds~~
43 ~~and no signals) located at the extreme eastern limits of the corridor was shown to serve~~
44 ~~24,000 fewer vehicles per day than a similar facility located at the extreme western edge~~

1 of the corridor. A similar sensitivity to location was shown in the South Beltway, although
2 the projected volumes were somewhat lower with a change of 5,500. It is, therefore critical
3 that a Feasibility, Corridor Alternative Evaluation and Preliminary Environmental
4 Assessment be undertaken early in the Planning period. This is necessary not only to
5 provide corridor protection but to address impacts on other portions of the network.

6 Establish a high priority plan to develop early identification of beltway corridors. Now that the
7 corridor has been established the next step is for corridor protection, right-of-way retention,
8 acquisition and to develop an aggressive program to commence the process of funding
9 requests. The roadway corridor is approximately 1,320 feet wide to allow flexibility in the
10 final design of the roadway. Every effort should be made to reduce the impact on adjacent
11 residences when possible. The multi-use corridor, outside of the roadway, will vary in width.

12 The beltway route is a multi-use corridor which should incorporate the following features in
13 addition to the four lanes of roadway:

- 14 a. trails and pedestrian facilities,
15 b. linear open spaces integrated into development and open space patterns in the
16 development of Lincoln,
17 c. utility corridors, and
18 d. potential route for alternative transportation modes.

19 As a multi-use corridor there will need to be significant advance planning and coordination
20 among various agencies. Planning and financing of the roadway construction and the other
21 uses in the corridor should proceed concurrently. The development of an open space
22 corridor along significant portions of the beltway is an important aspect of the integrating
23 the roadway into the goals of the Comprehensive Plan and one way to address the impact
24 of the beltway on natural environment.

25 The study process would involve the cooperation and coordination of the County, Nebraska
26 Department of Roads, Federal Highway Administration, other regulatory agencies,
27 neighborhoods and other special interests. The process would require that all State and
28 Federal regulations and requirements be met or exceeded, this will include the completion
29 of a major investment study to be done before the beltway project is identified in the
30 transportation plan. And, because of the relationship between transportation and land use,
31 the study should integrate future land use plans, beyond those described in this plan, with
32 the transportation study process.

33 For purposes of modeling and technical analysis for the Year 2000 Long Range
34 Transportation Plan (LRTP) Update process, it was assumed that the South and East
35 Beltways -- configured with a four-lane freeway status -- would be part of the
36 community's future street and roadway network. The South Beltway alignment was
37 assumed to run generally one half mile south of Saltillo Road, from Nebraska State
38 Highway 77 on the west to Nebraska State Highway 2 on the east. The East Beltway
39 alignment was assumed to run generally one half mile east of 120th Street, from
40 Nebraska State Highway 2 on the south to Interstate 80 on the north. Inclusion of the
41 South and East Beltways in the Year 2000 LRTP process does not constitute project
42 approval, nor does it imply their inclusion in the Comprehensive Plan as approved
43 future projects. A separate Comprehensive Plan amendment and public review
44 process must be followed before the proposed South and East Beltway facilities can
45 become an approved project in the LRTP and the City-County Comprehensive Plan.

1 BE IT FURTHER RESOLVED that any other references in said plan which may
2 be affected by the above-specified amendment be, and they hereby are amended to conform
3 with such specific amendment.

Introduced by:

Approved as to Form & Legality:

City Attorney

Staff Review Completed:

Administrative Assistant

Approved this ___ day of _____, 2001: _____ Mayor
