

# LINCOLN MPO 2040 LRTP

## TECHNICAL REPORT:

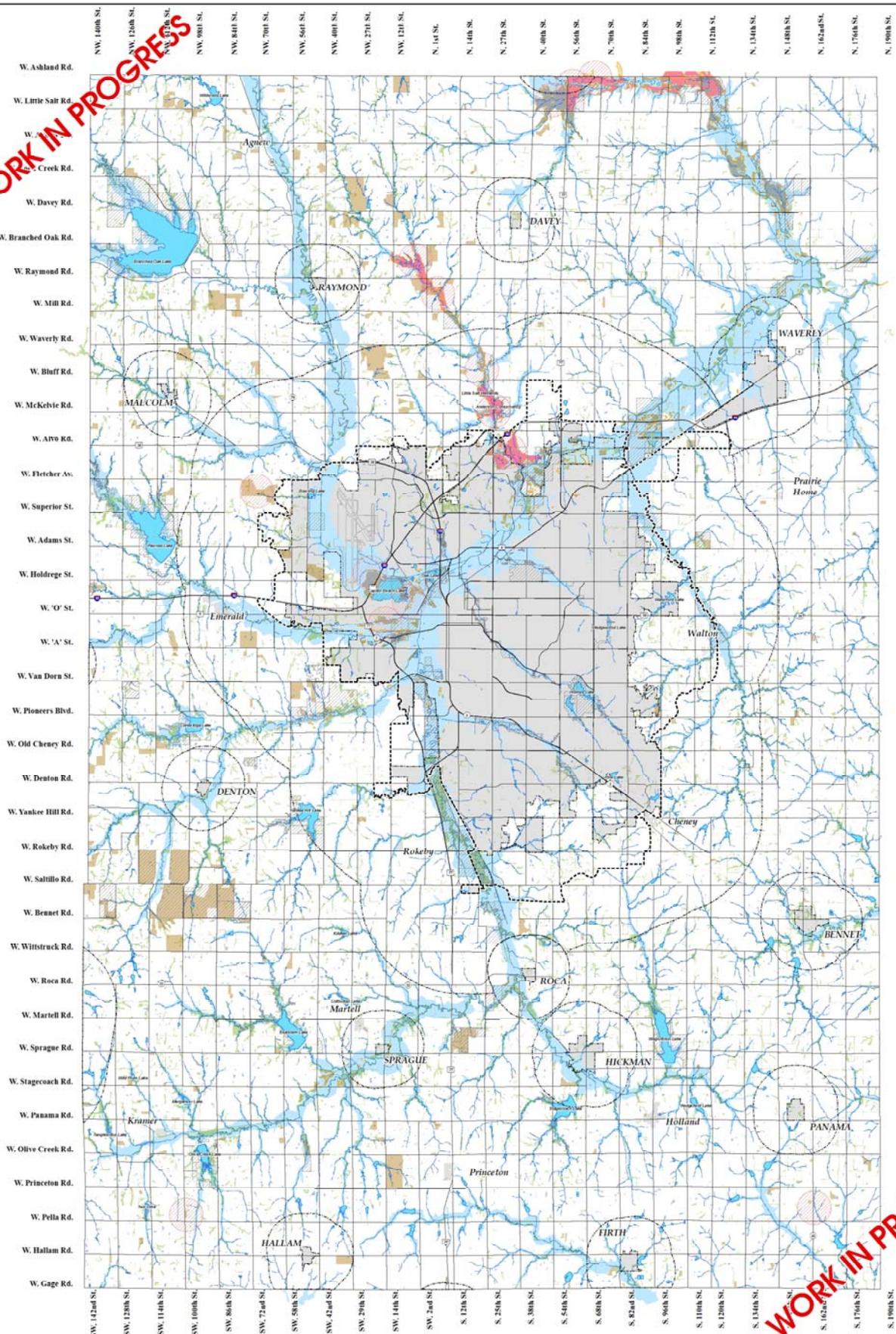
### APPENDIX F

#### *Project Prioritization Support Data*



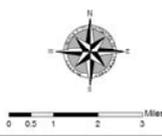
**WORK IN PROGRESS**

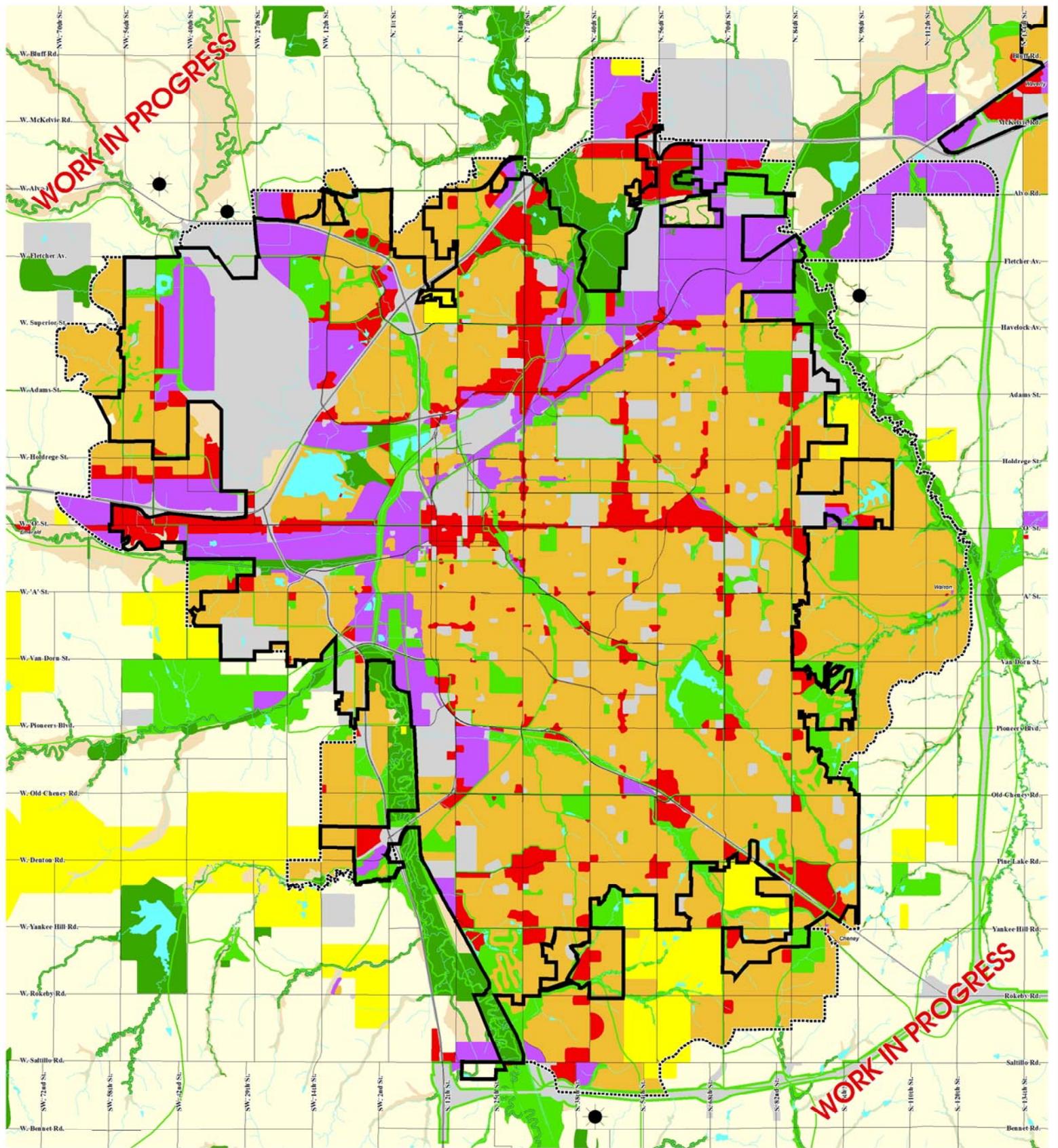
**WORK IN PROGRESS**



# LANCASTER COUNTY NATURAL RESOURCES

- Streams
- Future Service Limit
- City and Village Limits
- Conservation Easements (Assessor, Planning, Public Works, LPSNRD)
- 1/2 Mile Buffer Around T & F Species
- Tiger Deelte Critical Habitat
- Grasslands
- Treemass
- NW Wetlands
- Saline Wetlands
- FEMA Floodplain





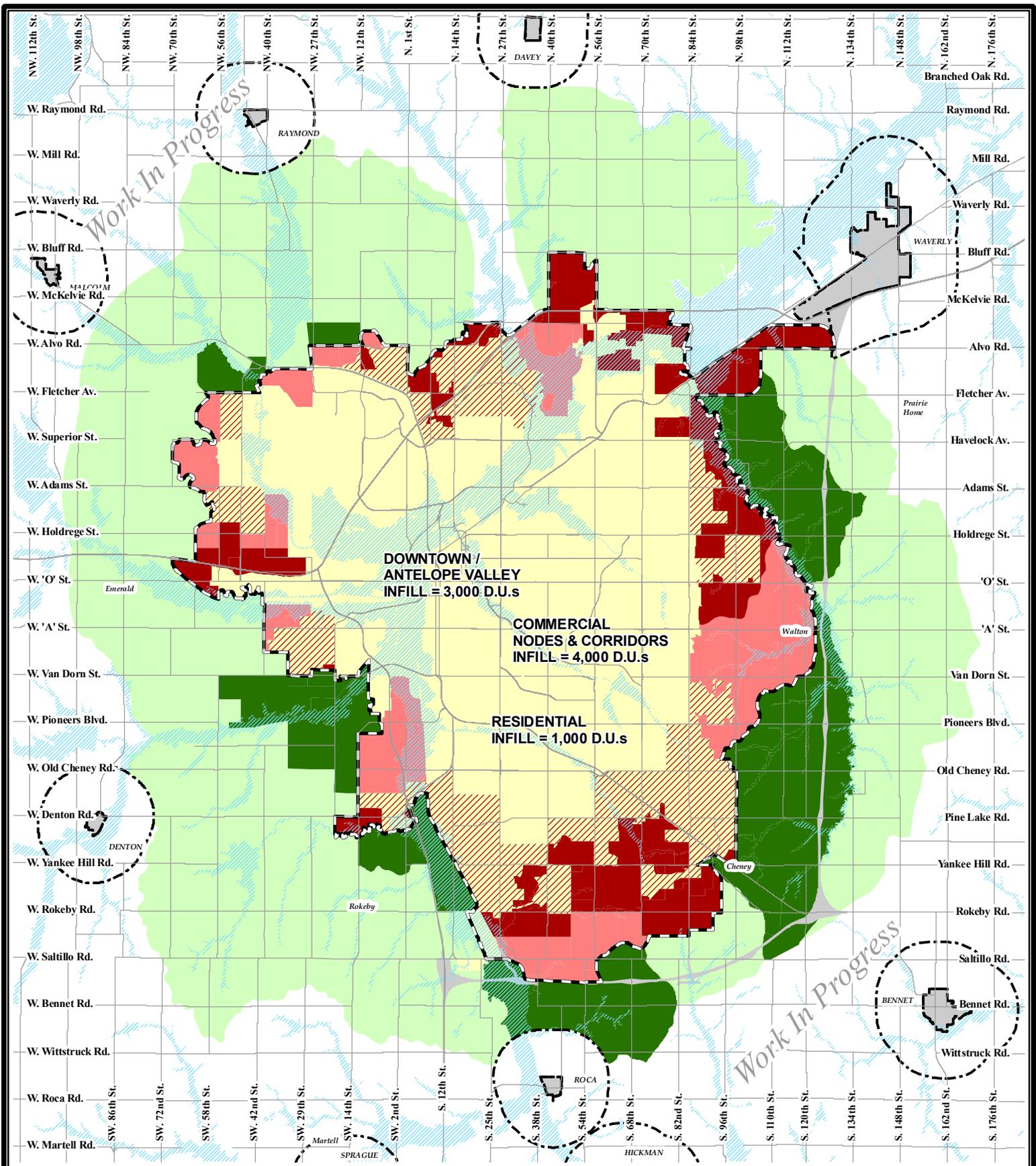
# INITIAL DRAFT 2040: DECEMBER 1, 2010 LINCOLN AREA FUTURE LAND USE

- Residential - Urban Density
- Residential - Low Density
- Commercial
- Industrial
- Green Space
- Public & Semi-Public
- Lakes & Streams
- Environmental Resources
- Agricultural
- Agricultural Stream Corridor
- Future Service Limit
- Potential Large Employer Opportunity Areas
- Existing City Limits (12/15/2010)

The location of each land use designation is generalized. The appropriateness of a particular zoning district for a particular piece of property will depend on a review of all of the elements of the Comprehensive Plan. Please consult other sources for exact locations of environmental resources such as wetlands, native prairie and floodplain. Not all of these resources are displayed on this figure.

The incorporated town plans are displayed on this figure. In many circumstances the land use categories in the town plans were different from the categories used in the Lincoln Lancaster County Plan, so some adjustments were made for the purposes of this display. These communities and their specific adopted plans should be consulted as the source for decisions within their zoning jurisdictions.





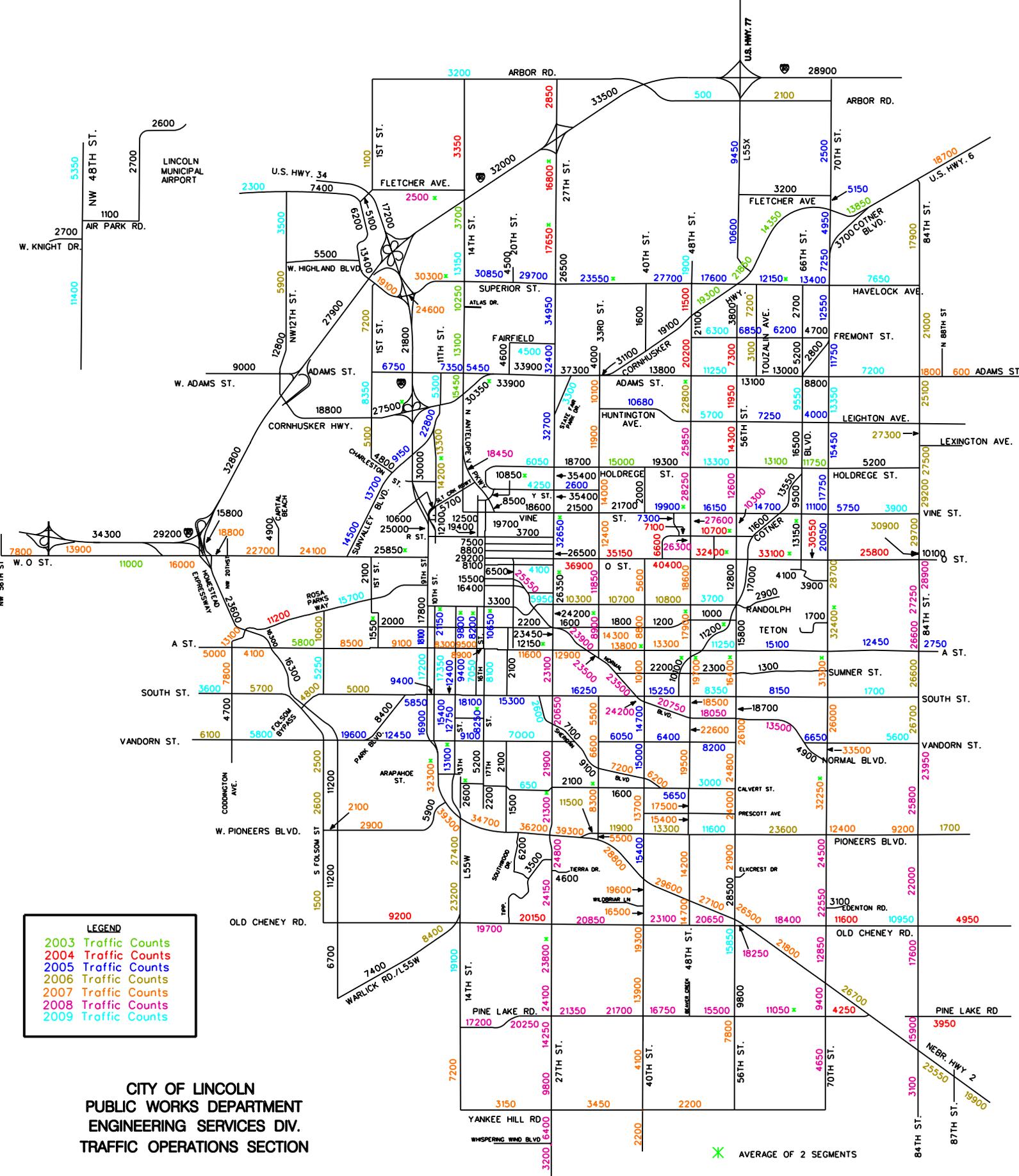
# 2040 PRIORITY GROWTH AREAS

DRAFT: FEBRUARY 9, 2011

- Existing Lincoln City Limits (2011)
- Floodplain and Flood Prone Areas
- Proposed Future Service Limit (2040 Plan)
- Tier I, Priority A (Developing)
- Tier I, Priority B (2025)
- Tier I, Priority C (2040)
- Tier II (2060)
- Tier III



# 2009 ESTIMATED 24 HR. TRAFFIC VOLUMES

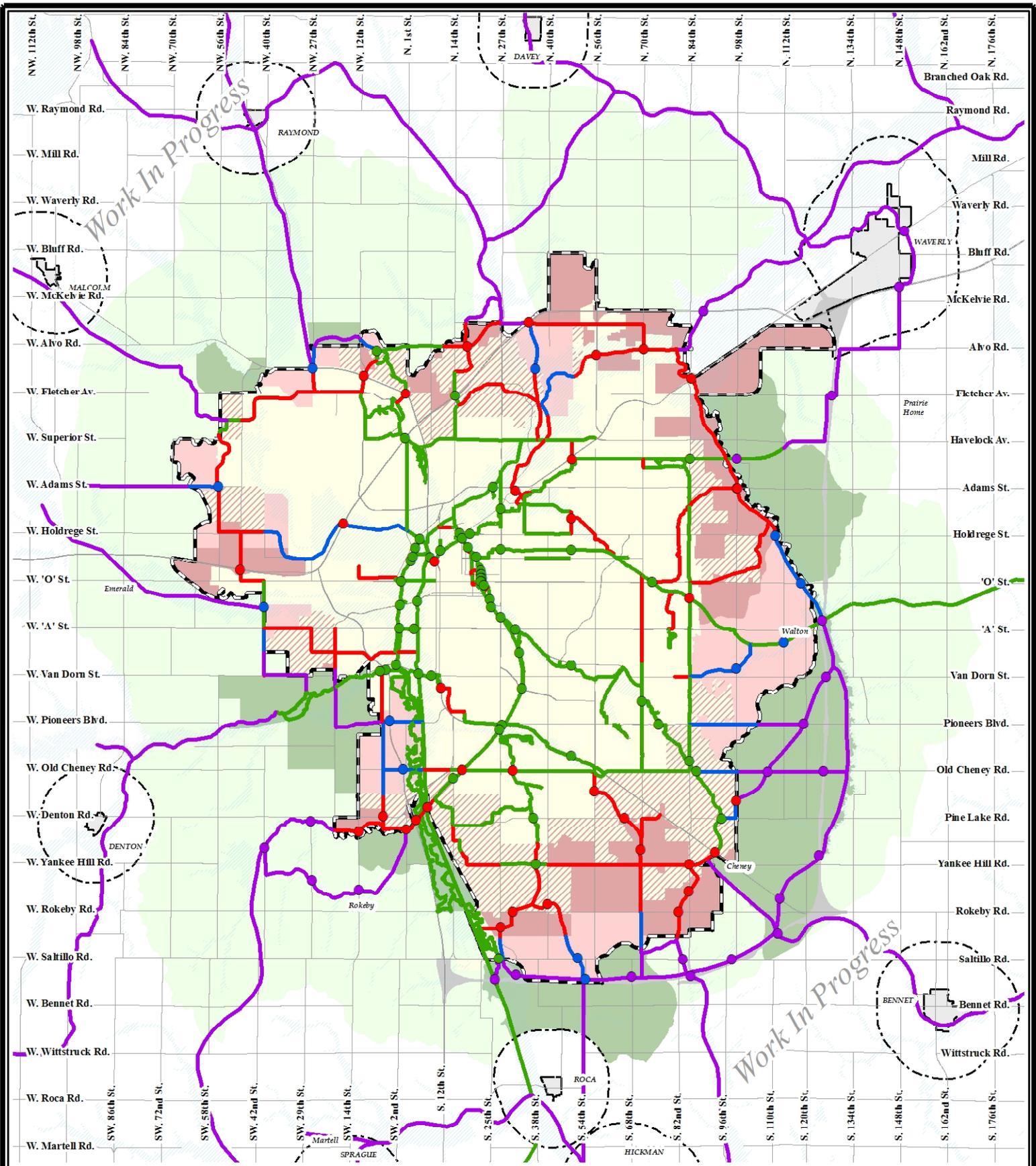


**LEGEND**

- 2003 Traffic Counts
- 2004 Traffic Counts
- 2005 Traffic Counts
- 2006 Traffic Counts
- 2007 Traffic Counts
- 2008 Traffic Counts
- 2009 Traffic Counts

**CITY OF LINCOLN**  
**PUBLIC WORKS DEPARTMENT**  
**ENGINEERING SERVICES DIV.**  
**TRAFFIC OPERATIONS SECTION**

\* AVERAGE OF 2 SEGMENTS



# 2040 URBAN TRAILS PLAN PRIORITIZATION DRAFT: MARCH 3, 2011

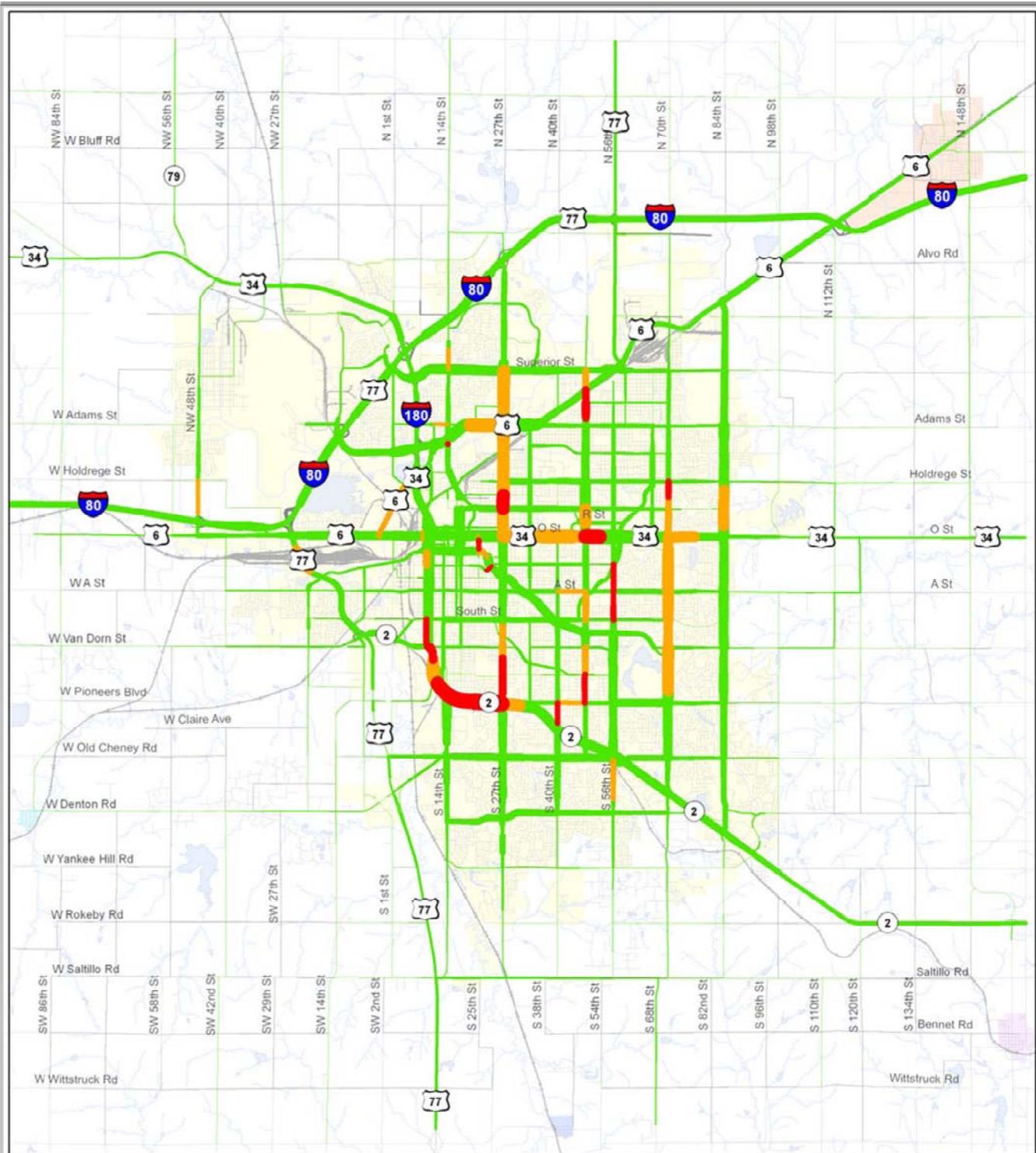
## PRIORITY GROWTH AREAS

- Tier I, Priority A (Developing)
- Tier I, Priority B (2025)
- Tier I, Priority C (2040)
- Tier II (2060)
- Tier III
- Existing Lincoln City Limits
- Floodplain / Flood Prone Areas
- Proposed Future Service Limit

## TRAILS (MILES) & GRADE SEPARATIONS [NUMBER]

- Existing / Committed (155.3 Miles) [52]
- First 15 Years (70.8 Miles) [35]
- Second 15 Years (20.5 Miles) [12]
- Not in Planning Period (211.7 Miles) [23]





### 2009 Existing Level of Service

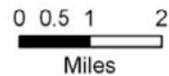
#### Lincoln MPO - 2010 - 2040 Long Range Transportation Plan

##### Legend

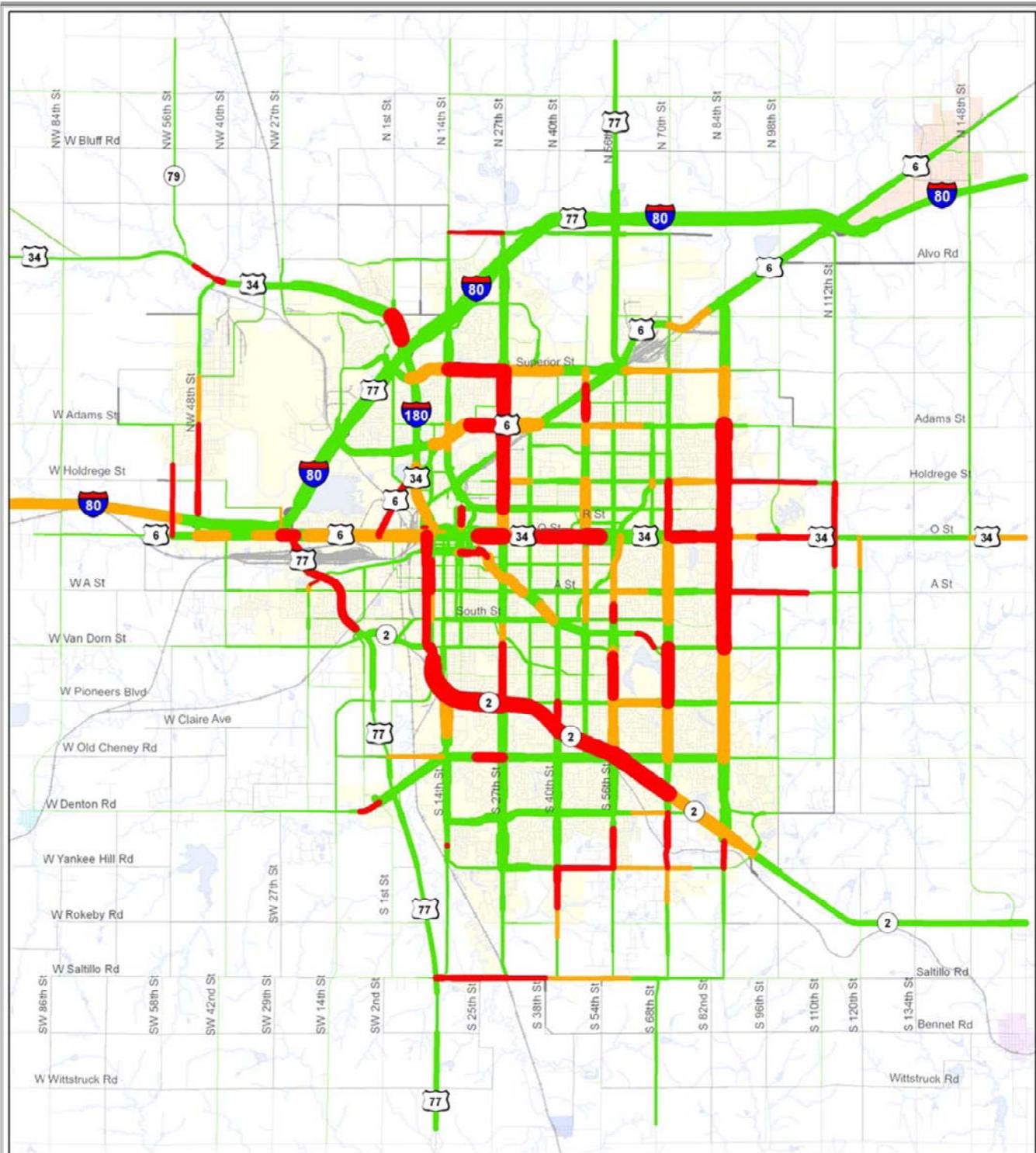
##### Level Of Service

- █ Uncongested (A - C)
- █ Congesting (D)
- █ Congested (E - F)
- █ Not Computed (n/a)

25,000  
 10,000  
 1,000  
 Thicker lines indicate higher traffic volumes



**Preliminary - Work in Progress (February 22, 2011)**



### 2040 Forecast Level of Service on E+C Network

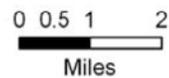
#### Lincoln MPO - 2010 - 2040 Long Range Transportation Plan

##### Legend

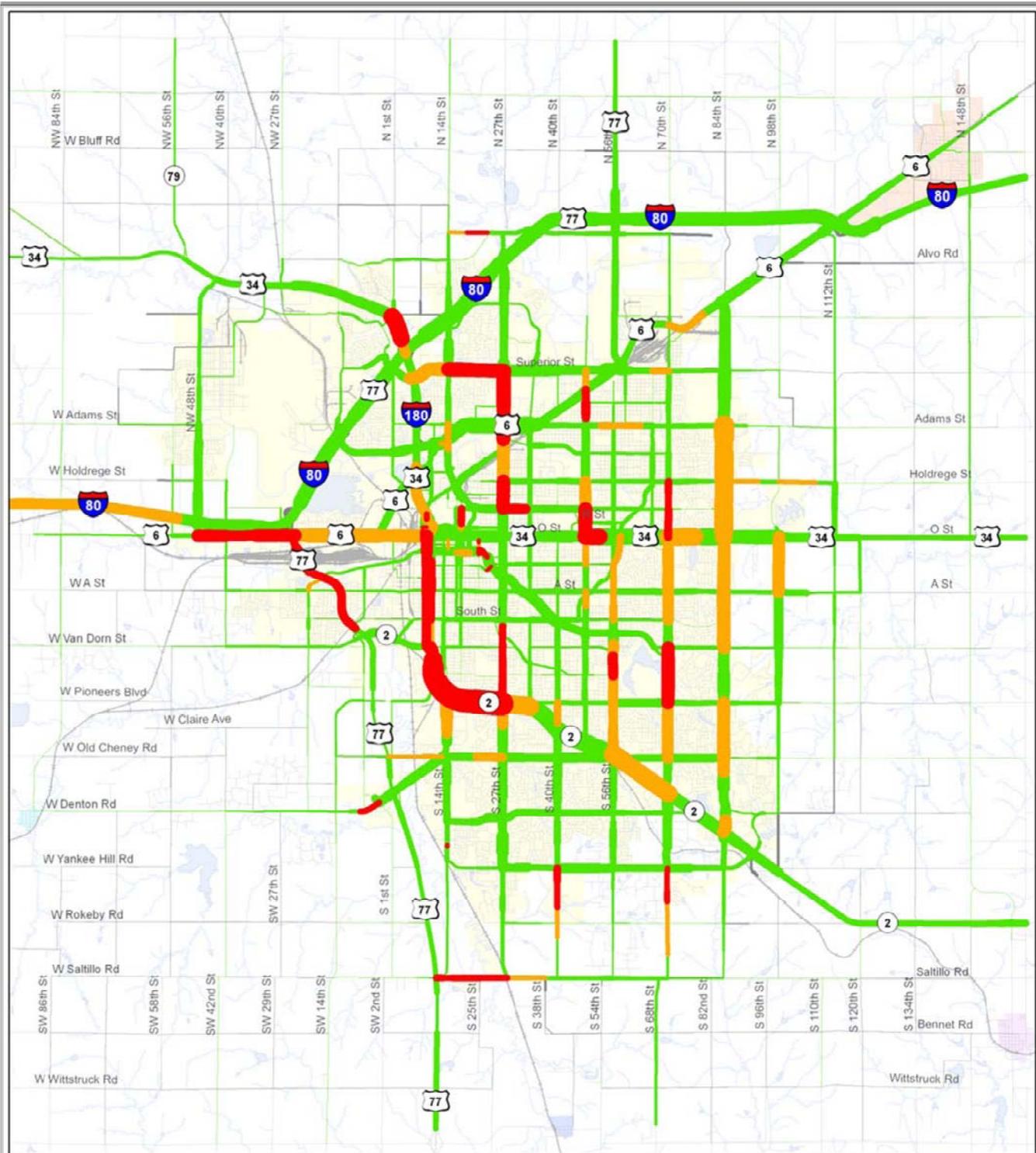
##### Level Of Service

- █ Uncongested (A - C)
- █ Congesting (D)
- █ Congested (E - F)
- █ Not Computed (n/a)

25,000  
 10,000  
 1,000  
 Thicker lines indicate higher traffic volumes



**Preliminary - Work in Progress (February 22, 2011)**



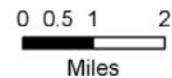
### 2040 Forecast Level of Service on E+C Network with Preliminary 2040 Needs Assessment

Lincoln MPO - 2010 - 2040 Long Range Transportation Plan

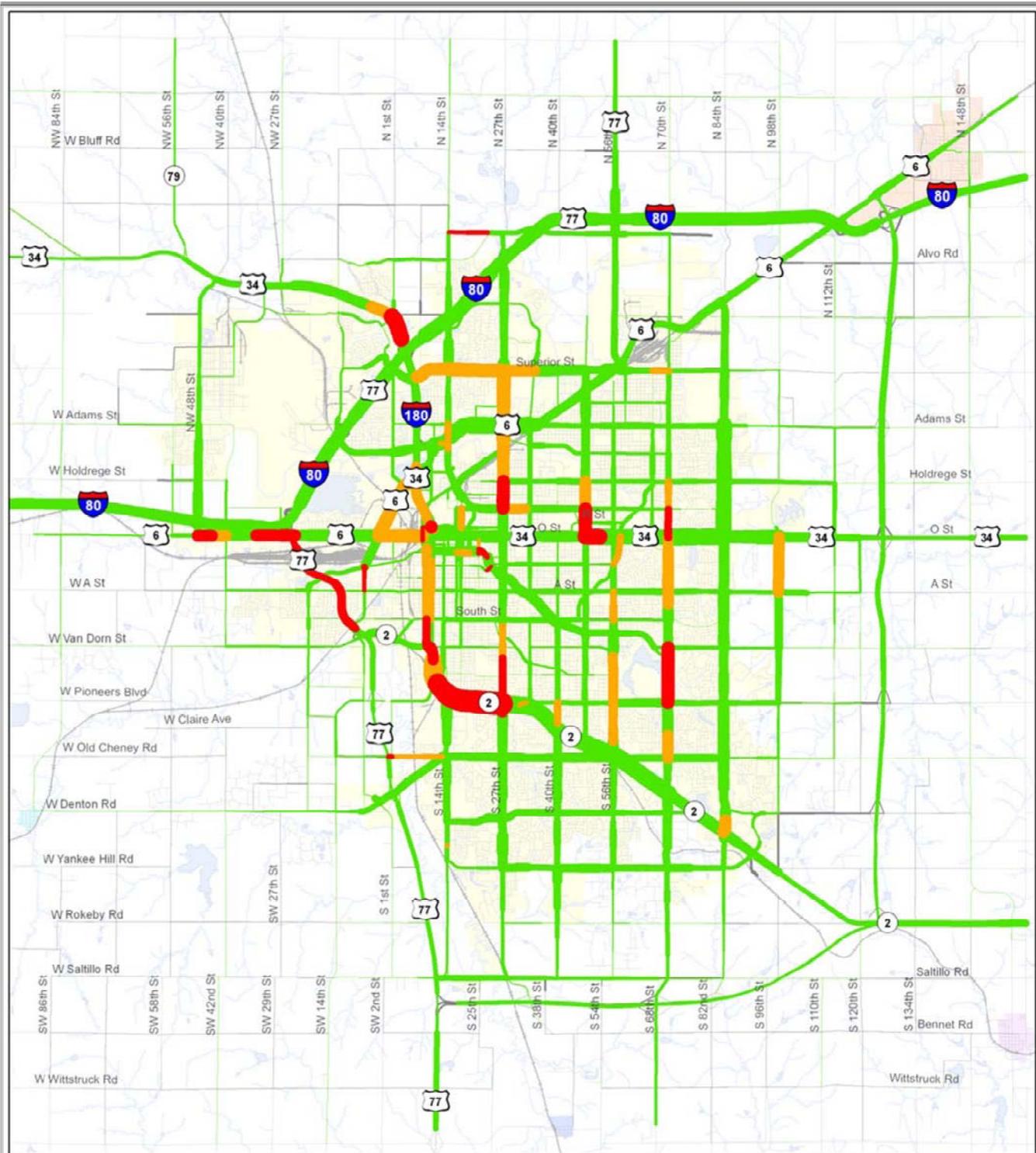
**Legend**

- Level Of Service**
- █ Uncongested (A - C)
  - █ Congesting (D)
  - █ Congested (E - F)
  - █ Not Computed (n/a)

25,000  
 10,000  
 1,000  
 Thicker lines indicate higher traffic volumes



**Preliminary - Work in Progress (February 22, 2011)**



### 2040 Forecast Level of Service on 2030 Plan Projects

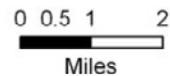
#### Lincoln MPO - 2010 - 2040 Long Range Transportation Plan

##### Legend

##### Level Of Service

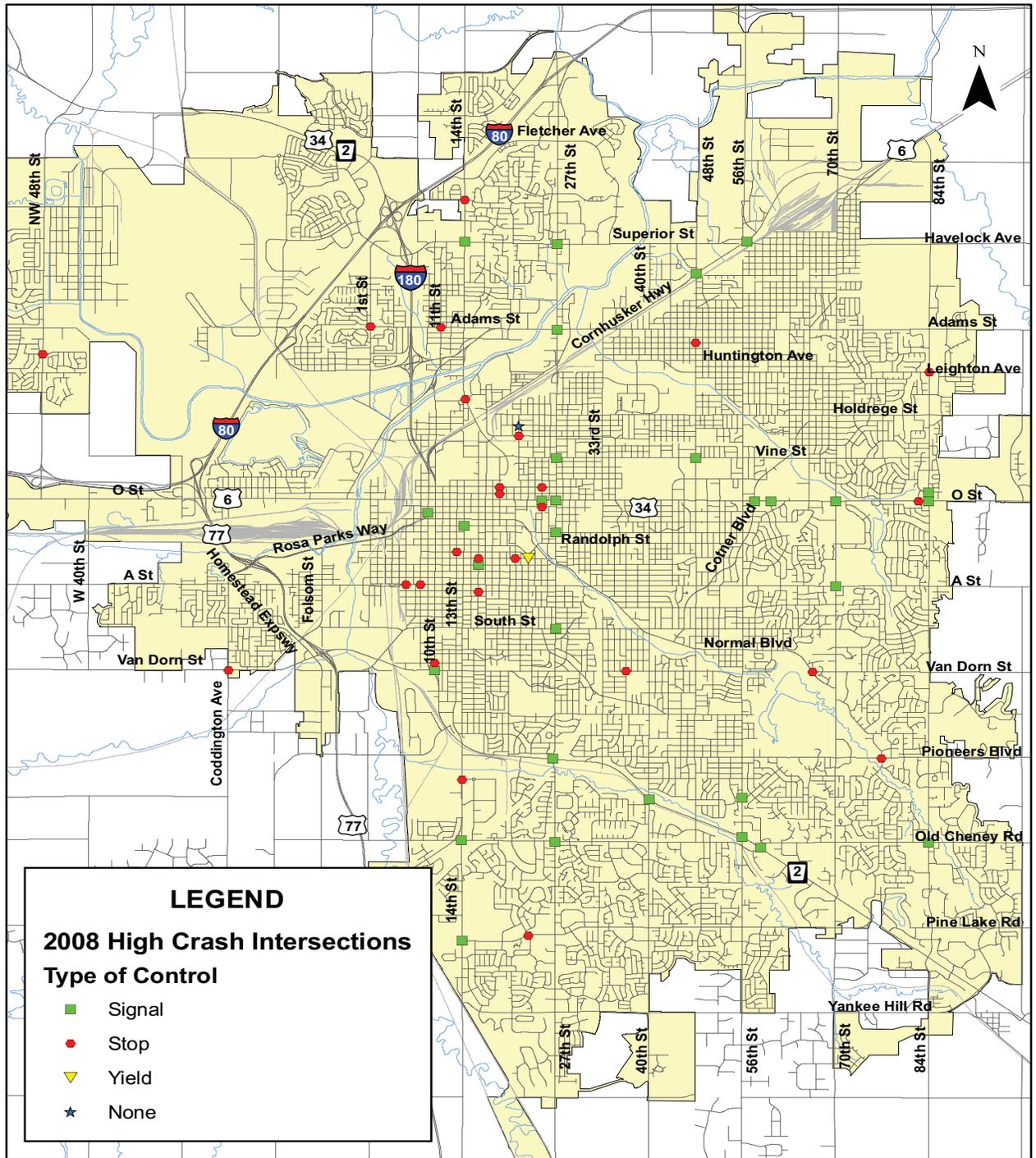
- █ Uncongested (A - C)
- █ Congesting (D)
- █ Congested (E - F)
- █ Not Computed (n/a)

25,000  
 10,000  
 1,000  
 Thicker lines indicate higher traffic volumes

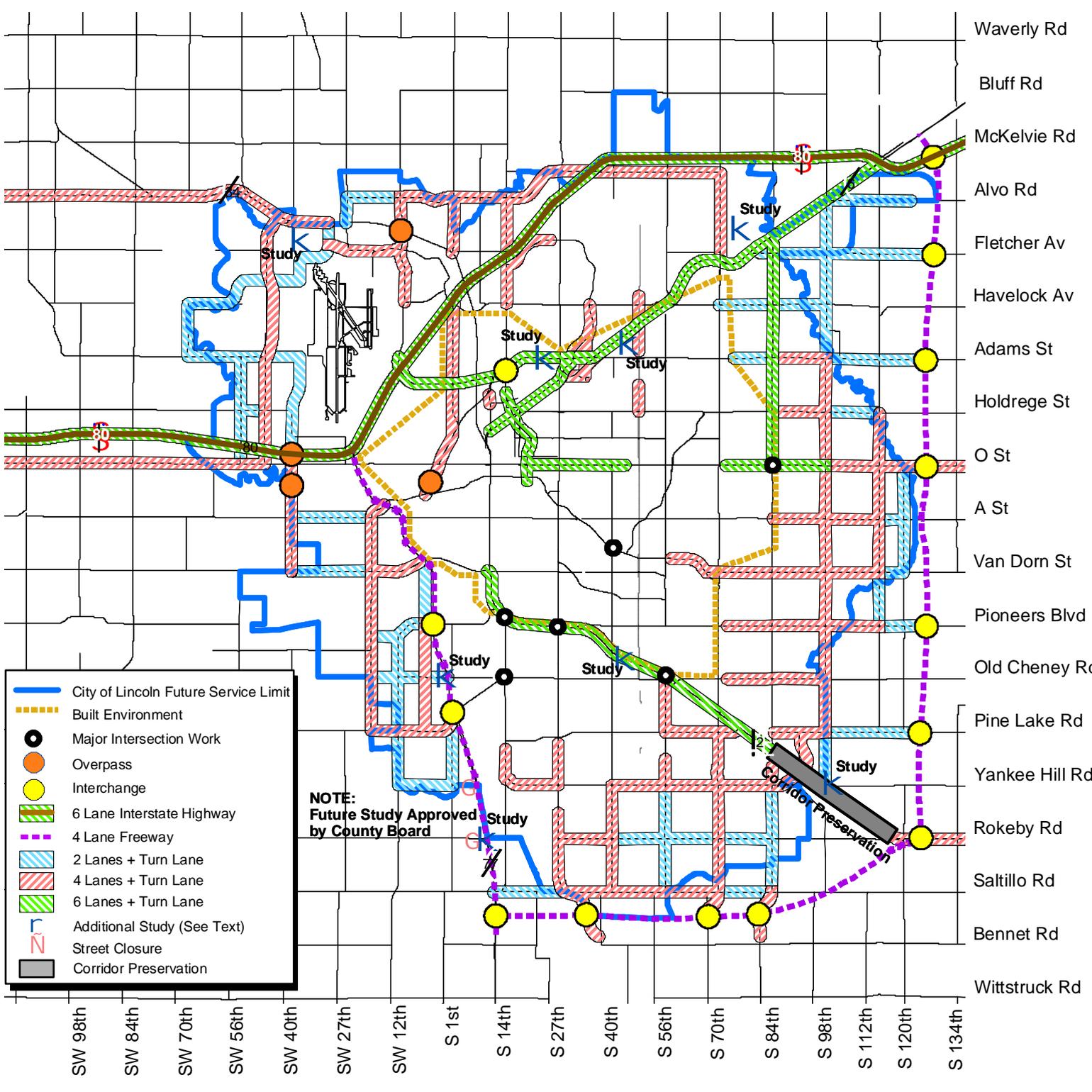


**Preliminary - Work in Progress (February 22, 2011)**

Figure 14 - 2008 High Crash Intersection Locations



NOTE: *Not all locations shown above were studied.*



Waverly Rd  
 Bluff Rd  
 McKelvie Rd  
 Alvo Rd  
 Fletcher Av  
 Havelock Av  
 Adams St  
 Holdrege St  
 O St  
 A St  
 Van Dorn St  
 Pioneers Blvd  
 Old Cheney Rd  
 Pine Lake Rd  
 Yankee Hill Rd  
 Rokeby Rd  
 Saltillo Rd  
 Bennet Rd  
 Wittstruck Rd

SW 98th SW 84th SW 70th SW 56th SW 40th SW 27th SW 12th S 1st S 14th S 27th S 40th S 56th S 70th S 84th S 98th S 112th S 120th S 134th

- City of Lincoln Future Service Limit
- - - Built Environment
- Major Intersection Work
- Overpass
- Interchange
- ▨ 6 Lane Interstate Highway
- - - 4 Lane Freeway
- ▨ 2 Lanes + Turn Lane
- ▨ 4 Lanes + Turn Lane
- ▨ 6 Lanes + Turn Lane
- ↔ Additional Study (See Text)
- / Street Closure
- ▭ Corridor Preservation

**NOTE:**  
 Future Study Approved  
 by County Board

**Corridor Preservation**

Study

Study

Study

Study

Study

Study

Study

Study

80

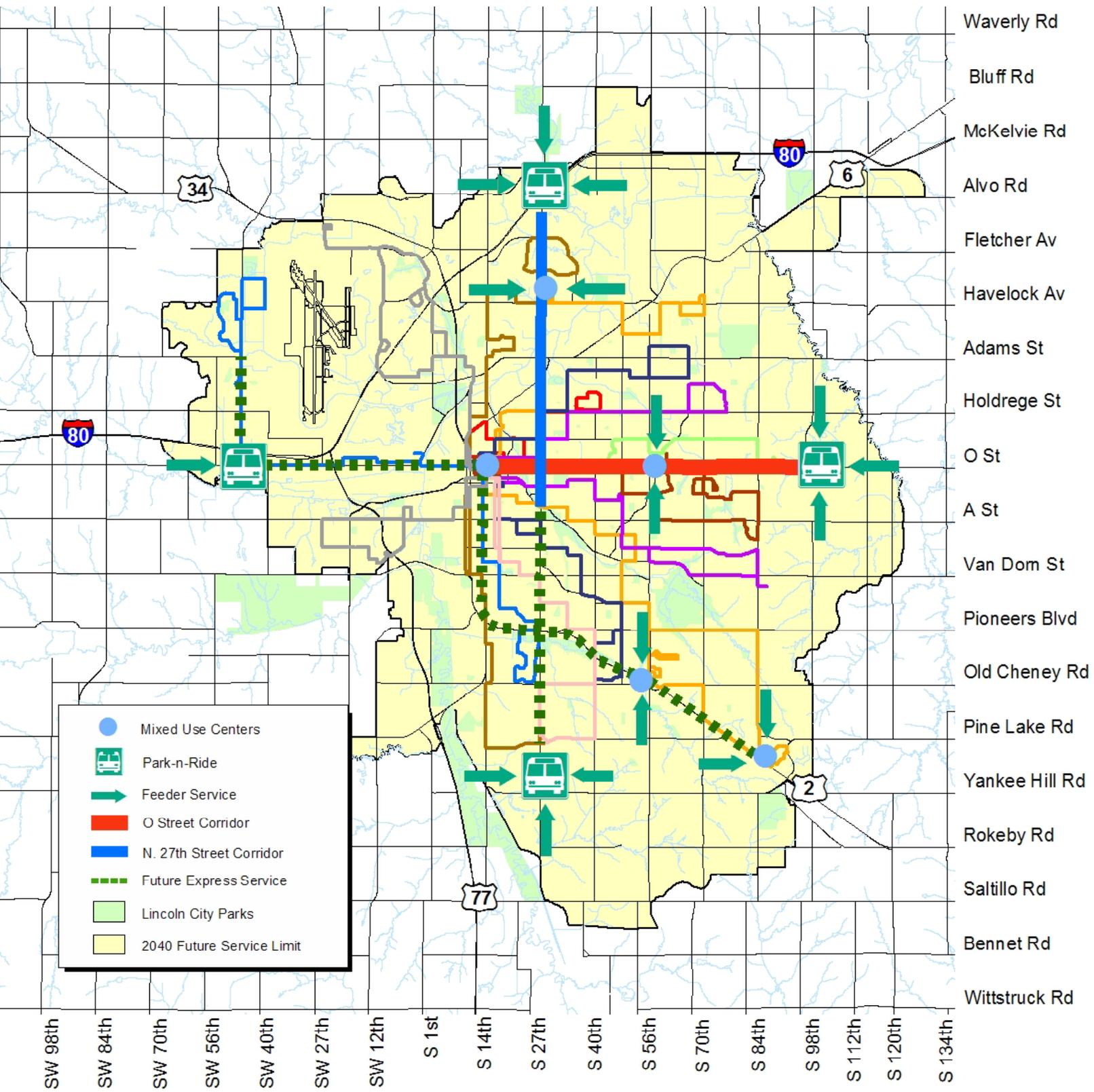
80

12

**2040 LRTP Urban Area Street System Project Scoring**  
*Work In Progress*

Facility/Project Name	Project Type	2040 Plan Status	Project Cost (2010 Dollars)	Weighted Goals							Weighted Score
				18.3	18.0	10.1	9.8	14.6	17.7	11.6	
				Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	
<b>State Projects</b>											
US-34 East, 84th Street to east county line	4 lanes + turn lanes	High Priority									0.0
US-34 West, west city limits to west county line	4 lanes + turn lanes	High Priority									0.0
US-6 West, west city limits to west county line	4 lanes + turn lanes	High Priority									0.0
Project Cost)	4 lanes + turn lanes	High Priority	\$20,000,000								0.0
US-77 and Warlick Boulevard Intersection	Interchange	Illustrative									0.0
US-77 and West Pioneers Boulevard Intersection	Interchange	Illustrative									0.0
South Beltway, US-77 South to Nebraska Highway 2 (80% of Project Cost)	4 Lane Expressway	Illustrative									0.0
South Beltway, US 77 to Hwy-2	Corridor Protection	High Priority									0.0
US-79, US-34 to County Line	Paving Improvements	High Priority									0.0
NW 40th Street, W. Vine Street to US-6, including I-80 Overpass	Overpass	High Priority	\$8,054,053								0.0
Safety Projects (80% of state safety projects)	Program	High Priority	\$24,000,000								0.0
<b>Lincoln Airport Authority Projects</b>											
NW 38th Street, W. Adams Street to W. Holdrege Street	2 lanes + turn lanes	Low Priority	\$2,842,567								0.0
<b>City of Lincoln Projects</b>											
portion of projects)	Program	High Priority	\$4,212,000								0.0
program)	Program	High Priority	\$15,000,000								0.0
Intersection Capacity Improvement Projects	Program	High Priority	\$15,000,000								0.0
Safety Projects (20% of state safety projects)	Program	High Priority	\$6,000,000								0.0
Travel Demand Management Program of Projects (\$200,000 annual program)	Program	High Priority	\$6,000,000								0.0
W. Adams Street, NW 70th Street to NW 56th Street	2 lanes + turn lanes	Low Priority	\$2,842,567								0.0
Adams Street, N. 90th to N. 98th Street	2 lanes + turn lanes	Low Priority	\$2,490,434								0.0
Arbor Road, N. 27th Street to N. 56th Street	2 lanes + turn lanes	Low Priority	\$5,207,034								0.0
Alvo/Arbor, N. 14th Street to N. 27th Street	2 lanes + turn lanes	Low Priority	\$3,070,363								0.0
W. Alvo Road, NW 27th Street to NW 12th Street	2 lanes + turn lanes	Low Priority	\$1,552,358								0.0
Superior, Salt Creek	bridge	High Priority	\$36,600,000								0.0
W. "A" Street, SW. 40th Street to Coddington Avenue	2 lanes + turn lanes	High Priority	\$4,408,000								0.0
W. "A" Street, Coddington to Folsom	2 lanes + turn lanes	High Priority	\$3,070,363								0.0
US-6 (Corn. Hwy), N. 11th Street to N. 20th Street	6 lanes + turn lanes	High Priority	\$8,953,020								0.0
US-6 (Corn. Hwy), N. 20th Street to N. 33rd Street	6 lanes + turn lanes	High Priority	\$8,953,020								0.0
W. Cummings Street, NW 56th Street to NW 52nd Street	2 lanes + turn lanes	Low Priority	\$747,390								0.0
W. Cummings Street, NW 48th Street to NW 38th Street	2 lanes + turn lanes	Low Priority	\$1,421,282								0.0
East Beltway, I-80 to Hwy-2, " Corridor Protection" Freeway	Corridor Protection	Low Priority	\$15,000,000								0.0
W. Fletcher Avenue, NW 31st Street to NW 27th Street	2 lanes + turn lanes	Low Priority	\$1,473,218								0.0
Fletcher Avenue, US-6 to N. 84th Street	2 lanes + turn lanes	Low Priority	\$741,875								0.0
Havelock Avenue, N. 70th Street to N. 84th Street	2 lanes + turn lanes	High Priority	\$2,842,567								0.0
Havelock Avenue, N. 84th Street to N. 98th Street	2 lanes + turn lanes	Low Priority	\$3,227,211								0.0
Hwy-2, Old Cheney Road to S. 84th Street	6 lanes + turn lanes	High Priority	\$19,045,551								0.0
Hwy-2, Van Dorn Street to Old Cheney Road	6 lanes + turn lanes	High Priority	\$44,963,583								0.0
W. Holdrege Street, NW 56th Street to NW 48th Street	2 lanes + turn lanes	High Priority	\$1,421,282								0.0
W. Holdrege Street, NW 48th Street to NW 40th Street	2 lanes + turn lanes	High Priority	\$1,421,282								0.0
Normal Boulevard, S. 58th Street to Van Dorn Street	4 lanes + turn lanes	High Priority	\$5,997,305								0.0
US-34 ("O" St.), Antelope Valley N/S Rdwy. (19th St.) to 46th Street	6 lanes + turn lanes	High Priority	\$22,532,797								0.0
US-34 ("O" St.), Wedgewood Drive to 98th Street	6 lanes + turn lanes	High Priority	\$16,899,598								0.0
Pine Lake Road, S. 57th Street to Hwy-2	4 lanes + turn lanes	Low Priority	\$6,612,000								0.0
Rokeby Road, S. 27th Street to S. 40th Street	2 lanes + turn lanes	Low Priority	\$3,207,505								0.0
Rokeby Road, S. 40th Street to S. 56th Street	2 lanes + turn lanes	Low Priority	\$3,104,715								0.0
Rokeby Road, S. 56th Street to S. 84th Street	2 lanes + turn lanes	Low Priority	\$2,977,310								0.0
Overpass (local 20% share)	4 lanes + turn lanes	High Priority	\$5,000,000								0.0
W. Superior Street, NW 70th Street to NW 56th Street	2 lanes + turn lanes	Low Priority	\$2,842,567								0.0
W. Van Dorn Street, SW 40th Street to Coddington Avenue	2 lanes + turn lanes	Low Priority	\$2,842,567								0.0
W. Van Dorn Street, Coddington Avenue to US-77	2 lanes + turn lanes	Low Priority	\$3,134,007								0.0
Van Dorn Street, Normal Boulevard to S. 84th Street	4 lanes + turn lanes	Low Priority	\$7,986,921								0.0
Yankee Hill Road, S. 40th Street to S. 56th Street	4 lanes + turn lanes	Low Priority	\$6,268,014								0.0
Yankee Hill Road, S. 56th Street to S. 70th Street	4 lanes + turn lanes	Low Priority	\$6,268,014								0.0
Yankee Hill Road, S. 70th Street to S. 84th Street	4 lanes + turn lanes	Low Priority	\$6,268,014								0.0
Yankee Hill Road, S. 84th Street to Hwy-2	2 lanes + turn lanes	Low Priority	\$1,567,004								0.0
NW 70th Street, W. Superior Street to W. Adams Street	2 lanes + turn lanes	Low Priority	\$2,842,567								0.0
NW 56th Street, W. Partridge Lane to W. "O" Street	2 lanes + turn lanes	High Priority	\$3,136,557								0.0
NW. 56th Street, W. Cummings Street to W. Superior Street	2 lanes + turn lanes	Low Priority	\$1,494,780								0.0
NW 48th Street, US-34 to Adams	2 lanes + turn lanes	Low Priority	\$8,394,951								0.0
NW 48th Street, Adams to US-6	4 lanes + turn lanes	High Priority	\$11,193,268								0.0
NW 40th Street, W. Holdrege Street to W. Vine Street	2 lanes + turn lanes	High Priority	\$1,421,282								0.0
NW 27th Street, Highway 34 to Alvo Road	2 lanes + turn lanes	Low Priority	\$2,658,492								0.0
NW 12th Street, W. Alvo Road to Fletcher Avenue , US 34 Overpass	overpass	Low Priority	\$7,801,219								0.0
N. 10th Street, US-6 to Military Road, including Salt Creek Bridge	4 lanes + turn lanes	Low Priority	\$13,641,397								0.0
N. 14th Street and US-6, Interchange	Interchange	High Priority	\$8,953,020								0.0
S. 56th Street, Thompson Creek Boulevard. to Yankee Hill Road	4 lanes + turn lanes	Low Priority	\$5,974,000								0.0
S. 70th Street, Pine Lake Road to Yankee Hill Road	4 lanes + turn lanes	High Priority	\$10,869,550								0.0
N. 84th Street, US-6 to US-34	6 lanes + turn lanes	High Priority	\$38,160,864								0.0
S. 84th Street, Amber Hill Road to Yankee Hill Road	4 lanes + turn lanes	High Priority	\$3,207,504								0.0
N. 98th Street, Adams Street to Holdrege Street	2 lanes + turn lanes	Low Priority	\$4,297,719								0.0
S. 98th Street, US-34 to "A" Street	4 lanes + turn lanes	Low Priority	\$6,268,014								0.0
S. 98th Street, "A" Street to Pioneers Boulevard	4 lanes + turn lanes	Low Priority	\$20,333,502								0.0
S. 98th Street, Pioneers Boulevard to Old Cheney Road	2 lanes + turn lanes	Low Priority	\$5,083,376								0.0
N. 112th Street, Holdrege Street to US-34	2 lanes + turn lanes	Low Priority	\$5,472,116								0.0
S. 112th Street, US-34 to Van Dorn Street	2 lanes + turn lanes	Low Priority	\$6,268,014								0.0
S. 14th Street and Hwy-2	Major Intersection Work	High Priority	\$5,000,000								0.0
S. 14th Street / Warlick Boulevard / Old Cheney Road	Major Intersection Work	High Priority	\$5,000,000								0.0
S. 27th Street and Hwy-2	Major Intersection Work	High Priority	\$5,000,000								0.0
S. 40th Street / Normal Boulevard / South Street	Major Intersection Work	High Priority	\$5,000,000								0.0
S. 56th Street / Hwy-2 / Old Cheney Road	Major Intersection Work	High Priority	\$5,000,000								0.0
84th Street and US-34	Major Intersection Work	High Priority	\$5,000,000								0.0

\$516,644,927



1. Maintain the existing transportation system to maximize the value of these assets.

As the transportation system ages, increased funding is required for maintenance. There is often competition between funding for new projects and funding for the maintenance and operation of the existing system. Reductions in maintenance funding today lead to higher costs in the future. Constructing new roads increases future maintenance costs as the new facilities age.

- a. Maintain and repair existing roads, sidewalks and/or multi-use trails so that 80% of facilities are in good condition or better.

This objective states that the proposed project includes maintenance of an existing road, trail, sidewalk or bridge facilities to a minimum good or better condition.

- b. Increase access to additional modes by replacing and retrofitting transportation facilities in the existing system to allow for a wide range of transportation options as appropriate with maintenance projects.

This objective recognizes that in older parts of town, thought may not have been given to the provision of travel choices at the time of construction. In order to increase the efficiency of the overall system, these travel choices should be considered in any retrofit project.

Evaluation Criteria:

Low: The project does not provide for maintenance of the existing system.

Medium: The project proposes some maintenance to the existing system as part of a larger project, such as a street widening, intersection, or trail improvements.

High: A major purpose of the project is the maintenance or rehabilitation of an existing facility.

2. Improve the efficiency, performance and connectivity of a balanced transportation system.

Efficiency, performance and connectivity of the transportation system imply multiple benefits to all users. An efficient system allows people to move from place to place in as direct a route as possible, allowing them to reduce the amount of time spent in travel and the distance that must be traveled. Connectivity allows people to make route decisions based on current traffic conditions, road access, or desired stopping points. A transportation system that performs well allows users to choose multiple transportation modes and to move through those modes in an efficient and safe manner.

- a. Optimize the efficiency of transportation facilities through improved signal timing, road design, elimination of bottlenecks, integration of multiple modes, or other methods.

People can move through the transportation system, using multiple modes (even within a single trip, if desired) and encounter as few obstacles as possible along the way.

- b. Minimize increases in travel times by methods such as providing direct routes between destinations, use of intelligent transportation systems and transportation demand

management tools, and/or providing information to the public to allow them to make informed transportation decisions.

The time spent in travel is reduced by reducing the congestion in the system by monitoring that system, adjusting signal timing appropriately, and informing users when delays might recommend an alternate route, or through various transportation demand management programs that reduce peak hour traffic.

c. Promote Complete Streets concepts so that streets are planned, designed and operated to maximize safe access for all users including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Complete streets include safe, comfortable, and attractive alternatives to single passenger vehicles. An increase in use of non-motorized transportation or transit reduces the number of single passenger vehicles on the road.

#### Evaluation Criteria:

Low: The project does not provide operational improvements or decreased travel times, nor provide increased accessibility to transit, bicycle and pedestrian facilities.

Medium: The project provides moderate operational improvements which will result in decreased travel times, and/or provide increased accessibility to transit, bicycle and pedestrian facilities.

High: The project provides significant operational improvements which will result in reduced travel times, and/or provide major improvements in accessibility to transit, bicycle and pedestrian facilities.

### 3. Promote consistency between land use and transportation plans to enhance mobility and accessibility.

A major objective of the recently completed City of Lincoln and Lancaster County Draft Land Use Plan was to create a future vision of a more compact urban development which minimizes vehicle miles traveled and promotes alternative transportation modes. This plan also addressed the changing demographics of an aging population and increased single person households requiring alternative choices in housing and transportation. A goal of the transportation plan is to demonstrate an integration of the land use plan and transportation plan by supporting transportation improvements that target mixed use development nodes, redevelopment and infill projects, and multimodal corridors which connect these activity nodes.

a. Provide a transportation network which supports land use planning.

A primary objective of the City of Lincoln's Comprehensive Land Use Plan is the development of mixed use activity centers through redevelopment and infill development and providing an integrated transportation plan that supports all travel modes. This objective also includes the linkages of these activity areas through multimodal travel corridors.

b. Provide travel choices within mixed use activity centers including infill and redevelopment areas.

Compact, walkable mixed use activity centers include land use patterns that contain all activities of daily living (shopping, entertainment, work, recreation, etc...) within a reasonable distance from housing. Multi-modal transportation solutions to complement these mixed use activity centers must include a robust sidewalk system that is integrated within the land use design of the area, a bicycle network that provides connections to the centers from outlying areas, and transit connections to other centers, households and retail, services and employment destinations.

c. Provide travel choices along multimodal travel corridors.

All roadway projects should consider Complete Streets. If a roadway project is proposed to widen a road from two to four lanes or flare out an intersection with additional left and right turn lanes, the project should include complete street elements including sidewalks, bike lanes, transit stops and safe street crossings. If this roadway project is to be an active multimodal travel corridor, complete street improvements should also include context sensitive design and traffic calming elements to further enhance the experience of walking, bicycling and taking transit.

Evaluation Criteria:

Low: Project does not incorporate all modes of transportation, support compact, walkable communities, or multi-modal travel corridors.

Medium: Project supports compact, walkable communities, incorporates alternative modes of transportation.

High: Project is fully integrated with compact, walkable development or multi-modal travel corridors and improves access for all modes including non-motorized, and freight, rail and airport facilities as appropriate.

4. Provide a safe and secure transportation system

All transportation improvements should be designed to be safe and secure. Visibility, access control, and separation of incompatible modes, either through buffers or grade separations, are some of the methods that can be employed to decrease conflicts and increase comfort. Security devices at key facilities, such as bus stops and trail head facilities, increase the safety and security of users. Educational programs that help travelers understand the particular safety concerns associated with various modes can help all users travel with increased confidence and security. Access to technology that helps identify and clear safe and rapid routes to incident sites is vital for first responders. The ability to ensure alternative routes in times of weather emergencies, crashes, and other emergency incidents helps to secure the continued access of responders and regular users.

a. Support transportation programs and design improvements which reduce crashes and improve safety of all modes.

A major goal of transportation planners and engineers is insuring the safety of travelers. Visibility, access control, and separation of incompatible modes, either through buffers or grade separations, are some of the methods that can be employed to decrease conflicts and increase comfort. Security devices at key facilities, such as bus stops and trail head facilities, increase the safety and security of users. Educational programs that help travelers understand the particular safety concerns associated with various modes can help all users travel with increased confidence and security.

b. Facilitate the rapid movement of first responders and support incident management during times of emergency.

The ability of emergency responders and managers to reach incidents in a timely manner can make a difference of life or death in emergency situations. Access to technology that helps identify and clear safe and rapid routes to incident sites is vital. The ability to ensure alternative routes in times of weather emergencies, crashes, and other emergency incidents helps to secure the continued access of responders and regular users.

Evaluation Criteria:

Low: Project does not mitigate known safety and security problems or increase the response time or capacity of emergency vehicles.

Medium: Project addresses areas with high incidents of crashes and provides some increased safety for non-vehicle modes, or improvements in emergency vehicle response time.

High: Project directly addresses areas with high incidents of crashes, separates incompatible transportation modes, decreases emergency vehicle response time, or increases safety and security through facility improvements or educational programs.

## 5. Support economic vitality of the community

Economic vitality is a SAFETEA-LU planning factor that is very complex and hard to describe. Economic vitality requires that many characteristics beyond transportation facilities be present, including a low cost of doing business, availability and access to technology, an educated and skilled workforce, choice of housing types, high quality schools, reduced municipal and state debt, and other less tangible qualities. A good transportation system which includes transit, vehicle, freight, air, non-motorized and rail modes all integrated with land use can help contribute to these factors.

a. Support new and existing commercial and industrial development by ensuring access by multiple transportation modes.

While it is important that freight haulers have access to commercial and industrial facilities as discussed above, it is equally important that the customers and employees of these facilities have safe and adequate access as well. Transportation facilities should include multiple modes to allow access by all users, as well as being appropriately sized to allow access by each mode without sacrificing the safety of another.

b. Provide attractive and convenient transportation facilities that attract and retain businesses, young professionals, families and older adults.

Transportation amenities are one piece of an overall amenity package that makes a city more desirable. People often make decisions of where to live based on the particular amenities available. Businesses also make decisions based on these amenities because they understand their value in attracting and retaining a particular employee or customer population. Public transportation systems, trails and trail facilities, air service, and low traffic congestion conditions are all transportation attractors.

c. Facilitate the movement of goods and freight to commercial and industrial centers.

The ease with which industrial and commercial facilities can receive goods and ship products is important to their economic viability. Transportation facilities that allow direct, convenient access to these centers can decrease the conflicts with other traffic and increase the efficiency of the shipping process.

#### Evaluation Criteria:

**Low:** The project does not provide for alternative transportation choices, increased access by freight operators or provide amenities that are attractive to prospective residents or businesses.

**Medium:** The project provides for alternative transportation choices, increases access by freight and/or provides some attractive amenities.

**High:** The project integrates multiple modes of transportation, increases access by freight operators and/or provides for attractive amenities.

#### 6. Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.

This goal is one that should be part of many different planning elements. The SAFETEA-LU Planning Factors and the proposed Transportation Bill both stress the need for transportation planning to take these factors more seriously into account than they have before. The LRTP process requires a review of environmental, cultural and social effects of transportation plans. Protection of quality of life factors such as clean air and water, the promotion of healthy lifestyles, and the preservation of natural, historic and cultural resources are priorities of LPLAN 2040 and the LRTP.

##### a. Reduce fossil fuel consumption by minimizing travel time and providing access to alternative modes and fuels.

Fossil fuels are limited in supply and their burning has many effects on the environment including increased green house gases, particulate matter, and effects on global warming. A large proportion of the US fossil fuels supply is obtained from countries with which the US has some degree of security concern. Additionally, fossil fuels are predicted to be in very limited supply and their cost will continue to increase over time.

##### b. Minimize air pollution by reducing trip length and congestion.

Air quality is very important for public health, environmental sustainability and a good quality of life. The US Environmental Protection Agency, which has been working to develop new, and much lower, thresholds for attainment of Clean Air Act goals. Depending on these thresholds, Lincoln could be in a position where it could be found in a state of "non-attainment" with any increases to current air pollution levels. This status would require corrective actions which could be very costly to the City and County.

##### c. Minimize vehicle miles traveled and promote a more active lifestyle by promoting livable communities with a variety of transportation choices.

Public Health is an increasingly important topic in transportation planning, and planning in general. The availability of non-motorized options for transportation can have a great effect upon public health by increasing time spent walking and biking. Shorter trips can be accomplished by creating more mixed use, compact neighborhoods, or increasing the integration of residential land uses into existing commercial areas through redevelopment.

d. Minimize impacts to natural environment by taking opportunities to couple transportation projects with protection and enhancement of environmental resources.

Transportation projects in new areas often cross water ways, disturb land, and cut through tree masses. It is important to, wherever possible, avoid these resources, or mitigate their disturbance. Non-motorized transportation facilities in particular can take advantage of the benefits of locating in harmony with these natural amenities. Establishing environmentally sensitive landscaping during transportation projects can create aesthetic benefits without major maintenance requirements.

e. Reduce impacts on neighborhoods and cultural and historic resources through evaluation of assets and involvement of neighbors in the planning process with special attention to areas where a larger proportion of the population belongs to traditionally under-represented groups.

Preserving the value and character of existing neighborhoods is an important consideration and efforts should be made to minimize impacts on established neighborhoods and investments. In the past, many transportation projects displaced citizens, destroyed valuable cultural resources, and displaced or divided neighborhoods. Often these injustices were unfairly borne by those who were traditionally under-represented in government. Transportation planning has since evolved a very strong link to environmental justice which is both desirable and required. It is vitally important that the needs of neighborhoods, particularly those with larger under-represented populations, be involved in transportation planning decisions and that these decisions take into account, and work to protect, those resources important to neighborhoods.

#### Evaluation Criteria:

Low: Project promotes suburban style expansion with increased vehicle miles traveled and would result in major impacts to natural and/or cultural resources.

Medium: Project does not promote suburban style expansion and does provide some benefits for alternative modes of transportation as well as addressing impacts to natural and/or cultural resources.

High: Project supports compact development, provides for reduction in vehicle miles traveled, and offers new opportunities for alternative modes of transportation as well as promoting the protection of natural and/or cultural resources.

#### 7. Maximize the cost effectiveness of transportation.

Transportation costs can be viewed on an individual, organizational, or municipal scale. Costs can also be viewed as the cost of building structures, powering vehicles, or the time spent in travel. Transportation facilities that expand the travel options available, reduce the time spent traveling, reduce the fuel consumed in travel, and make best use of public funding in their construction and maintenance are most desirable.

a. Plan for a transportation system that is affordable, sustainable, and makes the best use of public financial resources.

Public funding, both locally and nationally, for transportation facilities is extremely tight. Public and private groups have expressed the desire to see funds spent in the most efficient way possible. Projects with high capital construction costs decrease remaining funding for other projects. Conversely, low cost improvements leave available funds for other improvements.

b. Reduce cost of travel to users by taking opportunities to include all modes of transportation in new and retrofitted projects and reducing travel times and distances for activities of daily living.

“Travel costs” refers to the cost of traveling, not the cost of the facility itself. If trips are shorter, vehicles travel a shorter distance and consume less fuel. If trips can be accomplished with non-motorized modes, the cost is much lower. If transit can be conveniently used for trips, greater use of transit may be encouraged, thus reducing the cost.

c. Construct projects that have a capital cost that produces a corresponding benefit to travelers.

Projects cannot be compared strictly on the basis of costs. A large project will have a high cost; however, that project may have a profound positive effect on the overall transportation system. Both costs and benefits must be evaluated when prioritizing projects.

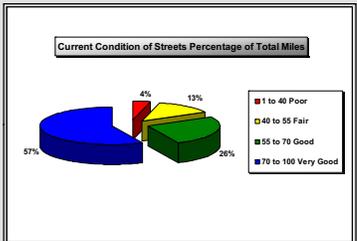
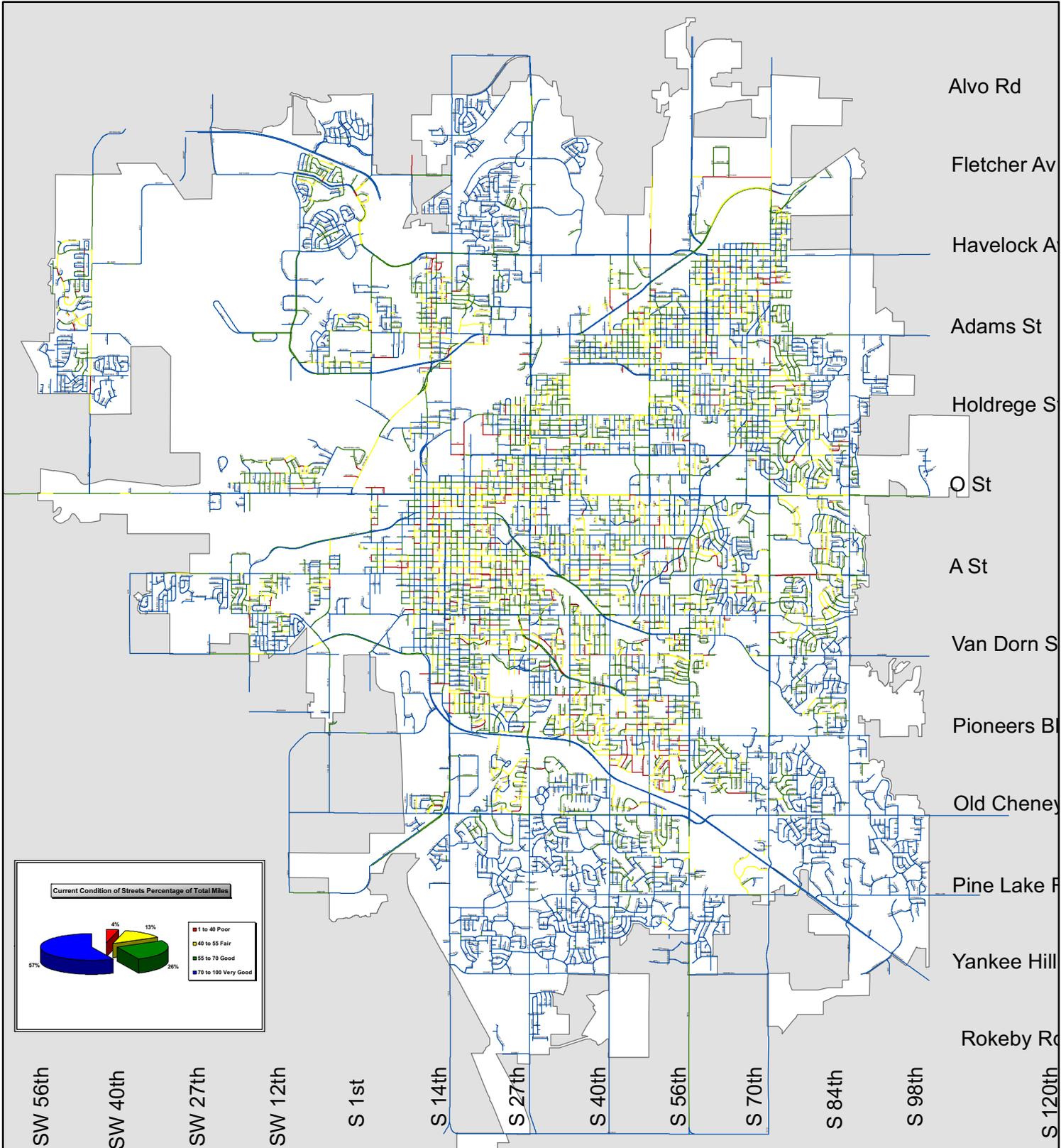
#### Evaluation Criteria:

Low: The cost of this project, as compared to the benefits of reduction in travel time and increased access to alternative modes, is high.

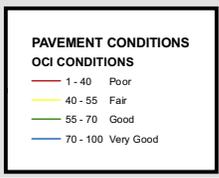
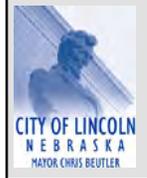
Medium: The cost of this project, as compared to the benefits of reduction in travel time and increased access to alternative modes, is moderate.

High: The cost of this project, as compared to the benefits of reduction in travel time and increased access to alternative modes, is low.

# Public Works & Utilities



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## Pavement Management Overall Condition Ratings (OCI)

