

Roadways



Roadway Operations:

- Sweeping
- Snow Removal
- Crack Sealing/
Pot Holes
- Signs
- Striping
- Signals
- Storm Watch
- Record Keeping
(traffic counts,
accident database)
- Engineering/ Safety
Studies



Roadway Types:



Major Arterial: four to six through lanes plus turn lanes (O Street)



Minor Arterial: two to four through lanes plus turn lanes (Pioneers Blvd)



"2-Plus-1": two through lanes plus center turn lane (South 48th Street)



2 Lane Offset: two lanes, turn lanes, graded for future expansion (Yankee Hill Road)

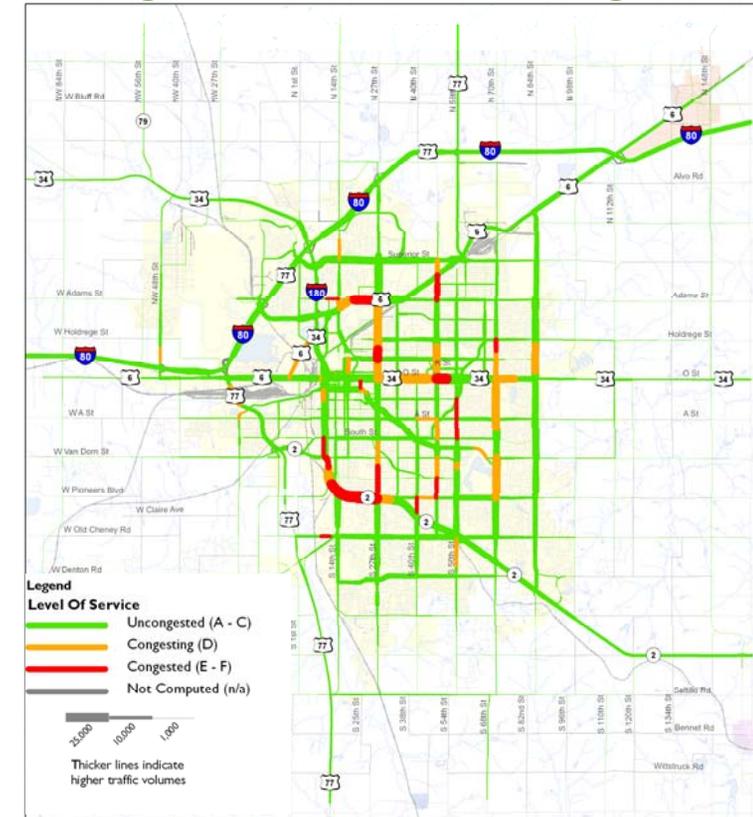


Residential: two through lanes, no markings (Stockwell Street)



County Paving: two through lanes plus turn lanes (West Van Dorn Street)

Existing Traffic Volumes and Congestion



Roadway Report Card



The City of Lincoln's street system generally operates well with minor areas of congestion at certain times of the day.



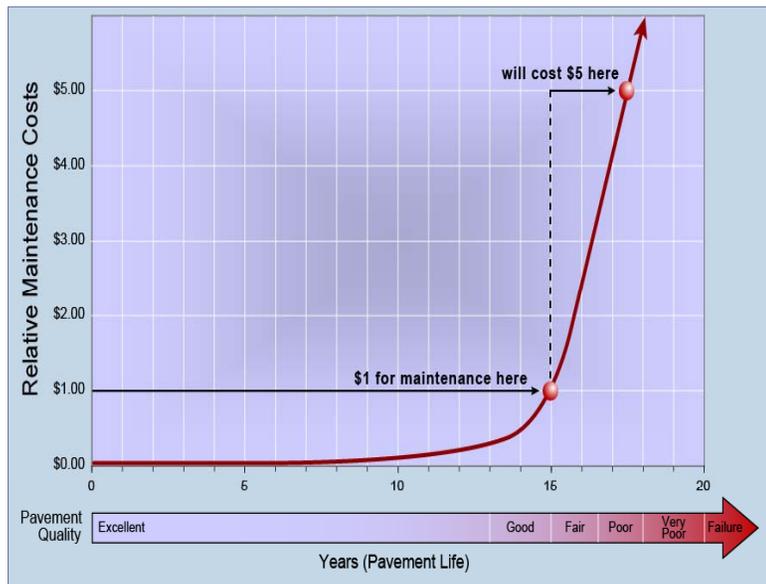
As development occurs in outlying areas of the City, new traffic will impact existing streets. Future traffic demand will result in increased congestion and longer travel times.

Roadway Maintenance



Pay Me Now or Pay Me Later

- New roads can go for several years with little maintenance
- At about 15 years they require chip and crack sealing
- If that is not done, minor repairs turn into major repairs in just a few short years.



Roadway Maintenance Report Card



The average condition of the City of Lincoln's roadways is rated good.



Because of funding limitations, the current funding for maintenance of roads is \$3.2 million annually. If this funding trend continues, the average condition of the City of Lincoln's roads will be poor by 2040.

Excellent Condition



New pavement, no cracks
(South 22nd and A Streets)

Good Condition



Some cracking, not filled
(North 33rd and U Streets)

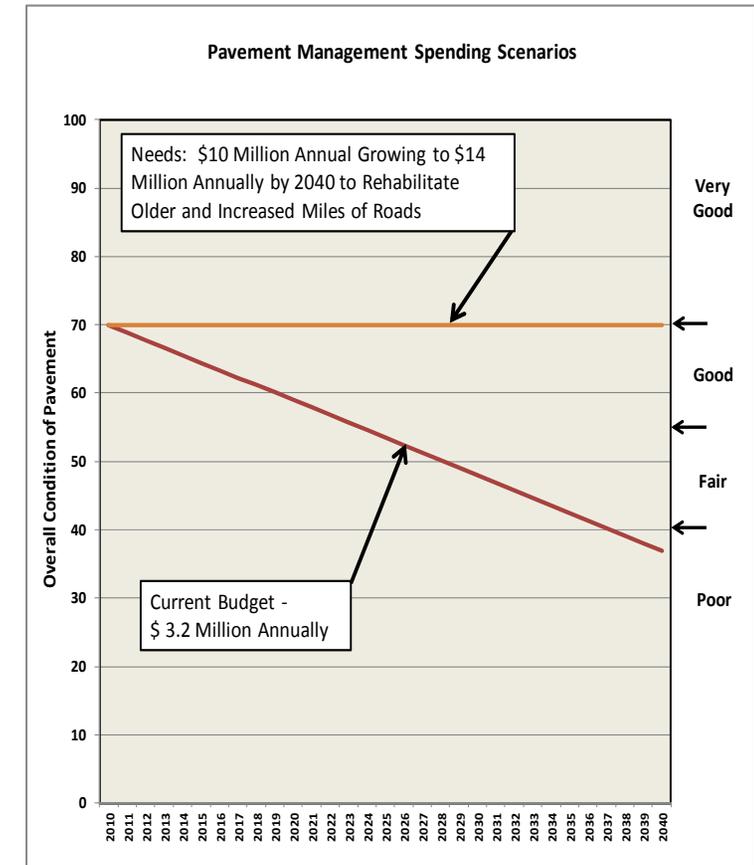
Poor Condition



Swales and potholes
(South 56th and Franklin Streets)

Total Needs: \$15 M Annually

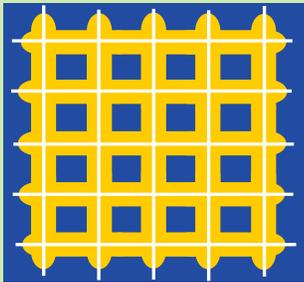
- Roadway Rehabilitation: \$10 M (Current \$3.2 M)
- Bridge Rehabilitation: \$2.5 M (Current \$1.9 M)
- Signal Replacements: \$2.5 (Current \$1.8 M)



Transit Service

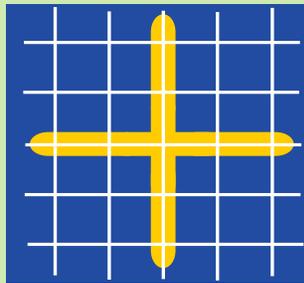


Coverage vs. Productivity



Coverage

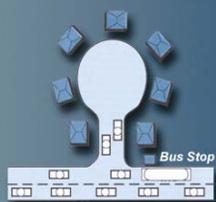
- More people with bus access
- “Transit-Dependent” focus
- Lower frequencies



Productivity

- Highest ridership per route
- More “Choice” riders
- Higher frequencies

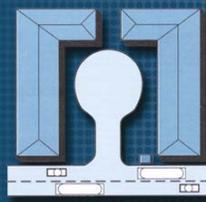
Transit and Residential Density



7 DU/AC can support transit every 30 minutes



20 to 30 DU/AC can support transit every 10 minutes



50 DU/AC can support intensified transit



Transit Report Card



Transit Service Coverage: StarTran does a good job of covering the city, with over 80% of households having a bus route within ¼ mile of their home.



Transit Service: StarTran provides approximately 0.41 annual miles of revenue transit service for every person in Lincoln. This service is a little below the average of comparably sized cities.



Frequency and Hours: Lack of evening service, and 30 to 60 minute waits, while acceptable for a low density city, reduce the convenience and usefulness to many riders.



Downtown and UNL: Service to downtown and UNL is good from all parts of the City



Hub System: Use of a single downtown hub means trips from one part of the city to another can be long and require transfers.

Other Transit Options



Bus Rapid Transit

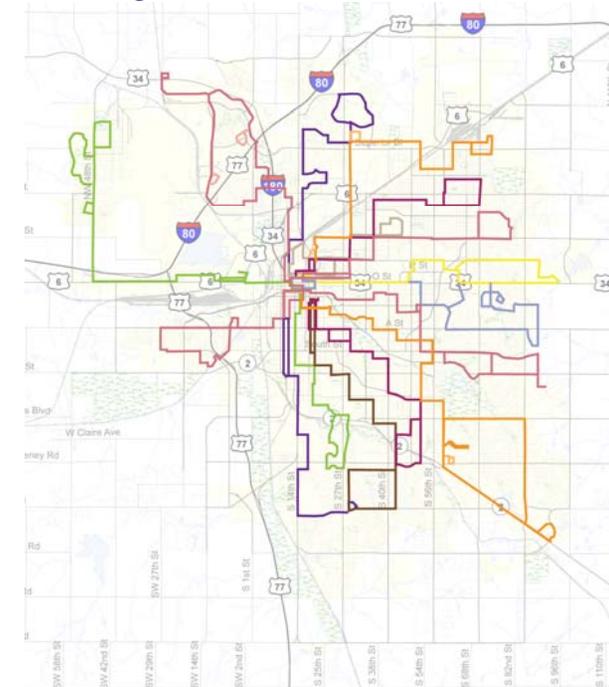


Neighborhood Buses

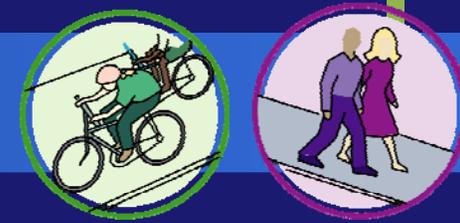


Trolley

Existing StarTran Transit Service



Bicycle & Pedestrian



Guidance for a Quality Bicycle System

- Facilities on or Within ¼ Mile of Major Transportation Corridor
- Access to Major Destinations
- Use local Street (or low volume collector)
- Limited Commercial Frontage & Access
- Grid Spaced 1 mile apart
- Reasonable Continuity Across City
- Few Jogs and Turns
- Traffic Signals at Major Intersections or Grade Separations

Types of Bicycle Facilities

Bicycle Lanes:

Designated, marked right-of-way exclusively for bicycles. Usually includes signage.



Bike Routes & Sharrows:

On-street facilities, usually on lower traffic roads. Bike routes include signage, sharrows include signage and pavement markings.



Other Bicycle Amenities:

Bike parking, showers, bike lockers and other support facilities



Pedestrian Mobility Report Card



1. Directness – strong system with short to moderate block lengths



2. Continuity – Required sidewalks on both sides of street



3. Street Crossings – Generally good, some without signals



4. Visual interest – many sidewalks with landscaped parkways, maintenance issues in some areas



5. Security – Generally good line of sight and lighting

On-Street Bicycle Facility Report Card



The City of Lincoln has a limited on-street system of bicycle improvements that allow a person to truly use the bicycle as a mode of transportation



Right-of-way and pavement width constraints significantly limit the opportunity to add bicycle lanes.



Using the City's low volume/speed roadways for bicycle routes is an important element of the bicycle network.



Bicycle route signage is limited

The City needs \$2.5 million annually for sidewalk maintenance. The current budget is \$0.5 million, about 1/5 of what it should be.



Commuter and Recreational Trails



Commuter and Recreational Trails Facilities:

Off-street Trails:

10'-14' trails, many of which have been built on former railroad right-of-way. Other segments follow streams or are planned as part of new developments.



Shared Use Paths:

10' wide sidewalks on one side of a major street that make connections between trail segments.



Over 93% of City residents are within 1 mile of a trail

Trail Wayfinding:

Signs that indicate to users that they are on a designated trail; can include destination and distance information.

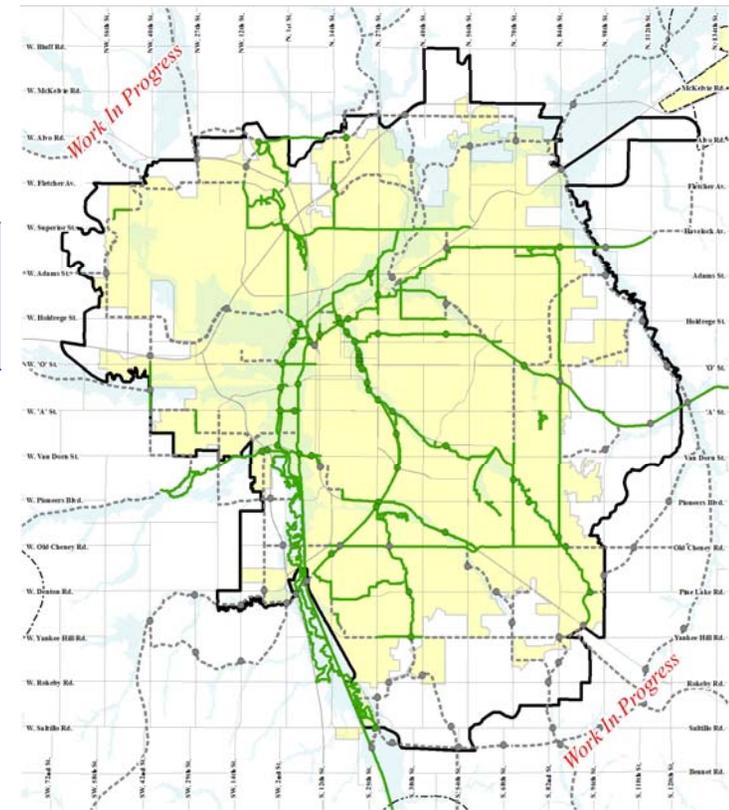


Grade Separations:

Underpasses or overpasses that separate trail users from motor vehicle traffic, often built with roadway projects.



Existing and Committed Trails:



TRAILS (MILES) AND GRADE SEPARATIONS [NUMBER]

- Existing/Committed (157.4 Miles) [58]
- - - All Others (295.2 Miles) [68]
- Existing Lincoln City Limits
- Floodplain/Floodprone Areas
- Proposed Future Service Limit

Trails Report Card:



The City has the framework for building a quality trails system that will serve both the recreational and commuter rider.

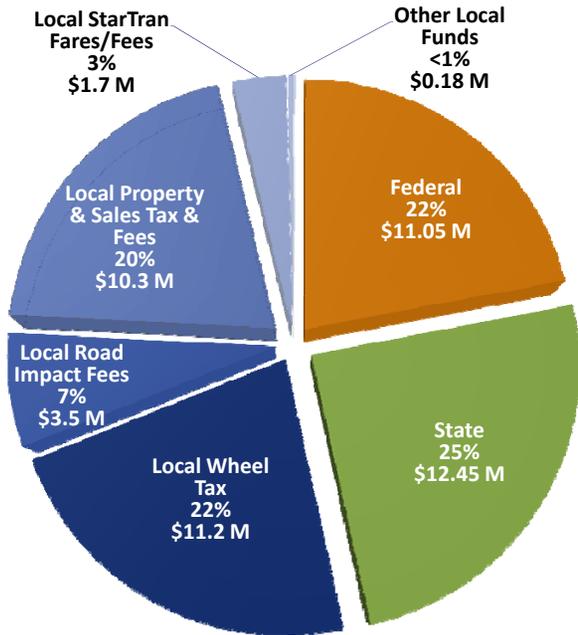


The City lacks funding to adequately maintain, widen, and replace aging trail segments.

Funding



Transportation Funding Sources



TOTAL \$50.38 million per year

Note: Does not include \$5 million annually for debt service

Average Monthly Household Cost (in 2010 dollars)

Streets	Transit	Trails	Sidewalks
\$30.59	\$8.86	\$0.71	\$0.40

TOTAL \$40.56 per month*

*\$40.56 is a combination of Local, State and Federal sales, income and property taxes, gas tax, user fees (transit fees, wheel tax, State train mile tax) impact fees, contributions made by local trails organizations, and does not include the cost of current debt service, which adds another \$4.02 per month.

NOTE: Does not include State system programming.

Funding Report Card



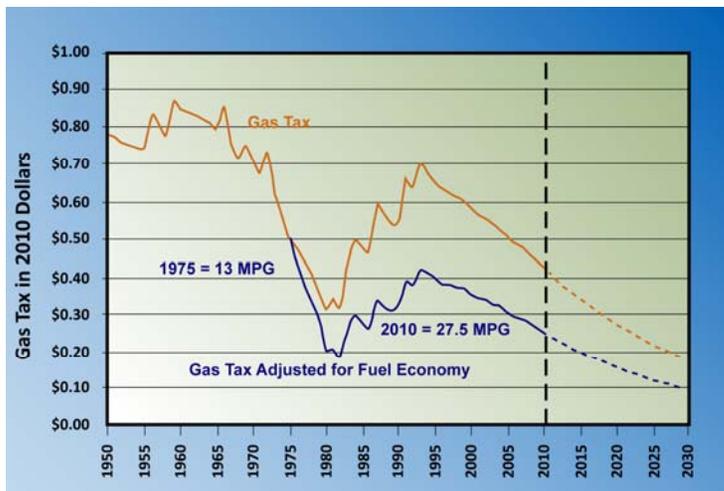
The City of Lincoln relies on funding sources other than the federal and state fuel tax to build and maintain the transportation system including Wheel Tax, Transportation Impact Fees on new development and General Revenue.



Funding available for new improvements through State and Federal fuel tax is virtually non-existent

I pay my Gas Tax. Why don't you fix our roads?

- Fuel tax has not kept up with inflation. (Note: the State of Nebraska did increase its fuel tax by about 5 cents in 2009 and currently makes minor adjustments annually.)
- While fuel tax may have recently increased by 10 to 15 percent with the recent State of Nebraska fuel increase, the cost of road construction and repair has increased by 250 percent since 1990.
- Back in the 1950s we drove vehicles that averaged 13 miles per gallon. In 2010 the fuel efficiency has increased to 27.5 miles per gallon.
- Back in the 1950s the majority of the gas tax dollars were directed to new roads. Today we have many more miles of roads to keep repaired than we did fifty years ago. The result is that there is very little funding available to new roads.

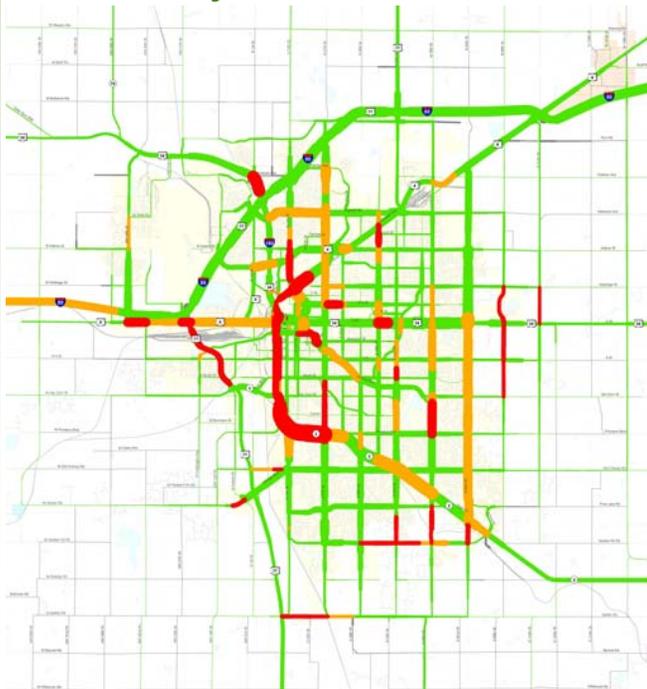


Maintenance Emphasis Plan: Roadways

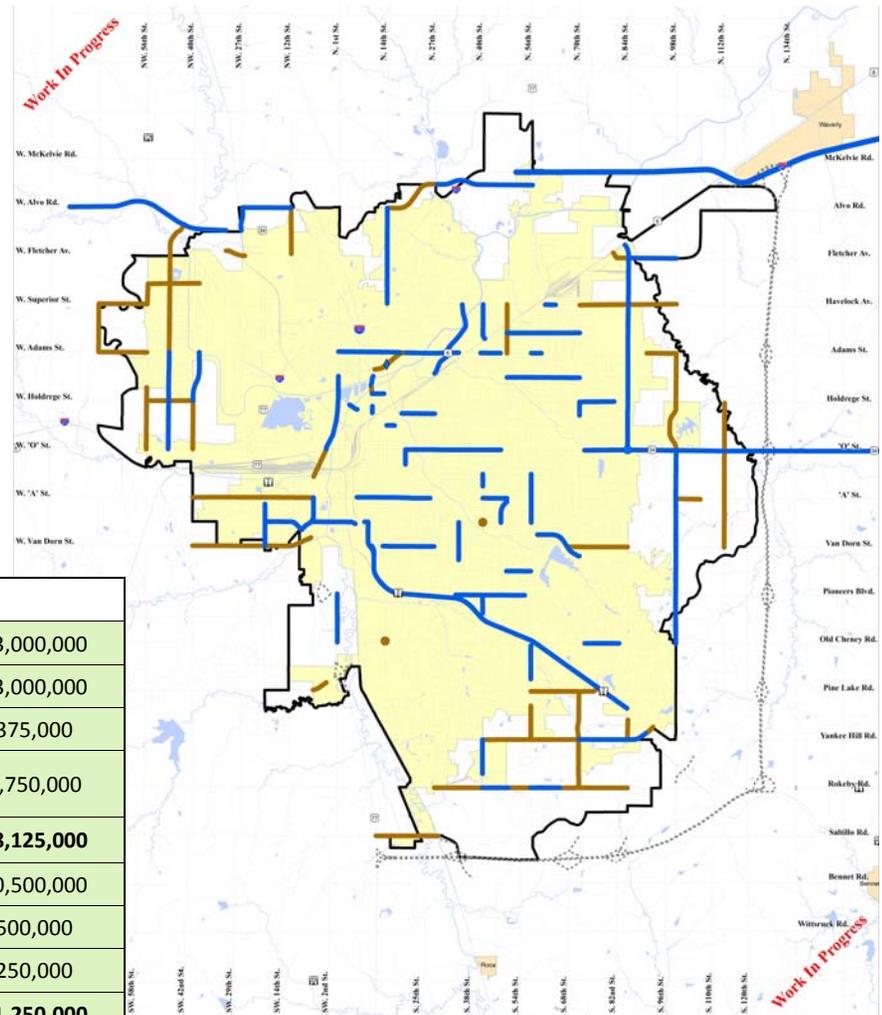
Maintenance Emphasis Plan

- Emphasis on keeping “good” pavement rating through increased maintenance and rehabilitation programs
- Only about 1/3 of capital road projects (new and widened roads) and programs with the highest priority as shown in the Needs Based Plan would be accomplished.
- Still Includes:
 - Intersection Improvements
 - Travel Demand Management
 - Intelligent Transportation System Improvements
 - Safety Projects

Projected 2040 Traffic



Annual Budget in 2010 dollars		
Operations/ Maintenance/ Rehabilitation	Roadway Operations	\$13,000,000
	Road Rehabilitation	\$13,000,000
	Trails Rehabilitation	\$375,000
	Sidewalk Rehabilitation	\$1,750,000
	Total O, M, & R	\$28,125,000
Capital	Roads - New/Widen	\$10,500,000
	Trails - New	\$500,000
	Pedestrian/Bike - New	\$250,000
	Total Capital	\$11,250,000
Transit		\$11,000,000
Total		\$50,375,000



2040 Maintenance Emphasis Plan Roadway Projects

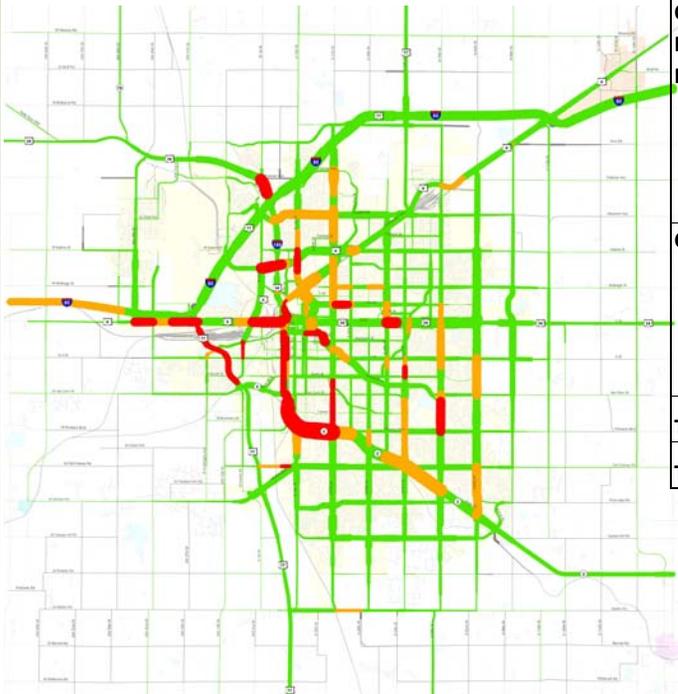
- Lincoln MPO - 2010 - 2040 Long Range Transportation Plan
- ◆ Interchange - Maintenance Emphasis
 - Major Intersection Work - Maintenance Emphasis
 - Major Intersection Work - Beyond Maint. Emphasis
 - Maintenance Emphasis Plan Projects
 - Plan Projects Beyond Maintenance Emphasis
 - South and East Beltways (Illustrative)
 - Lancaster County Villages
 - Lincoln City Limits
 - Proposed 2040 Future Service Limit

Capital Emphasis Plan: Roadways

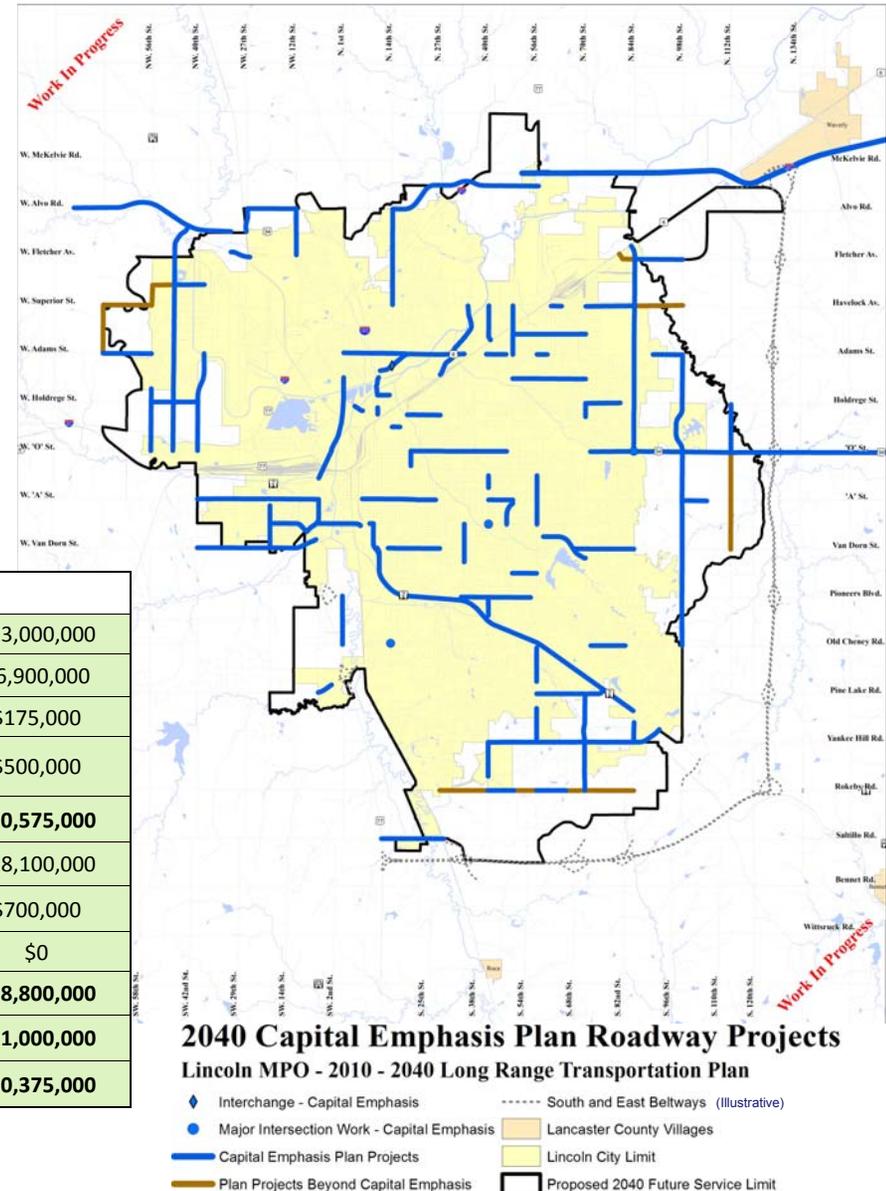
Capital Emphasis Plan

- Emphasis on building capital projects (new roads and wider roads). Nearly all of the Needs Based Plan capital projects could still be accomplished in this plan
- Road maintenance funding would not be sufficient and paving conditions would fall from “good” to “poor” over the 30 year period
- Still Includes:
 - Intersection Improvements
 - Travel Demand Management
 - Intelligent Transportation System Improvements
 - Safety Projects

Projected 2040 Traffic



Annual Budget in 2010 Dollars		
Operations/ Maintenance/ Rehabilitation	Roadway Operations	\$13,000,000
	Road Rehabilitation	\$6,900,000
	Trails Rehabilitation	\$175,000
	Sidewalk Rehabilitation	\$500,000
	Total O, M, & R	\$20,575,000
Capital	Roads - New/Widen	\$18,100,000
	Trails - New	\$700,000
	Pedestrian/Bike - New	\$0
	Total Capital	\$18,800,000
Transit		\$11,000,000
Total		\$50,375,000



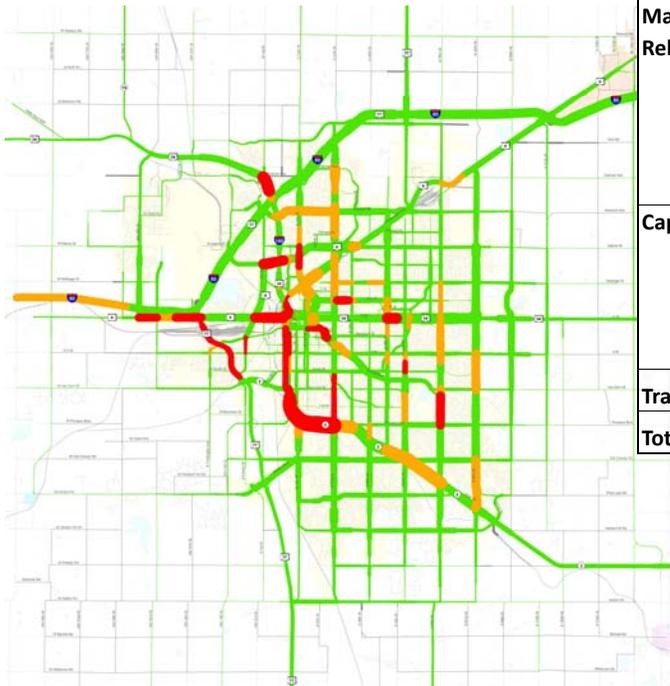
Needs Based Plan: Roadways

Needs Based Plan

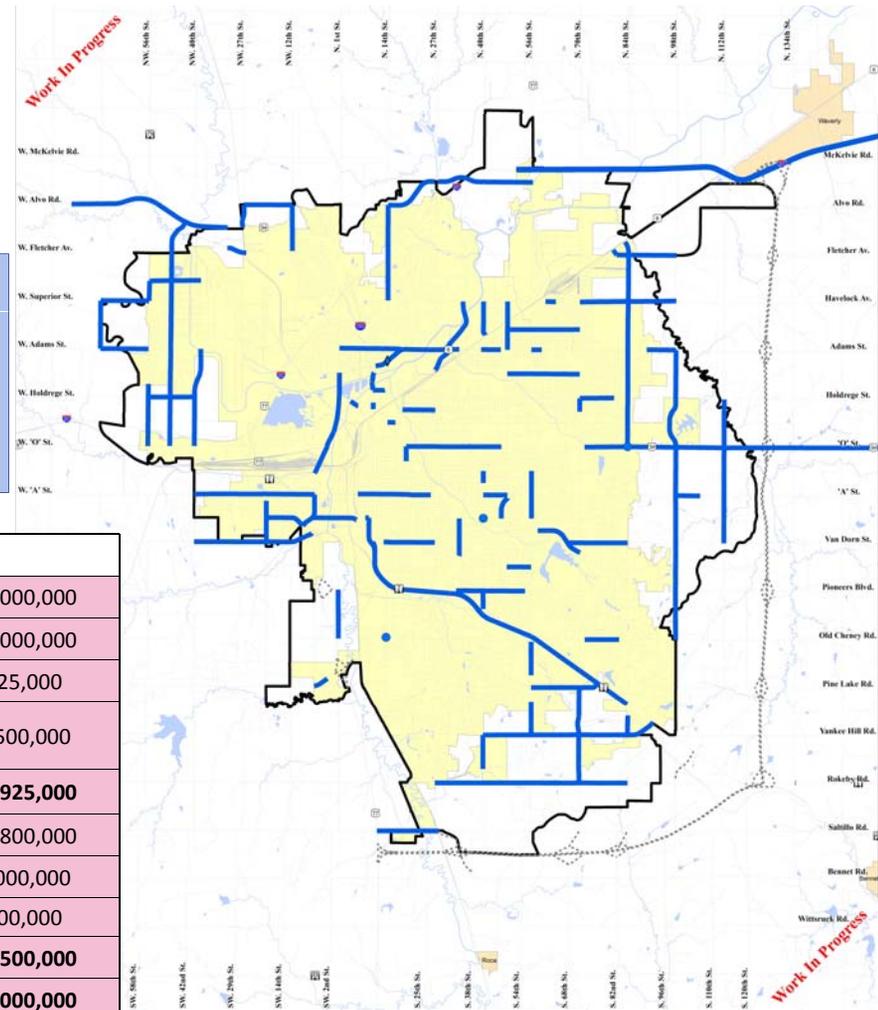
- Build all capital roads projects (new and widened roads) needed by 2040 to serve new future service limit and additional population
- Sufficient maintenance funding to maintain roads at “good” pavement condition
- Still Includes:
 - Intersection Improvements
 - Travel Demand Management
 - Intelligent Transportation System Improvements
 - Safety Projects

Needs Based Plan requires additional \$15 million annually

Projected 2040 Traffic



Annual Budget in 2010 dollars		
Operations/ Maintenance/ Rehabilitation	Roadway Operations	\$14,000,000
	Road Rehabilitation	\$15,000,000
	Trails Rehabilitation	\$425,000
	Sidewalk Rehabilitation	\$2,500,000
	Total O, M, & R	\$31,925,000
Capital	Roads - New/Widen	\$18,800,000
	Trails - New	\$1,000,000
	Pedestrian/Bike - New	\$700,000
	Total Capital	\$20,500,000
Transit		\$13,000,000
Total		\$65,425,000



2040 Needs Based Roadway Projects

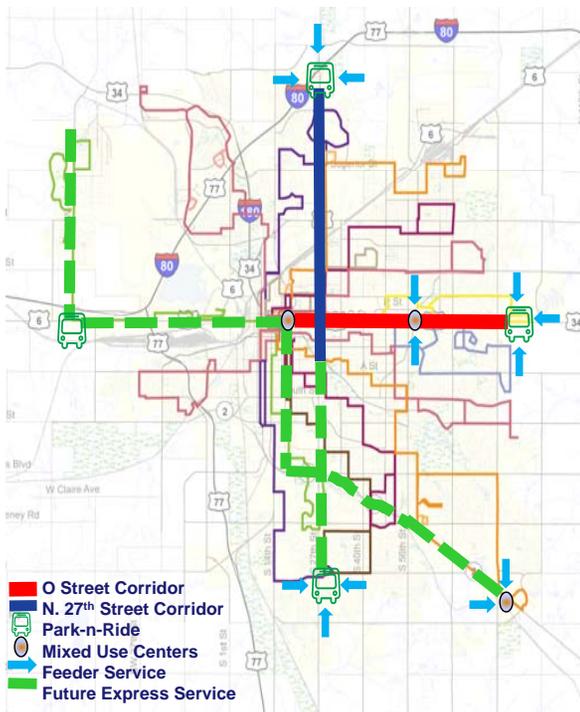
Lincoln MPO - 2010 - 2040 Long Range Transportation Plan

- ◆ Interchange - Needs Based
- Major Intersection Work - Needs Based
- Needs Based Plan Projects
- Lancaster County Villages
- Lincoln City Limits
- Proposed 2040 Future Service Limit
- South and East Beltways (Illustrative)

Maintenance Emphasis Plan: Non-Automotive

Transit

- Service hours remain the same, although service rate will be reduced as the City grows.
- Consideration given to providing more service to higher density areas to increase productivity.
- Increase frequency for high demand areas.
- Focus service to mixed-use activity areas.



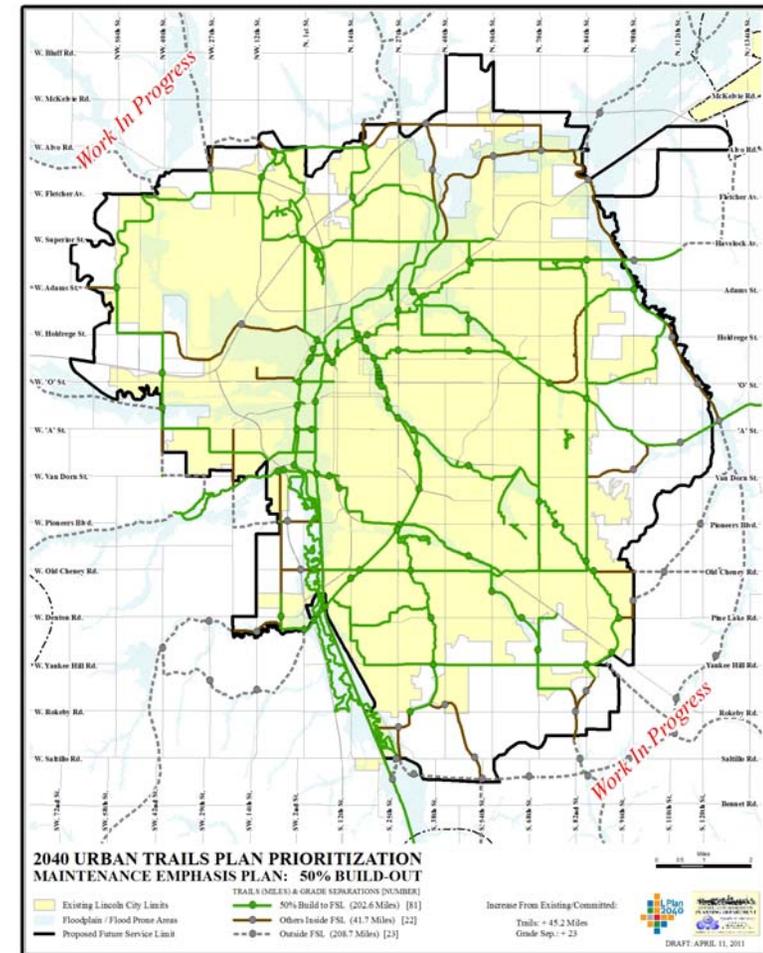
Pedestrian and Bicycle Facilities

- Increases funding for sidewalk rehabilitation and replacement closer to the true needs.
- Dedicated funding for pedestrian and bicycle facilities and programs. May be able to fund a part-time coordinator and some smaller projects.



Recreational and Commuter Trails

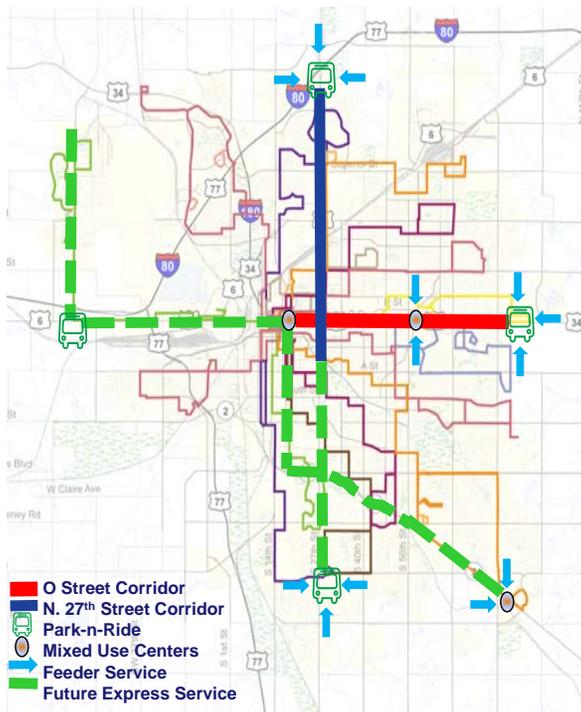
- Constructs 50% of needed trails.
- More adequately funds trail maintenance needs.



Capital Emphasis Plan: Non-Automotive

Transit

- Service hours remain the same, although service rate will be reduced as the City grows.
- Consideration given to providing more service to higher density areas to increase productivity.
- Increase frequency for high demand areas.
- Focus service to mixed-use activity areas.



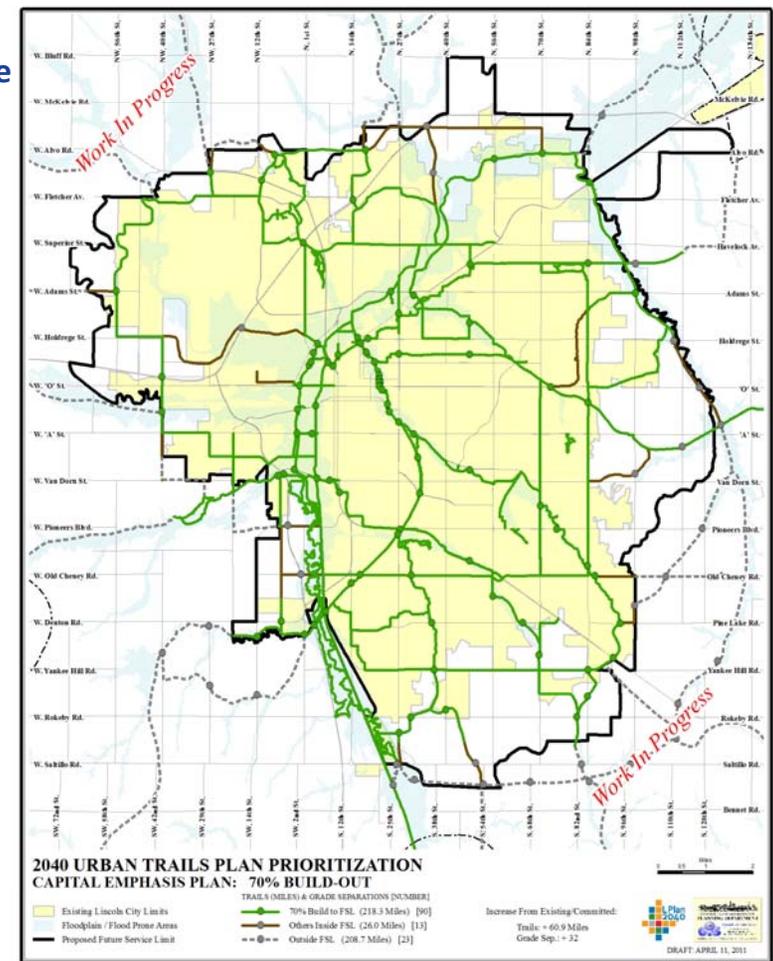
Pedestrian and Bicycle Facilities

- Funding for sidewalk repair and replacement remains the same as today which is insufficient to meet needs.
- Pedestrian and bicycle facilities continue to be coordinated in an ad hoc manner. Some smaller projects could be accomplished as opportunities arise.



Recreational and Commuter Trails

- Constructs 70% of needed trails.
- Inadequate funding for needed maintenance and rehabilitation.



Needs Based Plan: Non-Automotive

Transit

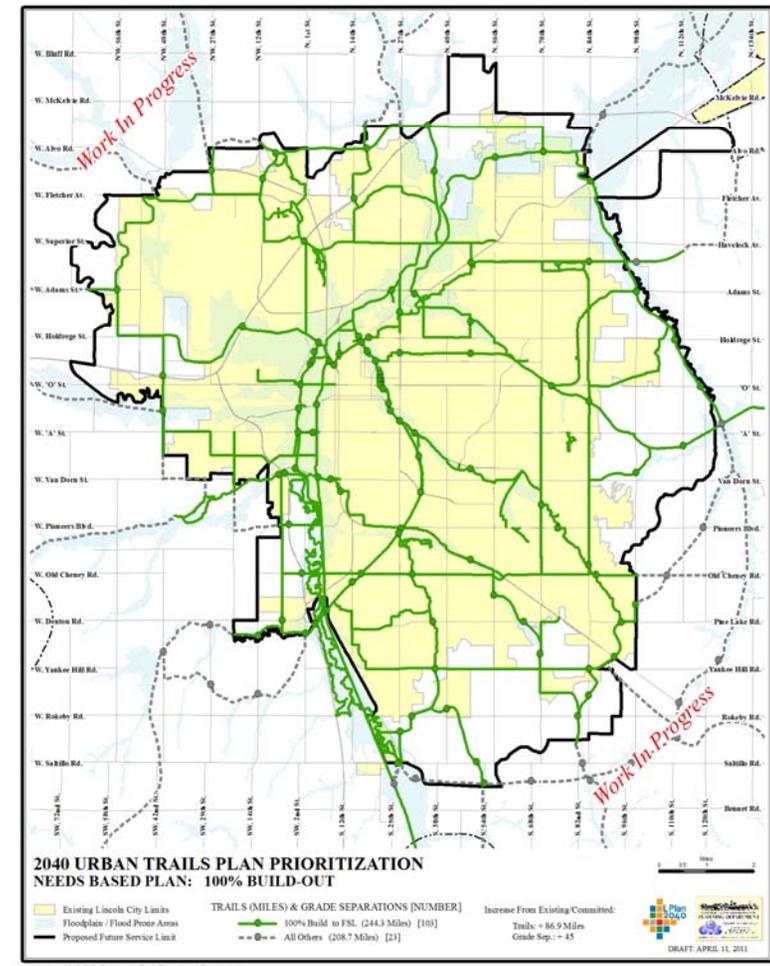
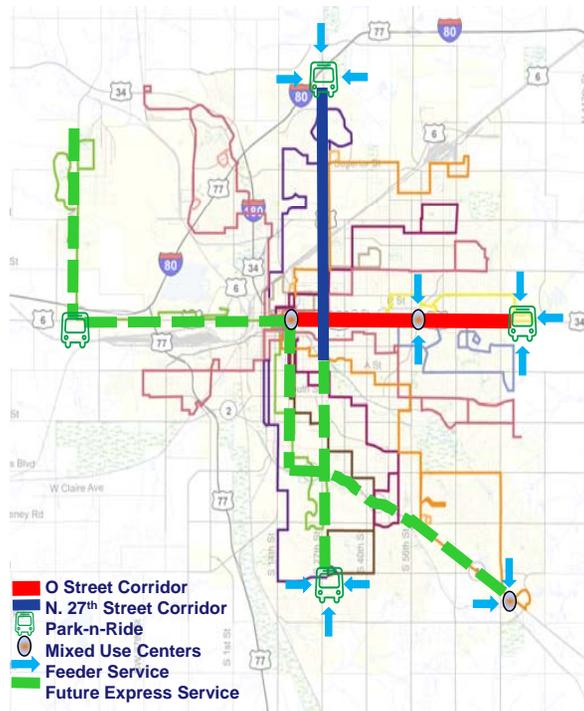
- Increased annual budget.
- Increase service to meet needs of community as it grows.
- Extend evening service.
- Express service along major corridors.
- Park & Ride facilities and neighborhood feeder routes.

Pedestrian and Bicycle Facilities

- Full funding of sidewalk rehabilitation and replacement program.
- Additional dedicated funding for building pedestrian and on-street bicycle projects and funding a pedestrian/bicycle coordinator.

Recreational and Commuter Trails

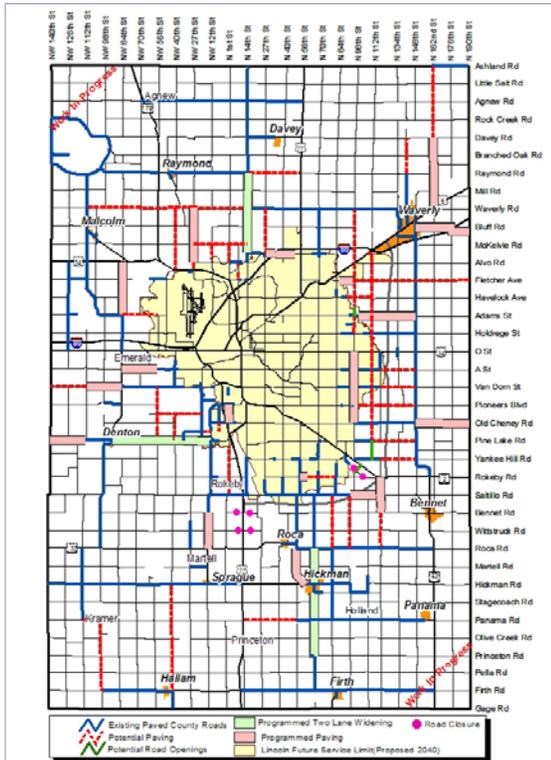
- Complete construction of the trail system in the urbanizing area by 2040, and fully funding the trail maintenance and rehabilitation needs.



County Transportation Program



2040 County Road Improvements

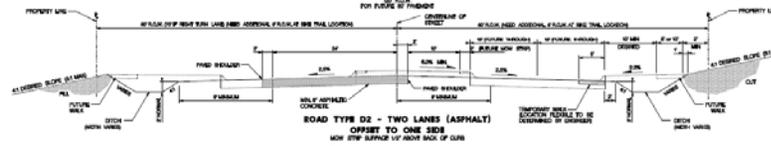


Road Improvements Staging

- Level One: Acquire and grade right-of-way, install new drainage structures. Traffic volume in range of 300 vehicles per day.
- Level Two: Pavement of surface is triggered at a traffic volume level of about 400 vehicles per day or more.
- Level Three: This final level would be the target for looking at the need to install a four-lane divided facility. Daily traffic at 6,000 vehicles per day or more.

Rural-to-Urban Transition for Streets (RUTS)

- Provides better transition from County rural roads located within the three mile zoning jurisdiction of the City to City urban streets.
- Provides a more useful life from the public investment in County roads while at the same time accommodating future growth of the City.
- Limits disruption to the existing through traffic and the surrounding property.

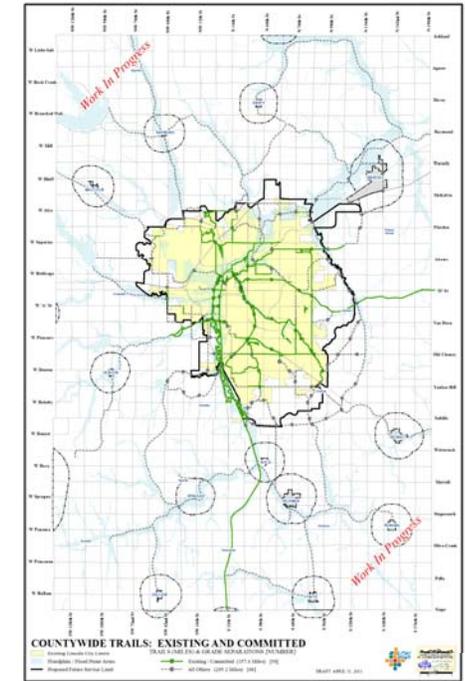


Lancaster County Public Rural Transit

- Transportation for individuals in rural Lancaster County is available and is wheelchair accessible.
- Monday - Thursday 8 a.m. - 4 p.m.
- **Monday & Wednesday** to points north: Waverly, Raymond, Malcolm, Ceresco, Davey, Greenwood, etc.
- **Tuesday & Thursday** to points south: Bennett, Cheney, Denton, Emerald, Hickman, Roca, etc.
- Eligibility: Anyone living in rural Lancaster County.



Countywide Trails Plan



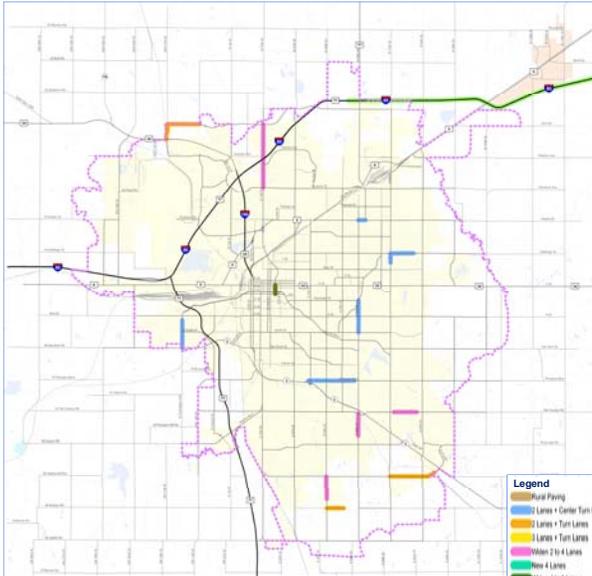
Widened Paved Shoulders

The County explores opportunities for widening the shoulders of County roads when reconstruction or resurfacing is planned. Safety is a primary consideration.

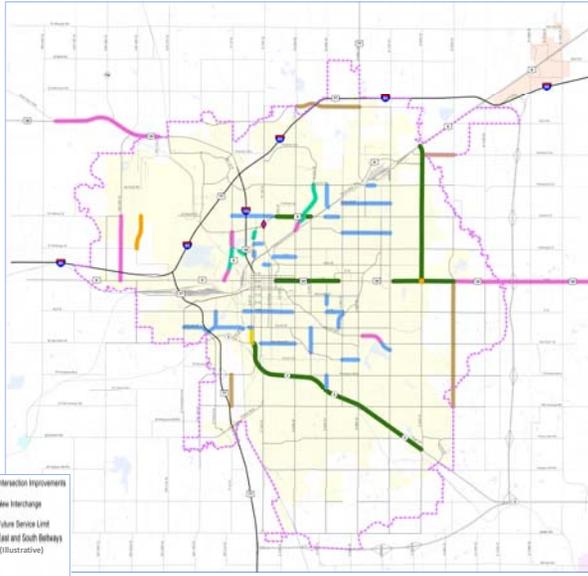
Detailed Road Improvements



Committed Projects



Maintenance Emphasis Projects



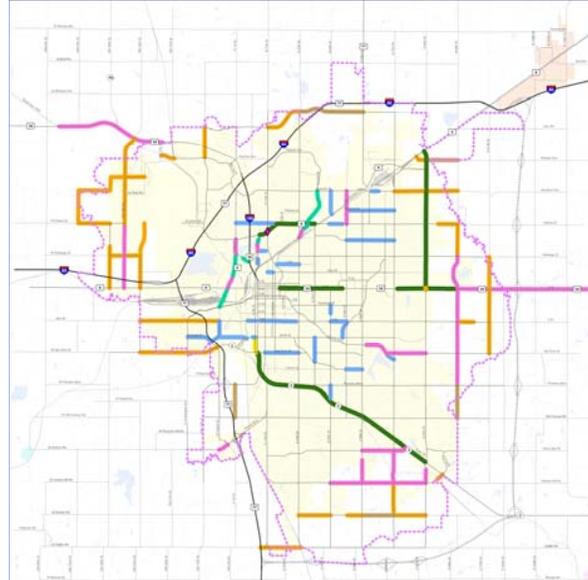
Project Listing

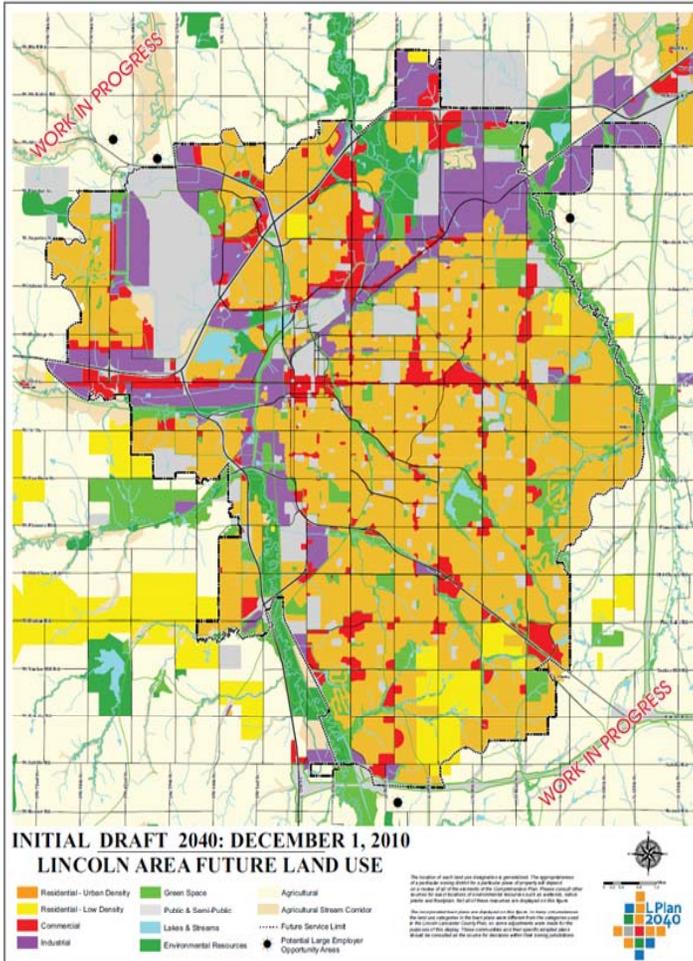
No.	Facility/Project Name	Project Type	Project Cost (2018 Dollars)
State Projects			
1	US-34 East, 84th Street to east county line	4 lanes + turn lanes	
2	US-34 West, west city limits to west county line	4 lanes + turn lanes	
3	US-6 West, west city limits to west county line	Paving Improvements	
4	US-6 (Sun Valley Boulevard), "O" Street to Cornhusker Highway (80% of Project Cost)	4 lanes + turn lanes	\$16,943,033
5	US-77 and Warlick Boulevard Intersection	Interchange	
6	US-77 and West Pioneers Boulevard Intersection	Interchange	
7	South Beltway, US-77 South to Nebraska Highway 2 (80% of Project Cost)	4 Lanes Expressway	\$140,000,000
8	South Beltway, US-77 to Hwy-2	Corridor Protection	
9	US-79, US-34 to County Line	Paving Improvements	
10	Safety Projects (80% of state safety projects)	Program	\$24,000,000
City of Lincoln Projects			
11	Developer Commitments	Various	\$12,390,388
12	Hwy-2, Van Don Street to Old Cheney Road	6 lanes + turn lanes	\$17,438,727
13	Intersection Capacity Improvement Projects (\$1,000,000 annual program)	Program	\$23,000,000
14	Two Plus Center Turn Lane Projects in the Built Environment (added capacity portion of projects)	Program	\$4,212,000
15	Intelligent Transportation System Capital Program of Projects (\$1,000,000 annual program)	Program	\$29,000,000
16	Safety Projects (20% of state safety projects)	Program	\$5,000,000
17	Hwy-2, Old Cheney Road to S. 84th Street	6 lanes + turn lanes	\$16,523,640
18	US-34 ("O" St.), Antelope Valley NS Rd., (19th St.) to 46th Street	4 lanes + turn lanes	\$15,161,957
19	NW 48th Street, Adams to US-6	4 lanes + turn lanes	\$14,122,316
20	US-6 (Sun Valley Blvd.), Corn. Hwy (US-6) to W "O" St. (US-6), including RR Overpass (local 20% share)	4 lanes + turn lanes	\$4,081,758
21	Travel Demand Management Program of Projects (\$200,000 annual program)	Program	\$5,800,000
22	US-34 ("O" St.), Wedgewood Drive to 98th Street	6 lanes + turn lanes	\$16,489,642
23	N. 33rd Street, Ant Valley Rd., East Leg End to Corn. Hwy. to Superior, Salt Creek	4 lanes + turn lanes + bridge	\$38,600,000
24	S. 9th Street, Van Don to South Street	4 lanes + turn lanes	\$2,061,195
25	US-6 (Corn. Hwy.) N. 20th Street to N. 33rd Street	6 lanes + turn lanes	\$9,908,111
26	Normal Boulevard, S. 58th Street to Van Don Street	4 lanes + turn lanes	\$5,153,267
27	N. 14th Street and US-6, Interchange	Interchange	\$8,913,020
28	84th Street and US-34	Major Intersection Work	\$5,000,000
29	N. 84th Street, US-6 to US-34	4 lanes + turn lanes	\$16,008,024
30	N. 14th Street, Warlick Boulevard / Old Cheney Road	Major Intersection Work	\$13,600,000
31	N. 48th Street, Adams to Superior	4 lanes + turn lanes	\$7,296,353
32	Havelock Avenue, N. 70th Street to N. 84th Street	2 lanes + turn lanes	\$2,564,904
33	NW 40th Street, W. Vine Street to US-6, including I-80 Overpass	Overpass	\$6,765,962
34	S. 46th Street / Normal Boulevard / South Street	Major Intersection Work	\$5,000,000
35	US-6 (Corn. Hwy.) N. 11th Street to N. 27th Street	6 lanes + turn lanes	\$10,644,512
36	N. 10th Street, US-6 to Military Road, including Salt Creek Bridge	4 lanes + turn lanes	\$8,119,202
37	N. 98th Street, US-34 to Holdrege	additional 2 lanes	\$2,430,392
38	Pine Lake Road, S. 67th Street to Hwy-2	4 lanes + turn lanes	\$6,602,893
39	S. 70th Street, Ring Lake Road to Yankee Hill Road	4 lanes + turn lanes	\$5,921,581
40	Rattlesnake Road, Highway 77 to S. 27th Street	4 lanes + turn lanes	\$4,253,793
41	S. 56th Street, Thompson Creek Boulevard to Yankee Hill Road	4 lanes + turn lanes	\$4,139,817
42	Yankee Hill Road, S. 40th Street to S. 56th Street	4 lanes + turn lanes	\$5,967,970
43	NW 48th Street, US-34 to Adams	2 lanes + turn lanes	\$10,937,084
44	S. 98th Street, US-34 to "A" Street	4 lanes + turn lanes	\$7,789,899
45	S. 84th Street, Amber Hill Road to Yankee Hill Road	4 lanes + turn lanes	\$5,242,248
46	Sun Valley Blvd. Extension, W. O Street to Rosa Parks Way	4 lanes + turn lanes + RR overpass	\$18,070,441
47	Van Don Street, Normal Boulevard to S. 84th Street	4 lanes + turn lanes	\$7,591,126
48	A Street, S. 98th to 109th	2 lanes + turn lanes	\$1,879,214
49	S. 70th Street, Yankee Hill Road to Rokeby Road	2 lanes + turn lanes	\$2,847,257
50	West Denton Road, Amanarah Lane to S. Folsom Street	additional 2 lanes	\$877,065
51	East Beltway, I-80 to Hwy-2, "Corridor Protection" Freeway	Corridor Protection	\$16,000,000
52	W. "A" Street, SW. 40th Street to Coddington Avenue	2 lanes + turn lanes	\$4,022,880
53	NW 56th Street, W. Partridge Lane to W. "O" Street	2 lanes + turn lanes	\$3,840,675
54	Yankee Hill Road, S. 56th Street to S. 70th Street	4 lanes + turn lanes	\$6,011,339
55	W. "A" Street, Coddington to Folsom	2 lanes + turn lanes	\$2,720,517
56	W. Holdrege Street, NW 56th Street to NW 48th Street	2 lanes + turn lanes	\$1,249,810
57	NW 12th Street, W. Alvo Road to Fletcher Avenue, US-34 Overpass	2 lanes + turn lanes + overpass	\$6,726,272
58	Yankee Hill Road, S. 70th Street to S. 84th Street	additional 2 lanes	\$3,876,017
59	Aho/Abor, N. 14th Street to N. 27th Street	2 lanes + turn lanes	\$2,497,709
60	NW 40th Street, W. Holdrege Street to W. Vine Street	2 lanes + turn lanes	\$3,425,821
61	W. Fletcher Avenue, NW 31st Street to NW 27th Street	2 lanes + turn lanes	\$1,895,112
62	Yankee Hill Road, Railroad Crossing to Hwy-2	2 lanes + turn lanes	\$1,720,324
63	S. 98th Street, "A" Street to Pioneers Boulevard	4 lanes + turn lanes	\$11,456,844
64	N. 112th Street, Holdrege Street to US-34	2 lanes + turn lanes	\$5,364,896
65	W. Van Don Street, Coddington Avenue to US-77	2 lanes + turn lanes	\$1,423,911
66	W. Holdrege Street, NW 48th Street to NW 40th Street	2 lanes + turn lanes	\$1,423,628
67	W. Cummins Street, NW 48th Street to NW 38th Street	2 lanes + turn lanes	\$1,597,097
68	W. Adams Street, NW 70th Street to NW 56th Street	2 lanes + turn lanes	\$2,622,729
69	Adams Street, N. 90th to N. 98th Street	2 lanes + turn lanes	\$1,689,936
70	N. 98th Street, Adams Street to Holdrege Street	2 lanes + turn lanes	\$1,448,148
71	NW 38th Street, W. Adams Street to W. Holdrege Street	2 lanes + turn lanes	\$2,842,167
72	W. Van Don Street, SW 40th Street to Coddington Avenue	2 lanes + turn lanes	\$3,008,028
73	Havelock Avenue, N. 84th Street to N. 98th Street	2 lanes + turn lanes	\$2,967,311
74	Fletcher Avenue, US-6 to N. 84th Street	2 lanes + turn lanes	\$3,204,660
75	Rokeby Road, S. 27th Street to S. 40th Street	2 lanes + turn lanes	\$2,913,994
76	S. 112th Street, US-34 to Van Don Street	2 lanes + turn lanes	\$6,158,680
77	Rokeby Road, S. 48th Street to S. 56th Street	2 lanes + turn lanes	\$1,215,196
78	W. Cummins Street, NW 56th Street to NW 52nd Street	2 lanes + turn lanes	\$638,124
79	Rokeby Road, S. 70th Street to S. 84th Street	2 lanes + turn lanes	\$2,605,248
80	NW 56th Street, W. Cummins Street to W. Superior Street	2 lanes + turn lanes	\$1,364,509
81	W. Superior Street, NW 70th Street to NW 56th Street	2 lanes + turn lanes	\$2,564,901
82	NW 70th Street, W. Superior Street to W. Adams Street	2 lanes + turn lanes	\$2,622,729
TOTAL			\$548,510,159
Maintenance Emphasis Total			\$38,000,000
Capital Emphasis Total			\$524,217,806

Capital Emphasis Projects



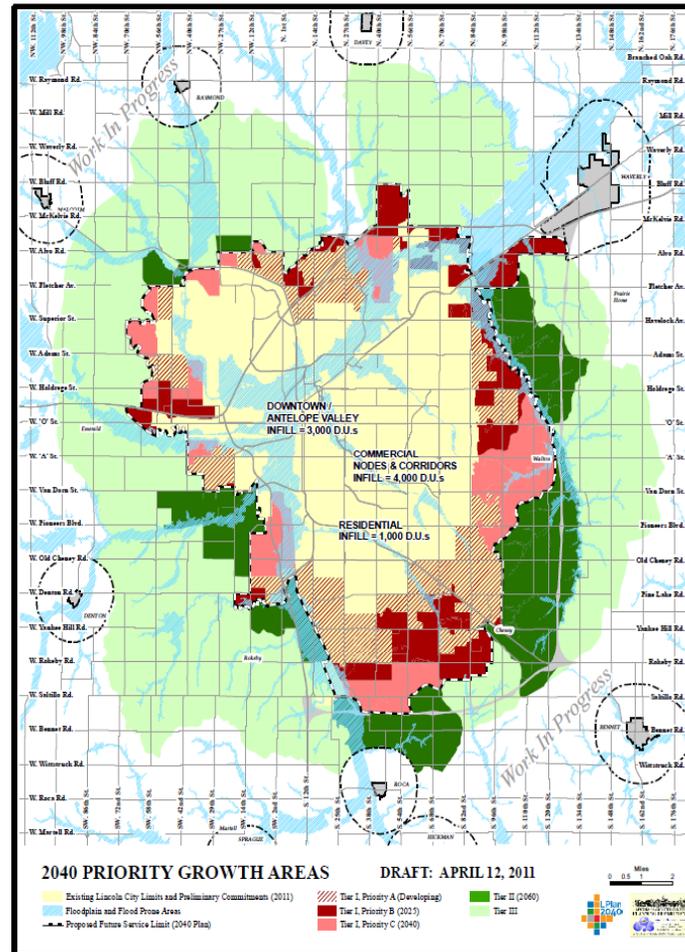
Needs Based Projects





Draft Priority Growth Areas

- Draft 2040 Future Service Limit shown
- Tier I, Priority A: developing areas (first priority for services)
- Tier I, Priority B: future development in early years of LPlan 2040 (2011-2025)
- Tier I, Priority C: future development in later years of LPlan 2040 (2026-2040)
- Tier II: future development between 2040 and 2060
- Tier III: future development beyond 2060



Mixed-Use Residential Infill:

Much of the infill shown in the Plan is anticipated to occur as mixed-use residential infill. This type of development includes compatible uses such as office, retail, entertainment and residential in the same area, and even in the same building



Aksarben Village



Village Gardens



The Haymarket

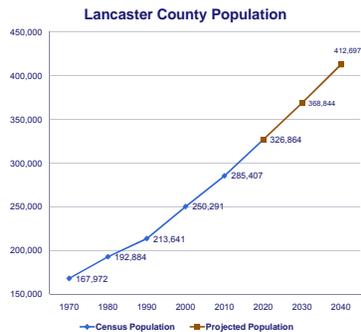
Draft Future Land Use Plan

- Draft 2040 Future Service Limit shown
- Future land uses
- Contiguous and multidirectional urban growth
- Gravity-flow sewer; drainage basin growth
- Accommodates roughly 48,000 new dwelling units
- Accommodates roughly 18 million sq. ft. of new commercial space

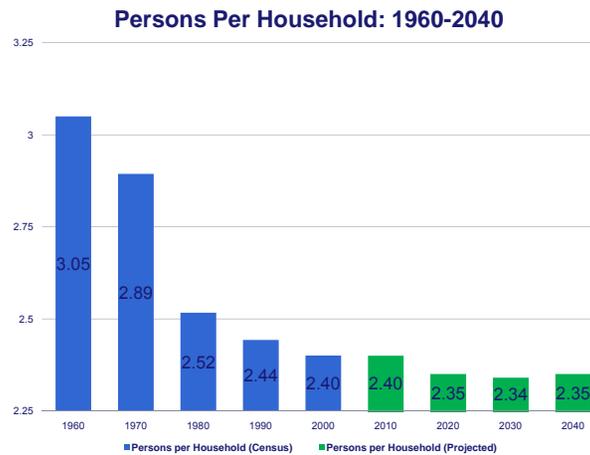
Demographics



Population Growth



Smaller Households

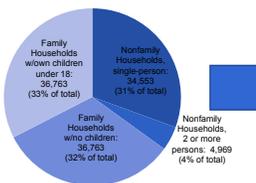


2010 Census

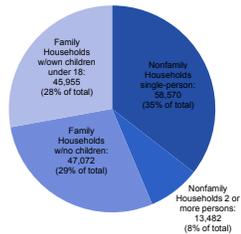
	2000 Population	2010 Population	Population Change	% Change	Annual Growth Rate	% of County Population in 2000	% of County Population in 2010
Lancaster County	250,291	285,407	35,116	14.03%	1.32%	100.00%	100.00%
Lincoln	225,581	258,379	32,798	14.54%	1.37%	90.13%	90.53%
Bennet	570	719	149	26.14%	2.35%	0.23%	0.25%
Davey	153	154	1	0.65%	0.07%	0.06%	0.05%
Denton	189	190	1	0.53%	0.05%	0.08%	0.07%
Firth	564	590	26	4.61%	0.45%	0.23%	0.21%
Hallam	276	213	-63	-22.83%	-2.56%	0.11%	0.07%
Hickman	1,084	1,657	573	52.86%	4.33%	0.43%	0.58%
Malcolm	413	382	-31	-7.51%	-0.78%	0.17%	0.13%
Panama	253	256	3	1.19%	0.12%	0.10%	0.09%
Raymond	186	167	-19	-10.22%	-1.07%	0.07%	0.06%
Roca	220	220	0	0.00%	0.00%	0.09%	0.08%
Sprague	146	142	-4	-2.74%	-0.28%	0.06%	0.05%
Waverly	2,448	3,277	829	33.86%	2.96%	0.98%	1.15%
Unincorporated	18,208	19,061	853	4.68%	0.46%	7.27%	6.68%

Changing Household Types

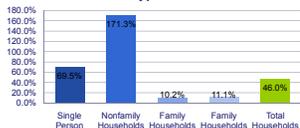
Total Households by Type, 2010



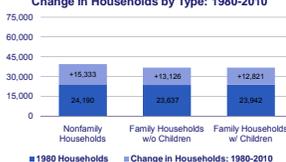
Projected Total Households by Type, 2040



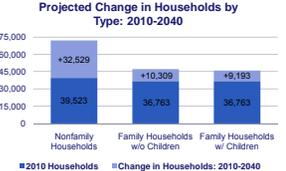
Projected % Change in Households by Household Type: 2010 to 2040



Change in Households by Type: 1980-2010

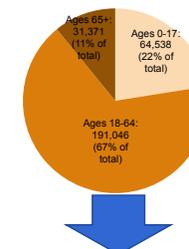


Projected Change in Households by Type: 2010-2040

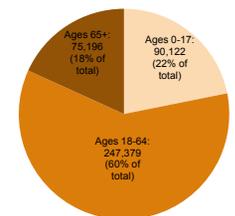


Growth in Aging Population

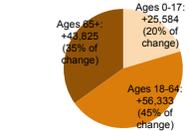
Total Population by Age Cohort: 2010



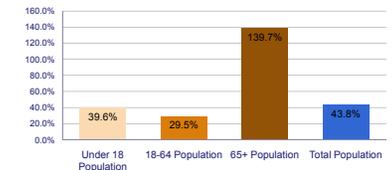
Projected Total Population by Age Cohort: 2040



Projected Population Growth: 2010-2040



Projected % Change in Population by Age: 2010 to 2040



Projections produced by the Center for Public Affairs Research, University of Nebraska Omaha. The full report is available at LPlan2040.lincoln.ne.gov

