

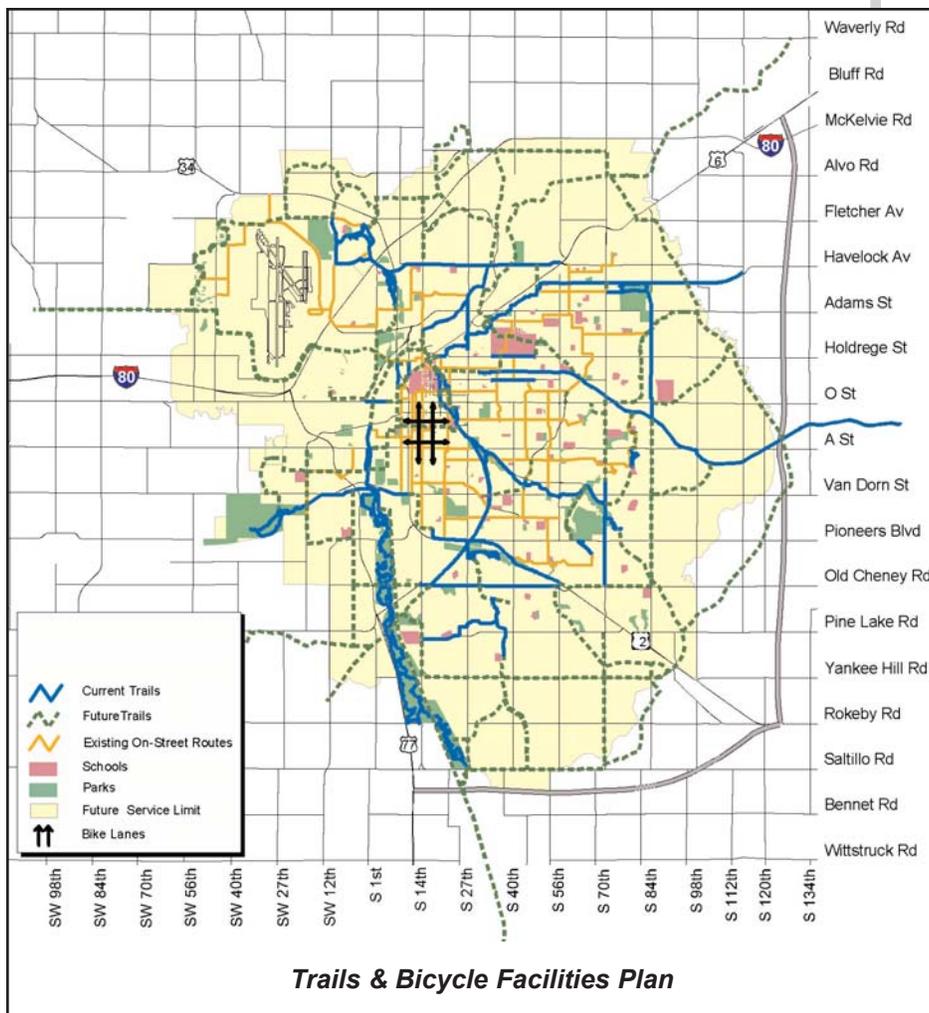
BICYCLE AND TRAILS STANDARDS FOR DEVELOPING AREAS

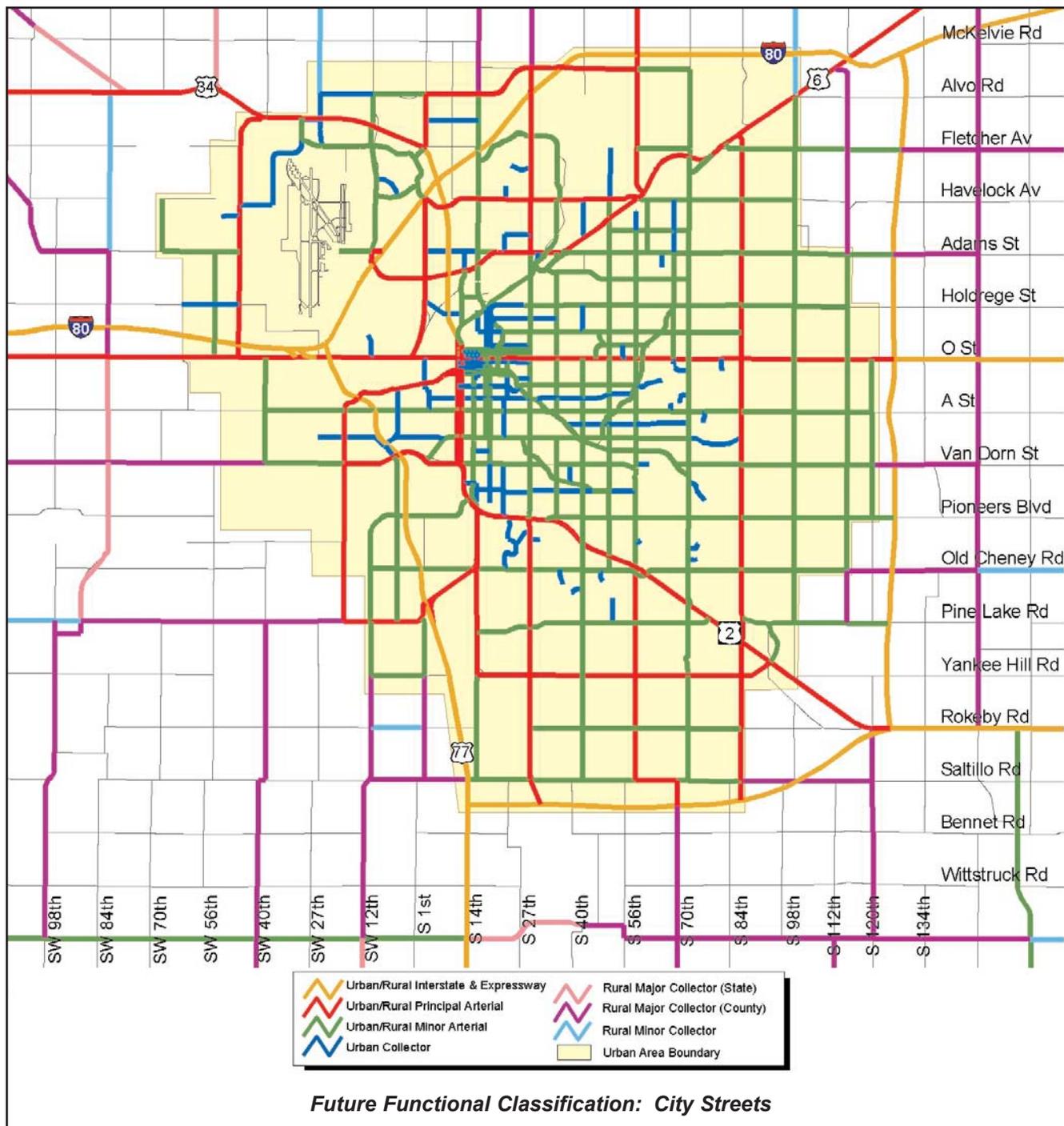
Bicycle and trails standards should be prepared for public and private developments. These standards should consider existing and future activity centers. The standards should be realistic and easy to understand. Checklists may be used to implement the standards.

Bicycle and trails standards should identify key destinations, and plan for bicycle and trails facilities to and from these locations. Key destinations include schools, parks, trails, and activity centers.

Strategies: Bicycle and Trails Standards for Developing Areas

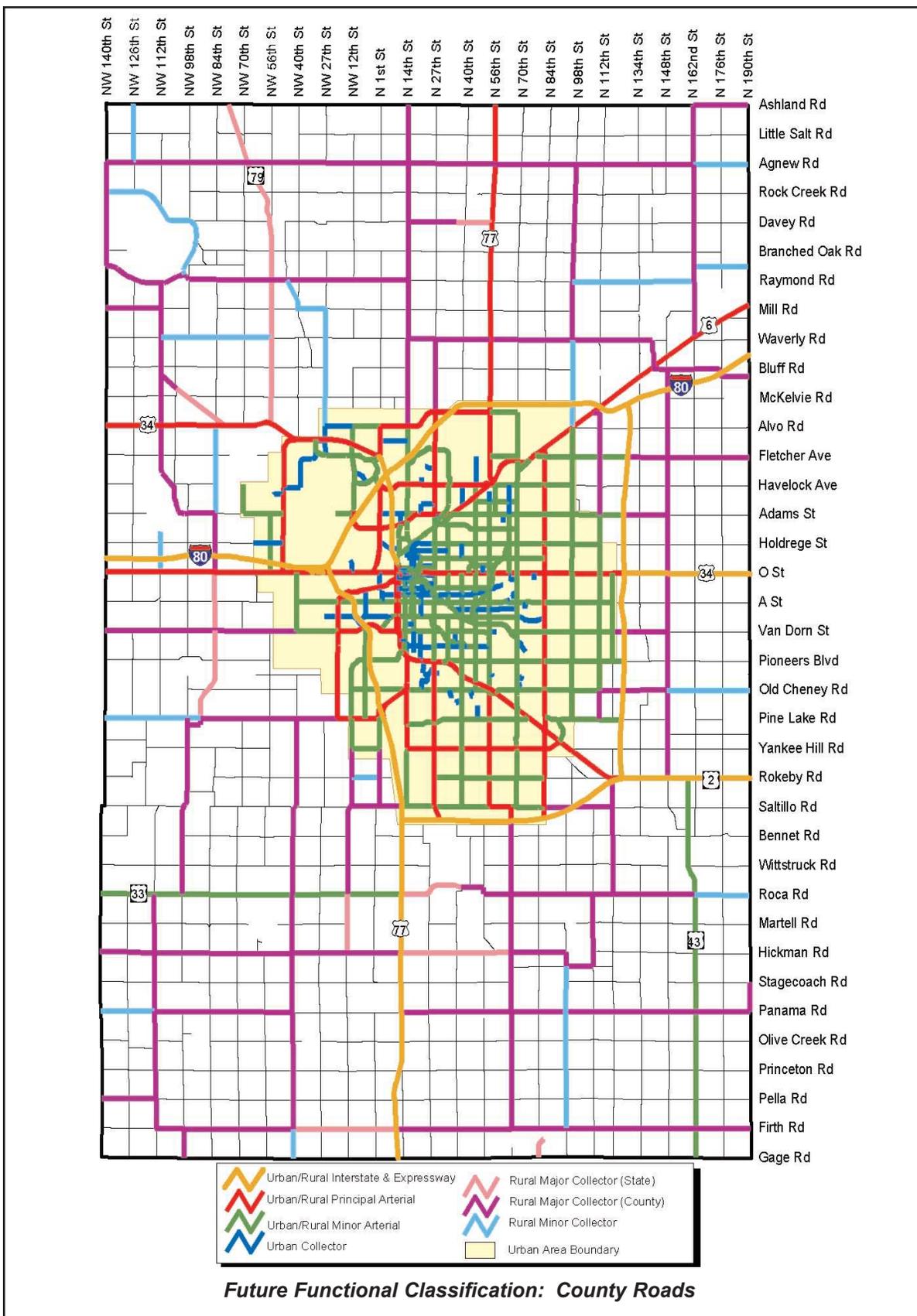
- Develop minimum bicycle and trail standards for all new roadways and reconstruction of existing roadways.
- Encourage minimum bicycle and trail standards for private developments to provide bicycle and trails facilities connecting key destinations such as schools, parks, and activity centers.
- Select and implement a near term bicycle facilities demonstration project embracing best engineering practices, bicycle design standards, and minimum Federal guidelines.
- Explore opportunities to develop trails within rail corridors proposed to be abandoned as an interim transportation use.
- Explore opportunities to combine trails within active rail corridors where linkages are needed, and rail traffic volume is low.
- Develop an interconnected system of trails that utilizes drainage channels and greenway corridors when feasible. Trail routes adjoining major streets should only be considered in establishing trail connections over ridgelines between drainage basins.
- Consider the location and alignment of trails in reviewing development applications. Request that the platform for trails be graded in conjunction with the associated development.

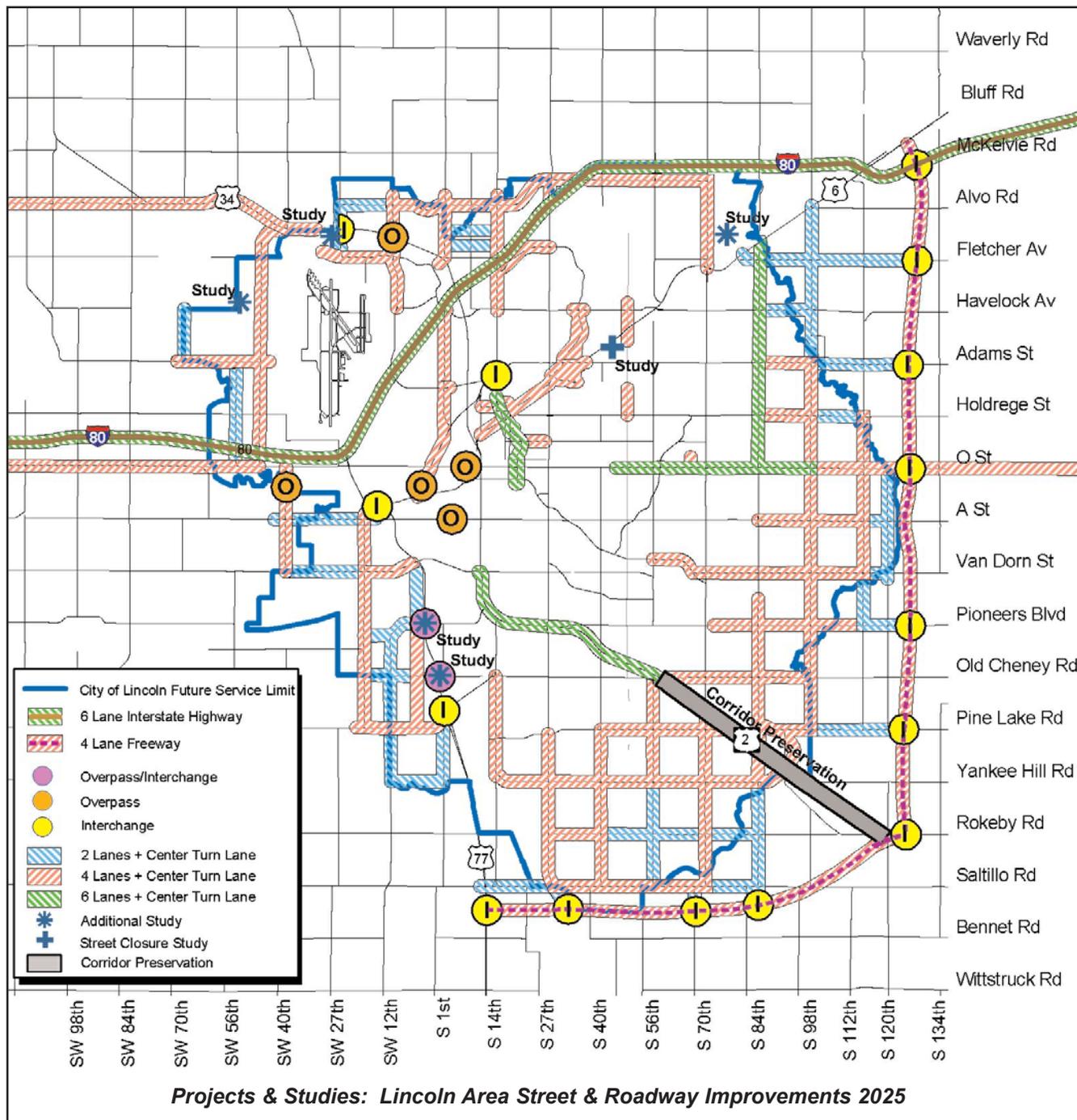




For other principal arterials, the concept of service to abutting land is subordinate to serving major traffic movements. Facilities within this classification are capable of providing direct access to adjacent land but such service is to be incidental to the primary functional responsibility of moving traffic within this system.

B. Minor Arterials: This functional class serves trips of moderate length and offers a lower level of mobility than principal arterials. This class interconnects with, and augments principal arterials, distributes traffic to smaller areas, and contains streets that place some emphasis on land access. These are characterized by moderate to heavy traffic volumes.





C. Collector Streets: These streets serve as a link between local streets and the arterial system. Collectors provide both access and traffic circulation within residential, commercial, and industrial areas. Moderate to low traffic volumes are characteristic of these streets.

D. Local Streets: These are composed of all lower order facilities that essentially serve as a conduit between abutting properties and higher order streets. Local streets provide the lowest level of mobility and generally exhibit the lowest traffic volumes.

ADDITIONAL URBAN AREA SYSTEM IMPROVEMENTS

In addition to those projects described above, numerous other streets and roadway projects are identified for construction or programming during the 25 year planning period.

These projects will generally be the responsibility of the City of Lincoln, although participation from other governmental entities will occur.

These include a wide range of projects for which the City has already committed funds, as well as longer term projects that do not have specifically earmarked funding.

Committed Projects

Fletcher Avenue, Cornhusker Hwy (US-6) to 84 th Street	2 lanes + turn lanes
N. 66 th St, “O” St to “Q” St, part of ‘O’ St. Project	4 lanes + turn lanes
“O” Street, 52 th Street to Wedgewood Dr.	6 lanes + turn lanes
South 84 th Street, Montello Rd. to Amber Hill Rd.	4 lanes + turn lanes
Pioneers Blvd., 70 th Street to 84 th Street	4 lanes + turn lanes
Old Cheney Road, Nebraska Hwy 2 to 84 th Street	4 lanes + turn lanes
Pine Lake Road, 40 th Street to Nebraska Hwy 2	4 lanes + turn lanes
Pine Lake Road, 84 th Street to 91 st St. to 98 th Street	4 lanes + turn lanes
South 91 st Street, Pine Lake Rd. to Nebraska Hwy 2	4 lanes + turn lanes
South 56 th Street, Old Cheney Rd. to Pine Lake Rd.	4 lanes + turn lanes
South 40 th Street, Pine Lake Rd. to Eagle Ridge Rd.	4 lanes + turn lanes
South 27 th Street, San Mateo Ln. to Yankee Hill Rd.	4 lanes + turn lanes
South 14 th Street, Old Cheney Rd. to Pine Lake Rd.	4 lanes + turn lanes
West Fletcher Ave., NW 12 th Street to NW 31 st Street	4 lanes + turn lanes
NW 27 th Street, West Fletcher Ave. to US-34 Interchange	2 lanes + turn lanes
North 10 th St., Sun Valley Blvd. To Military Rd.	4 lanes + turn lanes
Vine Street, 21 st Street to 26 th Street	4 lanes + turn lanes
Highway 77 and Capitol Parkway West	Interchange
“A” Street and 3 rd Street Overpass	Railroad Overpass
“O” Street, 3 rd Street to 9 th Street, Harris Overpass	Railroad Overpass
South 14 th St./Warlick Blvd./Old Cheney Road	Intersection

Proposed Projects

North 84 th Street, US-6 to “O” Street	6 lanes + turn lanes
North 98 th Street, US-6 to Adams Street	2 lanes + turn lanes
Fletcher Ave., 84 th Street to East Beltway	2 lanes + turn lanes
Havelock Ave., 84 th Street to 98 th Street	2 lanes + turn lanes
Adams Street, 84 th Street to 98 th Street	4 lanes + turn lanes
Adams Street, 98 th Street to East Beltway	2 lanes + turn lanes
98 th Street, Adams Street to Pine Lake Road	4 lanes + turn lanes
112 th Street, Holdrege to Van Dorn Street	4 lanes + turn lanes
112 th Street, Van Dorn Street to Pioneer Blvd	2 lanes + turn lanes
120 th Street, “O” Street to Van Dorn Street	2 lanes + turn lanes
Holdrege Street, 84 th Street to 98 th Street	4 lanes + turn lanes
Holdrege Street, 98 th Street to 112 th Street	2 lanes + turn lanes
“O” Street, 72 nd Street to 98 th Street	6 lanes + turn lanes

“A” Street, 84 th Street to 112 th Street	4 lanes + turn lanes
“A” Street, 112 th Street to 120 th Street	2 lanes + turn lanes
Normal Blvd., 56 th Street to Van Dorn Street	4 lanes + turn lanes
Van Dorn Street, Normal Blvd. to 80 th Street	4 lanes + turn lanes
Van Dorn Street, 84 th Street to 112 th Street	4 lanes + turn lanes
Van Dorn Street, 112 th Street to 120 th Street	2 lanes + turn lanes
Pioneers Blvd., 84 th Street to 112 th Street	4 lanes + turn lanes
Pioneers Blvd., 112 th Street to East Beltway	2 lanes + turn lanes
Old Cheney Road, 84 th Street to 98 th Street	4 lanes + turn lanes
Pine Lake Road, 98 th Street to East Beltway	2 lanes + turn lanes
Yankee Hill Road, South 14 th Street to Nebraska Hwy 2	4 lanes + turn lanes
South 84 th Street, Amber Hill Rd. to Yankee Hill Rd.	4 lanes + turn lanes
South 84 th Street, Yankee Hill Rd. to South Beltway	2 lanes + turn lanes
South 70 th Street, Pine Lake Rd. to South Beltway	4 lanes + turn lanes
South 56 th Street, Pine Lake Rd. to Yankee Hill Rd.	4 lanes + turn lanes
South 56 th Street, Yankee Hill Rd. to Saltillo Rd.	2 lanes + turn lanes
South 40 th Street, San Metro Lane to Saltillo Rd.	4 lanes + turn lanes
South 27 th Street, Yankee Hill Rd. to South Beltway	4 lanes + turn lanes
Rokeby Hill Road, 27 th Street to 40 th Street	4 lanes + turn lanes
Rokeby Hill Road, 40 th Street to 84 th Street	2 lanes + turn lanes
Saltillo Road, 70 th Street to 84 th Street	2 lanes + turn lanes
Saltillo Road, 27 th Street to 70 th Street	4 lanes + turn lanes
Saltillo Road, US-77 to 27 th Street	2 lanes + turn lanes
Yankee Hill Road, 1 st Street to SW 12 th Street	2 lanes + turn lanes
South 14 th Street, Garrett Ln., to Yankee Hill Road	4 lanes + turn lanes
South 1 st Street, West Denton Rd. to Yankee Hill Rd.	2 lanes + turn lanes
West Denton Road, US-77 to Coddington Rd.	4 lanes + turn lanes
Coddington Road, US-77 to West Denton Rd.	4 lanes + turn lanes
SW 12 th Street, Yankee Hill Rd. to Pioneers Blvd.	2 lanes + turn lanes
Folsom Road, Pioneers Blvd. to West Denton Rd.	4 lanes + turn lanes
Old Cheney Road, SW 12 th Street to Coddington Rd.	2 lanes + turn lanes
Old Cheney Road, Highway 77 to S.W. 12 th St.	2 lanes + turn lanes
West Pioneer Blvd., US-77 to Coddington Rd.	2 lanes + turn lanes
Folsom Road, Van Dorn Street to Pioneers Blvd.	2 lanes + turn lanes
West Van Dorn, Coddington Ave to SW 40 th St.	2 lanes + turn lanes
West Van Dorn, US-77 to Coddington Ave.	4 lanes + turn lanes
Nebraska Hwy 2, Van Dorn Street to 40 th Street	6 lanes + turn lanes
SW 40 th Street, Van Dorn Street to “O” Street	4 lanes /Overpass
West “A” Street, SW 40 th Street to Coddington Rd.	2 lanes + turn lanes
Hobson Yard Overpass, “O” St to W. Capital Pkwy	4 lanes/Overpass
NW 48 th Street, West “O” Street to US-34	4 lanes + turn lanes
NW 56 th Street, West “O” Street to West Adams Street	2 lanes + turn lanes
West Adams Street, NW 70 th Street to NW 48 th Street	4 lanes + turn lanes
North 1 st Street, Cornhusker Hwy to Superior Street	4 lanes + turn lanes
North 14 th Street, Superior Street. to Alvo Rd.	4 lanes + turn lanes
North 48 th Street, Holdrege Street to Leighton Ave.	4 lanes + turn lanes
North 48 th Street, Fremont Street to Doris Bair Rd.	4 lanes + turn lanes
NW 12 th Street, Highlands Blvd. to Alvo Rd.	4 lanes + turn lanes
Fletcher Ave., N. 14 th St. to N. 27 th St.	4 lanes + turn lanes
West Fletcher Ave., N.W. 27 th St. to N.W. 31 st St.	2 lanes + turn lanes

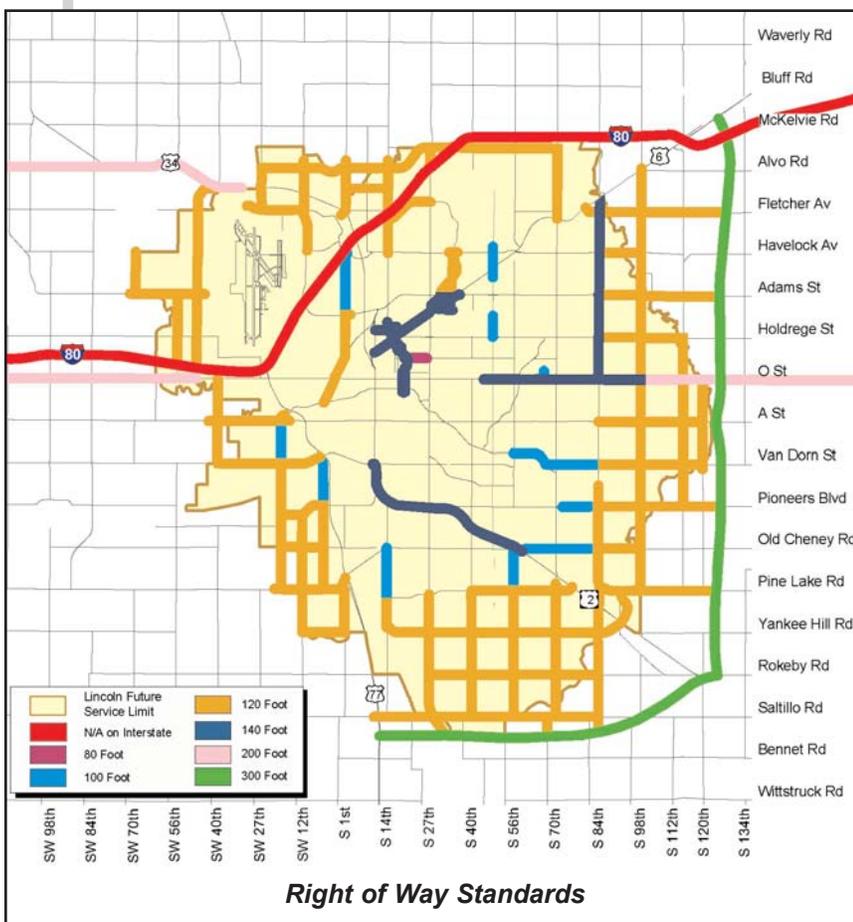
corridor could serve as a multi-modal or multi-use area in the future.

Corridor preservation should include retention of all property within the State’s present right of way area, denial of any additional access points to the roadway, elimination of existing access points should such opportunities arise, and the acquisition of additional right of way should it become available.

Serious conflicts currently exist between local commuter traffic and highway truck traffic. The South Beltway, when completed, will become the official truck route instead of Highway 2. This will present the opportunity to shift “through” highway truck traffic off Highway 2. When the South Beltway is opened, policies should be implemented to deter through truck traffic, preserve the right-of-way corridor, and facilitate local traffic use on Highway 2.

RIGHT-OF-WAY CONSIDERATIONS

Right-of-Way (ROW) widths for projects on the Year 2025 Street and Highway Improvements Plan are displayed on the Right-of-Way Standards Map. For existing and future arterial street projects appearing on this map, the right-of-way is generally 120 ft. in width for “2 Lanes + Center Turn Lane” (2+1) and “4 Lanes + Center Turn Lane” (4+1) projects, and 140 ft. in width for “6 Lanes + Center Turn Lane” (6+1) projects.



Projects occurring at the intersection of two arterial streets will warrant the further dedication of public right-of-way up to 130 ft. in width for the “2+1 at 120 ft. of ROW” and “4+1 at 120 ft. of ROW” projects, and 150 ft. in width for the “6+1 at 140 ft. of ROW” projects, for a distance extending two blocks from the centerline (approximately 700 ft.) of the intersection. The length of the intersection improvement should consider the existing and proposed land uses in the general area, traffic studies, and other pertinent information. Signalized intersections occurring along an arterial but not crossing another arterial may also fall under these ROW standards. The standard applies when land uses or other factors demonstrate the need for a wider right-of-way at the location.

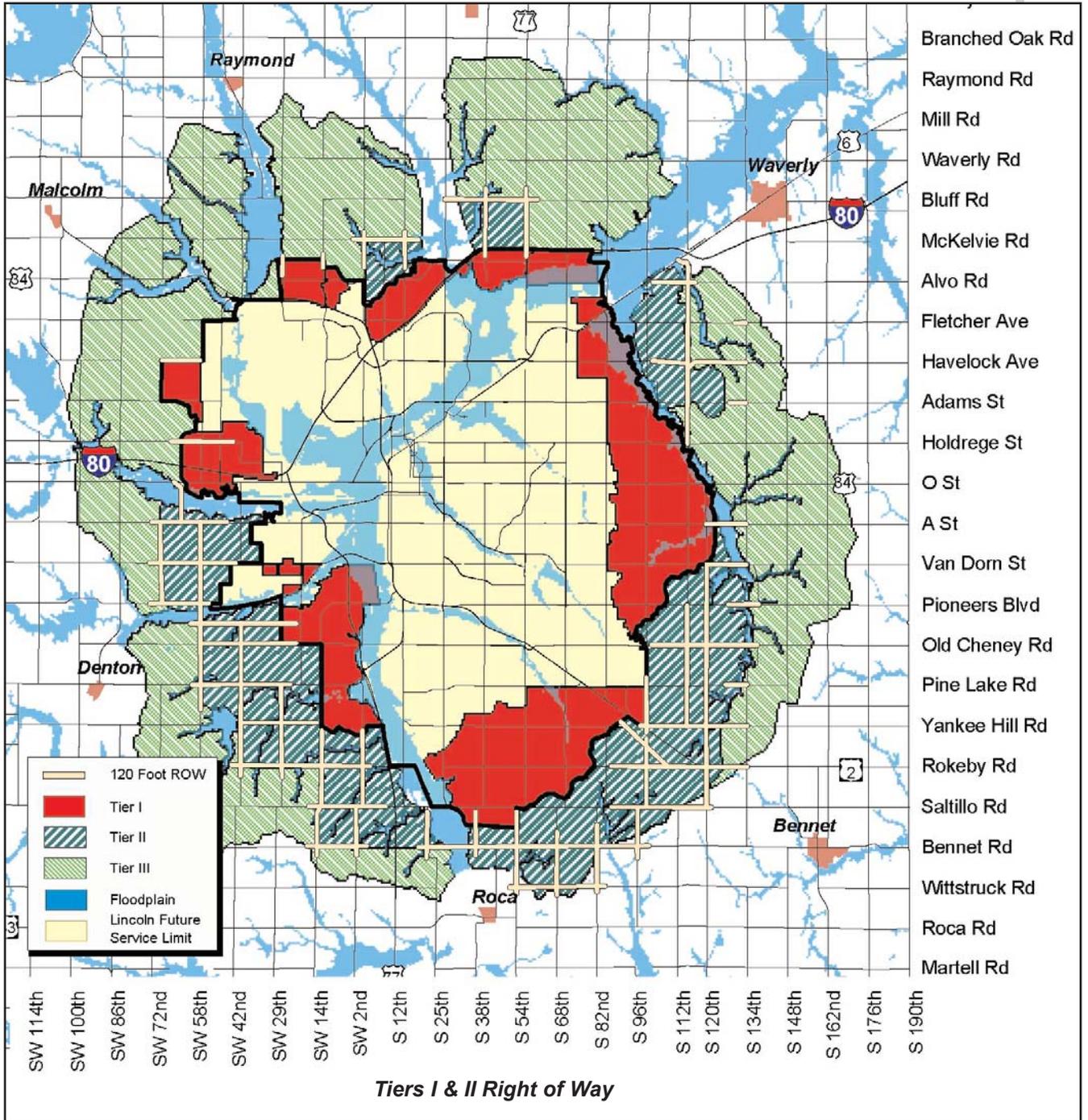
Within Lincoln’s future growth Tiers I and II, a public right-of-way (ROW) width of 120 ft. for any potential future arterial street is considered the desired standard for this Plan. This is assumed to include — but is not necessarily limited to — existing section and half-section line roads in these future

growth Tiers. Any ROW obtained to extend or otherwise complete the section line road system in the future growth area should also be done at this desired standard.

There are instances — mostly but not always in newer areas — where trails are to be placed along an arterial street. This may occur in order to provide trail connections and to allow safe trail crossings at arterial streets. When a future trail or bike lane is designated along an arterial roadway then the corridor should be expanded by six addition-

al feet on the side where the trail will be located. The additional right-of-way should be obtained in advance of development.

Within the older established areas of the city, 66 foot rights-of-way are typical. This is normally adequate for a two lane or a two plus center turn lane street design, which is typically 33 feet wide (back of curb to back of curb). Where impacts from even minor widening would be significant, 31 feet (back of curb to back of curb) is an acceptable width.



FINANCIAL ANALYSIS

Financing sources for current and planned roads and streets are chronically inadequate.

Federal transportation planning regulations call for Long Range Transportation Plans to, “include a financial plan that demonstrates the consistency of proposed transportation investments...with already available and projected sources of revenues.”

This standard – some times referred to as the “fiscal constraint requirement” – ensures a balance between the costs of proposed transportation projects in the long range plan with likely funding sources. This standard minimizes the potential for infrastructure programs being adopted that are not likely to be implemented.

**City of Lincoln Streets Plan
Project Funding Through Year 2025
*Expressed in Millions of Dollars***

	<u>Projected Revenues</u>	<u>Millions of Dollars</u>
1	City Road Funds # (1.5 percent annual increase assumed)	\$685.0
2	Federal Highway Funds ## (no growth increase assumed)	100.0
3	Other State/Federal Aid ### (no growth increase assumed)	265.0
4	Other Funds #### (RTSD, Assessments) (no growth increase assumed)	<u>50.0</u>
	<i>Projected Total All Funds</i>	<i>\$1,100.0</i>
	<u>Projected Expenditures</u>	
5	Maintenance Activity*	\$190.0
6	Resurfacing/Rehabilitation** (Seven percent increase every 5 th year)	210.0
7	City/Fed/State Share of Major Projects***	<u>1,082.4</u>
	<i>Projected Total Expenditures</i>	<i>\$1,482.4</i>

Includes city wheel tax and city share of State Highway Allocation Funds. Does not include general funds.
 ## City’s share of Transportation Act.
 ### Applied for funds.
 * Includes street sweeping, snow removal, patching and other maintenance.
 ** Includes resurfacing, minor widening, and signals.
 *** Includes construction, preliminary engineering, minor right-of-way acquisition, emergency, and safety activities. Involves use of City Wheel Tax, City Share of State Highway Allocation Funds, Federal Highway Funds, Railroad Transportation Safety District (RTSD) funds, and Other State/Federal Aid Funds. No project cost inflation is assumed. Funding for State projects is not included. Assumes 100 percent local funding for Antelope Valley Project. A 20 percent local funding and 80 Federal/State funding split would be anticipated for the South and East Beltways, Capitol Parkway West and Highway 77, and Sun Valley Boulevard from West O to Cornhusker.

As part of this comprehensive planning process, the Lincoln Public Works and Utilities Department completed a detailed review of the financial requirements needed to undertake the City’s road improvements. These figures show a projected twenty-five year revenue stream of approximately \$1,100 million. The companion figure for the cost portion of the Plan is around \$1,482 million. While there is projected imbalance of around \$382 million over the entire planning period, it is expected that this difference will be accounted for through a combination of financing and capital improvement programming options.

These options involve a number of additional revenue sources (including local street impact fees currently being pursued by the City but as yet unapproved, and discretionary Federal and State funds likely requiring the submittal of project specific requests) and the staging of improvements allowing for the incremental construction of road improvements. The combination of these factors is projected to allow for the eventual construction of the roadway program as shown in this Plan.



REGIONAL PARKS

DESCRIPTION

Regional parks are large tracts of land that encompass special or unique facilities and features that are of interest to the diverse groups throughout the community. Sites offer opportunities for a variety of activities, a portion of which are generally centered around natural or environmental features. There is generally an emphasis on preserving natural landscape features as an important element of park design. Regional parks primarily provide opportunities for day use activities that may include picnicking, hiking, sports, fishing, canoeing and boating, and environmental interpretation and appreciation. Fields and courts for organized sports activities may be secondary uses.

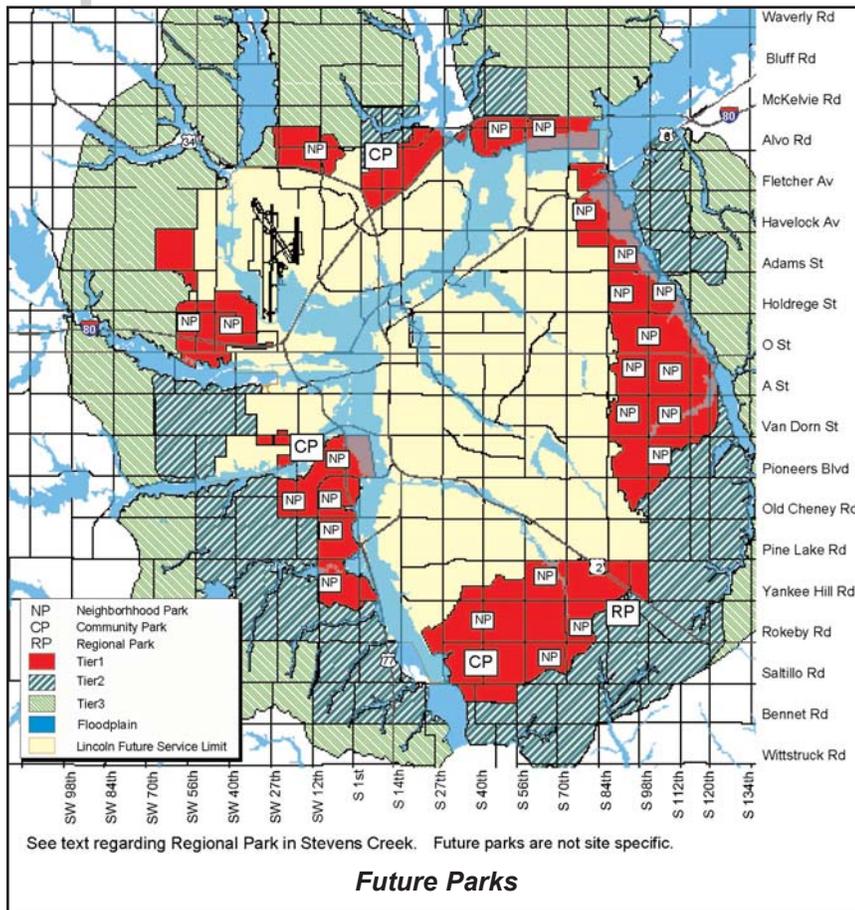
SERVICE AREA

Regional parks provide recreation opportunities of interest to diverse groups throughout the community, and may attract visitors from outside the immediate area.

OTHER LOCATION AND DESIGN CRITERIA

Jensen Park, located southeast of Yankee Hill Road and South 84th Street was acquired with the intent of development as a regional park facility in the future. In addition, acquisition of a new regional park site in the eastern portion of the Stevens Creek Basin is anticipated. Acquisition and development of additional regional parks within the

future urban area associated with Lincoln during the 25 year planning horizon is not anticipated. Rather it is anticipated that the City will work with the Nebraska Game and Parks Commission and the Lower Platte South Natural Resources District (NRD) to provide recreation facilities around the Salt Valley Lakes and other natural resource sites. Ultimately public park areas around the Salt Valley Lakes may gradually transition from management by the Game and Parks Commission to management by the City as the surrounding area urbanizes. Similarly, some sites presently managed by the Lower Platte South NRD may transition to management by the City as the surrounding area urbanizes. Efforts should be made over time to provide trail access to the Salt Valley Lakes and other natural resource sites via connections to the Salt Valley Heritage Greenway and associated tributary stream corridors.



STRATEGIES

- Acquire and develop community park sites through regular “quality of life bond” issue initiatives and capital improvement program allocations.
- Formalize joint planning activities between the City of Lincoln and Lincoln Public Schools for selection and acquisition of future school/park sites.

N

NEIGHBORHOOD PARKS

DESCRIPTION

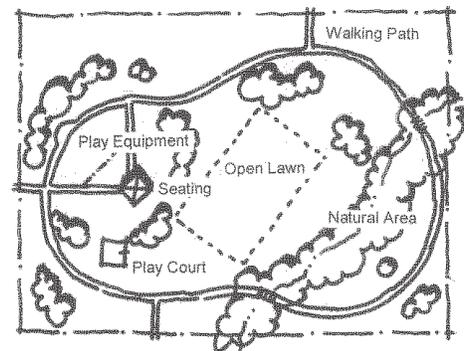
Neighborhood parks are comprised of sites that are approximately eight to twelve acres and are centrally located within areas of residential development. Typical activity areas include playground equipment, open lawn area for informal games and activities, play court with a single basketball goal for informal games, seating, and walking paths.

SERVICE STANDARD

Two acres of neighborhood parkland per 1,000 residents.

SERVICE AREA

Approximately ½ mile radius in the urban area; neighborhood parks are anticipated to generally be located within the center of each mile section.



Neighborhood Park

OTHER LOCATION AND DESIGN CRITERIA

- Locate neighborhood parks close to the center of residential areas and within walking distance of a majority of residents. Park sites should be readily accessible by pedestrians and bicyclists.
- Locate neighborhood parks adjacent to elementary schools where possible.
- Locate neighborhood parks adjacent to greenway linkages where possible.
- Locate park sites where residents living in surrounding homes can view activities in the park to provide for informal supervision.
- Where possible, select sites for neighborhood parks that allow for multiple functions, such as storm water management or habitat conservation.

STRATEGIES

- Identify opportunities to acquire and develop neighborhood parks in established neighborhoods that are deficient in neighborhood park resources.
- Establish and implement park system development fees for acquisition and development of neighborhood parks.
- Formalize joint planning activities between the City of Lincoln and Lincoln Public Schools for selection and acquisition of future school/park sites.