There is one land use plan for both the City of Lincoln and Lancaster County. The above land use categories are reflected in the single Lincoln and Lancaster County land use plan. This one land use plan is displayed in two figures for the purpose of permitting greater clarity of display within the Lincoln urban area. The first figure displays the entire Lincoln/ Lancaster County Land Use Plan. The second figure is a close up on the Lincoln urban area from the Lincoln/ Lancaster County Land Use Plan.

The land use plan displays the generalized location of each land use. It is not intended to be used to determine the exact boundaries of each designation. The area of transition from one land use is often gradual. The Comprehensive Plan also encourages the integration of compatible land uses, rather than a strict segregation of different land uses.

The land use plan also displays the generalized land use plans for other incorporated places within the county. These include the cities of Waverly and Hickman, and the villages of Malcolm, Raymond, Davey, Denton, Bennet, Sprague, Roca, Panama, Hallam and Firth.

In many circumstances the land use categories in these plans were different than the categories used in the Lincoln/ Lancaster County Comprehensive Plan. In such instances, adjustments were made for the purposes of this display so that the land uses followed those used in the City-County Comprehensive Plan. These communities and their specific adopted plans should be consulted as the source for decisions within their zoning jurisdictions. Their plans are displayed in order to better coordinate the land use plans for the County as a whole with those of individual towns.

In addition, Waverly and Hickman requested that their goals for the area two miles outside their community be included in the Lincoln/ Lancaster County Comprehensive Plan. These communities only have jurisdiction over a one mile planning area. Those land uses which are generally compatible with the principles of this Comprehensive Plan are reflected on the land use plan. It should be noted that these areas remain within the current planning and zoning jurisdiction of the city and county and are thus subject to reconsideration and change by Lincoln and Lancaster County.

Future Service Limit: The land use plan also displays the future service limit for the City of Lincoln. Land inside this line represents the anticipated area to be provided with urban services within the planning period.

Timing

Tier I, II and III

The Comprehensive Plan includes three tiers of growth for the City of Lincoln. Tier I reflects the "Future Service Limit," where urban services and inclusion in the city limits are anticipated by 2025 within the 25 year planning period. Infrastructure planning, especially for water and sanitary sewer facilities, can reach beyond the 25 year time horizon to 50 years and further. Tier II respects this extended planning horizon by showing areas where long term utility planning is occurring today with the expectation that these areas will follow Tier I as the next in line for urban growth. Tier III reflects an even more distant planning area — both in time and geography. Little active planning of utilities or service deliverly is likely to occur in the near term in Tier III. A fuller description of each Tier is provided below:

Tier I: Defines the City of Lincoln's near term growth area – a 52 square mile area which could reasonably expect urban services within the next twenty five year period. Land within this area should remain generally in the present use in order to permit future urbanization by the City.

Tier II: An area of approximately 70 square miles intended to serve the following purposes: (1) to define the geographic area the city is assumed to grow into immediately beyond the twenty-five year time frame of Tier I; (2) to serve as the basis for long term, advanced utility planning; and; (3) to act as a secondary reserve area for urban growth should the Tier I area development occur more quickly than assumed for the twenty-five year period. Owing to the intended purposes of this Tier and the uncertainty of when the city may begin providing services to these areas, Tier II should also remain in its present

use in order to provide for future urban development.

Tier III: Provides an approximately 85 square mile area for Lincoln's longer term growth potential – perhaps 50 years and beyond. While eventual urbanization of this area is expected, the Tier III area extends well beyond any urban-style development envisioned within the present Plan. Tier III should serve as a panoramic vision for City expansion in the distant future. No active development or infrastructure planning should occur within this Tier within the 25 year planning period of the Plan. Tier III should also remain in its present use in order to provide for future urban development.

Priority Area Plan for Tier I

Setting Priorities

The top priority for infrastructure improvements is the existing city and areas that are currently under development. In order to provide for the orderly future growth of the city, additional land is identified in Tier I as the next area for improvement. However, the community does not have the financial resources, nor is it necessary, to provide urban services to all of the Tier I area within the next few years. So within Tier I, the community needs to prioritize areas for infrastructure improvements.

Priority A identifies a future service area of approximately 20 square miles to serve with utilities in the next six years. Developer interest exists in land in various areas which would require providing services to over 35 square miles. However, based on population and growth projections, development may begin on all of this land in the near term. The City's water and wastewater utility plans for operations and growth are based on serving the Priority A area. User fee increases and/or impact fees as projected for water and wastewater will require additional increases, or additional private financing if projects are added or staged earlier than previously identified.

The City is committed to building needed improvements concurrent with development, as well as maintaining the existing road network. However, this will require significant additional road funds.

While there are financing limitations, the economic development area north of Interstate 80, east of N. 40th Street, that drains into Little Salt Creek, is designated as Priority A and will be provided with infrastructure through Tax Increment Financing. However, an area along the South Beltway, which naturally drains to the south of the South Beltway, should remain Priority B or C until a sanitary sewer study concludes how this larger area can best be served and financing is addressed.

Top Priority Area

The top priority areas are those which are generally within the city limits at the beginning of the planning period. There are still significant infrastructure needs within the existing city and areas currently under development. Some larger projects, such as Antelope Valley, will be ongoing throughout the planning period and will require significant infrastructure resources.

Priority A of Tier I

Areas designated for near term development are generally contiguous to existing development and should be provided first with basic infrastructure within the next 6 years. Some of the infrastructure required for development may already be in place. This area includes some land already annexed, with City commitments to fund infrastructure improvements. In conjunction with annexation, the City should use other available zoning tools, such as residential density and floor area bonuses, to encourage growth and development in these areas. Some infrastructure improvements may be done in the near term while others, such as road improvements that are generally more costly, may take longer to complete.

Priority B of Tier I

The next areas for development, beyond Priority A, are those which currently lack almost all of the infrastructure required to support development. In areas with this designation, the community will maintain present uses until urban development can commence. Infrastructure improvements to serve this area will not initially be included in the City's CIP, but will be actively planned for in the longer term capital improvement planning of the various city and county departments.

Priority C of Tier I

Priority C is the later phase of development areas and is intended to be served after Priority A and B. Given current growth rates and infrastructure financing, development would not begin in this area until after 2020 or 2025.

The principles for prioritization and the individual priority areas are described as follows:

Principles for Priority Areas:

- The top priority for the City's Capital Improvement Program (CIP) is to maintain existing infrastructure, provide for new neighborhood improvements and to complete needed improvements for areas already under development.
- Infrastructure funding to serve the growing community relies upon adequate revenue from all sources, including gas tax allocation, wheel tax, impact fees, and water and wastewater fees.
- Initial urban improvements, such as electricity, water, sewer, pedestrian facilities and roads, should be made concurrent with development with public safety services provided from existing facilities and other improvements phased in over time as needs increase.
- In order to implement the Plan Vision, infrastructure should generally be provided in different directional growth areas, depending upon limited financial resources and if there is development interest in the area.
- Funds for improvements in new major drainage basins to the southwest and to the east should provide the opportunity for development to begin in these areas within the next 12 years.
- Development in the southwest should begin in the Priority A area in the general vicinity of the intersection of Warlick Blvd. and Highway 77. Further planning should proceed to identify initial staging of infrastructure and development in this area.
- The community should only approve development proposals that can be adequately served by the initial urban public facilities such as electricity, water, sewer, pedestrian facilities and roads and by all urban improvements and services in the long term. Initially, public safety services and schools may be provided to an area by facilities that are more distant.
- Generally, adequate infrastructure improvements should be completed in all Priority A areas where there is development interest prior to beginning infrastructure in Priority B areas.
- It is anticipated that there may be some unique circumstances to warrant consideration of development of land in Priority B or C, prior to the full completion of improvements in Priority A. Once a year, during the CIP public hearing, proposals for changes from Priority B and C to A should be evaluated and considered. That review should consider the following items:

  1) the project is contiguous to the City and proposed for immediate annexation, and is consistent with principles of the Comprehensive Plan,

  2) the developer provides information demonstrating how the necessary infrastructure improvements to serve the sub-basin would be provided and financed. The City shall contact other public agencies to obtain their report on the infrastructure necessary to serve the sub-basin including utilities, roads, fire service, public safety, parks, trails, schools and library needs,

  3) the impact that development in the sub-basin will have on capital and operating budgets, level of service, service delivery and Capital Improvement Programs is addressed, including impact of financing, utility rates, and other revenue sources and to what degree the developer is willing to finance improvements,

4) there is demonstrated substantial public benefit and circumstances that warrant approval of the proposal in advance of the anticipated schedule.

- Explore options to permit the City Council to annually adopt a six year Capital Improvement Program to serve as a planning and programming guide.
- Growth into most of the Priority B areas and all of Priority C areas are comparatively inefficient in terms of required capital investment as compared to the Priority A areas.

Tier II Areas

The Plan's premise is that within the next ten years, if the anticipated growth expectations are realized, additional areas from Tier II will be added to Tier I. Such change would include amending the Future Service Limit accordingly to reflect the new 25 year planning time frame.

To support this objective, a "Public Infrastructure Investment and Growth Strategy" will be prepared for all of the Tier II area. This Strategy should be completed for public review within three years from the adoption of this Comprehensive Plan. The Strategy's purpose is to lay out the community's long term infrastructure requirements and growth objectives allowing for the eventual urbanization of the entire Tier II area. The public services to be considered as part of this process should include streets and highways, water, wastewater, watershed management, public transit, parks, open space, trails, schools, libraries, and other public services.

The process for formulating this strategy should begin with the crafting of "Planning Guidelines" for all drainage basins included in the Tier II area. These Guidelines have already been developed for the Stevens Creek Basin. The Stevens Creek Basin Planning Guidelines should serve as the template for creating the Guidelines for the other basins encompassed in Tier II.

Once Planning Guidelines have been completed for each basin, a unified strategy for urbanizing Tier II would be prepared. This unified Strategy would contain sufficient detail to describe the following for each basin within Tier II:

- General form and character of urban growth
- Major transportation facilities, including streets, highways, trails and pedestrian ways, and potential transit corridors
- Key environmental features and plans for sustaining their long term viability
- Locations for open space, parks, and natural areas
- Major water, wastewater and storm water system requirements
- Schools and educational facilities
- Means for addressing transitional issues as land is converted from agricultural to urban uses

The community desires the efficient use and maintenance of present infrastructure, while providing new infrastructure that supports continued growth and development. The proposed future service limit makes maximum use of existing and planned urban infrastructure. The community needs to pursue the timely development of additional infrastructure to support planned growth in the Comprehensive Plan.

The Plan Realization section further describes the mechanisms that will link urban infrastructure programming to local market and growth conditions. It is imperative that there be adequate funds for the maintenance of infrastructure and facilities in the existing urban area as future growth occurs.

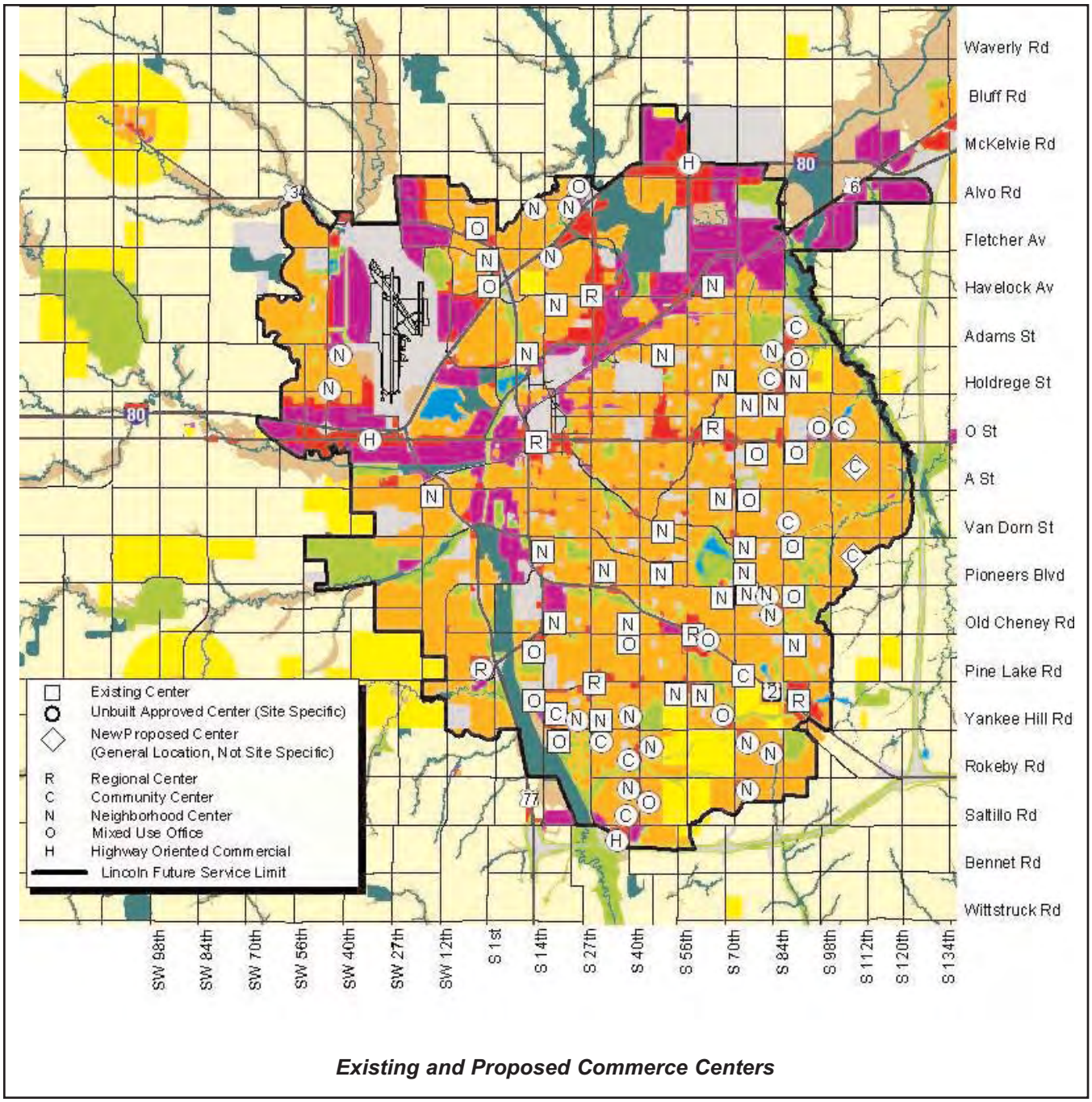
Subarea Planning Process

Subarea planning - for neighborhoods or other small geographic areas - can address issues at a more refined scale than can be included in the Comprehensive Plan. Subarea plans may then become incorporated into the Comprehensive Plan through a formal adoption process. Subarea plans can serve as an official guide for elected decision makers, individuals and various City or County departments to promote improvements in the following areas such as: land use, housing, traffic, parks and recreation, public safety, infrastructure and the built and natural environments.

Commerce Centers

"Commerce Centers" are defined as areas containing a mix of retail, office, services and residential uses, with some light manufacturing and warehousing in selected circumstances.

Commerce Centers can include shopping centers or districts (such as neighborhood centers, large scale retail malls, strip centers, and traditional store-front retail settings), office parks, business parks, stand-alone corporate office campuses, research and technology parks, and Downtown Lincoln. The term "commerce center" is meant to be inclusive, not prescriptive. Commerce Centers are distinguished from Industrial Centers in their dominance of commercial uses over industrial uses, and in the types of light industrial uses located in them — that is, the uses are less intrusive in terms of lighting, noise, odors, truck and vehicular traffic, and pollutants.



Existing and Proposed Commerce Centers

The Commerce Centers concept gives recognition to the evolving role of commercial and industrial uses in the life of cities. Commerce Centers encompass a broad range of land uses and are intended to encourage the mixing and integration of compatible land use types.

While the Commerce Center concept as applied within this Comprehensive Plan is intended to provide both land use guidance and predictability, it is also designed to allow private sector forces to locate and develop centers that are responsive to changing market demands.
For the purpose of the Comprehensive Plan, Commerce Centers have been divided into separate categories, depending on the type of center. The differences reflect the differing impacts that the centers have on adjacent land uses and the public infrastructure. The categories of Commerce Centers are:

1. Regional Centers (R)
2. Community Centers (C)
3. Neighborhood Centers (N)
4. Mixed Use Office Centers (O)
5. Highway Oriented Commercial (H)

The following section describes the general characteristics of each center, the locational criteria to be used in siting such centers, potential future locations, and compatibility guidelines for determining their applicability to a given location. Smaller commercial areas less than 5 acres in size need not be identified specifically in the Plan, but should still develop in accordance with the principles of the Plan.

Regional Centers (R)

Center Size

Regional Centers typically contain one million or more square feet of developed building space.

Description

Regional Centers typically include a unique blend of commercial and other compatible land uses. Within this type of center, one may find retail shopping, restaurants, entertainment complexes, cultural and artistic institutions, offices, personal and business service facilities, and public institutions and governmental functions. The scale of such centers can offer a sense of place with a unique character or cohesive theme.

Many Regional Centers are large scale retailing centers that include a mall with several department store anchors and numerous small shops, as well as adjacent commercial development with stand-alone restaurants and stores, such as Westfield Shoppingtown Gateway or SouthPointe Pavilions.

Among existing Regional Centers, Downtown Lincoln stands as a unique community resource. Downtown is the county's most intensive center of activity, offering a broad mix of retail, office, industrial, residential, and governmental uses. It is home to numerous public facilities — including the Nebraska State Capitol, the University of Nebraska-Lincoln's main campus, and County-City Building — as well as private endeavors— including financing, insurance, and other business services. Downtown Lincoln has historically served as the community's dominant center of entertainment. A key element to this role has been the long standing and successful "theater policy." This policy has allowed Downtown to retain an appreciable share of the area's movie theaters. It is intended that this policy would continue as part of the present Plan.

Other examples of existing or developing Regional Centers include the Edgewood/ Trade Center in the vicinity of 56th & Highway 2, N. 27th and Superior Street Subarea, Southwest Village at West Denton Road & Highway 77and S. 84th Street and Highway 2.

Market Area

The market area of Regional Centers may cover the entire planning area and even counties within several hours drive of the center.

Center Spacing

Regional Centers should be located approximately four to six miles apart, depending upon their size, scale, function and area population.

Location Criteria

The location of existing Regional Centers are shown in the Comprehensive Plan. Several of these centers are still under development. There are sufficient Regional Centers at this time for the community. Additional new Regional Center(s) are not designated at this time in the Plan.

Regional Centers should be geographically well dispersed throughout the Lincoln urban area based on the Center Spacing guidelines noted above. The community will not require market studies to determine the economic impact of new centers on existing development. However, new Regional and Community Centers will be sited in the Comprehensive Plan, so that the potential impact on existing centers may be considered as part of the siting process. (Market impact studies will still be required for movie theaters).

Developing Centers

Centers are planned or underway at:

- S. 84th and Highway 2
- N. 27th Street Corridor
- Southwest Village, West Denton Road & Highway 77

Proposed Locations

Since several Regional Centers are still under development and will take years to develop due to their size and scope, it is anticipated that they will serve the community's demand for Regional Centers well into the planning period.

Community Centers (C)

Center Size

Community Centers may vary in size from approximately 250,000 to 600,000 square feet of commercial space. Typically, new Community Centers will range from 300,000 to 400,000 square feet, with those meeting the incentive criteria having up to 600,000 square feet.

Description

Community Centers are intended to be smaller in scale and intensity of uses than Regional Centers and serve a more targeted market and geographic area. Community Centers tend to be dominated by retail and service activities, although they can also serve as campuses for corporate office facilities and other mixed-use activities. When properly located, some light manufacturing or assembly when accessory to an office function may be allowed.

One or two department stores or "big box" retail operations may serve as anchors (a single store over 50,000 sq. ft.) to the Community Center with numerous smaller general merchandise stores located between any anchors or on surrounding site pads.

Market Area

Community Centers can have a community wide appeal but primarily serve a geographic subarea within Lincoln and surrounding areas within the County. Depending on the mix of stores and other shopping opportunities in the area, existing Community Centers can have a market area that is quite extensive, even rivaling some Regional Centers.

Center Spacing

Community Centers should be located approximately 1 to 1 ½ miles apart, depending upon their size, scale, function and area population. When located at intersections, they should also not be located across an arterial street from a Neighborhood Center or another Community Center.

Location Criteria

The general location of future Community Centers should be indicated in advance in the Comprehensive Plan. These locations are not intended to be site specific but rather to suggest a general area within which a Community Center might be developed. The Plan recognizes the strong need to further and support an evolving marketplace. Thus, the exact location of a Community Center should be designated in the Comprehensive Plan as part of the development review process.

The community will not require market studies to determine the economic impact on existing development. However, new Regional and Community Centers will be generally sited in the Comprehensive Plan so that the potential impact on existing centers may be considered as part of the siting process. Community Centers should be geographically well dispersed throughout the Lincoln urban area based upon the center spacing guidelines noted above.

Developing Centers

Centers are planned or underway at:

- Vavrina Meadows, S. 14th and Yankee Hill Road
- Wilderness Hills, S. 27th and Yankee Hill Road,
- Willowbrook, S. 70th and Highway 2
- Northern Lights, N. 84th & Holdrege, northwest corner
- S. 40th west side, ½ mile between Yankee Hill Road and Rokeby Road
- Waterford Estates, N. 98th and O Street, northeast corner
- S. 84th between South Street and Van Dorn Street

Proposed Locations

As urbanization occurs over the planning period, the demand for new, additional Community Centers will increase. Proposed generalized locations for the new Community Centers are as follows:

- S. 40th and Saltillo Road
- 98th - 112th, O to A Street
- 98th - 112th, Van Dorn Street to Prioneers Blvd.
- 84th and Adams, northeast corner

Siting Process

The locations of the Community Centers shown in the plan are generalized. It is anticipated that the center will develop somewhere within a ½ mile of the location shown in the Plan. As part of major development proposals that include proposed Community Centers, the exact location of the Community Center for that area should be determined and a Comprehensive Plan Amendment forwarded for consideration.

Floor Area Incentive

New Community Centers will typically range from 300,000 to 400,000 square feet, and should have a minimum of 10% of their total floor area in office use. However, centers that follow most, if not all, of the incentive criteria listed at the end of this section, may be appropriate to develop with up to 200,000 sq. ft. of additional space (as long as at least 20% of the total space in center is in office space) for a total of 600,000 square feet. A desirable example, for the total space in the center might be divided into a mix such as 120,000 SF in office space (minimum 20%), 360,000 SF of anchors (maximum 60%) and 120,000 SF in smaller stores.

Neighborhood Centers (N)

Center Size

Neighborhood Centers typically range in size from 50,000 to 150,000 square feet of commercial space, with those meeting the incentive criteria having up to 225,000 square feet. Existing centers may vary in size from 50,000 to 225,000 square feet.

Description

Neighborhood centers provide services and retail goods oriented to the neighborhood level, with significant pedestrian orientation and access. A typical center will have numerous smaller shops and offices and may include one or two anchor stores. In general, an anchor store should occupy about a third to half of the total space. In centers meeting the incentive criteria, anchor store(s) may be larger noting that the goals of a Neighborhood Centers are to be diverse and not simply one store. Examples include such as Lenox Village at S. 70th and Pioneers Boulevard, and Coddington Park Center at West A and Coddington. These smaller centers will not include manufacturing uses.

Market Area

These centers typically serve the neighborhood level. It is anticipated that there will be two neighborhood centers per one square mile of urban use. For areas of less than one square mile, the number of the centers will be reduced.

Center Spacing

Neighborhood Centers should be located approximately a ½ mile apart, depending upon their size, scale, function and the population of the surrounding area. When located at intersections, they should also not be located across an arterial street from a Community Center or another Neighborhood Center.

Criteria

Neighborhood Centers are not sited in advance on the land use plan.

Neighborhood Centers should generally not develop at corners of intersections of two arterial streets due to limited pedestrian accessibility and impact on the intersection – locations 1/4 to ½ mile from major intersections are encouraged, particularly if there is to be more than one commercial center within a square mile of urban residential use. There may be circumstances due to topography or other factors where centers at the intersection may be the only alternative.

When a square mile of urban use contains a Community or Regional Center, and that center includes many of the uses found in a neighborhood center, then only one neighborhood center would be approved within that square mile.

Proposed Locations

During the planning period many additional neighborhood centers will be needed. These centers are not identified on the land use plan and will instead be located as part of plans for future neighborhoods based on the commercial guidelines.

Siting Process

As part of development proposals that include a proposed Neighborhood Center, the exact location and land use composition of the Center should be determined. If the neighborhood center is in conformance with the Comprehensive Plan and is approved, the Planning Director may administratively update the Comprehensive Plan to reflect the specific location.

Floor Area Incentive

New Neighborhood Centers will typically range from 50,000 to 150,000 square feet of floor area per square mile of urban use, and there will be two neighborhood centers within a square mile of urban use. For centers meeting the incentive criteria a bonus then a 50% floor area bonus of up to 25,000 SF of retail space and 50,000 SF of office space could be added to the 150,000 SF total, for a center total of 225,000 square feet.

Mixed Use Office Centers (O)

Center Size

Centers will develop typically with 250,000 SF or more. Existing centers may be as small as 150,000 SF. New centers should have retail space to serve office tenants, which may also serve adjacent neighborhoods. In general, centers should have a tenth to a quarter of their space in retail uses.

Description

Mixed Use Office Centers are to provide a high quality office environment with some supportive retail and service uses. Centers are designed to encourage office uses to locate together, rather than dispersed on single sites, in order to maximize transportation access and have enough mass to support retail and services within the center. Office uses benefit from the mix and employees are more satisfied with the work environment when retail uses are within walking distance. A good example of a Mixed Use Office Center is Fallbrook which has within 560,000 SF of office uses around a 120,000 SF "neighborhood" type retail center – which is 18% of the total space. Existing office parks may have little or no retail space, but are encouraged to add retail and services space as they continue to develop or redevelop.

Center Spacing

Mixed Use Office Centers should be generally dispersed throughout the community. They may be across the street from a Neighborhood or Community Center. (Office uses across from a Regional Center, should be integrated into the Regional Center.) May include: 1) light industrial centers in I-3 Employment Center zoning which are developing with predominately office type uses; 2) up to 25% retail space and up to 150,000 square feet; and 3) single retail users less than 50,000 square feet.

Location Criteria

The general location of future Mixed Use Centers are indicated in advance in the Comprehensive Plan. New locations can be designated in the Comprehensive Plan as part of the development review process.

Locations

Centers are existing, underway or planned at:

- S. 62nd between Old Cheney Road and Highway 2
- S. 84th & Pioneers Blvd.,Pioneer Greens office park
- 74th & O Street, Corporate Centre
- S. 14th & Old Cheney, I. T. I.
- S. 27th & Yankee Hill Road, Wilderness Woods Office Park
- S. 70th & A Street, Lincolnshire Office Park
- S. 84th and Van Dorn, Firethorn Office Park (Lincoln Benefit Life)
- S. 84th & O Street, State Farm Regional HQ
- S. 14th & Pine Lake Road, Horizon Business Center (incl. industrial)
- N. 27th and Interstate 80, Stonebridge Creek (incl. industrial)

Crescent Green – The concept of a linear greenway along Salt Creek as it runs through the Lincoln urban area has been in the City's Comprehensive Plan since 1961. The name "Crescent Green" was first used in 1964 as part of an architectural design class. A plan formally describing a "Crescent Green Park" was prepared by the firm of Clark & Enersen in 1977. This plan called for a park to be created along Salt Creek from Wilderness Park north to the city's former landfill near North 56th and Fletcher Avenue. This park would also extend to the west along Middle Creek and Haines Branch.

Further the continued development of the urban forest through design standards and other current planning mechanisms.

Preserve existing tree masses as much as possible by integrating them into future development plans.

Implement a "Rain to Recreation" watershed approach to reduce flood damages, protect water quality and natural areas, while providing for recreational and educational opportunities so as to realize multiple benefits.

Greenways and Open Space: Salt Creek South/Wilderness Park

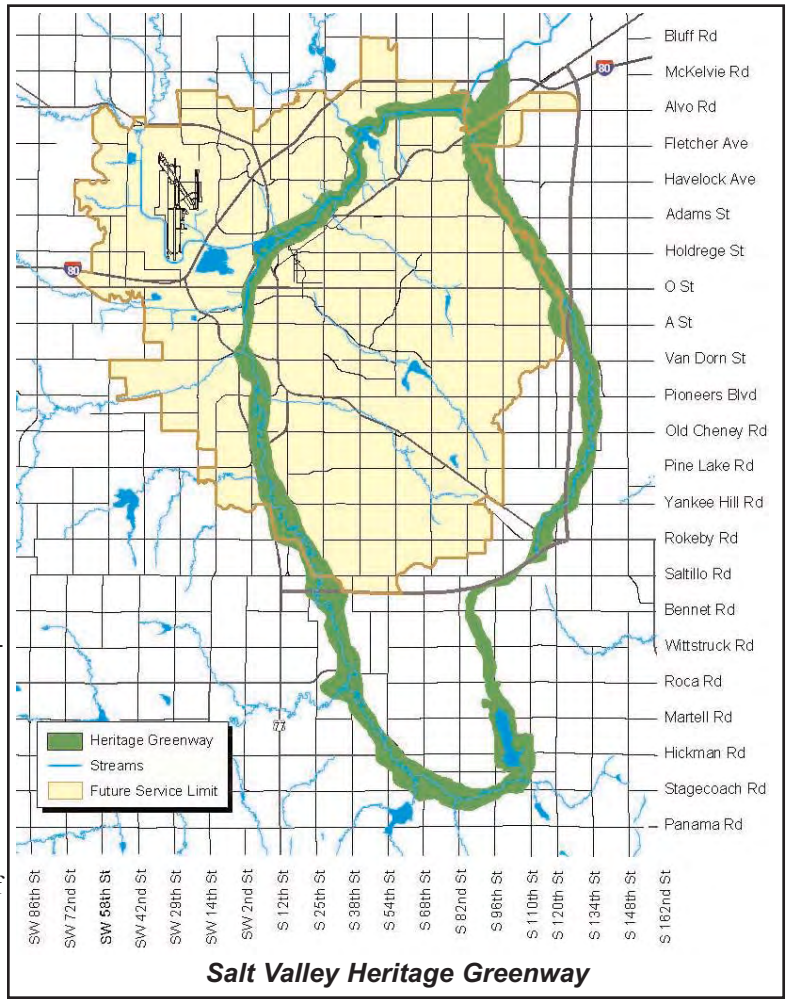
Pursue the acquisition of additional greenway south from Saltillo Road along Salt Creek. This future greenway should generally follow the 100-year floodplain along Salt Creek, and incorporate the right-of-way of the abandoned Union Pacific rail line. This area could eventually connect a network of trails that would extend into northern Kansas. This extension may be accomplished through a combination of land purchases, conservation easements, donations, and other options.

Work with other incorporated communities within the county — notably Roca and Hickman – to coordinate the Greenway's extension.

Greenways and Open Space: Salt Valley Heritage Greenway

The Salt Valley Heritage Greenway is a proposed continuous open space "loop" around Lincoln providing a connection with both the urban and rural communities. The Greenway is envisioned to be comprised of conservation easements and fee simple acquisition of selected sites with unique environmental features or recreational opportunities. It would include parks and open space, trails, both active and resource-based recreation, riparian and stream corridors, floodplains, saline and freshwater wetlands, agricultural land, signature landscapes, wildlife corridors, lakes and streams, abandoned rail lines, and transportation corridors. It could be as narrow as a few hundred feet in some places to as wide as a mile around state recreation areas.

This corridor would include the Crescent Green linear greenway along Salt Creek beginning on the north and then proceeding along Salt Creek on the west, including Wilderness Park. It would proceed south of Wilderness Park along the Salt Creek floodplain connecting with the community of Roca. It would follow the Hickman Branch south of Roca and proceed east connecting with the community of Hickman. From Hickman, the corridor would proceed easterly connecting with Wagon Train Lake



Salt Valley Heritage Greenway

tributary to the South Beltway. Following linear open space along the South Beltway east and then north along the East Beltway to the Stevens Creek connection near Walton. The Greenway would follow the Stevens Creek corridor to the north and connect back in with Salt Creek including saline wetlands, Salt Creek Tiger Beetle habitat and the Crescent Green Corridor on the north, forming a continuous open space system.

The Salt Valley Heritage Greenway would provide connectivity with current and future green corridors that extend out from Lincoln such as the MoPac Trail corridor, Murdock Trail corridor, Antelope Valley, Dietrich Bikeway, and Billy Wolff Trail Corridor. It would provide a destination for additional trails as Lincoln continues to grow. The Greenway would also provide access to green corridors that then would extend out into the county to State Recreation Areas (SRA) and natural resource areas and beyond including the following:

- Cardwell Branch corridor to Yankee Hill SRA
- Middle Creek corridor to Pawnee SRA
- Haines Branch corridor to Conestoga SRA
- Salt Creek corridor to Killdeer and Bluestem SRA
- Oak Creek corridor to Branched Oak Lake
- Salt Creek corridor east and up the Rock Creek corridor

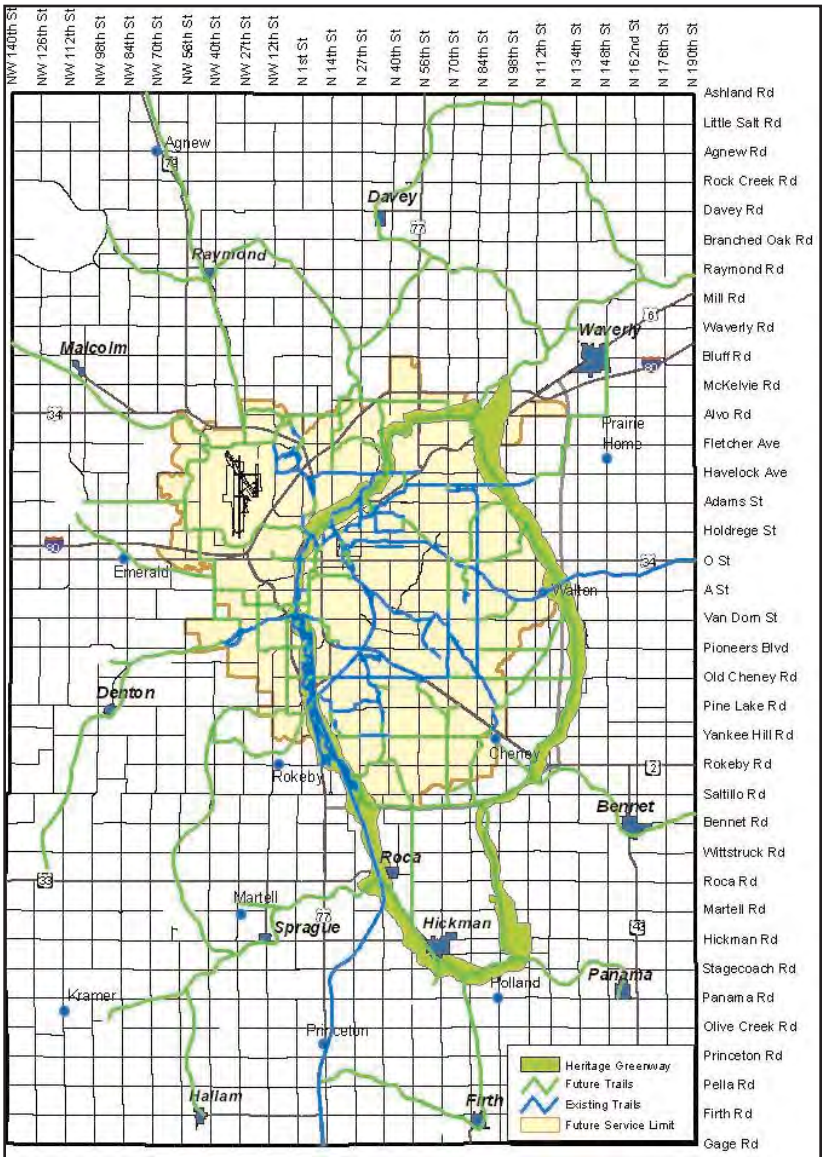
The Salt Valley Heritage Greenway would also provide connectivity with the Homestead Trail that goes to Beatrice and south to Kansas. It would connect with additional rail lines that are acquired for trails in the future.

Use the Salt Valley Heritage Greenway concept to embody the Comprehensive Plan's Vision and environmental resource guiding principles, including:

- Conserve flood-prone areas for storm water management
- Preserve signature landscapes
- Create a continuous commuter and recreational trail loop
- Connect urban neighborhoods, as well as urban and rural areas with unbroken corridors of open space
- Provide links of wildlife habitat and movement areas
- Enhance the value of properties adjacent to and served by the Greenway

Develop a strategic plan for acquiring and conserving lands within the Salt Valley Heritage Greenway corridor through cooperative efforts of public agencies, private organizations, and individuals.

Prepare and distribute information to communi-



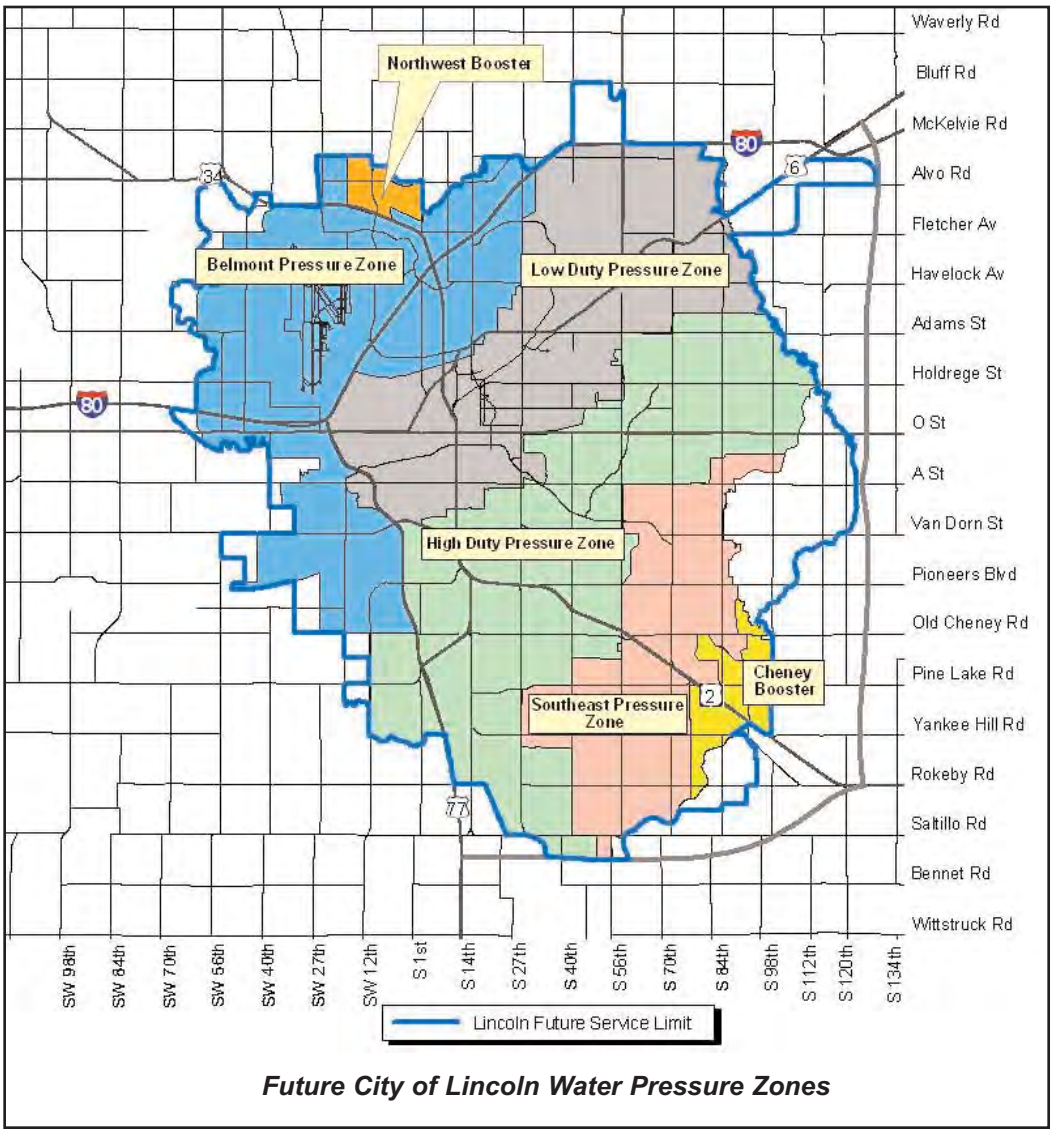
Salt Valley Heritage Greenway & Future Countywide Trails

(Please refer to the Multi-Use Trails & Bicycle Facilities Plan map in the Mobility & Transportation chapter.)

Lincoln's drinking water currently meets all of the Federal regulations regarding water quality. As new drinking water regulations are implemented, additional treatment may be required.

If substantial additional residential development occurs on acreages and in the towns served by the Rural Water Districts, additional improvements to their systems will probably be necessary.

Many Lancaster County water users are on private well systems. The Lincoln-Lancaster County Health Department enforces standards on wells. The Lower Platte South Natural Resources District is maintaining a Groundwater Management Plan for the County to ensure the protection of this resource.



Future City of Lincoln Water Pressure Zones

STRATEGIES

- Property owners are responsible for the cost to alter the boundaries of the Rural Water District and have their land removed from the district's service area, prior to annexation. The City of Lincoln will be the sole public water district within the city limits. The City of Lincoln and Lancaster Rural Water District No. 1 and Cass County Rural Water District No. 2 should work toward a cooperative agreement regarding changes in service boundaries between the two utilities.
- Continue to encourage water conservation practices with the development of the City and County.

Wastewater Services

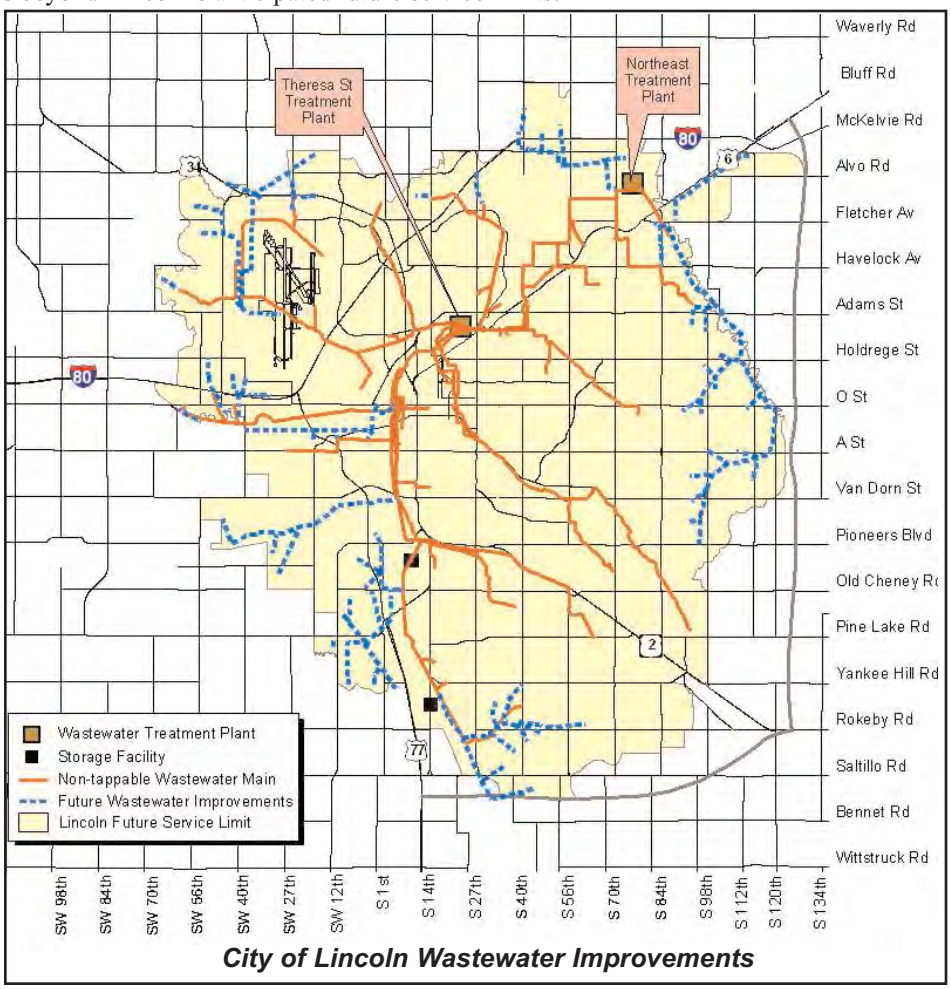
Lincoln Wastewater System and County Areas

The Public Works and Utilities Department has completed the Lincoln Wastewater Facilities Plan. The plan is a guide for short term and long term improvements to the infrastructure of the Lincoln Wastewater System during the planning period, as well as potential service extensions beyond Lincoln's anticipated future service limits.

Strategies

Much of Lancaster County is not on a community wastewater system, but is served by private, on-site, waste disposal through septic systems and lagoons. Lancaster County has adopted standards for on-site wastewater standards for on-site wastewater treatment systems that are enforced through the Lincoln-Lancaster County Health Department. Larger point sources and community systems are reviewed and approved by the State of Nebraska Department of Environmental Quality.

- Maintain and expand programs to recycle and reuse treated wastewater effluent and bio-solids where appropriate.
- Encourage programs to minimize impacts of treatment facilities on adjacent properties and natural resources.



City of Lincoln Wastewater Improvements

Watershed Management

Comprehensive Watershed Management

The City of Lincoln is in the process of developing an integrated watershed management program combining previously separate floodplain and stormwater management initiatives. This approach recognizes that floodplains, tributaries, and upland areas are all part of a comprehensive, integrated watershed system.

A comprehensive watershed management program will need to incorporate a range of strategies including land use planning, conservation efforts, appropriate standards for floodplains and stormwater, flood warning system development/expansion, stream stabilization, stormwater storage basins, and other structural flood control efforts.

The following watershed studies are adopted in order to provide guidance to watershed management activities within the basin.

- Stevens Creek Watershed Study and Flood Management Plan, 1998 (for rural watershed).
- Beal Slough Stormwater Master Plan, May 2000.
- Southeast Upper Salt Creek Watershed Master Plan, 2003.
- Stevens Creek Watershed Master Plan, 2005.
- Cardwell Branch Watershed Master Plan, 2007.
- Deadmans Run Watershed Master Plan, 2007

Solid Waste

Solid Waste Management

The Bluff Road Sanitary Landfill is projected to be at capacity near the year 2030 based on current generation rates and the projected population growth rate of 1.5 percent per year. Planning for expansion of the Bluff Road Landfill on City owned property just east of the existing site is anticipated. The City policy of public ownership, operation and financing of integrated solid waste management services is anticipated to continue during the planning period. This additional landfill area has not been permitted by the State of Nebraska Department of Environmental Quality.

The North 48th Street construction and demolition landfill is estimated to be at capacity in the year 2021 based on current generation rates and projected rates of growth. Thus, a new facility for handling construction and demolition debris will need to be sited during the planning period, starting in 2014. During the planning period the North 48th Street construction and demolition landfill and the old solid waste landfill closure shall be completed and may be returned to public use. The N. 48th Street transfer station and recycling areas are scheduled to remain.

Additional multi-material recycling sites will be required in each new development area to provide for convenient use by residents in growth areas. The growth of population in the County will also require additional recycling sites in villages in the County. Southwest Lancaster County would have the higher priority for new sites.

Other methods for the collection of recyclables, such as expansion of a curbside pick-up program to a city and county-wide basis may become economically feasible during the planning period and will continue to be evaluated on a periodic basis throughout the planning period.

Development, maintenance and ultimate closure of the Bluff Road Landfill, as well as daily operations, are funded by a fee collected for disposal of wastes in the landfill. Other solid waste management programs, such as recycling drop off program, composting, transfer station, construction and demolition debris landfill, closure of the old 48th Street landfill, household hazardous waste collections and the special waste permitting program are funded by a combination of user fees and an occupation tax assessed to refuse haulers collecting refuse in the city or in the county and utilizing the Bluff Road Landfill for disposal. These forms of financing for solid waste management are anticipated to continue during the planning period.

Strategies

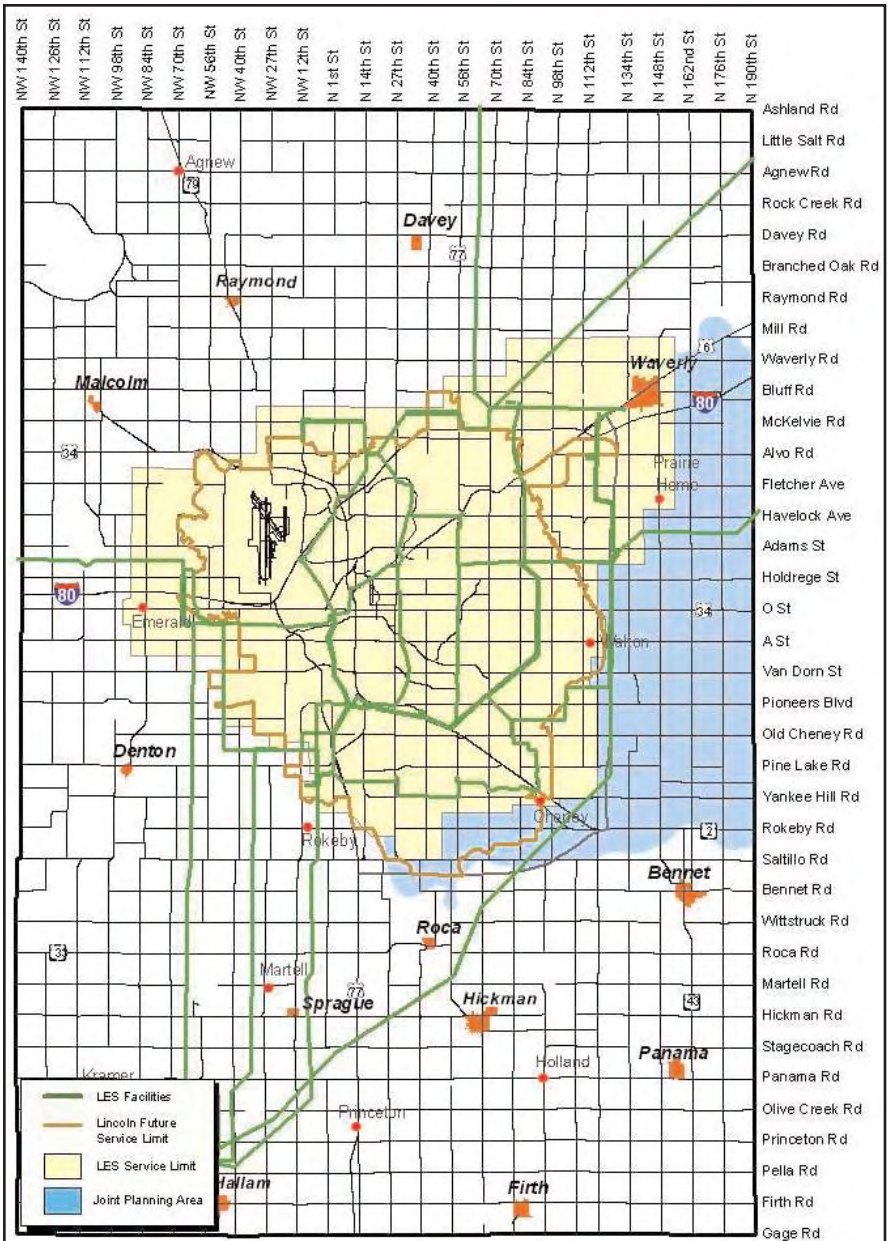
- Develop standards for future commercial and industrial development to ensure proper space for separation and handling of recyclables and solid waste. Investigate amending zoning ordinances to encourage new commercial developments to provide space for recycling drop-off facilities.
- Discourage future urban acreage developments in the area around the Bluff Road landfill and LES power generating operations, which are located between N. 56th and N. 84th Streets. Acreage development could impact the current and future landfill and LES operations.
- Coordinate development proposals with the Lincoln-Lancaster County Health Department, Environmental Health Division.
- Create a county-wide integrated, efficient, environmentally safe and conservation-oriented recycling and waste management system. Promote and support markets for waste materials and recycled products.

Electric Service

In January 2001, Norris Public Power District (Norris) and Lincoln Electric System (LES) formalized a Joint Planning and Service Area Adjustment Agreement which both utilities support as a way to more efficiently serve their customers and to allow for the expansion of Lincoln and the LES service area.

The Norris/ LES Agreement established a "Joint Use Area" which is primarily east and southeast of Lincoln. LES will provide all of the power, but both LES and Norris will own facilities in the area. The proposed growth areas will entail some additional joint efforts, but basically would still be covered under the Norris/LES Agreement. LES and Norris may amend this joint area in the future, without needing to amend this figure in the Plan.

By the year 2030, the LES peak load is projected to increase by about 470 megawatts (MW) to a peak load of 1235 MW. LES will need to build new 115 kilovolt (kV) lines in growth areas in order to serve the new development. In addition, LES will need to build several new substation sites to serve these new growth areas.



Joint LES/Norris Agreement Area

Strategies

- As LES plans new transmission line routes, it will continue its policy of examining multiple options and conducting public forums on proposed routes in order to minimize the impact of new lines on residential and agricultural uses as much as feasible.
- Continue, and amend as necessary, the Norris/LES Agreement which provides for cooperative planning and utility service in Lincoln and Lancaster County.
- Within the City of Lincoln, wherever feasible and affordable, implement a phased program to relocate overhead utility lines underground.
- Continue to encourage energy conservation practices with the development of the City and County.

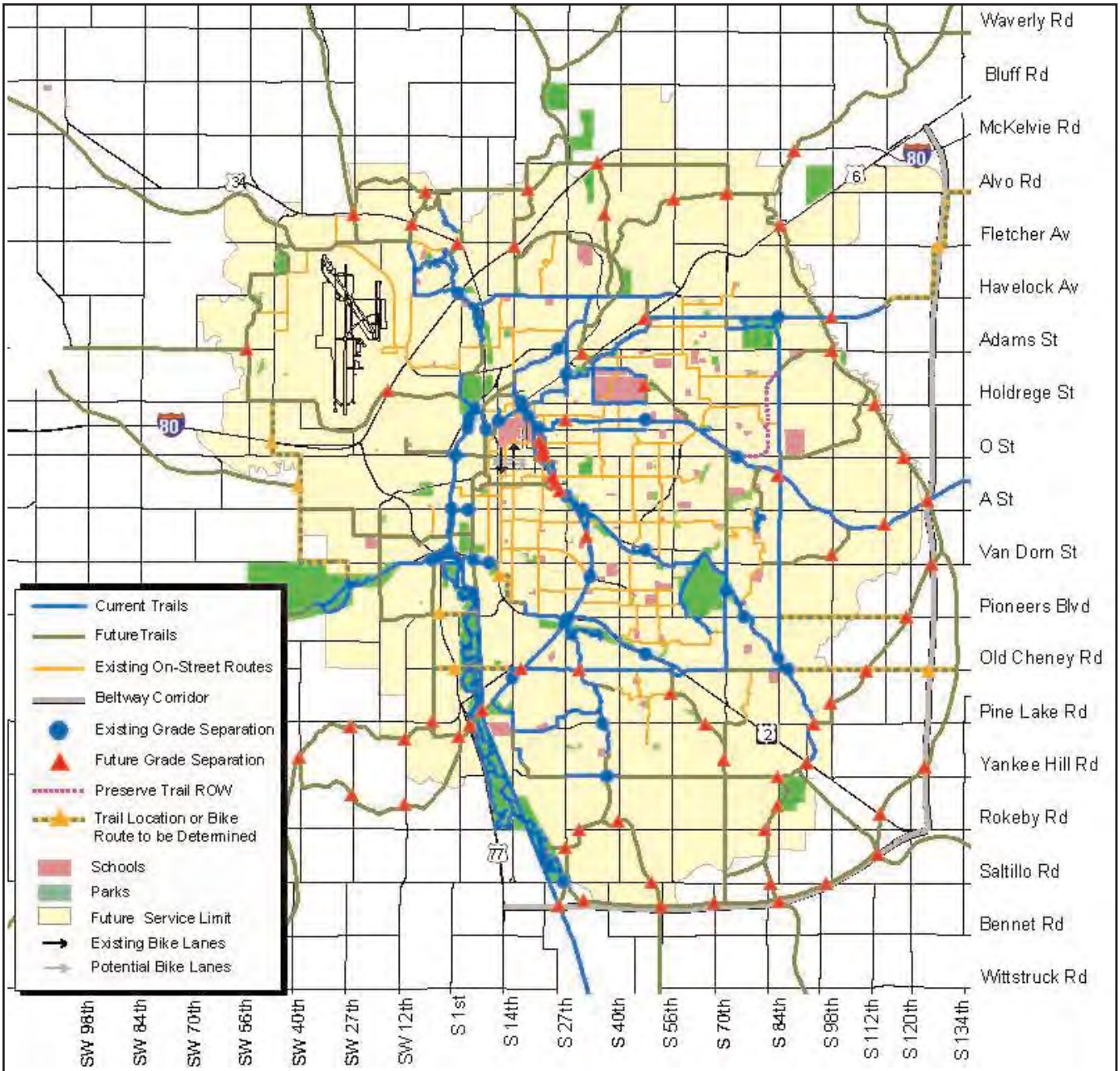
Wind Energy

Lincoln Electric System currently operates two wind turbines in the county. LES is encouraged to take advantage of available federal and state incentives to pursue the

Lancaster County's future have been expressed as strong community goals. This is emphasized by the Pedestrian and Bicycle Workshop Vision Statement: "Elevate status of pedestrians and bicyclists in the community to be an integral part of the Transportation Plan."

Multi-use Trails and Facilities Standards

The community has an existing system of multi-use trails and on-street bike routes. The present system serves both commuter bicyclists who use their bicycles daily for work and shopping trips and tend to travel from point to point, and recreational bicyclists who tend to ride their bicycles on a more occasional basis, seeking attractive and safe routes. The system also serves other users such as pedestrians. Planning for future multi-use trails should be guided by the goal of having a multi-use trail within one mile of all residences in the city.



Multi-Use Trails & Bicycle Facilities Plan

(Please refer to the Salt Valley Heritage Greenway & Future Countywide Trails map in the Environmental Resources chapter.)

The future system should include a combination of multi-use trails, bike routes, and bicycle lanes that serve the entire community. As a strength of the community and a foundation to further meet the needs of bicyclists, pedestrians, and other users, the maintenance, rehabilitation, and expansion of the multi-use trail system should be a priority.

Strategies: Multi-Use Trails and Bicycle Facilities Standards for Existing Areas

- Extend the multi-use trails system into the new and redeveloping neighborhoods as the city grows. Connections should be made to schools, parks, and other activity areas.
- Explore options to establish a dedicated funding plan to complete the multi-use trails and bicycle facilities plan, and for the continued maintenance and rehabilitation of these facilities.
- Identify critical segments offering greater system continuity and connections for major activity centers, schools and the University of Nebraska. Undertake projects to complete identified gaps in the system.
- Evaluate existing bicycle routes and other travel corridors for opportunities to provide bicycle lanes throughout the entire community.
- Promote the usefulness of trails for various users including pedestrians.
- Provide cyclists safe, direct, and convenient access to all destinations served by the Lincoln area streets and roads network, and provide bike racks for commuters and shoppers.
- Maintain existing route maps for all trails, lanes, and routes and provide appropriate signage.
- Implement a public information and education program encouraging bicycles as an alternative mode of transportation.
- Develop an Activity/Trail Center that promotes active and healthy living.

Bicycles in the Downtown

Providing for the mobility needs of motorists and bicyclists in the Downtown will require careful planning and engineering.

Strategies: Bicycles in the Downtown

- Continue to implement the Bicycle Framework plan as adopted in the Downtown Master Plan.
- Work with the Downtown Lincoln Association, the Lincoln Public Works and Utilities Department, the Lincoln Parks and Recreation Department, the City/County Planning Department, and other agencies interested in the implementation of the Bicycle Framework plan as adopted in the Downtown Master Plan.

Multi-use Trails and Bicycle Facilities Standards for Developing Areas

Multi-use trails and bicycle facilities 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.

Multi-use trails and bicycle facilities 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: Multi-Use Trails and Bicycle Facilities Standards for Developing Areas

- Develop minimum multi-use trails and bicycle facilities standards, including bike lanes, for all new roadways and reconstruction of existing roadways.
- Encourage minimum multi-use trails and bicycle facilities standards for private developments to provide bicycle facilities and amenities connecting and serving 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 multi-use trails within rail corridors proposed to be abandoned as an interim transportation use.

- Explore opportunities to combine multi-use trails within active rail corridors where linkages are needed, and rail traffic volume is low.
- Develop an interconnected system of multi-use 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 multi-use trails and bike lanes in reviewing development applications. Request that the platform for trails be graded in conjunction with the associated development.
- Provide cyclists safe, direct, and convenient access to all destinations served by the Lincoln area streets and roads network, and provide bike racks for commuters and shoppers.
- Grade separated crossings are to be considered in conjunction with all new construction and reconstruction of transportation projects at all trail/arterial street intersections that do not coincide with arterial/arterial street crossings.

Multi-Use Trails and Bicycle Facilities Coordination

The City should clearly identify the organizational responsibility for multi-use trails and bicycle facility planning, design, engineering, and implementation. This should include responsibility for reviewing and developing multi-use trails and bicycle facilities policies and standards for public and private developments, addressing bicycle and trail improvements needs, developing and updating the Multi-Use Trails and Bicycle Facilities Plan Map, applying for state and federal grants, and prioritizing improvements.

Strategies: Multi-Use Trails and Bicycle Facilities Coordination

- Identify the City agency (or agencies) responsible for coordinating each aspect of the Multi-Use Trails and Bicycle Facilities Plan.

Lancaster County Bikeways

The community should seek to expand bicycling opportunities throughout all of Lancaster County.

Strategies: Lancaster County Bikeways

- Identify potential bicycle corridors in rural areas of the County based upon existing and planned activity centers and land uses.
- Identify corridors linking County bikeways to existing and planned City bicycle facilities.
- Explore opportunities for widening the shoulders of County roads adjacent to the City of Lincoln. This should occur when reconstruction or resurfacing of the road is planned. Safety should be a primary consideration.

Bicycle Amenities

A major element of the overall bicycle plan is the provision for adequate bicycle facilities as part of the built environment. For example, while parking for cars is routinely planned for, rarely is there a place where the bicyclists can lock or store their bicycle. These facilities can be public facilities or part of private development. In addition to basic bicycle locking and storage facilities, many communities and larger mixed-use centers provide basic shower facilities for commuter bicyclists.

Bicycle amenities should be considered during the planning of public and private developments.

Strategies: Bicycle Amenities

- Develop bicycle rack and storage requirements for new developments. Requirements should address design, location, and number. Requiring locker facilities in major developments should be considered.
- Provide functional bicycle racks and storage facilities in all major destination areas.
- Explore opportunities for trail head facilities for heavily used trails.

Bicycle Education and Enforcement

The potential environmental, health, and traffic reduction benefits of bicycles should be promoted. Enforcing the vehicular code for both bicycles and motorists should also be pursued.

Strategies: Bicycle Education and Enforcement

- Develop a bicycle education program to promote bicycle awareness and safety.
- Provide police resources to enforce bicycle and vehicular traffic laws.
- Use the City and County's Internet sites and Cable Access Channel 5 to inform and educate the community about bicycles.

PUBLIC TRANSPORTATION

Public transportation is an essential component of the transportation system and should be integrated with all other transportation modes. StarTran - the City operated transit system - provides fixed-route service, para-transit (Handi-Van), and brokerage or contracted transportation service that is door-to-door demand responsive disability service. These public services are critical to those persons that are dependent on public transit services. These services are necessary for compliance with the Federal Americans with Disabilities Act. In addition to providing services for the transit dependent, StarTran also offers services as an alternative to the automobile for the non-transit dependent.

As a public service, StarTran transit service should be funded and supported similar to any other public service. A public transit system of a size and quality commensurate with the needs of future City of Lincoln and Lancaster County residents and businesses is an important element of the Transportation Plan.

Transit service, whether fixed-route or demand-responsive service, is intricately linked to many other governmental and planning actions. Providing transit fixed-route service relies upon direct pedestrian connections from the place where the trip begins to where the trip ends. Transit service reacts to the density of the City, transportation corridors and activity centers, as well as to the design of activities along those corridors and centers it serves. High travel corridors and activity centers with a mix of uses provide the demand that can effectively support higher levels of transit service.

Public investment and future development must balance all transportation modes. This balance includes accommodating the pedestrian and the private automobile - through construction of arterial roadways and construction and subsidies for high cost multi-level parking structures - while also investing in fixed-transit and demand-responsive services. The design of the City's infrastructure and roadway system must consider all transportation modes, including transit. An example of public investment that will be implemented during the first half of the planning period is an "Automatic Vehicle Location System" and "Smart Card" Fare-box technology. This Intelligent Transportation Systems technology should help increase overall efficiency, security and operation of the transit system.

The evolution of an auto-oriented Lincoln has occurred over decades. It will similarly take time to restructure development patterns and land uses to achieve an environment which can promote productive transit service.

To achieve viable long range transit service for the City of Lincoln and Lancaster County in the year 2030, a number of broad policies and actions are needed to guide successful implementation and expansion of public transit. These policies and action items are guided by the results of the approved Transit Development Plan (TDP) Study. The TDP is the guide for near and mid-term transit planning for the 2030 Long Range Transportation Plan. Included in the Transportation Development Plan is a comprehensive operations analysis, near and long term transit service alternatives, updated service standards and policies, and management and funding options.

Balanced Transit System

Providing transit services throughout the city requires balancing the number of routes, the frequency of service, and the hours of service. The TDP provides a framework for monitoring and modifying transit services in response to changes in development patterns and user needs, and is based on adopted service standards and policies.

Transit-friendly Development

Effective public transportation service requires good pedestrian connections to and from transit stops, density of activities, and development designs supportive of transit riders. Pedestrian connections to transit must be direct and the sidewalk system must have continuity. Street crossings to transit stops must be safe. Productive transit service requires high-density land development patterns which link residential areas and employment, retail, and service centers. Development design needs to be transit friendly providing convenient access to transit services. This would be important in ensuring that new development contain transit-oriented standards.

Maximize Transit Productivity

The 2030 Plan needs to address both the coverage requirements for serving the transit dependent population as well as productive routes for capturing new riders and reducing congestion. Achieving higher productive routes requires a strategic planning effort to direct growth patterns along transit corridors and concentrate activity into mixed-use activity centers.

Maximum transit coverage and maximum transit productivity forms the continuum of options for the transit provider. At one end of the continuum is the provision of fixed route transit services which should strive to balance geographic coverage with ridership productivity. Monitoring and modifying transit services to maximize transit ridership is a key element of the TDP.

Maximize Transit Connections When Structuring Routes

As the city develops the need to serve additional populations and destinations will change and grow. StarTran routes should be modified to recognize this change in ridership and transit user needs. The TDP helps reallocate less productive services to emerging activity centers and corridors.

Accommodate Transit When Designing Roadway Improvements

Roadway design should consider the needs of public transit, including bus turnouts, sidewalk connections to transit stops, safe street crossings, street lighting for security, and bus stops and benches.

Explore Regional and Commuter Transit Service Options

Travel between Lincoln and regional destinations such as the Omaha metropolitan area will increase during the planning period. This travel will include routine commuter trips as well as other discretionary travel. Public transportation may support this travel using a variety of transit delivery options including various vehicle types and service configurations. Planning and improvements might be considered to help promote and support the possibility of commuter rail for Lincoln beyond 2030. These strategies might include developing a multi-modal center in the Downtown area with immediate access to the existing rail service.

StarTran Transit Contract Service

Contract transit services typically operate with a higher level of ridership productivity and generate greater revenues than do traditional fixed route services. Contract transit services funded by various local and federal government funds and rider fares need to abide by federal regulations and should be explored to the extent possible.

Contract service is common in university cities as it (1) provides the transit operator a large and compact ridership base to

service, and (2) provides university students and faculty with convenient transit access. This type of contract also benefits a city in which the university is located by reducing congestion.

Special Needs Demand Responsive Transit

StarTran provides special transportation services for persons with disabilities in compliance with the Americans with Disabilities Act. Services include accessible fixed route buses, the Handi-Van service, and brokerage program.

Special needs transit services are also offered to their clients by various local private organizations. Area-wide coordination efforts of all special transportation services are currently underway that would make better use of available equipment and better meet the needs of persons with disabilities.

Park-and-ride Opportunities

Establishing park-and-ride locations along outlying areas of the community could support transit connections to the Downtown and other mixed use centers. As Lincoln grows and expands its urban boundary, trip numbers will increase. Shifting some automobile trips to transit can reduce traffic impacts within the existing community, reduce the cost of parking in the central core, and provide increased mobility options for both future and existing development. The TDP provides future park-and-ride route concepts and other transit related services and enhancements.

Long Term Public Transportation Funding Approach

Enhancing transit usage should consider ways to ensure that public transportation service has committed, adequate financial support over the entire planning period.

StarTran fixed-route and demand-responsive transit services account for less than two percent of the current six-year City of Lincoln Transportation Improvement Program (TIP). While this level of funding might be adequate to provide for the basic transit services for the disabled and transit dependent, the funding level is not sufficient to provide the frequency, route coverage, and structure to compete with the level of service offered by the automobile.

Public funds and policies subsidize parking in the Downtown area against which transit then competes. Transit funding is not seriously considered as a way to provide mobility along congested travel corridors. There are significant fiscal, neighborhood, and environmental impacts when those corridors are widened. The long term strategy to enhance mobility though a wide range of alternative transportation modes requires long term funding commitments for StarTran. The TDP reviews potential funding sources and alternatives that help support and increase StarTran's stability and viability during the planning period and beyond. The TDP also explores organizational options, state enabling legislation, and state funding policies.

Parking in the Downtown Area

Downtown Lincoln will continue as the largest commercial district within the city and county. As both new construction and reuse of existing structures occurs, the demand for parking services will remain strong. These parking services will be needed to support office workers, students, residents, and entertainment goers. Parking planning and management will include:

- New parking facilities are programmed in the near term for the eastern vicinity of Downtown.
- The Antelope Valley Project will alter the long term land use and traffic patterns in the Downtown area. The provision of parking and other transportation services in and around Downtown will need to be considered as this redevelopment project moves forward.
- Pending further study on its future, the Pershing Auditorium complex could require the expansion of parking in its current location Downtown. If a new auditorium or arena is called for, further study would be needed to identify appropriate parking supplies.
- Comprehensive and subarea studies will need to be completed on a periodic basis to determine the need for additional parking or managing existing parking as new employment, residential, and entertainment centers arise.

Strategies: Parking in the Downtown Area

- Employ management techniques to promote the efficient use of parking facilities in the Downtown – by promoting parking facilities, monitoring occupancy levels and market-structured parking fees to offset high and low demand areas, evaluate and revise current validation and discount parking programs, and conduct periodic parking studies to evaluate parking conditions.
- Consider a comprehensive approach to managing and maintaining Downtown parking by encompassing management of off-street, on-street, enforcement, and collections of all parking activities.

Future Street and Road Network

Cars and trucks will continue to be the primary mode of travel for Lincoln and Lancaster County residents throughout and beyond the planning period of this Plan. These vehicles depend upon the expansion and continued maintenance of a street and road network allowing ease of mobility throughout the region. In addition, much of the area's freight movement occurs on local streets and highways; StarTran buses use local streets to transport their patrons around the City; and bicyclists often utilize the street system for their travel.

Although investment in other modes of transportation may decrease reliance on the automobile, streets and highways will continue to form the backbone of the entire region's transportation system. However, evaluation, consideration and planning needs to be undertaken to promote and accommodate other alternative modes of transportation.

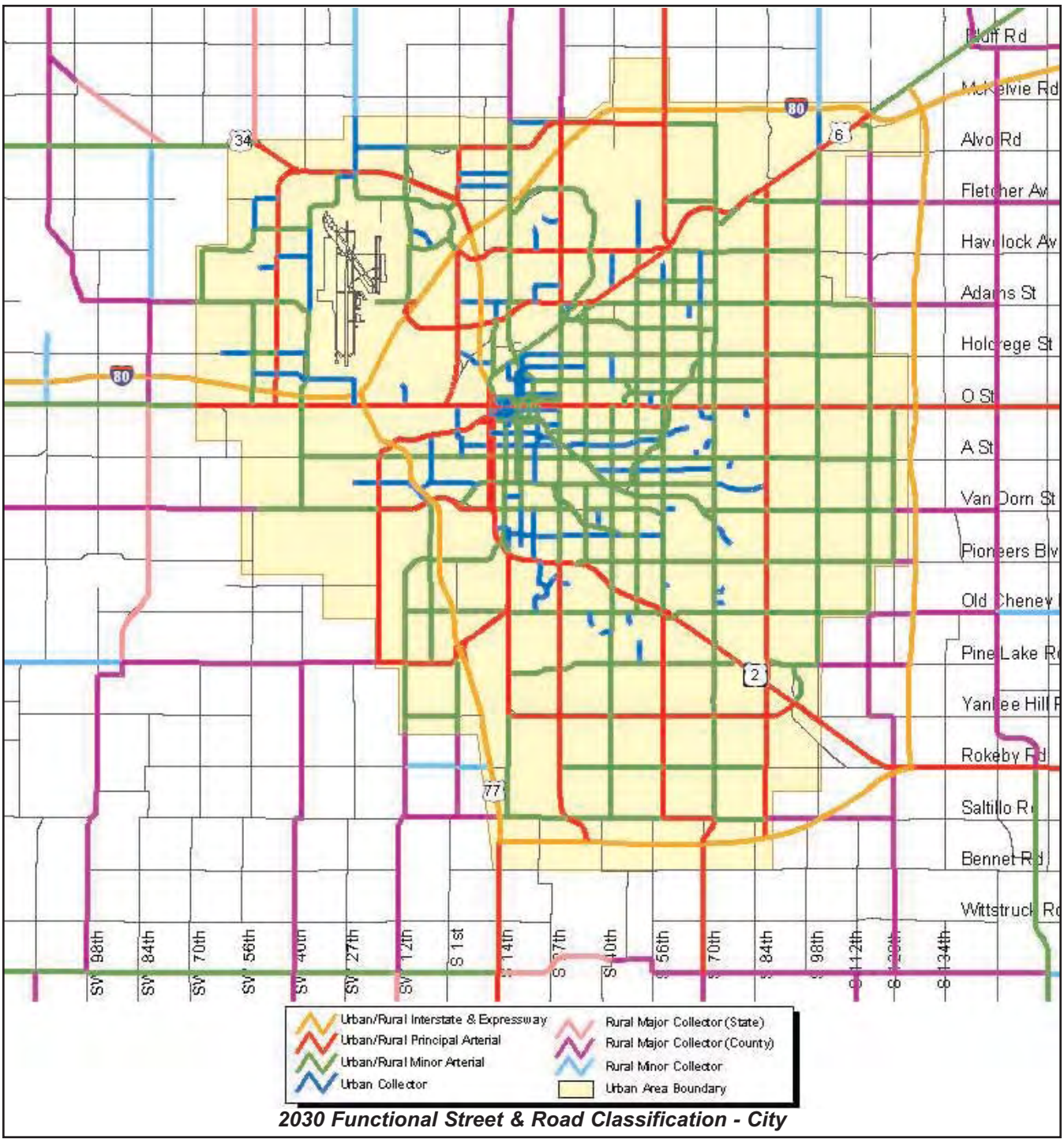
This subsection examines the future streets and highway system designed to serve the future community form of the City of Lincoln and Lancaster County as presented in this Comprehensive Plan. This subsection describes the future roadway projects, studies, and programs forming the Plan's transportation element in terms of:

- Functional Classification
- Urban Area Street System
- County Rural Road System

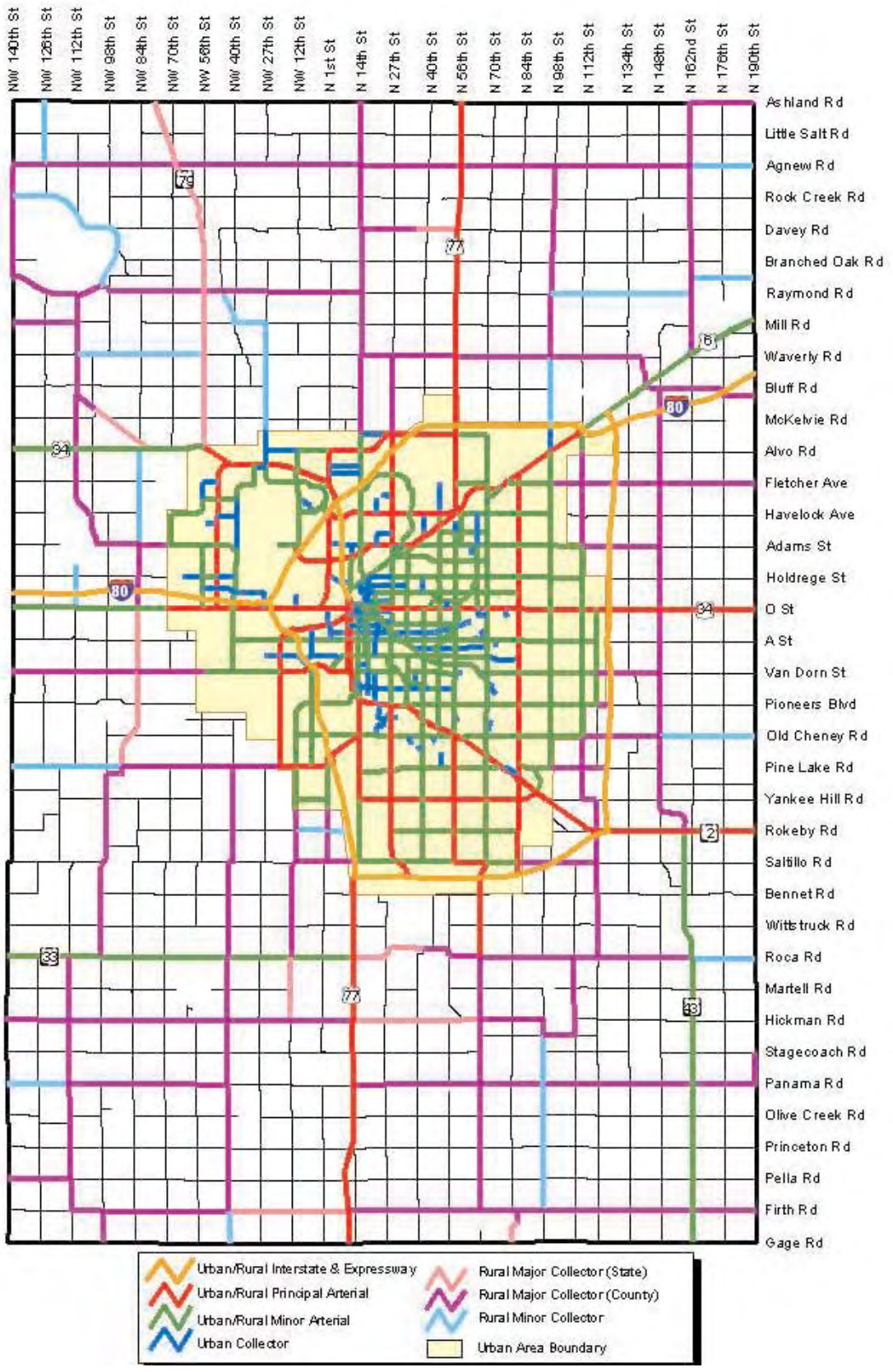
Functional Classification

Roadways are classified based on the function they serve. All roadways fall under one of four broad categories: principal arterial, minor arterial, collectors or local streets.

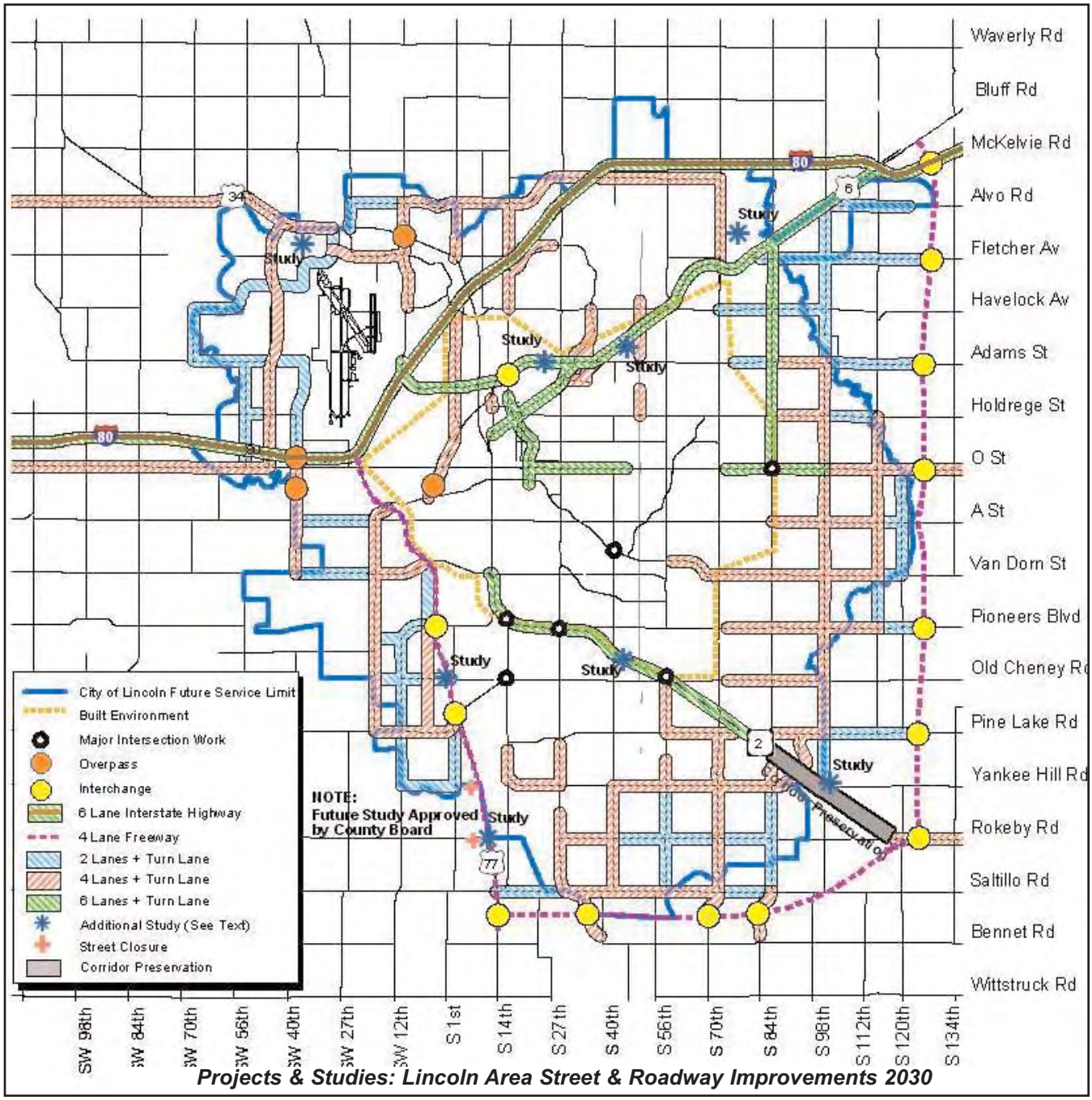
"Arterials" are multiple use corridors that carry large volumes of through traffic. "Collectors" equally serve to carry traffic but also provide access to neighborhoods and abutting properties. "Local" streets primarily provide access to abutting properties. Each classification performs an important function in making the transportation system work effectively. The fol-



2030 Functional Street & Road Classification - City



2030 Functional Street & Road Classification - County



Projects & Studies: Lincoln Area Street & Roadway Improvements 2030

lowing describes the functions of the various street classifications used in the Lincoln-Lancaster County transportation planning area:

A. Principal Arterial: This functional class of street serves the major portion of through-traffic entering and leaving the urban area and is designed to carry the highest traffic volumes. These serve intra-area traffic such as between the downtown and outlying residential areas or traffic between major inner-city communities or suburban centers. Managing and controlling access to these types of roadways is very important. This access must respect and reflect the land uses and development context adjacent to each principal arterial. For example, managing and controlling access to and from a roadway in the "built environment" differs from that in developing locations, because of the varying character of these areas. The principal arterial system is stratified into the following two subsystems:

- Interstate Highway, Freeway and Expressway: These are divided, limited access facilities with no direct land

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 (6) additional feet on the side where the trail will be located. This additional right-of-way should be obtained in advance of development.

Within the "built environment" area of the city, 66 feet of 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.

County Rural Road System

Improvements to the rural road system will occur throughout the county. The amount of new pavement installed will depend upon the growth in traffic and population, and the fiscal resources available in the future to make the improvements.

The future County Paved Road Network is subject to extreme impacts from the more dense development (close to the City) to those roads experiencing slow to moderate growth (generally outside the three mile limit). These impacts and the resulting improvements vary from simply grading and graveling a road to a 4-lane facility.

Road improvements for the County are triggered based upon daily traffic volumes with the amount of traffic dictating the type and degree of improvement necessary.

The first level of traffic volume is in the range of 300 vehicles per day. At this level, the County acquires a minimum of 100 feet of right of way, with additional ROW acquisition standards applying as appropriate. Once the ROW is acquired, the County then grades and installs new drainage structures. The process of grading and graveling provides a road profile that is safer and wider. This profile can accommodate the next level of improvement, which would be pavement, provided the traffic counts continue to increase to the second level.

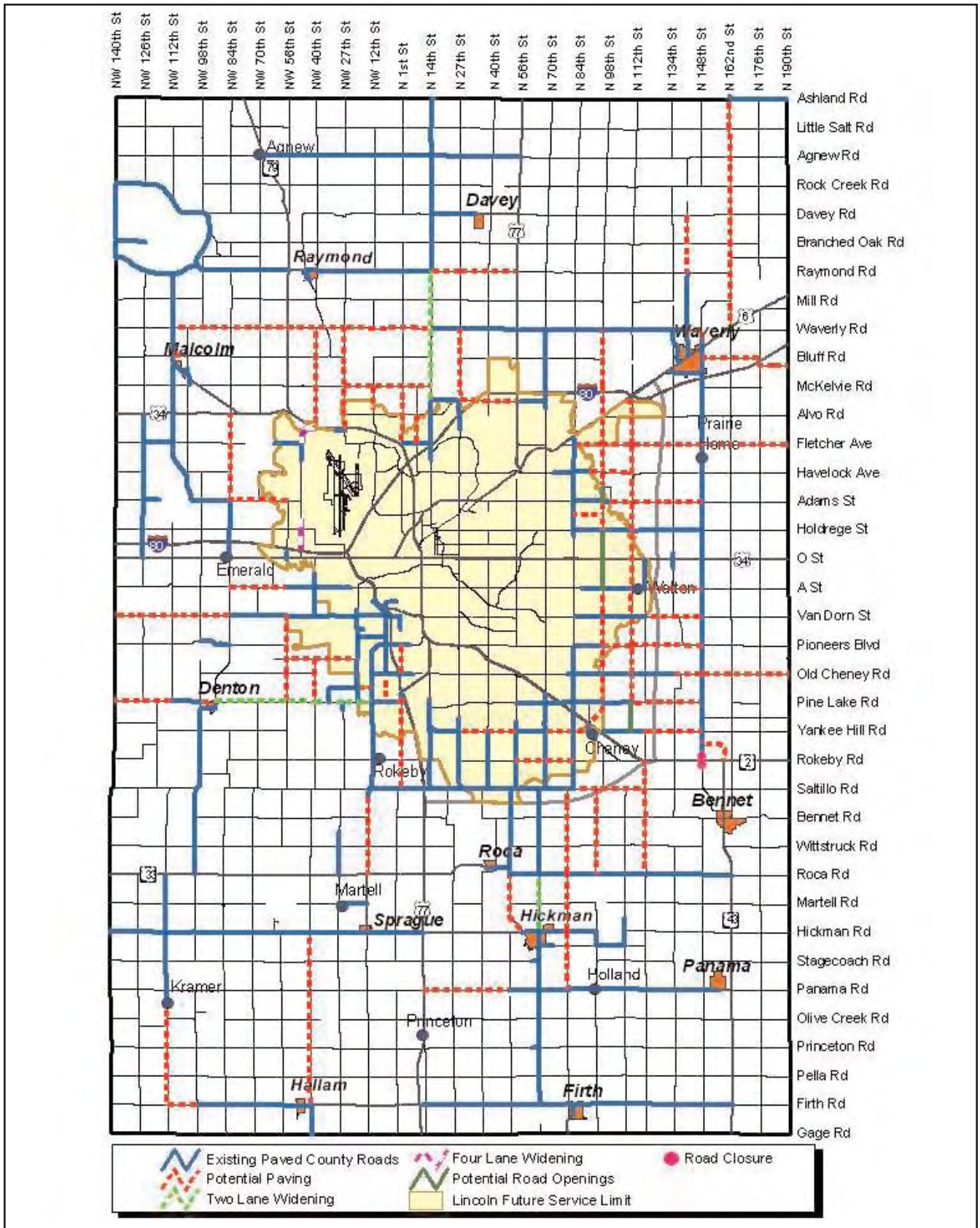
The acquisition of the required right-of-way will also preserve the future corridors for the larger and more expansive street improvements that will come with the growth of Lincoln. The second level of improvement, which is pavement, is triggered at a traffic volume level of about 400 vehicles per day. This second level should remain as an effective transportation facility, with the exception of routine maintenance and pavement overlays, until the traffic volumes reach the level of 6,000 vehicles per day. This final level would be the target for looking at the need to install a four-lane divided facility.

The County Road Plan indicates some "road widenings" for those existing two lane paved roads that are no longer adequate for today's traffic volumes. The County's road improvement plan also includes new railroad viaduct planned near Hickman to address increasing competition at rail crossings from both rail and vehicular traffic. New roadway openings included in this Plan provide for continuity in the road system and better serve the adjacent areas. These segments include:

- 98th Street, A Street to "O" Street
- 98th Street, "O" Street to Holdrege Street
- 98th Street, Adams Street to Fremont Street
- 112th Street, Pine Lake Road to Yankee Hill Road

This brief explanation of County road improvements and the different levels of traffic volumes that trigger those improvements is an attempt to show that, generally, there exists a fairly orderly approach to project planning, programming and completion of the appropriate improvement.

This methodical approach does, however, become threatened when development precedes the improvements and becomes the controller of priorities and the limited fiscal resources available for road improvements. New development should



Future Road Improvements in County

FINANCIAL RESOURCES

This section focuses on capital improvements and provides principles and strategies for the financing of urban and rural infrastructure improvements. It is important to remember that capital improvement costs do not reflect long term operating costs which also must be taken into account.

OVERALL GUIDING PRINCIPLES

- There needs to be a balance between new infrastructure in developing areas and the improvements and maintenance needs of the existing community. The City and County need to adequately fund infrastructure maintenance and improvements in existing towns and neighborhoods, while adequately funding our infrastructure needs for our community's growth.
- The City and the County will work cooperatively in as many areas as possible in order to provide services in the most efficient manner possible.

GUIDING PRINCIPLES FOR FINANCING RURAL INFRASTRUCTURE

- New acreage residential will be grouped together in a specific area to enable services to be provided more efficiently, such as reducing the amount of paved roads, fewer and shorter school bus routes and more cost effective rural water district service.
- Direct and support residential, commercial, and industrial growth to incorporated cities and towns in order to maintain a tax base for the services and utilities in the towns.

GUIDING PRINCIPLES FOR FINANCING URBAN INFRASTRUCTURE

- A Balanced Approach: The community at large should provide more financing of maintenance and improvements in existing areas. Both new and existing development should pay its fair share of improvement costs due to growth and maintenance. In general, improvements which are of general benefit to the whole community should be paid by the community while improvements which are of special benefit to a specific area should be paid by that area.
- Develop a Fair & Predictable System: Distribute infrastructure costs fairly among all property owners who benefit from the improvements. The goal of the financing system is that costs should be known in advance of development. Property owners should participate in funding improvements in new areas at generally the same rate.
- Conformance with Comprehensive Plan: Infrastructure improvements should continue to be developed only in areas identified for development in the Lincoln/ Lancaster County Comprehensive Plan. One of the most important tools in financing, is adherence to the physical plan for the community. Following the Plan for development and systematic improvements throughout Lincoln increases efficiency in construction and maximizes the community's investment.
- Conformance with Capital Improvements Program (CIP): The CIP should be utilized to pro-

vide a systematic and predictable forum for determining the timing of infrastructure improvements.

- Greater Development Efficiency: Maximize the community's investment in infrastructure through greater efficiency in residential and commercial development. Particularly in new development, an increase in the amount of commercial floor area and residential population, compared to typical suburban patterns, will decrease the amount of infrastructure necessary overall in the community.
- Use an Appropriate Financing Method for Each Infrastructure Need: One method of financing may not be appropriate for all types of infrastructure needs.
- Minimize Impact on Affordable Housing: Infrastructure financing should not increase the cost of affordable housing in Lincoln and the City should encourage retention of affordable new housing in existing neighborhoods.
- Minimize Impact on Those Who Are Not Developing Land: As much as possible, property owners should only be assessed or pay the improvement costs at the time they seek approval of development proposals or building permits. Financing mechanisms should be sensitive to property owners in an area under development who don't want to develop their land at that time, but should not encourage them to hold their property out of development indefinitely. It may be necessary to annex property and assess improvements costs to property in the Future Service Limit, but not yet developing, in order to develop the adjacent land. The community should grow in an orderly compact fashion and therefore initial urban infrastructure improvements should be made in a proportionate and timely manner. Property owners need to be educated about the growth and infrastructure plans to reduce the elements of surprise and anger and to foster more informed personal planning decisions.
- Build More Improvements Sooner: The City should attempt to build more road, water and wastewater improvements each year, without an adverse impact on property taxes. Accelerating improvements will require millions more dollars and should be done only if new financial resources and alternative financing techniques have been implemented.
- The Plan Realization section further describes the mechanisms that will link urban infrastructure programming to local market and growth conditions. It is important that there be adequate funds for the maintenance of infrastructure in the existing urban area as future growth occurs.
- Concurrent Improvements: Infrastructure improvements should be made concurrent with development. Except in limited cases, such improvements should not be made in advance of development proposals in an area. There should be adequate infrastructure in place every year to accommodate housing and employment demands.
- Timing: As projects are requested for faster implementation by a developer than are identified in the City's Capital Improvements Plan and the County 1 and 6 Program, the developer must be prepared to make additional financial contributions to improvements necessitated by a project if their project is moved to an earlier date.
- Encourage Efficiency: There should be further cooperation between the public and private sector and long-range planning efforts to save on the City's development costs that could be used for infrastructure improvements.
- Maintain Expanding System: The addition of infrastructure and growth of the City requires attention to provide an adequate level of service. Expanding facilities adds financial maintenance needs for all city services.

street lights, fire stations, libraries, government administration buildings, schools, electrical facilities, and sanitary landfills are all basic pieces of what makes up a city. Hundreds of millions of dollars of public tax dollars and user fees are invested each year in these facilities. The public process used to determine where and when such investment occurs is basic in determining how the Comprehensive Plan's Vision is achieved.

The City and County each use an annual capital improvements process. Both jurisdictions designate those capital improvements they plan to build over the next six fiscal years. The document that does this is called the "Capital Improvements Program" or CIP for short. The first year of the CIP is termed the "Capital Budget." It is the list of projects formally approved by the elected officials.

The City of Lincoln's Charter requires that before the City Council can approve a capital project it must undergo a test of "Comprehensive Plan conformity." This means that the Planning Commission or Planning Department must issue a report stating whether the proposed capital expenditure is consistent with the Comprehensive Plan. Should the project be found to be not in conformance with the Plan, the City Council can still approve the project. No equivalent Plan conformity standard is applied in the County's CIP process.

A companion document to the CIP – called the "Transportation Improvement Program" or TIP – is also prepared on an annual basis. This task is assigned to the Lincoln Metropolitan Planning Organization. The TIP gathers together in a single document those local, State and Federal transportation capital projects proposed for the next six years. These include improvements for streets and highway, airports, railroad support facilities, trails, and public transit.

Private Sector Contributions – Private capital is a significant part of the funding used to construct infrastructure in new developments. Most local streets, sidewalks, sanitary sewer, and storm sewer mains are built and paid for by the private developer. Decisions made in the private sector play an important role in managing and guiding the expansion of the urban area. Expenditures from private sources are critical to furthering the growth of the community.

Concurrency Policy

Public infrastructure — including transportation facilities, water, sewer, parks, schools, and libraries – is essential to the health, safety, and welfare of the community. In new growth areas, the most essential public infrastructure (such as electricity, water, sewer, pedestrian facilities and roads) should be made concurrently – that is, at the same time – with that growth.

Other public infrastructure in new growth areas should be provided in proportion to initial need, with later improvements added as growth proceeds. However, utilities must be sized initially to serve long term needs. Developing public infrastructure in this manner will protect the public health, safety and welfare of the community while efficiently using capital improvement funds.

Conversely, infrastructure should not be built or developed if it is not needed. Public resources are scarce and should be conserved and used efficiently. Development of infrastructure beyond the needs of the community is a waste of resources and is not beneficial to the community as a whole. Thus, some improvements, such as park land, must be obtained early in the process, but may not be fully improved until more development occurs. Land for other services such as fire and police stations or schools may also be obtained. This may also apply to road improvements, which in early stages can be adequately served by two lane, offset, paved streets, after obtaining the needed future urban right-of-way, with additional lanes planned for but not developed till later when traffic demand warrants.

The key to a successful community is the concurrent development of infrastructure proportionate to the development and need of the community — a balance between the need for infrastructure and the need to conserve resources.

Annexation Policy

Annexation policy is a potentially powerful means for achieving many of the goals embodied in the Plan's Vision. Annexation is a necessary and vitally important part of the future growth and health of Lincoln. The annexation policies of the City of Lincoln include but are not limited to the following:

The provision of municipal services shall coincide with the jurisdictional boundaries of the City – in short, it is not the intent of the City of Lincoln to extend utility services (most notably, but not necessarily limited to, water and sanitary water services) beyond the corporate limits of the City.

The extension of water and sanitary sewer services shall be predicated upon annexation of the area by the City. City annexation shall occur before any property is provided with water, sanitary sewer, or other potential City services.

To demonstrate the City's commitment to the urbanization of land in Tier I Priority A, the City should promptly annex land in Priority A which is contiguous to the City and generally urban in character, as well as land which is engulfed by the City. Land which is remote or otherwise removed from the limits of the City of Lincoln will not be annexed. Annually, the City should review for potential annexation all property in Priority A in which basic infrastructure is generally available or planned for in the near term.

Annexation generally implies the opportunity to access all City services. Voluntary annexation agreements may limit or otherwise outline the phasing, timing or installation of utility services (e.g., water, sanitary sewer), and may include specific or general plans for the private financing of improvements to the infrastructure supporting or contributing to the land uses in the annexed area. The annexation of large projects may be done in phases as development proceeds.

The character of existing residential areas should be respected as much as possible during the annexation process. When low density "acreage" areas are proposed for annexation due to the City's policy, additional steps should be taken to ease the transition as much as possible, such as public meetings, advance notice and written explanation of changes as a result of annexation. In general, many aspects of acreage life may remain unchanged, such as zoning or covenants. However, any annexation of existing residential areas will include some costs which must be the responsibility of property owners.

Annexation to facilitate the installation of improvements and/or possible assessment districts is appropriate if it is consistent with the annexation policies of the Plan listed above.

Plans for the provision of services within the areas considered for annexation shall be carefully coordinated with the Capital Improvements Program of the City and the County.

Each town in Lancaster County will have their own procedures for annexation.

On-Going Comprehensive Plan Activities

While the Comprehensive Plan may have received formal approval, certain long-range planning tasks remain to be completed or continued as part of the Plan's implementation. These include:

Interagency Cooperation and Coordination – Broad involvement of numerous public agencies and departments were used in the Plan's formulation. The cooperation and coordination of efforts with these groups needs to remain in place during

the Plan's implementation.

Joint Planning Commission and Planning Department – The City and County created a joint City-County Planning Commission and a single City-County Planning Department more than fifty years ago. This structure has served the community well over this period. It is intended that this structure remain in place as a means for furthering the implementation of the Plan.

City-County Common – The City Council, County Board, and Lincoln Mayor hold a joint meeting each month to discuss issues of common concern to them. This group is known as the City-County Common. The Common provides a regular opportunity for the elected officials to discuss planning issues of joint interest to them.

MPO Officials Committee and Technical Committee – Through the Metropolitan Planning Organization structure, the Officials and the Technical Committees lend additional policy and technical oversight to the process. These standing groups meet on an ad hoc basis to review, discuss, and approve matters relating to the area-wide transportation planning process. This includes the annual MPO Work Program, Transportation Improvement Program (TIP), Annual Certification, Long Range Transportation Plan (LRTP) and other related studies and programs.

Subarea Planning – The Comprehensive Plan provides broad guidance for achieving the community's stated Vision. Putting details to the Plan takes additional effort. One means of doing this is through the preparation of subarea plans. Subarea plans offer greater details about the intended future of an area of the community — including land uses, infrastructure requirements, and development policies and standards. Many of these subarea plans are prepared by the City-County Planning Department, while some are prepared by other agencies and departments. Subarea plans from the previous (1994) Comprehensive Plan carried over as part of this Comprehensive Plan include:

- North 27th Street Corridor Plan, RDG Crose Gardner Shukert, April 1997.
- Antelope Valley Major Investment Study: Amended Draft Single Package, City of Lincoln; May 1998, Updated November 1998.
- Wilderness Park Subarea Plan; February, 2000
- Stonebridge Creek Development Area at 14th to 27th, north of the Interstate; March 27, 2000.
- Greater Arnold Heights Area Neighborhood Plan; September, 2000.
- Southeast Lincoln/Highway 2 Subarea Plan; March 26, 2001.
- City-County Solid Waste Management Plan, Public Works and Utilities Department and Lincoln Lancaster County Health Department; September, 1994.
- Ground Water Management Plan, Lower Platte South Natural Resources District; April, 1995.
- Consolidated Plan for HUD Entitlement Programs; FY 2000 Urban Development;
- Lincoln Water System Facilities Master Plan, Public Works and Utilities Department; April 2003.
- Lincoln Wastewater Facilities Master Plan, Public Works and Utilities Department; November 2007.
- Stevens Creek Watershed Study and Flood Management Plan, Lower Platte South Natural Resources District; March 1998.
- Beal Slough Stormwater Master Plan, Olsson Associates & Wright Water Engineers; May 2000.
- Southeast Upper Salt Creek Watershed Master Plan, 2003.
- Lincoln Public Schools 10 year Plan: which is based on the Comprehensive District Master Plan; May 2003 and Student Housing Task Force Report 2005
- North 48th Street/University Place Plan: Neighborhood Revitalization & Transportation Analysis, 2004
- Lincoln Airport F.A.R. Part 150 Noise Compatibility Study, 2003
- Airport West Subarea Plan, 2004
- Stevens Creek Watershed Master Plan, 2005
- Downtown Master Plan, 2005
- Cardwell Branch Watershed Master Plan, 2007
- Deadmans Run Watershed Master Plan, 2007

As part of the Annual Plan Status Report process, the Planning Director should complete a yearly review of all subarea plans that become five years of age and older. This review would be for the purpose of determining the continued viability

and relevance of those subareas plans to the Comprehensive Plan and the long range planning process.

Human Services Planning - Explore points of common concern and emphasis between the long range land use Comprehensive Plan and the community's long range health and human services Community Services Implementation Plan (CSIP). Enhancing the coordination of these two endeavors should be initiated and completed.

Contributing Planning Efforts

During the preparation of this Comprehensive Plan, several contributing planning efforts were completed in support of the overall comprehensive planning process. These efforts involved an overall planning committee and five subordinate working groups (work products noted):

- Comprehensive Plan Committee, Draft City-County Comprehensive Plan (February 6, 2002)
- Mobility & Transportation Task Force, Draft Mobility and Transportation Sections of Comprehensive Plan (December 7, 2001)
- Economic Futures Task Force, Final Task Force Report (August 24, 2001)
- Stevens Creek Basin Initiative Task Force, Planning Guidelines and Summary Report (April, 2001)
- Infrastructure Financing Study Advisory Committee, Advisory Committee Final Report (January 8, 2001)
- Greenprint Cabinet, Greenprint Challenge (August, 2001)

All of these bodies were composed of citizens from throughout the city and county. The ideas, concepts, visions, and thoughts from all of these groups were drawn upon in the crafting of this Plan. The reports they issued were reviewed and their work is embodied throughout this document - ranging from the use of various planning concepts and guidelines to specific programs and strategies. The contribution of these groups to the Plan's creation is gratefully acknowledged.

Annual Review of the Plan

Approximately one year following adoption of the Comprehensive Plan and on an annual basis thereafter, the Planning Director will prepare a report entitled the Annual Review of the Comprehensive Plan. Such report may include new and pertinent information about the community; changes in the Plan's underlying assumptions or any other factors affecting the health or welfare of the community. Such report may include specific proposals to amend the Plan.

This report and its review by the Planning Commission will be closely coordinated with the Commission's deliberations on the City of Lincoln's Capital Improvements Program (CIP) for the upcoming years.

In order to monitor the progress in attaining several of the goals and base assumptions for the new Comprehensive Plan, a variety of information will need to be reviewed annually. This information will be obtained from various sources in order to look at a broad range of indicators. The goals and assumptions to be reviewed include items such as: multi-directional growth; 1.5% annual population growth; 2.0% annual commercial employment growth; 2.5% annual industrial employment growth; 90% of County population in Lincoln; increased funding for maintenance and; accelerated infrastructure improvements.

No single indicator, in a single year, provides clear evidence of significant variation from the goals and assumptions. Instead, many indicators should be used to determine any change after at least a three year period.

As part of the Annual Review of the Comprehensive Plan, if it is determined that the community is deviating significantly from what is assumed in the Plan and that this trend can be reasonably expected to continue, then the following would occur:

- The Planning Director will forward a report to the Planning Commission, for recommendation to City Council and County Board, to determine whether an immediate update of the phasing, infrastructure, and financing components

Mobility & Transportation

Mobility is an essential ingredient in ensuring the community's quality of life. This section of the Plan examines the current status of mobility in the city and county as reflected in the area's transportation facilities and services. This review includes Streets and Highways, Street System Maintenance, Public Transportation, Parking, Trails and Bicycle Facilities, Railroads, Airports and Airfields, and Goods and Freight Movement.

Streets and Highways

Existing Pattern of Streets and Highways

The city and county are served today by an extensive system of streets and highways. This system ranges from roads capable of safely carrying thousands of vehicles each hour, down to local residential streets that help form the character of neighborhoods. The street system further plays a vital role in commerce by carrying products to all portions of the city and county. The rural road network also links the agricultural community to key transportation centers, allowing their commodities to be shipped around the world.

Section line roads form the basic layout for the city's and county's existing street system. Spaced approximately one mile apart, these roads create the underlying grid pattern found throughout the county. This roadway pattern was established nearly a hundred and fifty years ago by the United States government. Surveyors were sent west to the Plains states to create a patchwork of one mile squares. These squares became the building blocks upon which the earliest settlements and agricultural communities were formed.

The section line roads are used today as Lincoln's main system of arterial streets. In the newer areas of the city, section line roads are typically built with four through lanes, with turning lanes added to improve safety and operations along these corridors.

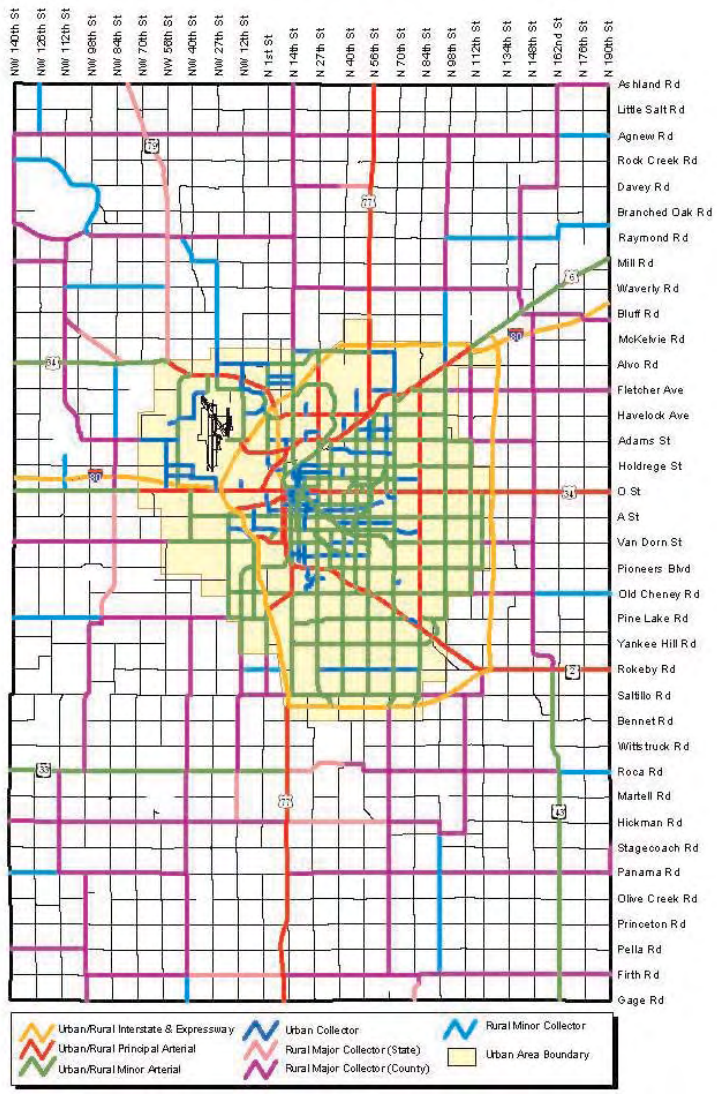
The grid pattern has also been accentuated in the traditional areas of Lincoln through the use of arterial streets at the half section (or half mile) line. This has created a more extensive street grid pattern in the "built environment" of the community.

To aid in moving traffic through and across the community, other routes have been layered on top of the county's underlying one mile grid pattern. From the Federal Interstates (such as I-80 and I-180), to State highways (such as Highway Nos. 2, 6, 34, and 77), and to local facilities (such as Capital Parkway, Cotner Boulevard, and Sheridan Boulevard), diagonal roads have helped expand the community's street capacity. These facilities often offer more direct movement between major centers of activity than are provided by the grid system.

Bridges and overpasses have also been added over the years to make travel safer and easier. Separating cars and trains reduces the potential for crashes, as well as reducing the time spent by motorists waiting for passing trains. Even the spanning of the region's numerous creeks and streams with permanent structures has allowed people and vehicles to move more freely.

Today there are an estimated 2808 miles of streets and highways serving the city and county. This includes approximately 30 miles of Interstate, 158 miles of U.S. and State Highways, 565 miles of major arterials and collector streets, and 2055 miles of local streets.

Functional Classification



National Functional Street & Road Classification - County

Transportation planners and engineers classify streets and highways into "Functional Classifications." Each classification indicates the roadways function and attributes, how the roadway is intended to be used and its relative importance to the neighborhood, community, and region.

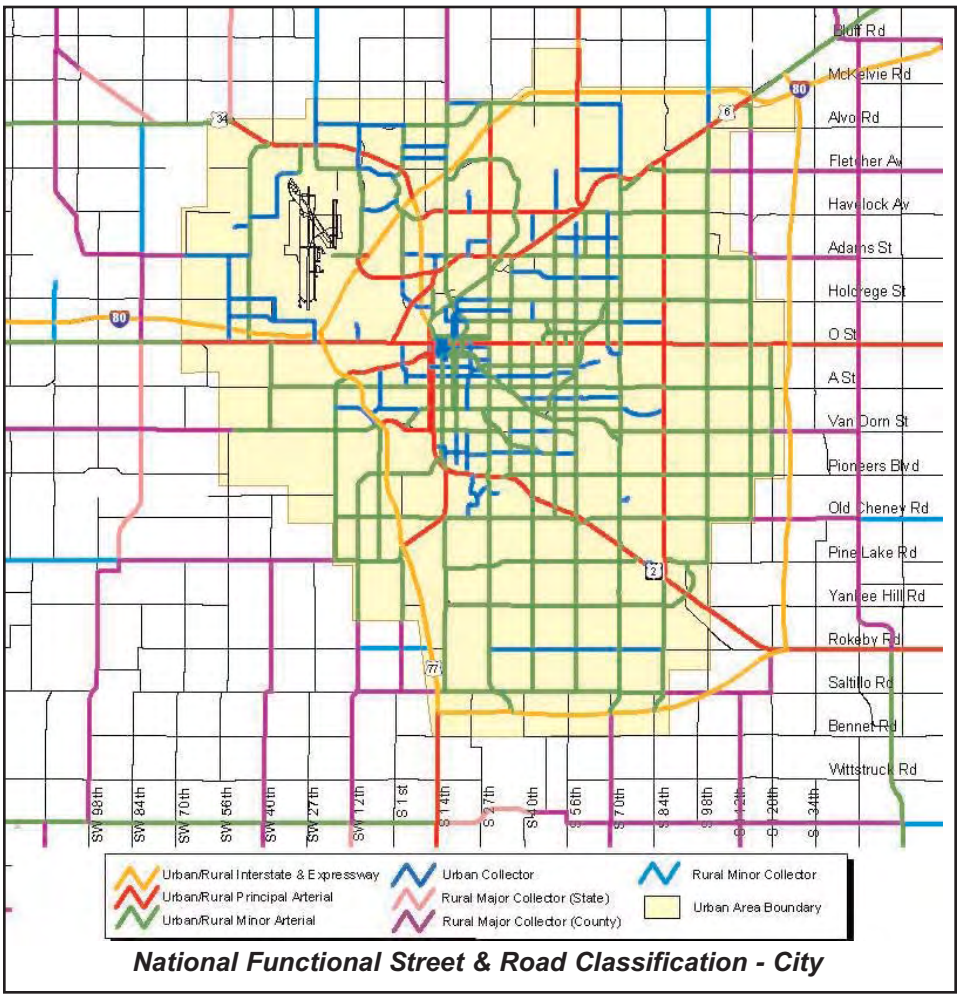
At the top of the classification scheme are "Urban/Rural Interstates, freeways and Expressways." These are roads capable of carrying large numbers of vehicles at higher rates of speed over long distances. Access to these roadways is strictly controlled. Vehicles can only get on or off these facilities at a few designated locations — typically at an interchange.

"Principle Arterials" and "Minor Arterials" are at the next level of roadway classification. Arterials carry traffic between major activity and population centers. They may run for many miles across the city and county. Posted speed limits are generally in the 35 to 45 miles per hour range with access provided at grade. Traffic signals as well as roundabouts are often used to regulate the flow of traffic along arterials. Access is man-

aged, although movement to and from adjacent property is sometimes allowed depending upon the character of the area and the uses being served.

"Collector Streets" offer motorists a safe and convenient way to move from a neighborhood to the arterial street system. This next level of street classification is intended to "collect" traffic from residential or other destinations and move them to the higher order streets. Speeds are generally lower than arterial streets with direct access more liberally granted.

The lowest classification of streets is the "local" or "residential" street. These streets provide very limited opportunities for through traffic; their primary function is to provide access to adjacent properties.



National Functional Street & Road Classification - City

Congestion Management Task Force

During a twenty month period in 1995 and 1996, the Congestion Management Task Force examined traffic flow issues for six "high impact corridors" in the older areas of Lincoln. A series of recommendations from the Task Force's work was amended into the 1994 City-County Comprehensive Plan in 1996. The City has implemented or is in the process of implementing the following Task Force recommendations:

Create a "2 Plus Center Turn Lane" System within the "built environment": The Task Force's top priority was the creation of a street system within the"built environment" of Lincoln using a "2 plus center turn lane" design. Portions of South 13th, South 33rd, South 40th, South 48th, South 56th, and Pioneers were slated for such improvements. Since 1996, the City has improved or has plans to improve all of these street segments. Arterial streets within the "built environment" have been identified for upgrading to the "2 plus center turn lane" design.

Install More Responsive Traffic Signal System: The City's Public Works and Utilities Department has undertaken numerous improvements to the traffic signal system since 1996. This includes installation of sensors and communication lines to monitor traffic flow, traffic monitoring cameras, upgraded software and hardware for traffic signal management, and intersection preemption units. Additional improvements to the traffic signal system are programmed and will be undertaken over the coming years.

Implement Intersection Improvements: Thirteen intersections within the high impact corridors were identified as needing improvement. Six of eight locations had major improvements, and the other two locations are active or

within the near term of being completed. Two of the other five locations are identified in this plan as "Major Intersection Work" and the remaining three locations had major/minor timing changes and/or left turn phasing added.

Complete Inner Ring Road System: The Task Force recommended lanes be added to segments of five specific streets to create an "inner ring road." This system of streets would add capacity along the edge of Lincoln's "built environment" as identified in the 1994 Comprehensive Plan. older area. Improvements to four of these streets — 84th, Old Cheney Road, Pine Lake Road, and Pioneers Boulevard – have been made or are planned. Portions of South 70th Street have been upgraded, although no additional improvements are presently scheduled for North 70th Street.

Implement Transportation Systems Management (TSM) / Transportation Demand Management (TDM) Strategies: The City has and is pursuing the application of numerous TSM and TDM strategies. These strategies are intended to make the best possible use of the transportation system by tackling both how the system is managed and how the traveling public makes effective use of the system. Examples include flexible work schedules for public and private sector employers, express transit services, special bus services for major events, message boards for construction and crash sites, and recent upgrades to the city-wide traffic signal system.

Implement Truck Route Study: Routing truck traffic around the City was viewed as a way to improve automobile traffic flow within the built environment of Lincoln. The construction of the south and east beltway was sought as the most helpful approach to accomplish this objective. The south beltway is currently in the final design phase with construction completion anticipated during the first half of the planning period. The east beltway during the year 2007 would be entering the preliminary design phase for corridor protection and right-of-way acquisition. The completion of final design and construction of these two beltway projects would be contingent upon available funding.

Establish a One-Way Pair System on South 56th and Cotner Boulevard: As part of the East 'O' Street project, the City made South 56th and Cotner Boulevard a one-way pair. Traffic flows north along Cotner Boulevard and south along 56th Street between "P" Street and Randolph Street.. The project generally has been deemed a success.

Apply "Average Speed" Concept: A major departure from previous Comprehensive Plans was the Task Force's introduction of "average speed" as a planning evaluation concept. Under this approach, actual travel times — measured as average speed in miles per hour — was to be collected along selected arterials. This approach created an empirical, measurable means for assessing the street system's level of performance.

In response to these recommendations, the City of Lincoln began a comprehensive traffic monitoring, crash safety, and signal optimization program in the spring of 1998. This city-wide program evaluates and optimizes traffic flows along all major street corridors on a three year cycle. This approach provides for incremental improvements to the street system. These improvements include the timing of traffic signals to optimize the flow of vehicles, "Intelligent Transportation System" improvements, and other minor changes in geometry.

Street System Maintenance

Maintaining city streets is primarily the responsibility of the Lincoln Public Works and Utilities Department. Road maintenance outside the corporate limits of Lincoln is the job of the Lancaster County Engineer, with the exception of the State Highways which are maintained by the Nebraska Department of Roads.

Maintenance responsibilities include but are not limited to ice and snow control, maintenance of paved and unpaved streets and highways, storm sewers, open drainage, detention cells and right-of-way vegetation control.

The City currently operates three street maintenance facilities, located at 901 N. 6th Street., 3180 South Street, and 3200 Baldwin Avenue. The County operates three district stations and 13 patrol stations within the County.