

LPlan 2040 Newsletter

Issue **5**
April 2011

Lincoln-Lancaster County 2040 Comprehensive Plan and Long Range Transportation Plan
Prepared by: Lincoln-Lancaster County Planning Department and Lincoln Metropolitan Planning Organization

What is a Long Range Transportation Plan?

The Long Range Transportation Plan (LRTP) is a plan for future transportation facilities in Lincoln and Lancaster County. It is an important component of the Comprehensive Plan for the City and County, but it also stands on its own as a planning document which is required to remain eligible for federal transportation grants. The LRTP is guided by the Lincoln Metropolitan Planning Organization (MPO), which includes city and county elected officials.

The Plan must consider the full complement of transportation modes – roads, bicycles, pedestrians, trails, transit, parking, railroads and airports. It presents the transportation improvements that are needed today and in the future to help move people and goods safely and conveniently about the community.

During the first quarter of 2011, a significant part of the effort to update LPlan 2040 was devoted to the LRTP.

Alternative Transportation Plans

The Federal Government requires that a reasonable financing strategy be shown for the transportation plan submitted with LPlan 2040. However, we are also allowed to show additional projects that would be accomplished should additional funding be obtained. For this reason, we are seeking feedback on three potential urban plans: two financially constrained plans and one based on Lincoln's actual future transportation system needs.

The two financially constrained plans, the **Capital Emphasis Plan** and the **Maintenance Emphasis Plan**, use the funding we are reasonably sure will be available over the next 30 years. These plans reflect two "book ends" of a range of possible final urban plans. It is anticipated that the final financially constrained plan will fall somewhere in between these two.

The **Needs Based Plan** shows what our actual needs are in the year 2040, even though the cost of meeting those needs is beyond what we currently expect for funding. While we must develop a financially constrained plan, it is important to look into the future and plan what is actually needed as part of the LRTP.

The Needs Based Plan would require an additional \$15 million annually, which equates to an additional \$12 per household per month.

The plans are illustrated on the inside of this newsletter and briefly described on the reverse. For more detailed information, please visit lplan2040.lincoln.ne.gov.



Goals and Objectives

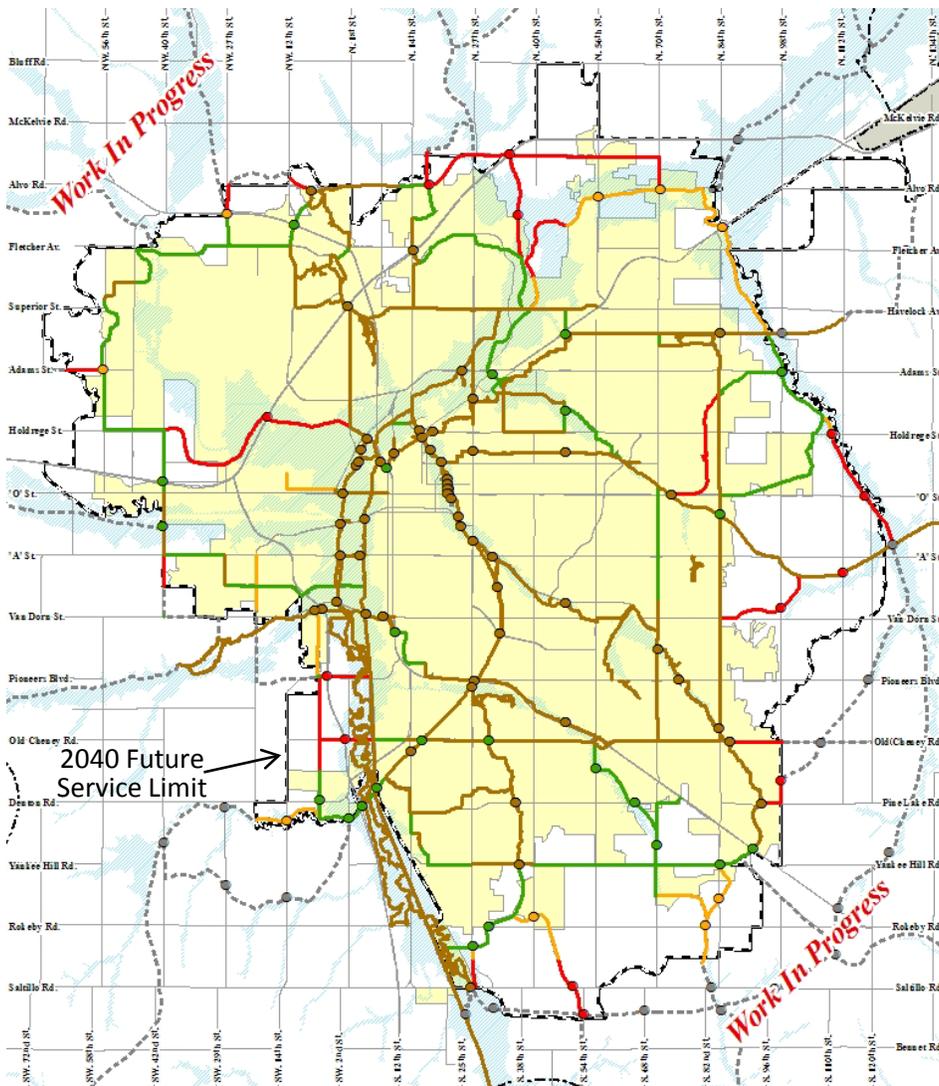
Early in 2011, broad goals for transportation were developed with the help of the LPlan Advisory Committee (LPAC) and the public. A survey that asked participants to rank the goals in order of importance was used to inform the LPAC in a "weighting" exercise. The weights that resulted were used in the preliminary evaluation and ranking of transportation projects. The goals, which are listed in no particular order, are as follows:

- Maintain the existing transportation system to maximize the value of these assets
- Improve the efficiency, performance and connectivity of a balanced transportation system
- Promote consistency between land use and transportation plans to enhance mobility and accessibility
- Provide a safe and secure transportation system
- Support economic vitality of the community
- Protect and enhance environmental sustainability, support active lifestyles, and conserve natural and cultural resources
- Maximize the cost effectiveness of transportation

You can view the report on the Transportation Goals and Objectives Survey Results on the web at lplan2040.lincoln.ne.gov. See the February 23 meeting materials under the "Committee" tab.



2040 Urban Trails Plan Prioritization



Capital Emphasis Plan allows for 70% of needed trails, **shown in green and orange**, to be constructed with \$700,000 annually, but only a small portion of the maintenance needs funded at \$175,000 annually.

Maintenance Emphasis Plan constructs 50% of needed trails, **shown in green**, with \$500,000 annually, while funding more of the maintenance needs at \$375,000 annually.

Needs Based Plan for trails identifies \$1 million annually to fully build the planned trail network, **shown in green, orange and red**, out to the edges of the urbanizing area by 2040, and fully funding the trail maintenance needs at \$425,000 annually.

Existing and committed trails shown in brown.

Review and comment on the County transportation system at lplan2040.lincoln.ne.gov

Transit Plan

Capital & Maintenance Emphasis Plans

- \$11 million annual budget
- Consider providing more service to higher density areas to increase productivity
- Increase frequency for high demand areas
- Focus service to mixed-use activity areas
- Diminish focus on service to all areas of the City

Needs Based Plan

- \$13 million annual budget
- Increase service as community grows
- Extend evening service
- Express service
- Park & Ride



Pedestrian & Bicycle Program

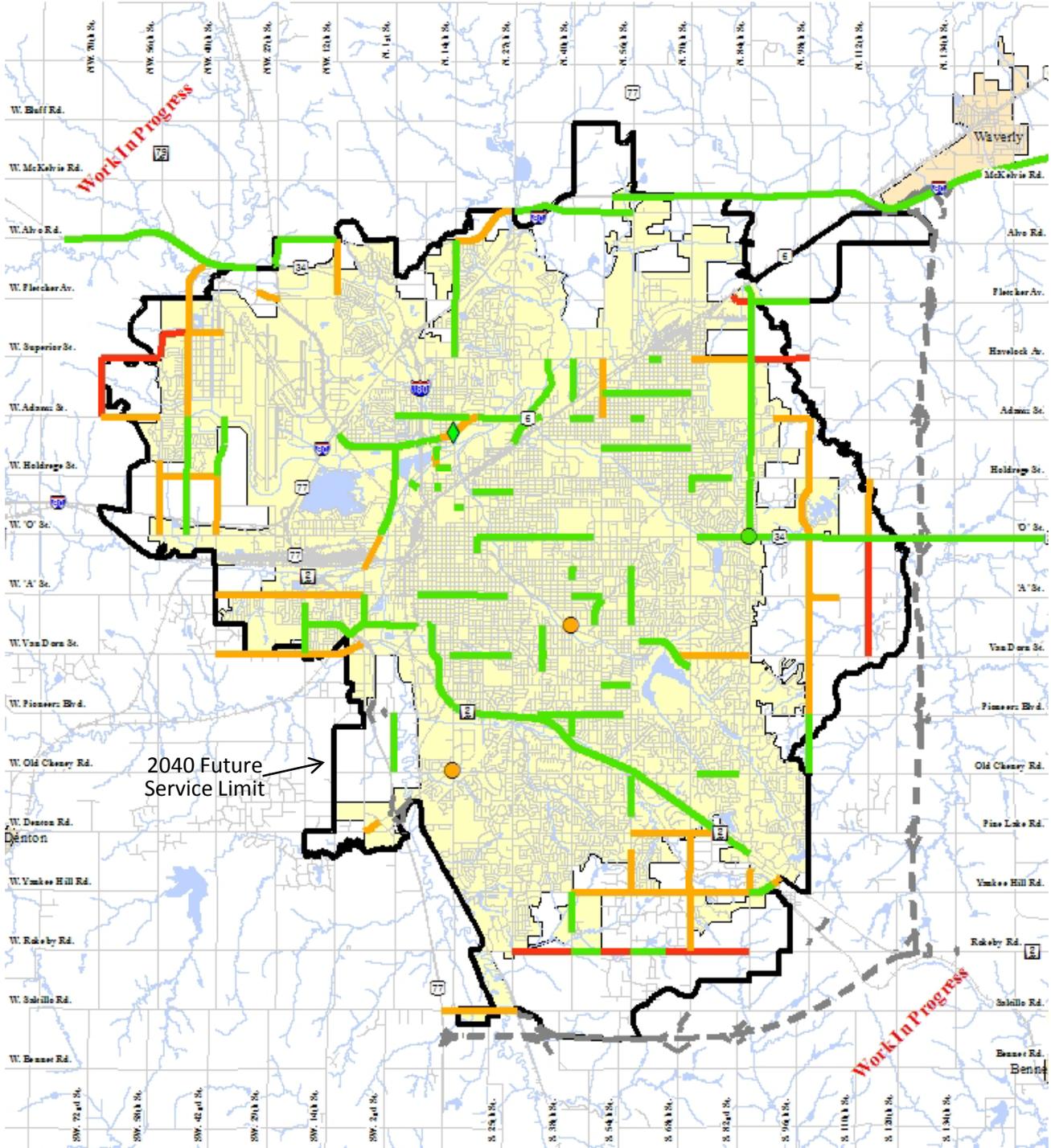
Capital Emphasis Plan allows \$0.5 million annually for sidewalk rehabilitation. Some other projects may be completed as opportunities arise.



Maintenance Emphasis Plan allows \$1.75 million annually for sidewalk rehabilitation. An additional \$250,000 would be used for pedestrian and on-street bicycle projects.

Needs Based Plan allows \$2.5 million for sidewalk rehabilitation. An additional \$700,000 would be used to fund a pedestrian/bicycle coordinator and build pedestrian and on-street bicycle projects.

Urban Roadway Projects



Capital Emphasis Plan provides \$18.1 million annually for capital roadway projects, **shown in green and orange**, while funding \$6.9 million annually for roadway rehabilitation, which does not maintain road conditions at acceptable levels.

Maintenance Emphasis Plan provides \$10.5 million annually for capital roadway projects, **shown in green**, (new roads/widened roads), while funding \$13 million annually for roadway rehabilitation to keep road conditions at “good” condition levels.

Needs Based Plan provides \$18.8 million annually for capital roadway projects, **shown in green, orange and red**, while funding \$15 million annually for roadway rehabilitation to keep road conditions at “good” condition levels.

In all plans, the following street-related programs would be funded: Intersection Capacity Improvement Projects, Intelligent Transportation System Capital Program of Projects, Safety Projects, and Travel Demand Management Program of Projects.

Financially Constrained Plan

Capital Emphasis Plan

- Total annual cost of \$50.4 million
- Annual costs
 - \$20.6 million for operations and maintenance
 - \$18.8 million for new capital projects
 - \$11 million for transit service
- Nearly all of the new capital road projects and programs shown in the Needs Based plan could still be accomplished in this plan
- Road maintenance not sufficient to keep at “good” pavement rating
- Would allow building of about 70% of the trail system
- Current transit service would continue, but service level would be reduced as the city grows

Financially Constrained Plan

Maintenance Emphasis Plan

- Total annual cost of \$50.4 million
- Annual costs
 - \$28.1 million for operations and maintenance
 - \$11.3 million for new capital projects
 - \$11 million for transit service
- Only about 1/3 of capital road projects and programs (those with the highest priority) shown in the Needs Based Plan would be accomplished
- Emphasis on keeping “good” pavement rating through increased maintenance and rehabilitation programs
- Would allow building of about 50% of the trail system
- Current transit service would continue, but service level would be reduced as the city grows

Needs Based Plan for 2040

- Total annual cost of \$65.4 million
- Requires additional funding equal to \$15 million annually
- Annual costs
 - \$31.9 million for operations and maintenance
 - \$20.5 million for new capital projects
 - \$13 million for transit service
- Build all roads needed by 2040 to serve new future service limit
- Maintain roads at “good” condition on average
- Full build-out of trail system within urbanizing area
- Increased service hours for transit including possible extended evening service

How Can You Participate?

We are seeking public input on the three plans for future transportation projects described in this newsletter. You can review the packages and complete a survey to share your opinion. The information and survey form will be available on the web at lplan2040.lincoln.ne.gov and posted in the public libraries and community centers from April 12-27, and will be highlighted during two open houses on Tuesday, April 19 at City Hall from 11 am to 1 pm, and again from 4:30-6:30 pm. At the open houses, the public will be able to view stations that feature information about street maintenance, street construction, county roads, transit, trails, other bicycle and pedestrian facilities, and finances. Three additional stations will feature the alternative urban transportation plans. Staff will be available to review materials and answer questions at each station, and formal presentations will be made at the following times: 11:30 am, 12:15 pm, 5:00 pm and 5:45 pm.



Give us Your Thoughts!

Join us at the Open House

Tuesday, April 19
11 am – 1 pm & 4:30 pm – 6:30 pm
County/City Building
555 S. 10th Street
Room 113 & the corridor

Complete our online survey

April 12-27
lplan2040.lincoln.ne.gov

ترجمة } For translation, call
Перевод } 402-441-7491.
dịch thuật }

For More Information, Contact



Lincoln/Lancaster County Planning Department
555 S. 10th Street, Suite 213
Lincoln, NE 68508

lplan2040.lincoln.ne.gov

Phone: 402-441-7491

Email: plan@lincoln.ne.gov