Appendix A LRTP Meetings

LRTP Meetings

MPO Officials Committee

The Lincoln MPO Officials Committee membership consists of elected officials representing the City of Lincoln, Lancaster County and the State of Nebraska. The Committee is composed of five voting members and three non-voting members.

Voting members review and act on transportation-related programs and studies recommended by the MPO Technical Committee. Reviews and recommendations by the Officials Committee are for compliance with the established planning process and the policies of the general purpose governments and agencies that they represent.

Non-voting members represent the federal transportation agencies for the region and provide policy guidance to the Committee.

The Officials Committee includes the following elected officials who represent the governmental bodies which make policy decisions.

Voting Members

- Mayor, City of Lincoln
- County Board of Commissioners Chair, Lancaster County
- County Board of Commissioners Vice Chair, Lancaster County
- City Council Chair, City of Lincoln
- City Council Vice Chair, City of Lincoln
- Director, Nebraska Department of Roads

Non-Voting Members

- Federal Highway Administration
- Federal Transit Administration

Secretary

- MPO Administrator (Director, Lincoln-Lancaster County Planning Department)

The Officials Committee holds quarterly meetings and is subject to call additional meetings as circumstances warrant. The meetings, posted and open to the public, are held at such time and place as generally convenient to the membership.

MPO Technical Committee Meetings

The Lincoln Area MPO established a Technical Advisory Committee to investigate specific transportation-related topics in greater detail than what is typically accomplished at Officials Committee meetings. The Committee is made up of representatives of various professional transportation and related planning disciplines who serve in a review capacity to consider the effects of transportation plans and programs on social, economic, and environmental factors in conformance to appropriate federal regulations. All Technical Advisory Committees meetings are posted and open to the public.

The Technical Advisory Committee generally will serve as the administrative and technical staff to implement the Operations Plan for Continuing Urban Transportation Planning in the Lincoln Metropolitan Area and to propose, develop, and/or review transportation-related programs, studies, and proposals for the Lincoln Metropolitan Area. The Committee conducts the work necessary to produce the recommended Long Range Transportation Plan and makes recommendations to the Officials Committee on proposed amendments to the transportation plan. Short-term planning documents developed and reviewed by the Technical Advisory Committee include the Unified Planning Work Program, Transportation Improvement Program, and Annual Transportation Report among other LRTP implementation documents. The Technical Advisory Committee makes recommendations to the Officials Committee on proposed programs, studies, and proposals.

The Technical Advisory Committee is constituted of the following members or their representatives.

Voting Members:

- Lincoln-Lancaster County Planning Director, Tri-Chair
- Lincoln Public Works & Utilities Director, Tri-Chair
- Lancaster County Engineer, Tri-Chair
- Lincoln City Engineer/RTSD
- Planning Department Principal Planner
- County Engineer Design Division Head
- Lincoln Assistant City Engineer
- Planning Department Multi-Modal Transportation Planner
- Urban Development Department Director
- Lincoln-Lancaster County Health Department Air Quality Supervisor
- Lincoln Parks and Recreation Director
- StarTran Transit Manager
- Lincoln Airport Authority Executive Director
- Nebraska Department of Roads District 1 Engineer
- Nebraska Department of Roads Planning and Project Development Manager

Non-voting Members:

- Federal Highway Administration
- Federal Transit Administration
- Chairperson, Pedestrian and Bicycle Advisory Committee

Staff Administrator:

- MPO Transportation Planner

While representatives from the cooperating governmental agencies represented on the Technical Advisory Committee may offer expertise in various disciplines, it is anticipated, when necessary, that expert advice and guidance may be sought from other governmental agencies, law enforcement agencies, educational institutions, and, if necessary, private consulting organizations, depending on staff availability and budgetary considerations. The Technical Committee holds meetings bi-monthly and is subject to call as circumstances warrant. The meetings are open to the public and will be held at such time and place as generally convenient to the membership.

Lincoln-Lancaster County Planning Commission

The Lincoln-Lancaster County Planning Commission is a group of nine volunteers, appointed by the Mayor of Lincoln, with the approval of the Lancaster County Commissioners and Lincoln City Council. The Planning Commission is responsible for advising the Planning Director on the development of the Comprehensive Plan and Long Range Transportation Plan. Members of the Planning Commission include one representative from the rural part of Lancaster County. Remaining members are generally selected to include a broad representation of the general public.

LRTP Oversight Planning Committee

The LRTP Oversight Planning Committee provides regular technical oversight of the LRTP update process and coordinates and exchanges information among departments and agencies related to the process. The LRTP Oversight Planning Committee met nine times during the planning process and included representatives from:

- Lincoln-Lancaster Planning Department
- Lincoln Public Works & Utilities: Engineering Services
- Lincoln Public Works & Utilities: StarTran
- Lincoln-Lancaster GIS
- Lincoln Urban Development Department
- Parks Department
- Lancaster County Engineering
- LCLC Health Department
- Nebraska Department of Roads
- Federal Highway Administration
- Federal Transit Administration

Funding Sub-Committee

The Funding Sub-Committee of the LRTP Oversight Planning Committee developed the revenue forecasts for the LRTP and the resource allocation scenarios. The sub-committee included representatives from the Lincoln-Lancaster County Planning Department and the Lincoln Public Works & Utilities: Engineering Services.

Trails Scoring Sub-Committee

The Trails Scoring Sub-committee of the LRTP Oversight Planning Committee scored the trail projects and convened once to review and discuss preliminary project scores. The Trails Scoring Sub-Committee included representatives from the Parks Department, the Lincoln-Lancaster County Planning Department, and the Lincoln Public Works & Utilities: Engineering Services.

Roadway Scoring Sub-Committee

The Roadway Scoring Sub-committee of the LRTP Oversight Planning Committee scored the roadway projects and convened twice to review and discuss preliminary project scores. The Roadway Scoring Sub-Committee included representatives from the Lincoln-Lancaster County Planning Department and the Lincoln Public Works & Utilities: Engineering Services.

A chronological list of LRTP meetings follows.

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September 24, 2015	LRTP Oversight Planning Committee Meeting
September 24, 2015	MPO Technical Committee Meeting
October 22, 2015	LRTP Oversight Planning Committee Meeting
November 18, 2015	Planning Commission Briefing
November 18, 2015	LRTP Oversight Planning Committee Meeting
November 19, 2015	MPO Officials Committee Meeting
December 16, 2015	Model Integration Team Meeting
January 19, 2016	Development Community Focus Group Meeting
January 19, 2016	Healthy Living, Environmental and Bicycle/Pedestrian Focus Group Meeting
January 20, 2016	Planning Commission Briefing
January 20, 2016	Freight Interests Focus Group Meeting
January 20, 2016	Transit/Human Services and Under Served Community Focus Group Meeting
January 20, 2016	Neighborhood Associations Focus Group Meeting
January 20, 2016	Downtown Interests and Institutions Focus Group Meeting
January 20, 2016	Multicultural Advisory Committee and Cultural Center Focus Group Meeting
January 22, 2016	LRTP Oversight Planning Committee Meeting
February 17, 2016	Planning Commission Briefing

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February 18, 2016	Public Meeting
February 18, 2016	LRTP Oversight Planning Committee Meeting
March 16, 2016	Planning Commission Briefing
March 16, 2016	Funding Sub-Committee Meeting
March 17, 2016	LRTP Oversight Planning Committee Meeting
March 18, 2016	MPO Officials Committee Meeting
April 12, 2016	Trails Scoring Sub-Committee Meeting
April 12, 2016	Roadway Scoring Sub-Committee Meeting
April 13, 2016	Planning Commission Briefing
April 14, 2016	Funding Sub-Committee Meeting
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May 3, 2016	Public Meeting
May 4, 2016	Funding Sub-Committee Meeting
May 25, 2016	Planning Commission Briefing
May 25, 2016	Roadway Scoring Sub-Committee Meeting
May 26, 2016	Funding Sub-Committee Meeting
May 26, 2016	LRTP Oversight Planning Committee Meeting
June 8, 2016	Planning Commission Briefing
June 8, 2016	LRTP Oversight Planning Committee Meeting
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Appendix B Public Meeting Summaries

Focus Group Meetings Summary

January 19 – 21, 2016

Meetings

The LRTP project team held eight Focus Group Meetings with stakeholders who represent various interests in the community. The purpose of the meetings was to gathering insights on key transportation issues and concerns. The focus groups were structured to represent different interests, and included the following:

- Development Community
- Healthy Living & Environmental and Bicycle/Pedestrian Groups
- Freight Interests
- Transit/Human Services and Under Served Community
- Neighborhood Associations
- Business Community
- Downtown Interests and Institutions
- Multicultural Advisory Committee and Cultural Center Contacts

In total, 33 people participated in the focus group meetings.

Agenda

Each meeting was approximately one-hour long and covered the following:

- Overview of LRTP planning process
- Love/Change exercise and report back
- Discussion questions:
    - What are the biggest changes that have occurred in the last 5 years and how do they affect transportation in Lincoln?
    - What trends or driving forces do you think will most influence transportation in Lincoln in the future?
    - What are the greatest opportunities relative to the transportation system?
- Goals/Objectives exercise
- Next steps and how to stay involved

Love/Change Exercise

Each Focus Group participated in a Love/Change exercise. Participants were asked to write down three things they love most about transportation in Lincoln and three things they would most like to change about transportation in Lincoln.

Medical facilities moving south and east, which is really frustrating because difficult for people to get to with public transportation.

Opportunities

Bike racks that are sculptural, art.

Smaller buses that could go more places.

Apps that are fully accessible with voice recognition to be able to use bus, next bus information.

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The project team frequently heard that stakeholders love the relative ease of travel in Lincoln. Participants from every focus group expressed the importance and value of the trail system. Participants enjoy the accessibility that the street grid provides and love that they rarely encounter traffic delays. Participants appreciate the recent mainten-ance of the system including: upgrading and repaving neighborhood streets, quickly filling potholes, and quickly removing snow. Multiple focus groups voiced their love for the increasing focus on bicycle infrastructure. The groups noted that the administration, staff, and local agencies are able to cooperate and there was support for a multimodal system. A word cloud summarizing what participants love was developed. The size of each word indicates its response frequency.

Love comments related to…

Bike/bicycle: 20
Trails: 18
Easy to getting around: 9
Walk, pedestrians, walkable: 5
Interstate, I-80: 4
Street grid: 2

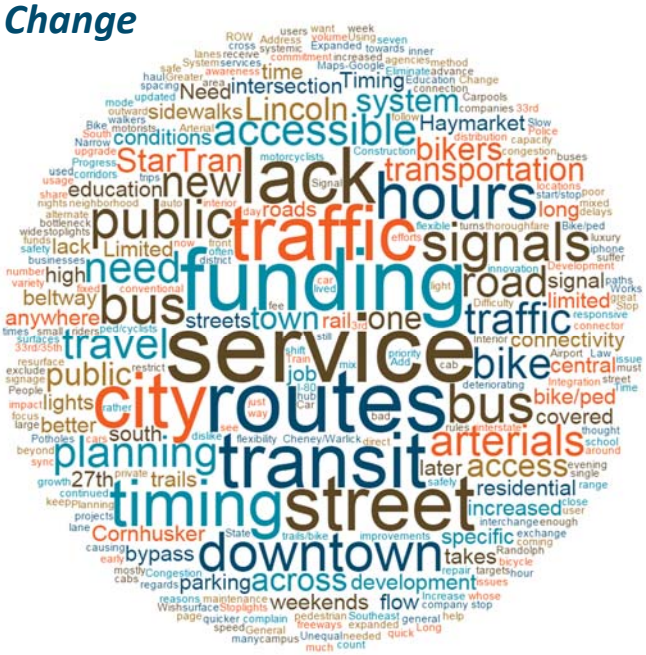
Love

Participants would change the existing transit service and extend hours into the evenings and weekends. They would also add routes to service more of the city. Also, coming into downtown during high volume times is difficult. The project team heard that there are too many traffic signals and the signals seem to be uncoordinated. Participants did not like experiencing delays due to trains and the uncoordinated traffic signals. Participants support the south and west beltways to provide faster routes around the City. Participants would like to see more funding for transportation projects. One need is for education for both drivers and bikers on how to obey the rules of the road.

Change comments related to…

Transit: 14
Bike/bicycle: 10
Poor signal timing: 7
Funding: 7
Beltway: 4
Traffic: 3

Change



The full list of verbatim comments by focus group meeting is provided in **Attachment A**.

Discussion Questions

Each Focus Group discussed three main questions:

- What are the biggest changes that have occurred in the last 5 years and how do they affect transportation in Lincoln?
- What trends or driving forces do you think will most influence transportation in Lincoln in the future?
- What are the greatest opportunities relative to the transportation system?

Many stakeholder groups identified how **technology** has changed, and will continue to change, transportation in Lincoln. For example, multiple groups mentioned that the introduction of fiber to Lincoln may allow more people to work from home, which would mean less people commuting. The Bicycle/Pedestrian, Healthy Living and Environmental Group recognizes that due to technology, space for charging stations for electric vehicles may be needed. The Freight Community noted that newer technologies such as drones and automated convoy trucks, may radically change their delivery methods. The opportunities that automated vehicles may provide was mentioned by nearly all of the stakeholder groups.

Growth was another frequently discussed topic among the Focus Groups. Some groups see more of the growth happening as infill development in the City core, whereas other focus groups see more growth in the south and east, which is disengaging from the rest of the City and services. There is agreement that as Lincoln continues to grow, the City needs a system to support all of this growth.

Multiple stakeholder groups discussed the **change in demographics** and **travel preferences**. Since an increasing number of millennials prefer to not drive, and an aging population may no longer be able to drive, expanding the transit services as well as the bicycle and pedestrian networks seems important to many focus groups. It was noted that some of the expansion of on-demand service may come from the private industry by companies such as Uber and Lyft.

The primary topics that were discussed by each stakeholder group are listed below, and a full listing of the discussion points is included as **Attachment B**.

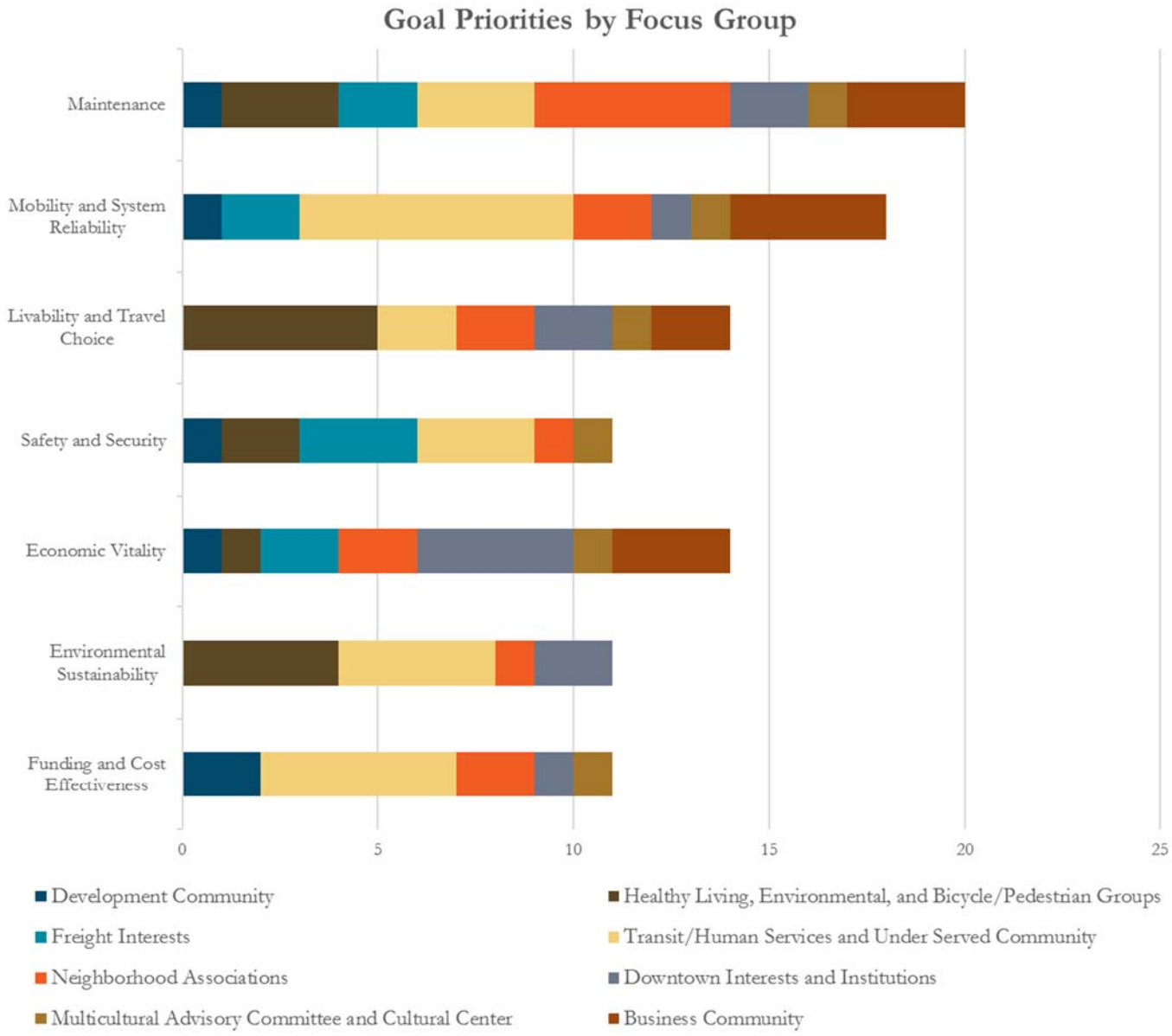
Focus Group	Primary Discussion Topics*
Development Community	• The disconnect between transportation infrastructure and development; the need for transportation improvement projects to occur ahead of growth. • Continued growth on the fringe, despite the perception of infill development. • The need for the LRTP to plan ahead for corridor improvements rather than mile by mile projects, and to plan ahead for trails in developing areas.
Bike/Ped, Health, Environmental Groups	• There is more interest in the community in biking and walking for transportation purposes, and this is expected to continue as both the younger and aging populations are interested • Infill development has created a density that lends itself to a bike network downtown. • Sensitivity to the cost of the N Street cycle track – while there is strong support for the project, the group recognizes the need to find lower cost options going forward and to recognize the costs to maintain facilities; also noting that the life cycle cost of bike facilities is less than for roadway projects. • There are opportunities for partnerships for bicycle and pedestrian facilities – business, health care providers, etc.
Freight Interests	• Growth in Lincoln has resulted in increased congestion on Hwy 2, the major freight route through Lincoln. • For freight movement, the south beltway is more critical than the east beltway • Public transportation to the airport and airpark area would be beneficial • Increasing package delivery has created a considerable challenge for the last mile of delivery; more distribution centers are needed.
Transit and Under Served Community	• Traditional 9-5 workday is no longer a reality; need to build more flexibility, smaller vehicles, longer service hours into transit service. • Need to attract choice riders to gain the political capital to improve StarTran's funding situation. • Interest in using technology to provide transit rider information about next bus, alert people of delays, etc. • Increasing need for transit/human services transportation for the aging population.
Neighborhood Associations	• Big box retailers have forced the closure of local neighborhood grocery stores, which requires more driving, and less community feel; would like to see more partnerships between neighborhoods and retail centers to improve walkability. • Housing developments downtown and in the Haymarket have resulted in changing lifestyles; people want to live closer to where they work. • Consider new ways of thinking about public transportation – like smaller vehicles to pick people up in neighborhoods.
Business Community	• Businesses have trouble filling 2nd and 3rd shifts because they don't have access to bus service • Commercial growth is not just happening downtown, but also in outlying areas (both businesses and retail) • Fiber will be important for businesses; allowing people to work from home.

Focus Group	Primary Discussion Topics*
	• Businesses are often supportive of healthy choices for their employees; they support biking and walking, provide the option for bus pass instead of parking subsidy. • South and east beltways are important to businesses, especially to relieve north/south commutes.
Downtown Interests	• I-180 into downtown has become really difficult and congested. • Lincoln Public Schools have grown by 4,000 students in the past 5 years; will need more schools in the future. • Continued re-urbanization means more activity downtown all the time, more people walking, etc. • Desire for a free trolley/circulator to connect downtown, Haymarket, Innovation Campus.
Multicultural	• Medical facilities are moving south and east and are not accessible by transit. • Need to decrease the dependence on cars; public transportation needs to be more on the forefront with longer service hours, increased frequency.

** This list of topics is not comprehensive, but rather highlights those topics that were unique to the particular Focus Group's interests; the full listing of discussion topics is included as Attachment B.*

Goals/Objectives Exercise

The project team presented the draft transportation goals and objectives. Participants were asked to prioritize the plan's goals and objectives. Combined, the most important goal area was the Maintenance Goal: "a well-maintained transportation system" followed by the Mobility and System Reliability Goal: "an efficient, reliable, and well-connected transportation system for moving people and freight". A full list of priorities can be seen below. Participants recognized the importance of balancing all of the goals and objectives and that the goals and objectives are interdependent. Success in one goal area will likely lead to success in another goal area because of the overlap.


Goal Priorities by Focus Group
Maintenance
Mobility and System Reliability
Livability and Travel Choice
Safety and Security
Economic Vitality
Environmental Sustainability
Funding and Cost Effectiveness
0
5
10
15
20
25
Development Community
Freight Interests
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Transit/Human Services and Under Served Community
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Business Community

Attachment A. Love/Change Comments

Focus Group	What I love about transportation in Lincoln	What I would change about transportation in Lincoln
Development Community	• Arterial road • Planning for new growth • Like the grid • Ease of traffic • Section line roads • New strategies for reducing costs • Roundabout design • Connectivity to I-80	• Development funding – impact fee flexibility • Arterial "bottleneck" interior to city • Too wide ROW for arterials • Using road funds for sidewalks • New bike lane on N Street – dislike • No "bypass" around Lincoln or through Lincoln
Healthy Living & Environmental and Bicycle/Pedestrian Groups	• Lincoln is small and navigable enough – fairly easy to walk and bike to many places of interest • Complete Streets & Mayoral Support – start to good cooperation between agencies • Complete streets – Policy & Action • Designed bike routes on streets • Always progressing towards multi-modal • Trails are used for both recreation and commuting • 17 blocks of protected bicycle lane constructed • N Street protected bikeway • New downtown bike lanes (N Street) • High number of bike trails • Trail system within one mile of anywhere in Lincoln • Connected trail system • Trail crossings above/below traffic/streets • The overpasses: N 27th, Hwy 2 & 27th, on Antelope Park	• Not sure all agencies (Public Works, Planning, Police, Law) all on same page with regards to bike/ped issues • Limited funding for bike/ped – seen a "luxury" not transportation • Bike/ped still seem thought of as "alternate" transportation rather than a mode just like cars – often in planning • Change the mentality that one must travel by single user car • More funding for trails vs. new roads • Lack of parking (auto) downtown/ Haymarket • Congestion on 27th Street south of South Street • General Public's awareness of bikers and walkers • Public resentment to ped/cyclists • Muted efforts on education drivers/ped/cyclists • Education – whose job is it? – share the road with motorists • Lack of bicycle racks in Haymarket and in front of businesses • Lack of bike safe parking downtown • Limited public bus service (routes, nights, weekends)
Freight Interests	• Variety/multi-modal access • Improvements to traffic downtown, flow with Antelope Valley Pkwy and Arena Roadways (still need some refinement) • Capacity • East/West corridors • Intersection improvements • Trail system • West beltway (Hwy 77) • Interstate access relative to industrial/commercial areas	• Airport/Airpark specific – systemic connectivity • Lack of cross city direct connectivity (lack of bypass) • Flow-through from I-80 to Hwy 2 to the Southeast • Interior flow in general • North/South flow through the city • Stoplights at close spacing • 14th/Old Cheney/Warlick intersection • North/South corridors
Transit/Human	• Bus system is reliable	• Street conditions deteriorating

Focus Group	What I love about transportation in Lincoln	What I would change about transportation in Lincoln
Services and Under Served Community	• That we have a bus system • The traditional grid system • The one way streets • Increasing focus on bicycle routes and lanes • The new bike routes • Our diversified trails network • Parking relatively available • EHS after hours services • Special routes for students • Low income/cost effective option (30 day bus pass • The low-cost monthly pass for people with low incomes • Strong effort to improve system • Wheelchair accessible fixed route buses, handi-vans, and cabs • Public transport system accommodates people with special needs • All areas of city accessible in rather a short time • Few traffic delays • Traffic jams are rare • Helpful to call StarTran office for route assistance • StarTran operators are good and make an effort to make system work • We have and administration that supports mulit-modal	• System consists mostly of large buses on fixed routes; want to see flexible, small, responsive system • Wish bikers used the new bike areas • Have bikers and motorcyclists follow rules of the road (not all riders are like this) • Need to restrict outward development; causing inner area to suffer • Increase in covered routes • One cab company is wheelchair accessible and one is not; need increased access for wheelchair users, both companies need to be accessible • StarTran receive funding needed to do their job • Greater usage of public transit -or- Carpools (school specific) • Expanded hours • Hope for seven day a week 2nd and 3rd shift bus service • Increased hours • Increased transit service hours and areas covered • No quick method for North/South or East/West transportation across city in central parts of town (too much start/stop at stoplights) • Eliminate central bus hub – exclude need for 2+ hour one way trips • The system has very limited hours; some round-the-clock service would be great • Hope to keep routes in residential areas for a variety of reasons • Would like a mixed private system beyond cabs • Need expanded access to public transit (StarTran) later hours, quicker turns, weekends, etc
Neighborhood Associations	• Continued program of upgrading/ repaving neighborhood streets • Decent street signs • Quick fill potholes • Incorporation of the Interstate/bypass system in North/West Lincoln • Good traffic flow; 15-20 minutes across town • Relatively reasonable travel times across city • Familiar back channels • Short peak drive times • Can get to work in <20 minutes • Pedestrian friendly • Dedicated new bike lane on N Street	• Timing of some traffic signals is poor • Unequal distribution of services – healthcare locations, food, deserts, public safely, sidewalks • Bike traffic • Signal count – traffic mix • Traffic targets – lack of high speed exchange • Narrow streets – congestion • North/South travel time • Train delays • New bus routes • Lack of conventional public transit (takes too long to get anywhere)

Focus Group	What I love about transportation in Lincoln	What I would change about transportation in Lincoln
	• Recent upgrades to crosswalks for accessibility • Close to bike trail • Plenty sidewalks • Bus routes • Trail network & N Street bikeway • Accessibility of the trail system • Mixture of public and private transportation • Past good bus system, walkable • Good pedestrian system, trails/sidewalks	• Lack of advance planning for growth – arterials & busses, light rail • Bus service ends too early in the evening • Slow to upgrade neighborhood arterials such as Randolph Street • Better streets for all • Street maintenance/funding – resurface by district • State of residential street surfaces • People who complain about now bad Lincoln roads are…because they obviously have not lived anywhere else • Potholes
Business Community	• Trails system • Push for more bike lanes • Bike network – trails • Snow removal is good • Parking is fairly convenient • Have become more committed to being forward-thinking and to planning for future needs • Proximity to the Interstate • The small town feel of roads - being from a small town (not that efficient on high volume though) • How easy to go around the town via trails • Getting from Northwest Lincoln to downtown • Simplicity • Commute times	• Traffic • Traffic signal timing • Difficulty coming into downtown during high volume times • Time it takes to get across town • Too many signals • Lack of freeways • Address traffic capacity issue on the North/South city arterials • Better access or thoroughfare routes to interstate from all parts of town • A continued commitment to surface repair and maintenance – focus on funding planning • Intra-downtown trails, bus • Construction timing • Long haul, North/South & East/West
Downtown Interests and Institutions	• Short commute times • Aggressive street repair process (recent years) • Working relationship with city/county • Trails system • N Street bikeway • Progression of bike lanes • Bike trail system • New bike lanes & education components • My walkable neighborhood • 84th Street • P Street updates • Arena drive • Easy/quick access to the Haymarket from NIC • Safety of the streets – courteous drivers • Five minute commute to work from 5 miles away	• Progress on or towards long range planning (i.e. south beltway) • Traffic • Timing & number of stop lights • Street signal timing • East/West travel time across city • Lack of funding for projects • Add trolley/light rail pedestrian connector downtown and innovation campus • Car priority downtown (smaller/less lanes) • 27th Street • 33rd & Cornhusker intersection • 33rd/35th and Cornhusker interchange • Hwy 34/Fletcher/1st Street connection • South/East beltway development • Maps-Google, iphone, gps; updated travel routes • Integration of trails/bike paths to streets; safety, signage, education

Focus Group	What I love about transportation in Lincoln	What I would change about transportation in Lincoln
Multicultural Advisory Committee and Cultural Center Contacts	• Antelope Valley/Salt Creek Roadway • Generally easy to get around • Bike trails • Generally good public transportation • New ideas are tried, bike lanes in downtown • City is about all modes; bus, bike paths, traffic patterns	• Stop lights don't seem to bin in sync • Some improvements; road conditions need help • Bus timing - later hours • Busses are limited • Bus routes don't go to all parts of the city • Not enough bike racks

Attachment B. Focus Group Discussion Notes

Development Community

Changes in last 5 years

The growth areas in Lincoln are to the south and east. The "economics" in the south and east are disengaging from the rest of the City – that is people in the south and east parts of the City tend to remain there for shopping, social activities, etc. The may be partially as a result of not widening 40th – it was an unintended consequence; the City didn't want to diminish the character along the corridor by widening it, but as a result, the core is cut off from other areas of the City.

Implementation of the access management policy has had an effect on development. By limiting access to commercial properties, access onto arterials, it could change the economic viability of a site; it limits the amount of "prime real estate."

There seems to be a disconnect between the CIP and growth areas; projects are not being done where the growth is happening, which makes it difficult for development projects to get off the ground. Impact fees are always behind; they are not contributing to infrastructure in areas of growth. Should be able to do TIF in growth areas.

The City is taking more dollars out of street funds to repair sidewalks. This should be a general obligation; streets fund come from gas tax and should go to streets.

Trends going Forward

Technology will impact what we do for public transportation; perhaps Uber (or similar) could be subsidized for transit dependent. A portion of the fee could be subsidized.

It would be great to use existing church/retirement home vans for transit service; this would require coordination.

Delivery services take shopping trips off the road, but more delivery trucks are going to be on the road. This trend will also increase the need for distribution centers.

Fiber in Lincoln may allow more people to work from home. It may also allow for larger industries to locate on the periphery because they'll have the technology available to do so.

Still see a lot of growth on the fringe, despite the perception of infill development.

Opportunities

Plan ahead to provide trails in the developing areas.

Roundabouts; still to be determined whether they'll be loved or hated in Lincoln.

The City should be borrowing as much money as possible at this point in time to get ahead of needs for sewer, water and streets.

Transportation planning should focus on the automobile since it is what the highest percentage of people use.

Shared parking downtown.

The LRTP should provide some clarity on how Lincoln is going to spend transportation dollars.

Identify corridors for improvement rather than mile by mile projects.

Goals/Objectives

Sustainability is a mirage; efficiency creates sustainability; we shouldn't force reductions in fossil fuel.

Bike/Pedestrian, Healthy Living and Environmental Groups

Changes in last 5 years

There is a lot more biking as transportation – much more so than 5 years ago.

The emphasis used to be on trails, but we're now looking beyond trails at on-street improvements and the associated economic benefits.

Two bike racks on buses is not always enough, we should move to 4 racks per bus.

Haymarket development and housing developments in the downtown area have created a lot more activity in downtown and more congestion.

Infill development is occurring at quicker pace than anticipated; the density lends itself to a bike network downtown.

Gas prices have a huge effect on decisions about mode and the size of cars.

The Mayor has been very supportive of bicycle and pedestrian – the City has been able to change things institutionally.

Trends in the Future

Demographic shift to younger people who are probably more inclined to bike to work. Similarly, the aging of the population – baby boomers are also interested in biking and walking.

Lincoln is still going to be a car-centric culture, but we need bike and pedestrian infrastructure in place to provide choice for traveling.

Increasing poverty and diversity; these residents may not have access to cars.

Increasing number of kids walking and biking to school.

Plug in vehicles; we need to anticipate this demand with charging stations throughout the community.

It is continually difficult to keep up with maintenance requirements.

Electric bikes are something the City will have to grapple with in terms of where they're allowed (streets, trails, sidewalks, etc.).

More interests from businesses in biking and walking and taking a role in the community in supporting investments in infrastructure.

Opportunities

More businesses support bike commuting to work.

No new rail line abandonments in the foreseeable future; it will be difficult to find opportunities for long distance trails; we have completed the easy ones.

Continue to re-evaluate recommended (and existing) bike network on a regular basis.

As the City expands, plan ahead for trails in developing areas, including trail access to schools.

There's a strong relationship between bike and pedestrian infrastructures and health; we should engage health care providers.

Possibility of passenger rail through Lincoln.

Bike share – 15 stations to begin; we'll need to consider equity in future station locations.

Roundabouts should include dedicated bikeways/pedestrian ways in the design (like 14th/Warlick).

N Street cycle track; hope that cycle tracks are still in the toolbox, but may be too expensive to do again; we need to consider lower cost options.

Life cycle cost of bike facilities is less than roadway projects.

Goals/Objectives

Economic vitality can be more of an outcome if you do well in the other areas.

Funding and cost effectiveness should be treated as a given; the way you do business, not a goal.

A transportation system that focuses on all modes will result in safety improvements.

Maintenance will also improve the safety of the system.

May want to consider health as a goal.

There's a lot of overlap between goals.

Freight Interests

Changes in the last 5 years

I-80 to Hwy 2 is a major freight route – Hwy 2 is a major bottleneck. Trucks are required to use the right hand lane on Hwy 2.

Growth; without the beltways, the internal truck routes (like Hwy 2) are congested.

Federal hours of service rule changes have put more trucks on the road during the day.

Antelope Valley has been tremendous interior change, very positive.

City is seeing the benefit of getting out in front of development (e.g., Yankee Hill Road as four lanes before the growth came) – growth will go where infrastructure is in place; the proactive approach is really positive.

The City has not gotten in front of the growth to the south, which has forced Hwy 2 to become in internal street. We're starting to see more trucks on Saltillo Road, and the county road section is not designed for that kind of traffic.

It's to see projects in all parts of the City; would be good to use infrastructure to encourage growth in all areas (not just focused on south).

If we develop to the west, Hwy 77 will be like Hwy 2 is today; need to think about an alternate route farther to the west; or NDOR could turn Hwy 77 into an expressway.

Trends in the Future

Package delivery – the Amazon affect. One of their biggest challenges is the last mile of delivery. More distribution centers are needed, closer to the customer (there is some shortage of warehousing space in Lincoln).

Close convoy trucks may be the first practical application of autonomous vehicles.

It will be interesting to see how drones come into play; right now, they're the biggest headache for the FAA.

Opportunities

For freight, the south beltway is more critical than east beltway.

Public transportation to airport and airpark would be beneficial.

Lincoln does not serve much air freight today. There's an opportunity for freight transport at the Lincoln airport – they have the capacity, long runways, space, no altitude issues.

Commercialized space travel.

Transit and Under Served Community

Changes in the Last 5 years

Traditional 9-5 workday is no longer a reality; public transportation system that is based on that model is outdated; need more flexibility, maybe smaller vehicles, more on-demand service, wheelchair accessible.

Option for wheelchair users to call a cab is really important (only one it town is accessible).

Specialized paratransit has a role, but a good solid public transportation system that works for the majority of people; not efficient to pick up one person at a time (handivan).

The blind community is generally not interested in paratransit; more in general transit service – it allows them to fit in to the community.

Limited hours of transit service limit the transit dependent from evening social activities. Lincoln used to have 7-day per week service that ran until 11pm (in the 70s and 80s).

You have to make handivan appointment a week out; for some people two blocks to public transportation is unrealistic.

Trends in the Future

For people working the 2nd and 3rd shifts – transit is what would get them to work on time. Kawasaki runs 3 shifts – only one is really served by StarTran; would consider the option of paying for transportation because people don't show up for work.

Building our city based on the notion that everyone drives; this needs to change.

Need the political capital to improve StarTran's funding situation; do that by attracting choice riders, then may have an opportunity to go back into the neighborhoods for transit service. Vehicle is not what costs the money, it's the cost of drivers.

Software (e.g., ways) helps drivers – rerouting to get there faster; we should look to invest in specialized software for public transportation – traveler information about next bus, etc. to make it more friendly to riders, alert you of delays; it's the not knowing that frustrates people the most.

Opportunities

Park and ride for commuters who travel to Omaha.

School drop-off, pick-up – need education to overcome perceptions of public transportation.

Digital technology – more efficiencies in the way public transportation operates, and to manage traffic as efficiently as possible.

Multimodal hubs – GTPN took on N Street to raise money; may be an opportunity to fund a new transit hub.

Lincoln is just about the perfect size, but it's not going to stay that way; something is going to have to give – take traffic off 27th, 13th.

Should look at movements like new urbanism.

Every trip begins and ends with walking – sidewalks should not be exempted from development.

48th& O – scary to cross for pedestrians.

Aging population – increased need for public transportation for recreation/social opportunities (as well as doctors' appointments).

Goals/Objectives

They're all important. There's a lot of overlap – if you make one work, others will follow (more of an outcome).

Smart investing should be a given, not a goal; but partnerships are important to leverage available funds.

Maintenance – it's easy to build things, need to have a set aside (an endowment) associated with projects to make sure that they are maintained.

The message should not be that economic vitality is unimportant to this group – if the other goals are met, the transportation system will contribute positively to the economy.

Neighborhood Associations

Changes in the Last 5 Years

Pinnacle Bank Arena is a huge traffic generator.

Traffic volumes have increased, particularly over the last 5 years.

Number of pedestrians walking in the street has increased.

Closure of local neighborhood grocery stores; there are more big box retailers, which requires more driving – most people can't walk to them.

Real estate development has outpaced transportation, which has forced the City to build roads out to new development areas.

Sprawl, primarily in the south, requires infrastructure and services to support those areas.

When gas prices were high, people chose to ride bike/walk. Some people have maintained this habit even though gas prices are low.

Millennials are choosing to bike and walk.

Smaller household sizes.

Housing developments downtown and Haymarket have resulted in changing lifestyle; increased density, people want to live closer to where they work.

Increased supply of taxicabs.

Trends in the Future

Millennials don't want to drive cars, aging population who can't – autonomous vehicles will provide mobility options.

We need to consider drop off lanes for autonomous vehicles at key destinations.

Public transportation is going to be increasingly important as the community ages, and as people are working longer.

People are buying things online and they're being delivered to their homes

People are increasingly working from home.

Opportunities

O Street is a major barrier to pedestrians, with no refuge islands.

Would like to see more partnerships between neighborhoods and retail centers to improve walkability.

We need more grade separated pedestrian crossings over O Street.

We need a new way of thinking about public transportation – smaller vehicles to pick people up in neighborhoods rather than large empty buses on the arterial streets.

Uber (or the like) could be used the fill the gap for on-demand service.

What if in 20 years StarTran has a fleet of driverless cars.

Consider the use of reversible lanes on 2+1 streets.

Need education outreach for roundabouts.

One participant noted that 40th and 48th could be widened, others expressed strong opposition, resulting in a cordial discussion about how widening could negatively impact the adjacent neighborhoods.

Business Community

Changes in the Last 5 years

The Haymarket provides a lot more live/work/play opportunities.

Growth in downtown and re-urbanization; this trend will continue to grow.

Continued growth in Lincoln has resulted in more traffic between south Lincoln and downtown.

More willingness by the younger generation to walk and bike.

Businesses have trouble filling shifts because they don't have access to bus service.

Trends in the Future

Uber and Lyft becoming increasingly prevalent.

Automatous vehicles.

Commercial growth not just downtown, but outlying areas as well (both businesses and retail).

Fiber will be important for technology changes. Ability to work from home (with bandwidth) will be a game changer.

Short commute times make taking the bus a difficult choice.

Opportunities

Transportation between Omaha and Lincoln; easy access to the interstate.

Bike lanes in downtown to reduce congestion.

Connecting the city in ways that make moving around easy.

Business to encourage healthy choices – support biking and walking; option for bus pass instead of parking subsidy.

Fiber connectivity to improve traffic flow, provide real time updates.

Plan for infrastructure needs and funding; leverage funding opportunities (Build Nebraska Act, federal funding).

The south and east beltways are so important to businesses, especially to relieve north south commutes. Consider tolls on beltways. South beltway alone does not fix the problem, we need east beltway.

Consider a circulator shuttle or trolley downtown.

Goals/Objectives

A lot of overlap between goals.

Economic vitality as an outcome of a reliable system.

Downtown Interests

Changes in the last 5 years

I-180 into downtown has become really difficult.

Growth in Lincoln, but also in surrounding areas like Hickman, etc., has created more demand for travel into Lincoln.

Construction of arena and innovation campus.

Lincoln Public Schools has grown by 4,000 students in the past 5 years; will need more schools going into the future.

Explosion of student housing in downtown, which partially drove the N Street cycle track (and allowed for TIF).

Newer buses, updated routes.

Strong availability of parking.

Trends in the Future

The demographics of downtown are changing – younger people want things like bike share; may not have the same level of car ownership as in the past.

Driverless cars.

Continued re-urbanization – which means more activity downtown all the time, more people walking, etc.

5,000 more employees at Innovation Campus in the next 20 years

Opportunities

Get ahead of growth in providing roadway infrastructure in areas we know are going to develop.

Rail between Lincoln and Omaha.

Light rail or trolley in downtown area.

Cohesive plan because it's done for both city and county.

Signage to direct people on routing to Arena including dynamic signs on the interstate.

Federal funding for sustainable uses, like buses.

Maximize use of trolleys that are coming downtown; connect downtown, Haymarket, Innovation Campus – need to make it free.

The 2nd bridge to Haymarket – presents an opportunity.

Driver education related to roundabouts and bike facilities – particularly for new drivers and people who move to Lincoln.

New materials for roads that don't require as much maintenance.

Goals/Objectives

Some of these should be assumed – like smart use of public funding.

Multicultural

Changes in the last 5 years

Employers are locating further out, which makes it more difficult to access by bus.

Roundabouts can be challenging for blind community.

New ideas being tried.

Antelope Valley is attractive, nice for walking, biking, driving.

More of a push toward making biking viable and safe.

Roundabouts, bike trails, Antelope Valley.

The City has been more aggressive in road upkeep than in the past.

New buses.

Not enough bike racks.

More taxicabs.

Trends in the future

Millennials don't seem to want cars.

If we want to stay with the times, the notion of public transportation needs to be more on the forefront – longer service hours, increased frequency.

The older generation also needs public transportation.

Too many cars; we need to decrease the dependence on cars.

Medical facilities moving south and east, which is really frustrating because difficult for people to get to with public transportation.

Opportunities

Bike racks that are sculptural, art.

Smaller buses that could go more places.

Apps that are fully accessible with voice recognition to be able to use bus, next bus information.

Public Meeting Summary

February 18, 2016

Overview

The first public meeting for the Lincoln MPO's Long Range Transportation Plan (LRTP) Update was held on Thursday, February 18th, 2016 from 5:30 – 7:30 PM at Culler Middle School. The meeting was an open house format, and the overarching purposes of the meeting were to:

- Communicate the importance of the LRTP Update
- Provide information on the current and future transportation system
- Solicit input on the transportation needs in the region

In total, 33 people signed in at the public meeting (the sign in sheets are included in **Attachment A**). Many of the attendees were actively engaged and stayed for a half an hour or longer in order to review all the boards and participate in the various input opportunities. The meeting space was divided into the following stations (the boards are included in **Attachment B**):

- Station #1: Why transportation planning is important
- Station #2: Vision and Goals
- Station #3: Current and Future Needs
- Station #4: Love/Change Exercise
- Station #5: Issues and Opportunities

Advertisement

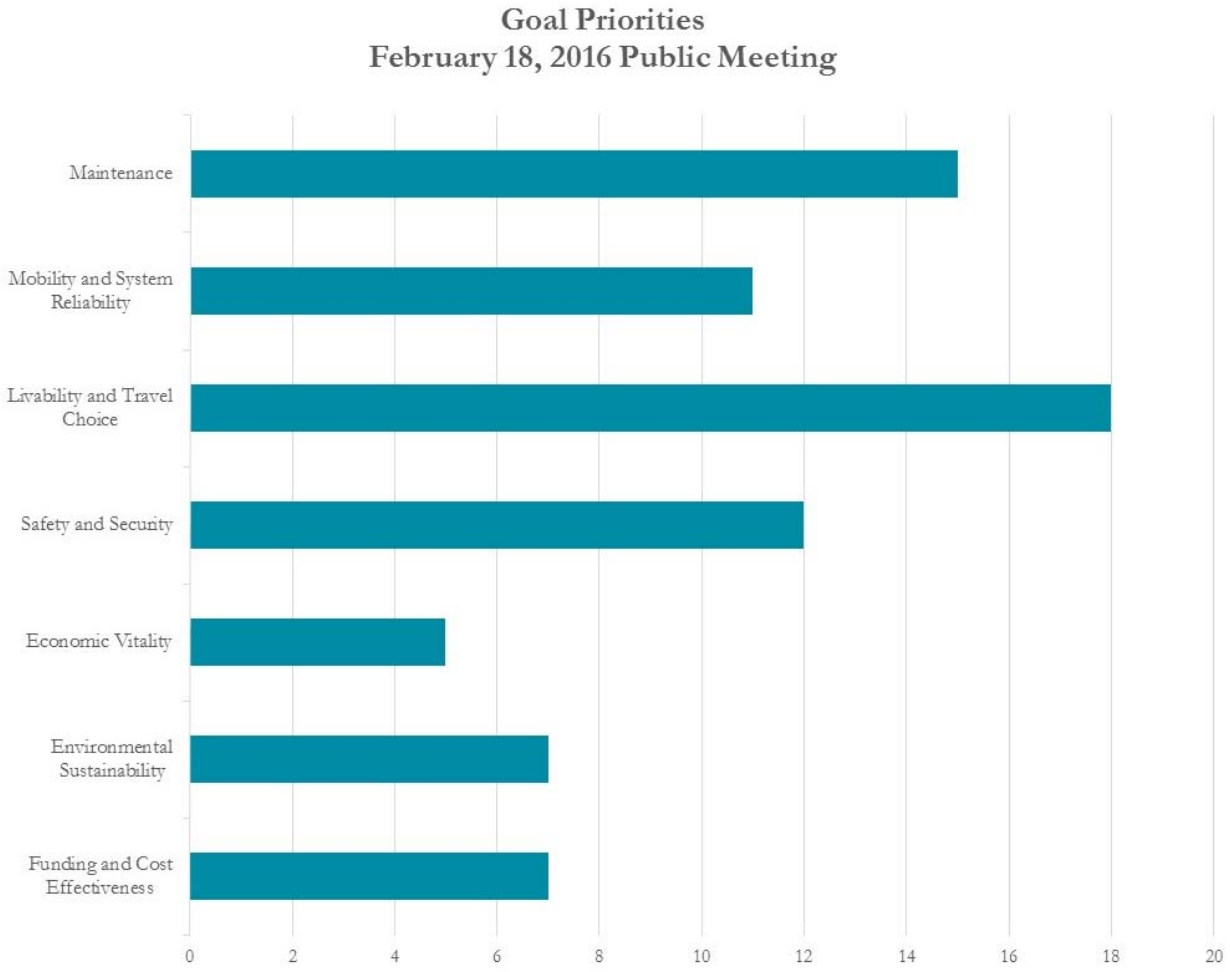
The flyer for the public meeting was distributed to the participants of the January 2016 focus group meetings and it was posted on the LRTP Update webpage. Over 1,800 email notifications were sent to individuals on the Lincoln Planning and Neighborhood email lists. The public meeting notice was posted in the local news section of the Lincoln Journal-Star newspaper for five days prior to the meeting.

What we Heard

Public meeting participants provided input at Stations #2, #4, and #5, as well by completing a questionnaire and through verbal input to the project team. A summary of what we heard through these various mechanisms is provided in the following sections.

Vision and Goals Input (Station #2)

The draft transportation vision, goals, and objectives were presented on a board, and participants were asked to place three "dots" near the goals that they feel are most important. The most frequently selected goal was the Livability and Travel Choice Goal: "a multimodal system that provides travel options to support a more compact, livable urban environment," followed by the Maintenance Goal: "a well-maintained transportation system." Participants recognized the importance of balancing all of the goals and objectives and that the goals and objectives are interdependent.



Love/Change Input (Station #4)

Participants were asked to write down three things they love most about transportation in Lincoln and three things they would most like to change about transportation in Lincoln.

What I love about transportation in Lincoln	What I would change about transportation in Lincoln
• N Street bike lane • N Street protected bike lane • Trails • When I can use transportation to access all parts of community not "cliquish" • Nice trees along streets • Bus service offered • City deals with snow pretty well • Some bus drivers are really nice • Options like bike rack on bus, etc. • Having options: bike, walk, bus • Grade separation for vehicles, walkers and bicyclists Dedicated trails, paths and lanes	• Traffic light timing, especially on O St. • Cotner crosswalks for Lefler kids are horrible and dangerous • Need connection to homestead for bikers at Densmore Park • Car-centric mentality; drivers do not respect walkers/bikers rights • Do transportation based-zoning • Better bus service • Discourage auto-centric city • City Planning & Transit Planning – work together • Traffic lights – timing for mobility challenged • Drivers – more courteous, patient and drive better (don't park in crosswalks, cut in front of busses, etc.) • Create more incentives to use public/alternative transit • Greater traffic law enforcement to improve all traffic participants law-abiding safe traffic behavior (vehicular/bike/walker) • Set bike/walk mode goals • Balanced transportation – all modes

Issues and Opportunities (Station #5)

Two large aerial maps of the Lincoln area were laid on tables, and participants were asked to describe:

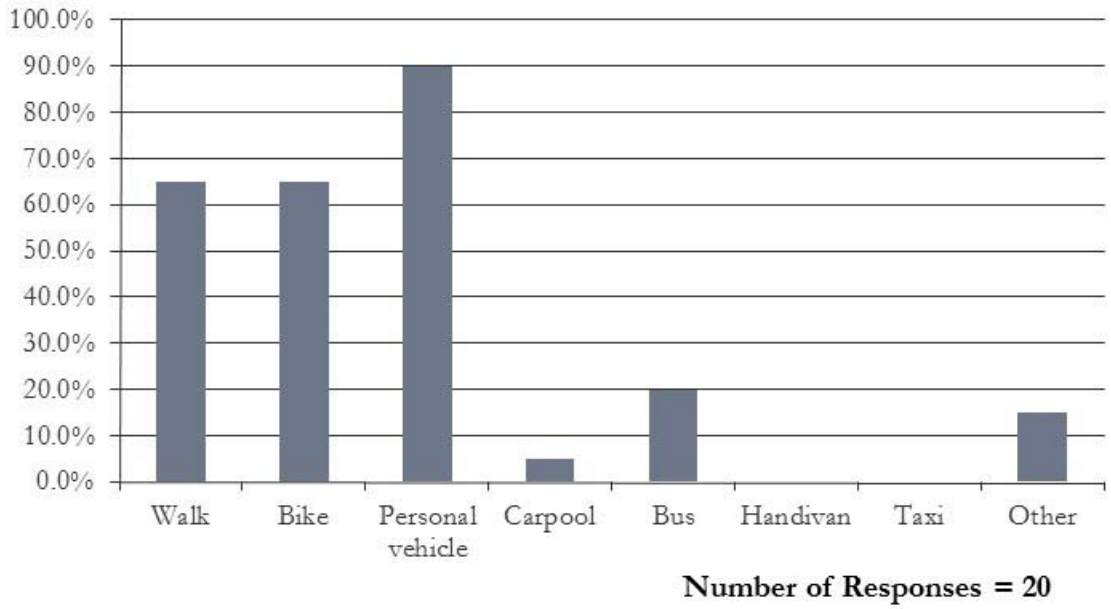
1) What are the biggest transportation problems today?
2) What are the greatest transportation opportunities?

Problems	• All of Saltillo (SW LINCOLN/COUNTY) • No busses to event center (TRANSIT/NE LINCOLN) • Bike connection from Highlands to Fallbrook (TRAILS/NW LINCOLN) • Part of West A project? (BIKE TRAILS/SIDEWALKS/SW LINCOLN) • Bike trails beyond Pioneers to connect West A & South to rest of trail system (TRAILS/SW LINCOLN) • Dangerous Cotner crosswalks for Lefler students (COTNER-A TO VALLEY/PEDS/BIKES) • Downtown bike lanes on 11th & 14th Ave dangerous and problematic (cars are driving in cycle lanes frequently (DOWNTOWN) • 11th/14th bike lanes, scary for bikes and cars (DOWNTOWN) • No bus service in this area, HyVee and high concentration of students (NE Lincoln/84th & HOLDREGE) • No traffic signal at S 79th & Van Dorn for Lux school traffic/neighborhood traffic (PED/BIKE) • 84th has projected to be high capacity but has too many signals (SOUTHEAST) • Low capacity N/S corridor (40th & 48th ST/S LINCOLN) • Two-lane vehicle bottleneck on 27th (HWY 2 TO SOUTH ST/S LINCOLN) • Inadequate traffic management at schools-no bussing makes for long drop off/pick up lines & spills to 14th & Pine Lake (SW HIGH SCHOOL/SCOTT MIDDLE SCHOOL) • 14th & Hwy 2 and 27th & Hwy 2 intersections (S LINCOLN) • Connection from Rock Island to Homestead needed for bikes (BIKES/SW LINCOLN) • No shoulder on 14th South of Yankee Hill (COUNTY)
Ideas	• Need to change bus system from hub & spoke to H&S & grid (TRANSIT) • Identify rail lines for future passenger/commuter rail (NE LINCOLN) • Trail crossings need smoother curb cuts (PEDS/BIKES) • New flashing signal at 33rd is awesome, better to use that type all along trails rather than full crosswalk lights which require cars to stop and wait lights to change and also have long wait times to change. Pedestrians/cyclists often will cross without hitting light due to wait (PEDS/BIKES) • More flashing beacons around East Campus, lower speed limit to 25mph (PEDS/BIKES) • Flashing pedestrian beacons/crosswalks in core (PEDESTRIANS/DOWNTOWN) • Finish sidewalk on east side of NW 12th south of Highland (NW LINCOLN/SIDEWALK GAPS) • Plan for west bypass Hwy 34 – SW 70th or SW 84th to South beltway (COUNTY WEST) • Ability to safely bike from 14th to Yankee Hill to Wilderness Park (SW LINCOLN) • (HWY77 & OLD CHENEY RD) • Improve Saltillo (SW LINCOLN)

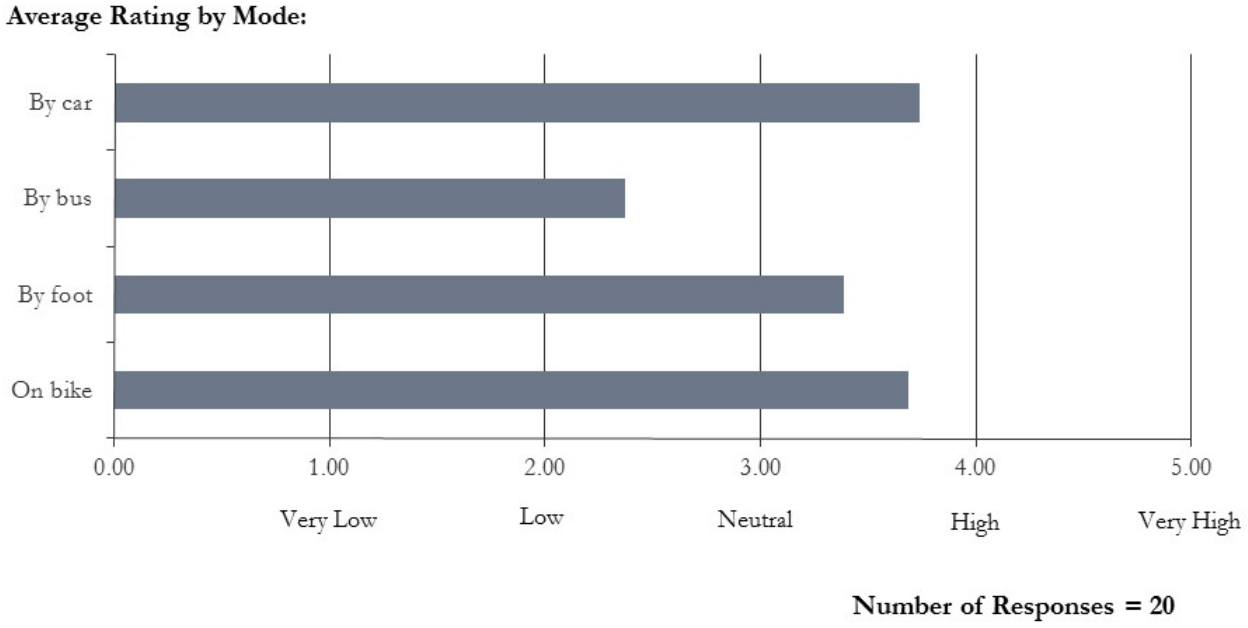
Questionnaire Results

A total of 20 people completed the questionnaire (14 at the public meeting, and six on the project website). Following is a summary of the questionnaire results:

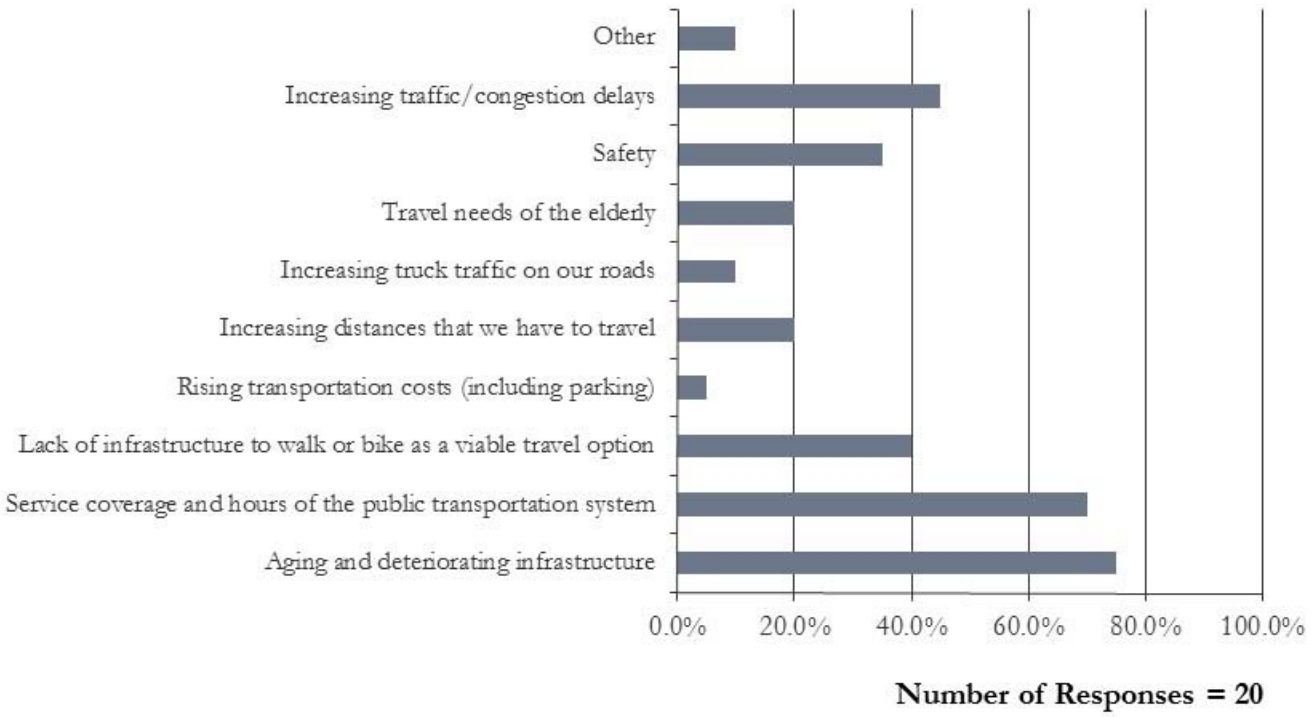
Q1. What travel modes do you use to get around Lincoln on a regular basis?



Q2. On a scale of 1 to 5, with 5 being best, how would you rate the ease of traveling in and around Lincoln?



Q3. What are the three most significant transportation challenges Lincoln/Lancaster County faces in the next 25 years?



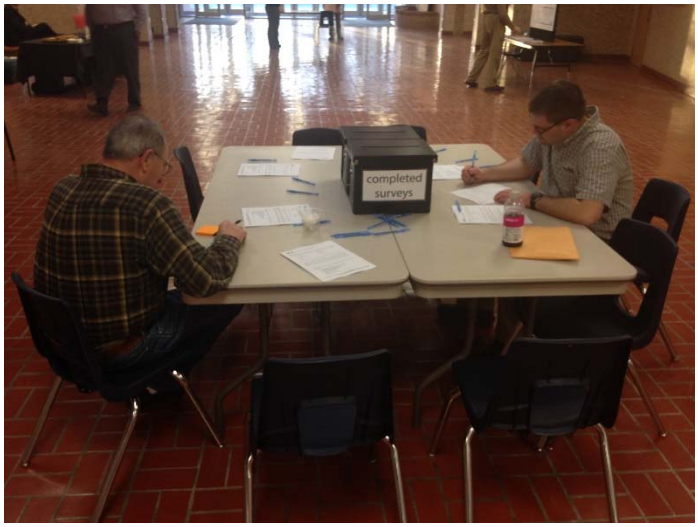
Q4. How did you hear about the meeting?

- Lincoln Journal-Star (6)
- Email (3)
- City staff (2)
- Bicycle Lincoln post on Facebook
- Lincoln's website
- Online

Q5. What are the most important things that you learned at the meeting?

- Anticipated growth areas for zoning uses
- Anticipated traffic flow maps were informative
- Lack of consideration of trail mode
- Transportation based zoning is needed
- Think big city, not little town
- Potential future bikes lanes (2)
- Options for future of StarTran
- StarTran needs are great
- What people prioritize dictates what the MPO does
- City growth affects transportation more than I realized
- Some transportation design consideration for corridors
- Planning Department has numerous metrics on Lincoln transportation
- Traveling east-west through Lincoln has better/more options than appear to be true for north and south

- Priority growth areas
- Proposed bike improvements
- Transit system expansions
- Many plans to help improve facilities for walking/biking
- Transit still not that comprehensive in near future
- City will keep growing, posing challenges for new infrastructure and maintaining old
- Plans to remove part of the 84th & Vine bus route
- Growth areas in Lancaster County
- Average travel times
- Lincoln is very car-centric – 95% of people drive cars



Other Comments

Transit

- Need evening bus service, crosstown routes, greater frequency
- Trail connections are much better than 10 years ago. Keep improving!
- Good public transportation must be available like fire department and safety
- The hub and spoke system makes bus trips anywhere but downtown take too long; coupled with short operating hours and intermittent services, this makes bus travel difficult to impossible
- Need to increase bus hours, provide 2nd and 3rd shift routes, and expand hours and keep residential routs. Designated bus stops will affect those riders who have physical challenges.
- Public transportation for a city of this size needs to be 7 days a week, and available to those with health challenges; the handivan service needs to accommodate more than one rider at a time to be efficient
- Need to implement transportation based zoning to have a viable bus system.
- No designation of future trolley, light rail, commuter rail routes.
- Rail lines are viewed as problems (crossings) rather than assets.
- People use cars because of convenience, bus routes must be close to employment and homes. Buses must have 20 minute headways to be convenient.

Bike/Pedestrian/Trails

- Great trail system; connections between trails need some improvement to make it seamless
- I believe Lincoln traffic is very dangerous for vulnerable walker, bicyclists, motorcyclists
- Ability to walk/bike downtown Lincoln is great, but not elsewhere in the City
- New trail crossing light at 33rd (Peter Plan Park) is great; suggest utilizing this type of crossing at all trail crossings rather than a full stop light. Stop lights often take a very long time to change. 56th is horrible, mornings you hit it and it turns right away. Afternoons/evenings you wait forever. By the time it changes, traffic is slow enough you just cross without light. This makes use very sporadic and therefore unsafe.
- Suggest generating common standards for curb cuts for sidewalks at intersections. Many of the new cuts are awesome because they are gradual and avoid major “bumps.” However, the cuts tend to have small

raised curbs at the center of the corner that are on axis with the path of walk. These are dangerous for cyclists because they are often hidden in low light.

- No vision to get people to park cars and use alternative ways to travel.

Roads

- Poor traffic control during morning and evening rush hours
- Travel by car is easy at non-peak hours and biking is quite easy in areas with good trail access and gridded residential streets
- North/south car travel across town is slow
- We need more capacity on major streets

General

- Like the good work you've done. Hope to see more transit and automobile alternatives. Hopefully some creative solutions can come from studying other cities.
- Thank you very much for expert preparation for this meeting. I appreciate the hard work.
- Would love to participate in a town hall meeting with other citizens to exchange ideas about improving transportation and infrastructure in and around Lincoln.

Attachment A. Sign In Sheets

LINCOLN MPO METROPOLITAN PLANNING ORGANIZATION

Long Range Transportation Plan Update

Name	Mailing Address	Email (optional)
NOEL SALAC	PO Box 94759, LINCOLN 68509	NOEL.SALAC@NEBRASKA.GOV
DAN LAMMERS	300 N 44TH, LINCOLN 68503	DLAMMERS@GREENHEALTHGROUP.COM
RICK HERRICK	2011 S 80th St 68506	RHERRICK@OLSSONASSOCIATES.COM
MIKE HEYL	5200 QUAIL RIDGE DR 68516	
BOB RAUNER	5100 Valley Road 68510	BRAUNER@HEALTHYLINCOLN.ORG
AMY ZLOTSKY	6201 Woodstock Ave (12)	AMY.ZLOTSKY@FHUENG.COM
DAVID QUADE	8001 RENO ROAD 68505	BANDWRENDERINGS@YAHOO.COM
Greg Seib	1701 Timber Ridge Rd. 68502	gseib@olssonassociates.com
Mike Owen	6732 S. Ridge Dr 68512	Mike.Owen@Nebraska.GOV
Arobindu Das	8101 O street, Suite 201 Lincoln NE 68510	axd@iteris.com
Brendan Lilley	Lancaster Co Engrg.	
Quan Pham	3005 South 19th St. Lincoln NE 68502	
Sara Hartzell	Lincoln Parks + Rec 2450 A St Lincoln 68508	shartzell@lincoln.ne.gov
RICHARD MEGINNIS	~~[illegible]~~ 1280 O St Ste 5500 LINCOLN NE. 68508	RMEGINNIS@NAIFMA.COM

LINCOLN MPO METROPOLITAN PLANNING ORGANIZATION

Long Range Transportation Plan Update

Name	Mailing Address	Email (optional)
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Geoff + Jess Putney	8511 Sunridge Rd	
Russell Mills	341 S 52	NEB 313 40 of Windstream.net
Tom LEIKAM	5415 BLUEBERRY CT	
Pam Dingman	Lancaster County	
Jack LONGE	2400 W. ADAMS	jlonge@lincolnmpo.org

LINCOLN MPO
METROPOLITAN PLANNING ORGANIZATION

Long Range Transportation Plan Update

Name	Mailing Address	Email (optional)
Richard L. Schmeling	4617 Van Dorn St Lincoln, NE 68506	402/953-9557
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James Baldus	1301 Lincoln Mall #204	jbaldus@gmail.com
Eric Hurt	6610 Benton St 68507	ehurt@aer.com
Don Butler	5240 NW 7th St. 68521	
Barb Fraser	3210 Laredo Dr 68516	
Claire Pohlen	301 South 13th Ste. 100 68508	Claire.pohlen@mail.house.gov

LINCOLN MPO
METROPOLITAN PLANNING ORGANIZATION

Long Range Transportation Plan Update

Name	Mailing Address	Email (optional)
Lorrie Gibbons Sims	2525 S Apt 2 Lincoln NE 68503	neighborfellowship@yahoo.com
John Diediker	1826 D St Apt 5 Lincoln NE 68502	jdiediker@olssonassociates.com
Jim Augustyn	901 Mahoney Dr Linc 68510	
TED FRASER	3210 Laredo Dr 68516	

Attachment B. Public Meeting Boards

Welcome!

Lincoln Metropolitan Organization
Long Range Transportation Plan
Open House Public Meeting

We are pleased you are here this evening to learn more about Lincoln's transportation system.

The Lincoln Metropolitan Planning Organization is eager to hear your ideas to help shape a safer and more efficient transportation system for your community.

How to get the most out of this meeting:

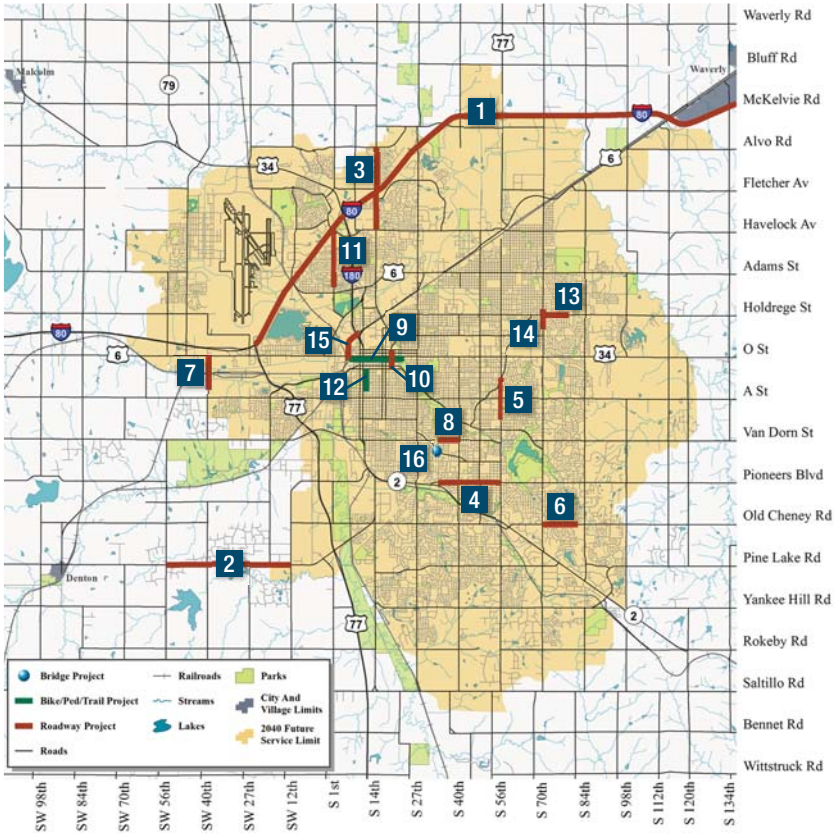
Spend as little or as much time with us this evening as you like.

Check out each display and talk with our staff to learn more and share your ideas.

Complete the survey and place it in the drop box.

Transportation Planning in Lincoln

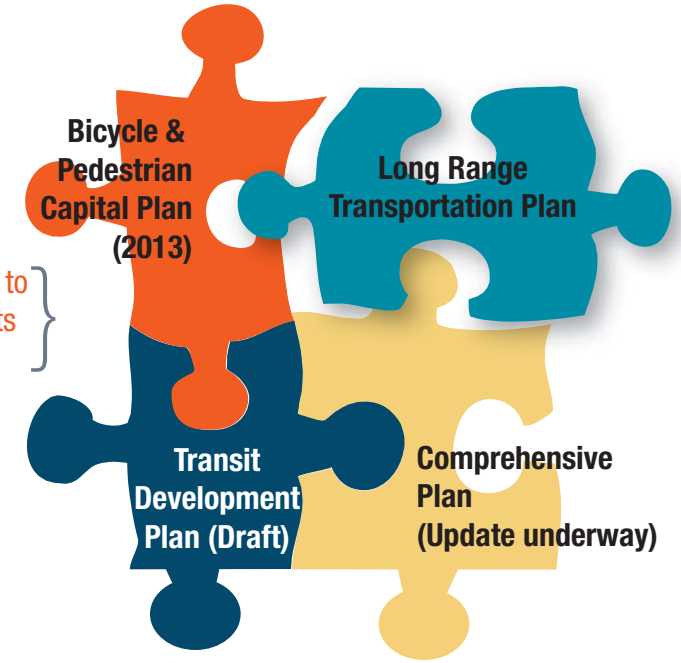
Transportation planning helps the region set a vision for our transportation sytem and establish funding priorities.



These projects have been completed since the last LRTP

1. I-80 Widening
2. W. Denton Rd. Construction
3. N. 14th St. Widening
4. Pioneers Blvd. 2+1
5. 56th St. 2+1
6. Old Cheney Rd. Widening
7. SW 40th St. Viaduct
8. Van Dorn St. 2+1
9. N. Street Cycle Track
10. Antelope Valley Pkwy. Widening
11. 1st St. 2+1
12. 11th St. Bike Lanes
13. Holdrege St. 2+1
14. N. 70th St. 2+1
15. Pinnacle Bank Arena Dr. New Road
16. Penny Bridge Replacement

Your involvement helps to ensure the plan reflects community values.



This is the first step in updating our existing plan

We are Here

Current LRTP Adopted 2011

STAGE 1 The Need
Identify current and future deficiencies, solicit ideas for improvements.

STAGE 2 Priorities
Understand community priorities and solicit imput on strategies to allocate resources.

STAGE 3 Vision
Solicit feedack on the draft LRTP recommendations.

LRTP Adoption Dec. 2016

Lincoln Long Range Transportation Plan Update

LINCOLN MPO METROPOLITAN PLANNING ORGANIZATION

02.18.2016

Transportation Vision and Goals

The Vision for Transportation in Lincoln and Lancaster County is a safe, efficient and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community.

Help us define the vision, establish the goals and prioritize the objectives.

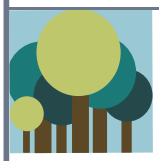
- *Indicate which goals are most important to you by placing your 3 dots next to your top choices on the large poster*
- We will connect the dots
- This will help us update the plan

Vision and goals are the foundation of the plan.

- We have to see where we want to be rather than thinking of where we are now.
- Goals provide the community the destination for where the transportation system needs to be.
- Attaining realistic goals will improve our quality of life.

Objectives are the incremental steps and building blocks that are necessary for accomplishing each goal.

Transportation Goals

 **Maintenance Goal:** A well-maintained transportation system.	**Maintenance Objectives:** • Maintain streets, sidewalks, trails, transit fleet and amenities to a state of good repair to maximize the value of Lincoln/Lancaster County transportation assets	
 **Mobility and System Reliability Goal:** An efficient, reliable, and well-connected transportation system for moving people and freight.	**Mobility and System Reliability Objectives:** • Optimize the efficiency of the transportation network • Improve the performance and reliability of the transportation system	
 **Livability and Travel Choice Goal:** A multimodal system that provides travel options to support a more compact, livable urban environment.	**Livability and Travel Choice Objectives:** • Improve the quality of alternative transportation options (transit, biking, walking) • Accommodate all modes of travel on Lincoln's street system	
 **Safety and Security Goal:** A safe and secure transportation system.	**Safety and Security Objectives:** • Reduce fatal, injury, and total crash rates for vehicles, bicyclists, and pedestrians • Improve personal security for use	
 **Economic Vitality Goal:** A transportation system that supports economic vitality for residents and businesses.	**Economic Vitality Objectives:** • Reduce the cost of transportation for system users • Improve the economic competitiveness of the region by enhancing the transportation system • Improve the operations of the existing freight transportation system	
 **Environmental Sustainability Goal:** A transportation system that enhances the natural, cultural, and built environment.	**Environmental Sustainability Objectives:** • Maintain compliance with Air Quality Standards • Reduce fossil fuel consumption by providing access to alternative modes and fuels • Avoid, minimize, and mitigate environmental impacts of transportation projects to the extent reasonably practical	
 **Funding and Cost Effectiveness Goal:** Collaboration in funding transportation projects that maximize user benefits.	**Funding and Cost Effectiveness Objectives:** • Make the best use of public financial resources • Decrease the gap between funding needed to achieve LRTP goals and currently available funding	

Current and Future Needs

Our current infrastructure is our springboard into the future.

GROWTH
Roughly 40% growth in households and employment is expected between now and 2040.

TRAVEL PATTERNS
Today, the average commute in Lancaster County is 18.4 minutes, and four out of five residents drive to work alone.

TRAFFIC
Vehicle-miles of travel are expected to grow considerably, and congestion will increase.

BICYCLE
The trails provide a strong spine for biking in Lincoln, and on-street bike routes complement the network; more bike facilities are planned.

PEDESTRIAN
Lincoln has sidewalks alongside most arterial and neighborhood streets; maintenance is important so the sidewalks remain an asset to the commuinty.

TRANSIT
StarTran's bus and paratransit service have an annual rideship of nearly 2.5 million.

RAILROAD
A network of railroad tracks extends radially from central Lincoln. There are over 100 at-grade crossings which cause safety concerns and travel delays.

How and where can we improve our current infrastructure?

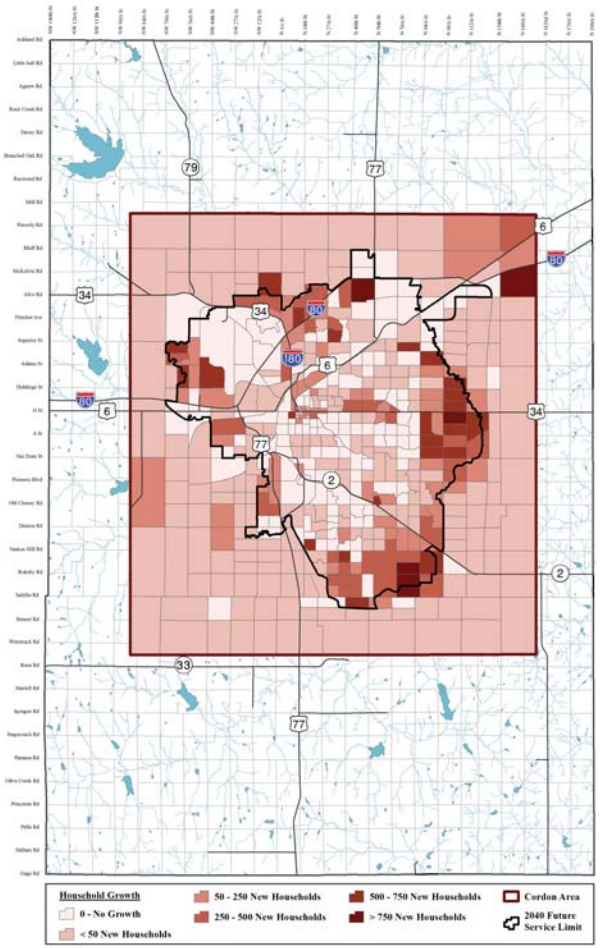
- How will Lincoln grow and change into the future?
- What do we need more of?
- What do we need less of?

Your input will help establish the priorities and needs for our transportation system.

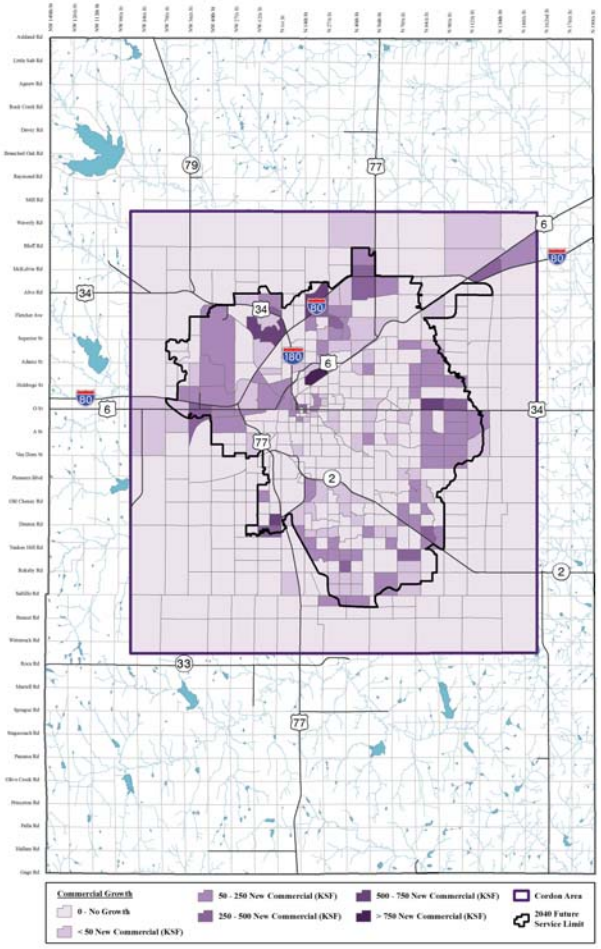
- The LRTP Update is your document and your future
- The LRTP helps to secure funding for future projects

Household and Employment Growth

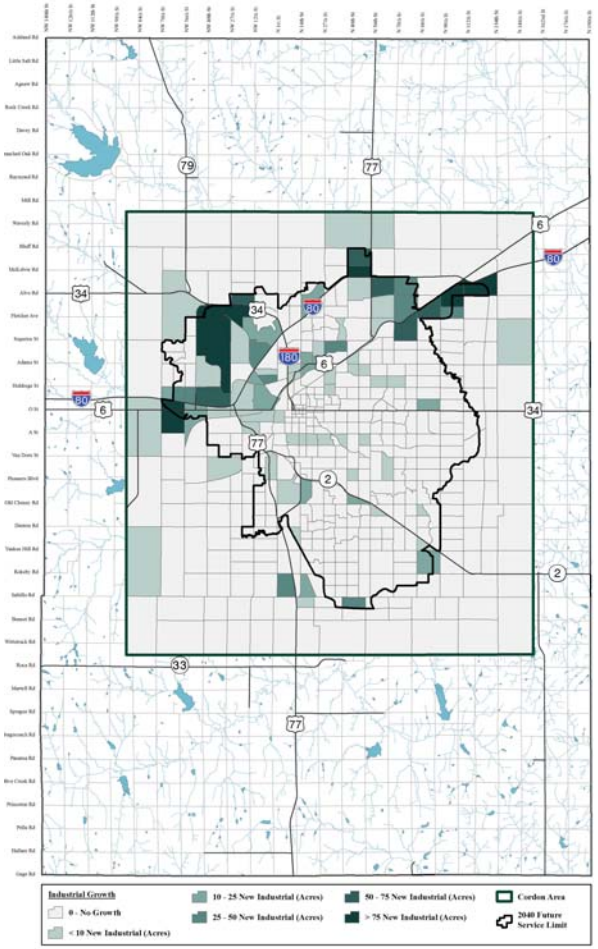
HOUSEHOLD GROWTH



COMMERCIAL EMPLOYMENT GROWTH



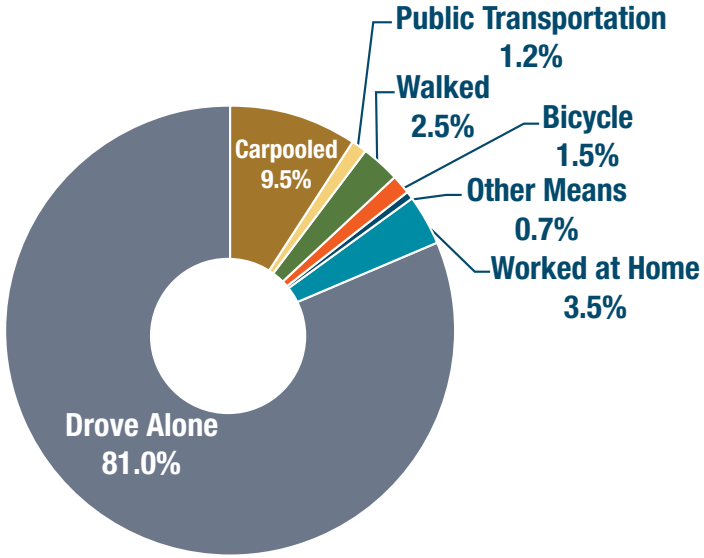
INDUSTRIAL EMPLOYMENT GROWTH



Travel Patterns

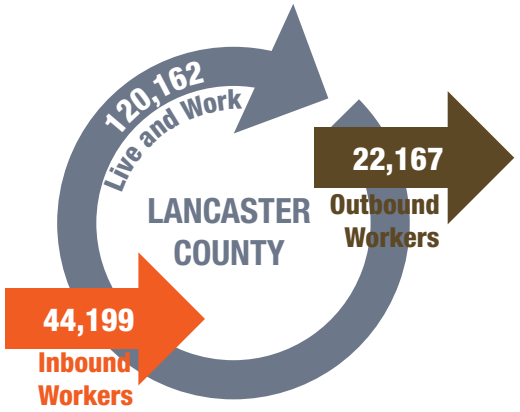
COMMUTER MODE SPLIT

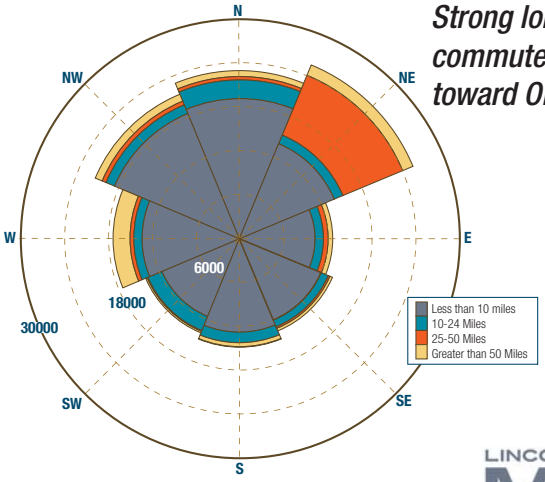
7,614
Households in Lancaster County without access to a vehicle (6.5%)



WORKFLOWS

18.4
Average commute time in Lancaster County (minutes)

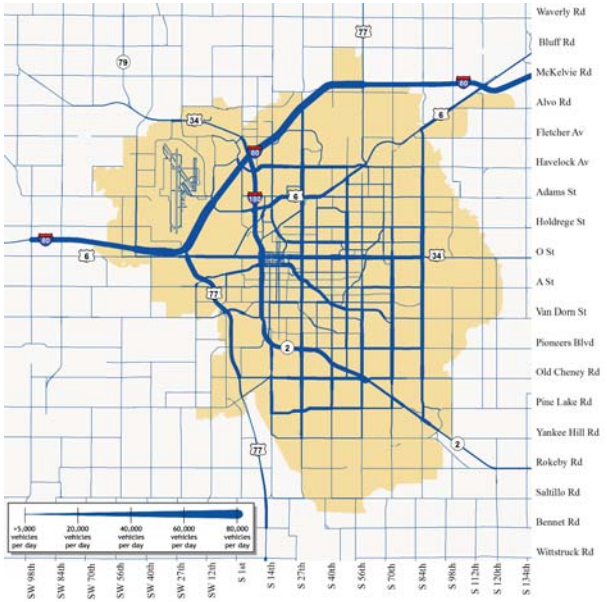




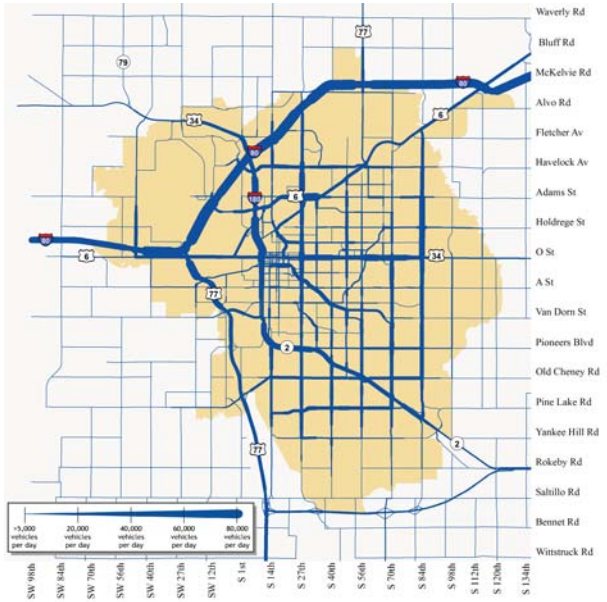
Strong long-distance commuter orientation toward Omaha

Traffic Growth Over Time

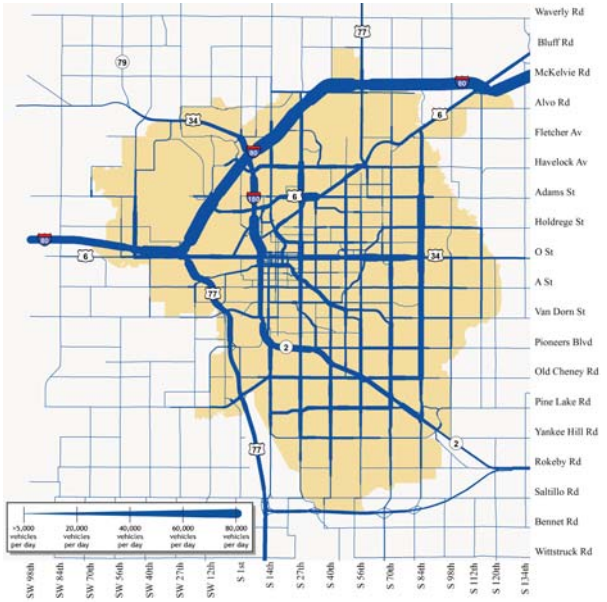
EXISTING (2015)



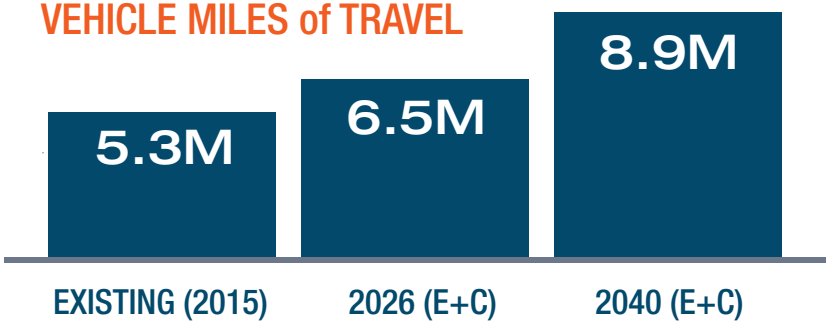
2026 (E+C)



2040 (E+C)

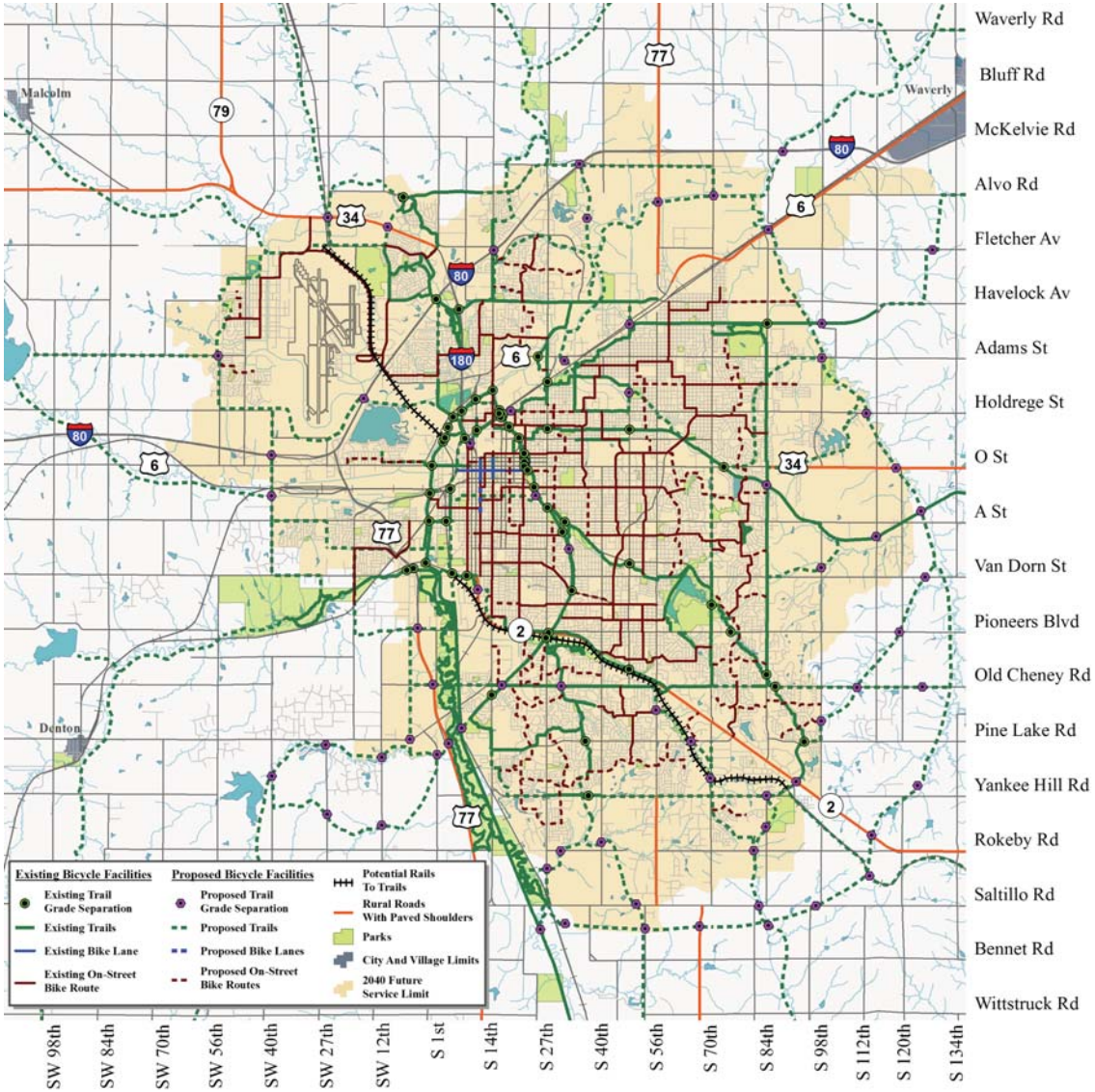


VEHICLE MILES of TRAVEL



The 2026 and 2040 forecasts are based on the existing network plus projects that have committed funding - the Existing plus Committed (E+C) network.

Existing & Proposed Bicycle Facilities

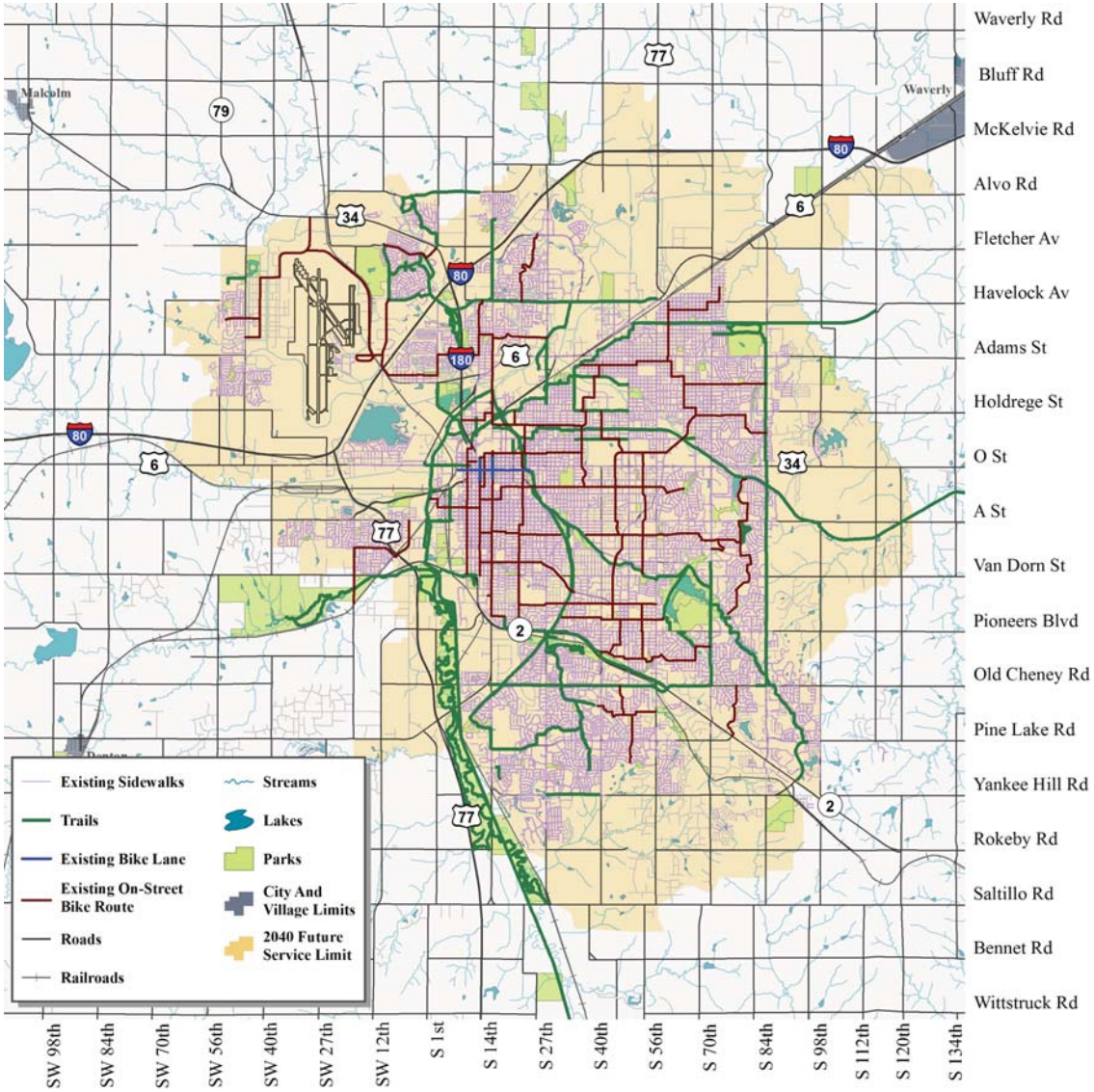


239
Miles of existing bike facilites (trails, bike lanes, bike routes)

Bicycle Network Needs

- Maintenance
- Complete missing links
- Address difficult arterial crossings
- Accommodate non-experienced riders

Existing Pedestrian Network

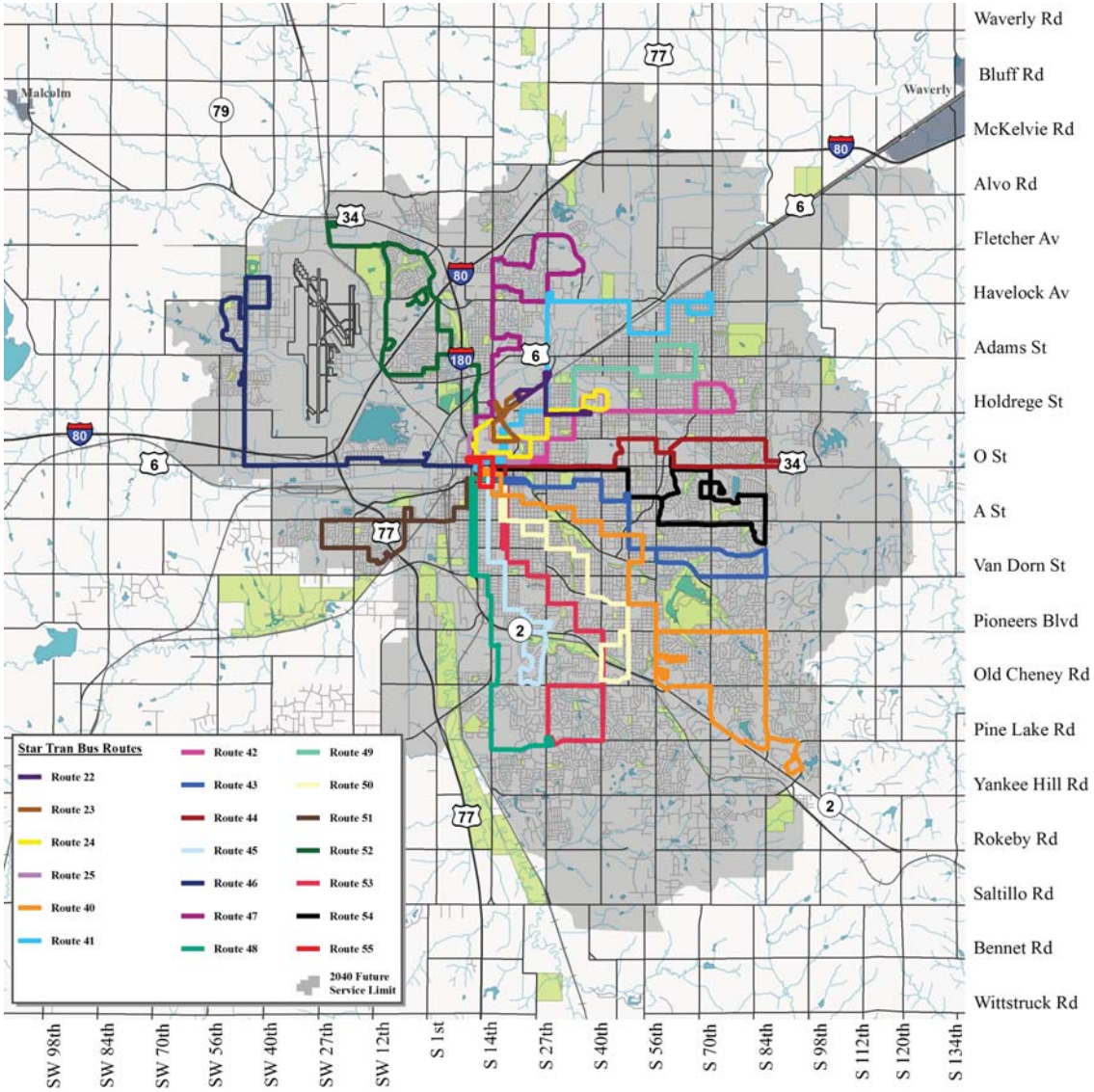


1,700+
Miles of sidewalks

Pedestrian Network Needs

- Maintenance
- Address difficult arterial crossings
- ADA compliance

Existing Transit System



20
Fixed routes

Transit Needs

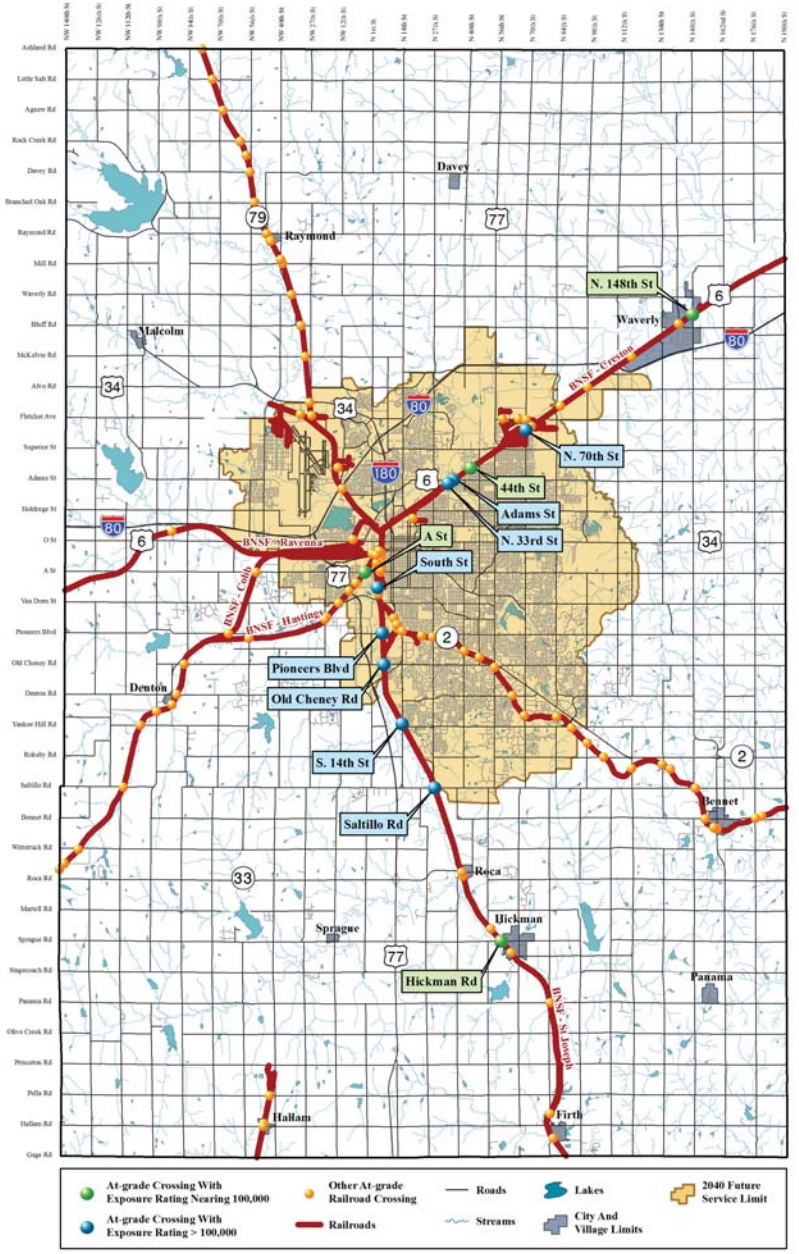
- Expand hours of operation
- Increase service frequency
- Improve downtown connections
- Reduce customer travel time

Railroad Crossings

12
At-grade crossings with an exposure rating* above 50,000

8
At-grade crossings with an exposure rating* above 100,000

**Exposure rating =*
Number of trains per day x number of vehicle crossings per day



Public Meeting Summary

May 3, 2016

Overview

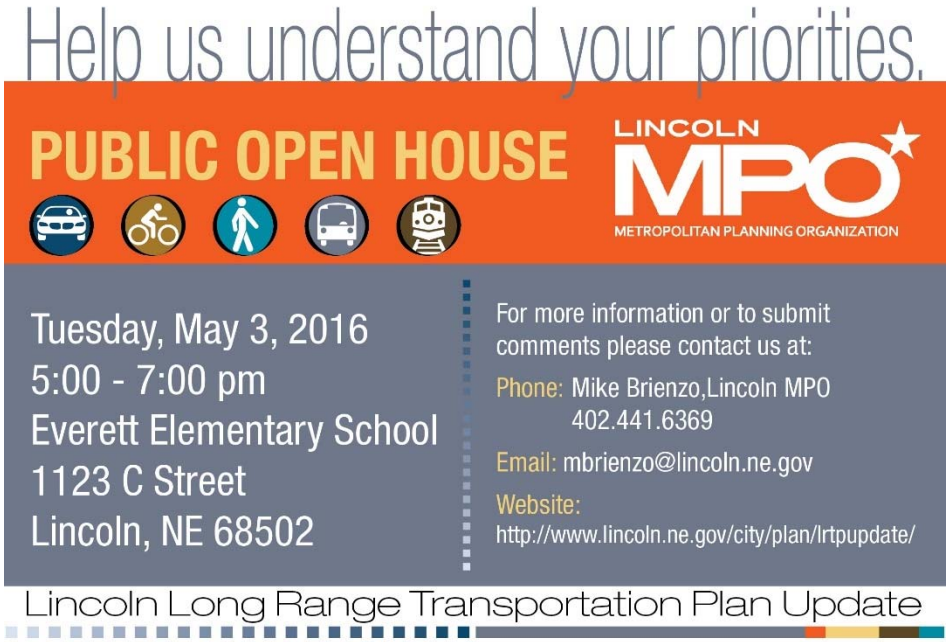
The second public meeting for the Lincoln MPO's Long Range Transportation Plan (LRTP) Update was held on Tuesday, May 3rd, 2016 from 5:00 – 7:00 PM Everett Elementary School. The meeting was an open house format, and the primary purpose of the meeting was to understand priorities.

In total, 22 people signed in at the public meeting (the sign in sheets are included in **Attachment A**). Many of the attendees were actively engaged and stayed for a half an hour or longer in order to review all the boards and participate in the interactive activities. The meeting space was divided into the following stations (the boards are included in **Attachment B**):

- Station #1: Why transportation planning is important
- Station #2: Current and Future Needs
- Station #3: Performance Based Planning
- Station #4: Costs and Investment Priorities
- Station #5: Project Needs

Advertisement

The flyer for the public meeting was distributed to the participants of the January 2016 focus group meetings and it was posted on the LRTP Update webpage. Over 1,800 email notifications were sent to individuals on the Lincoln Planning and Neighborhood email lists. The public meeting notice was posted in the local news section of the Lincoln Journal-Star newspaper for five days prior to the meeting.



Public meeting participants provided input at Stations #4, and #5, as well by completing a comment sheet and through verbal input to the project team.

Online Survey

To complement the public meeting, an online survey was posted on the LRTP Update website beginning a week prior to the public meeting. The survey was open for a total of two months, and was completed by 822 people. The survey asked questions that were very similar to the input that was sought at the public meeting. Therefore, the survey and public meeting responses are combined in this summary. A summary of what we heard through these various mechanisms is provided in the following sections.

What we Heard

Cost and Investment Priorities (Station #4)

Two boards provided background information at this station: 1) described the typical per-mile costs for various types of transportation improvements, and 2) provided inforrmation how how Lincoln's annual transportation budget is currently allocated to different types of projects and programs. Participants were each given $50 million in "transportation dollars" and were asked to place them in buckets that represented different needs of the transportation system.

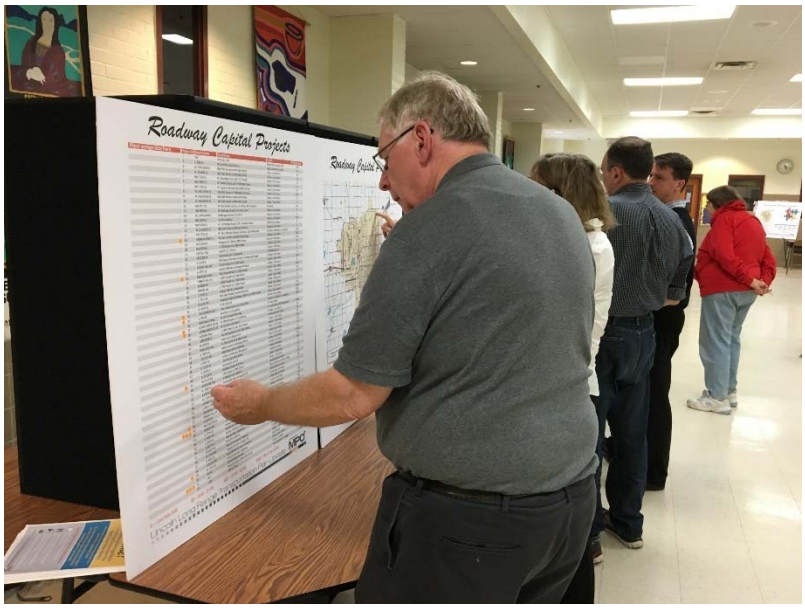
The online survey question was worded slightly differently because responders did not have the background information on typical costs and Lincoln's current transportation budget. The online question was "If you had $100 to fund transportation improvements in Lincoln how would you spend it?" The input received at the public meeting and through the online survey are combined below – the public input was converted to a $100 base, similar to the online question.

If you had $100 to fund transportation improvements in Lincoln how would you spend it?

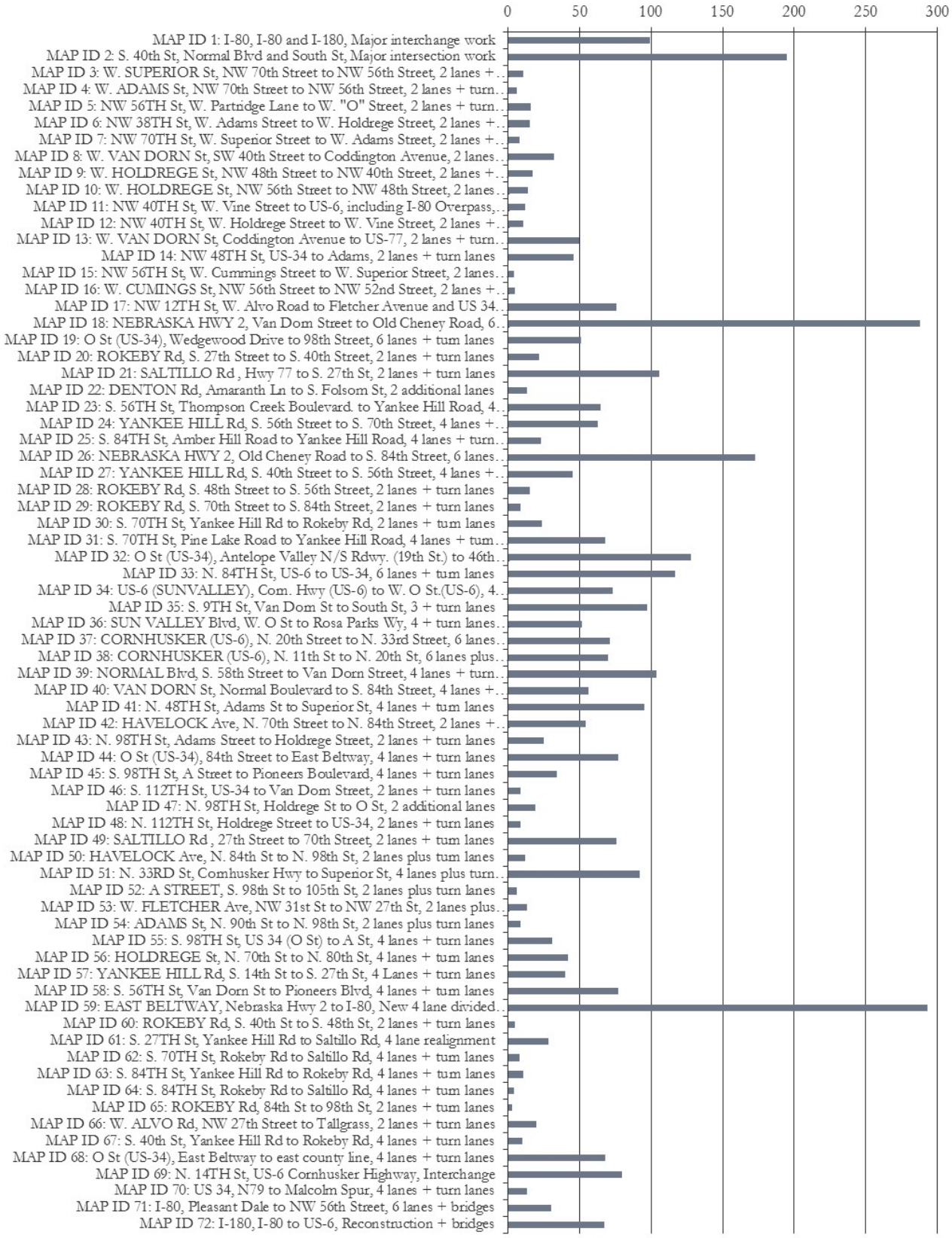
Number of Responses = 824

Project Needs (Station #5)

Public meeting and online survey participants were provided a map and list of potential roadway and trail projects. They were asked to identify the six roadway projects and the three trail projects that are most important to them.

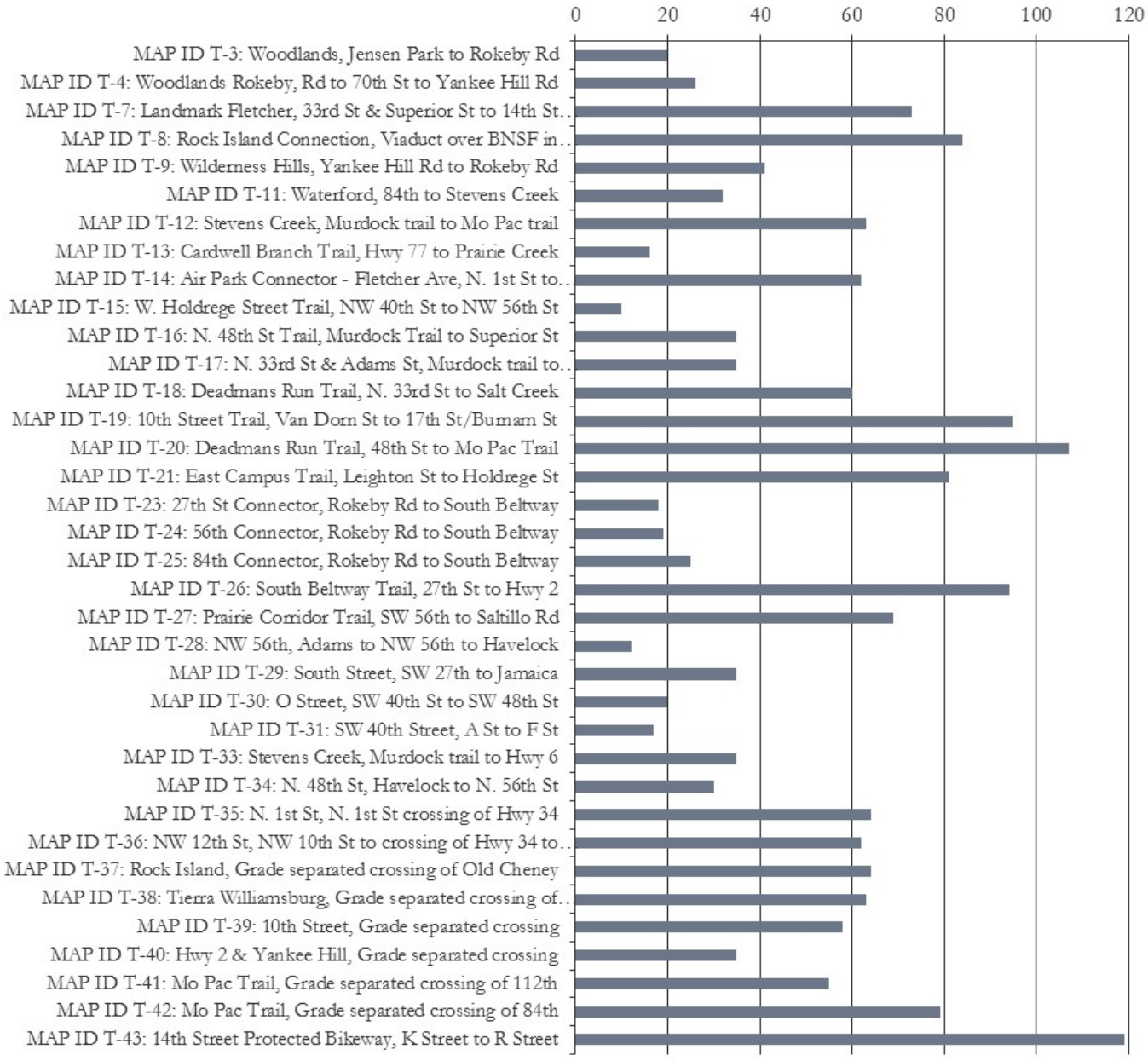


What 6 Roadway Capital Projects are most important to you?



Number of Responses = 738

What 3 Trail Projects are most important to you?

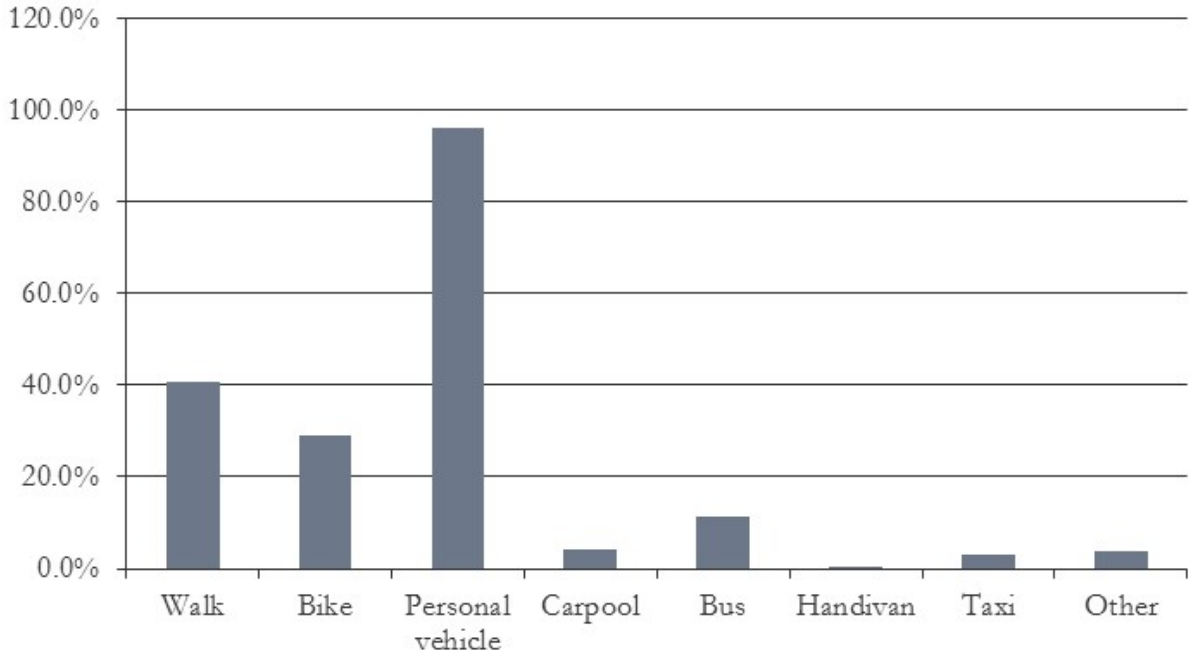


Number of Responses = 673

Other Survey Responses

Four additional questions were included in the online survey to better understand the responders' perspectives, and to understand the demographic and geographic distribution of the responses. The results are shown below.

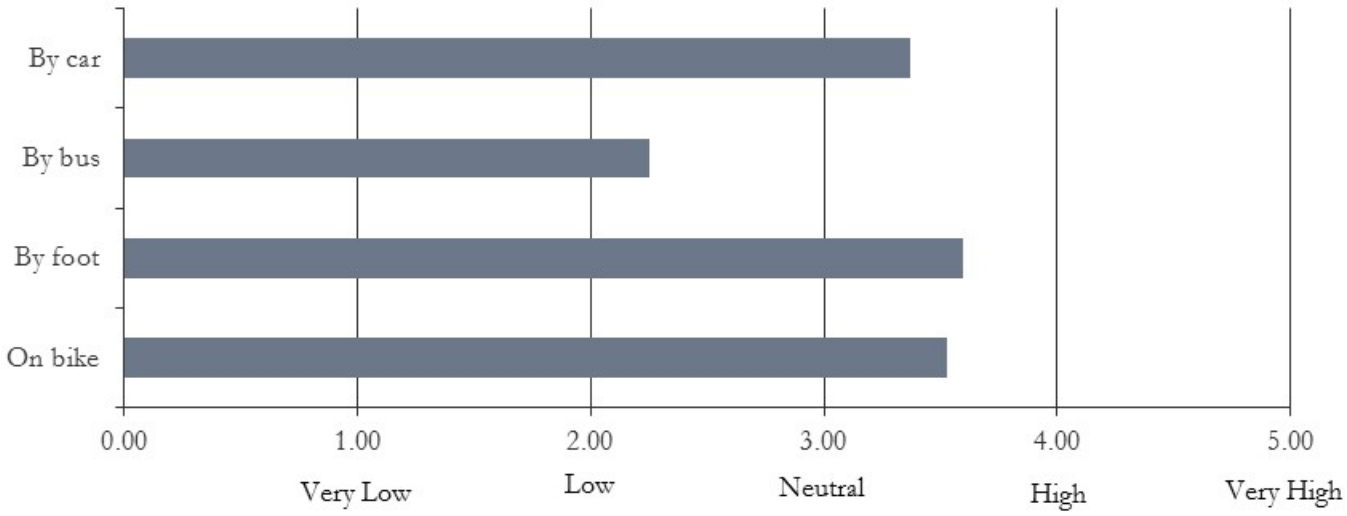
What travel modes do you use to get around Lincoln on a regular basis?



Number of Responses = 819

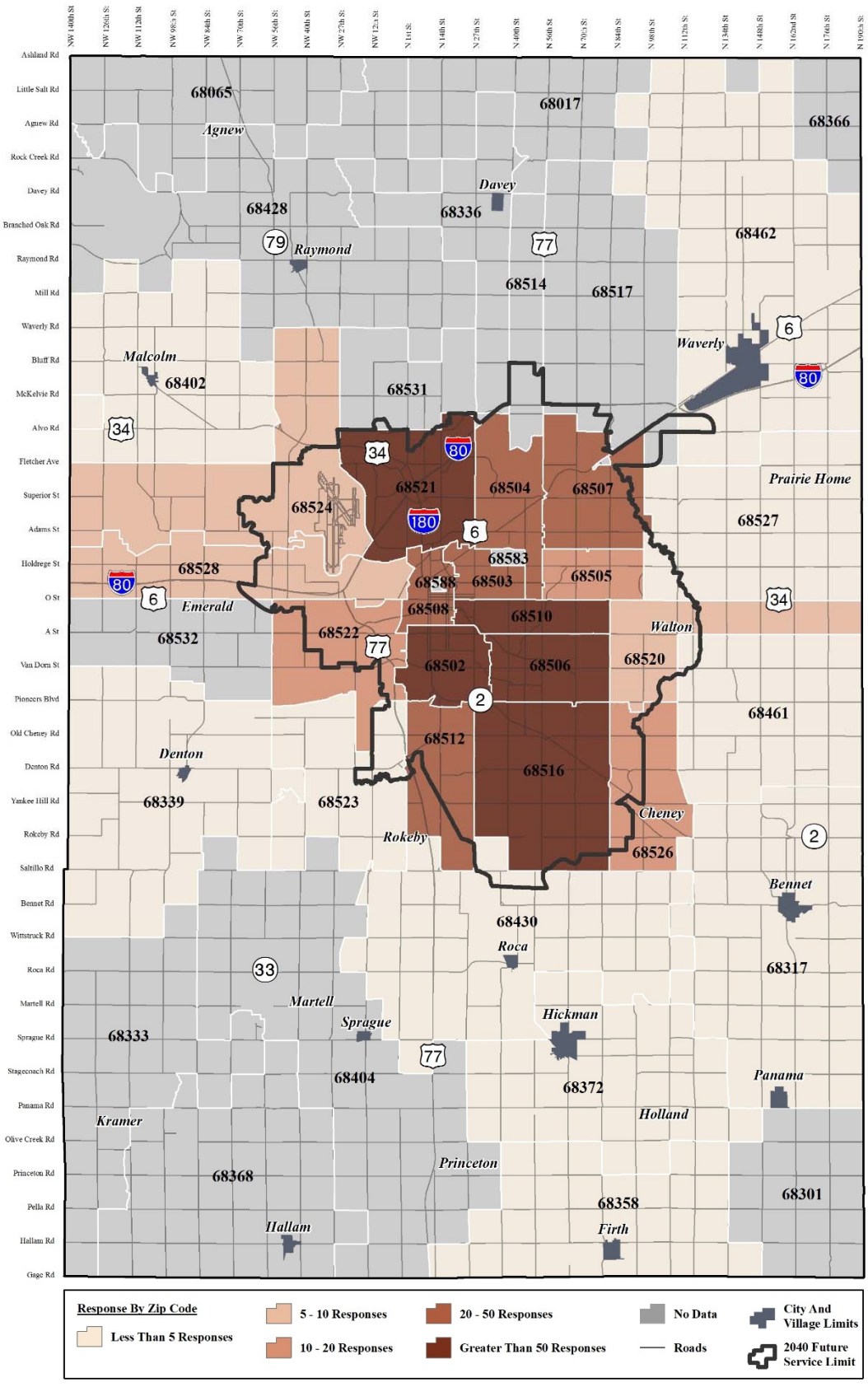
On a scale of 1 to 5, with 5 being best, how would you rate the ease of traveling in and around Lincoln?

Average Rating by Mode:



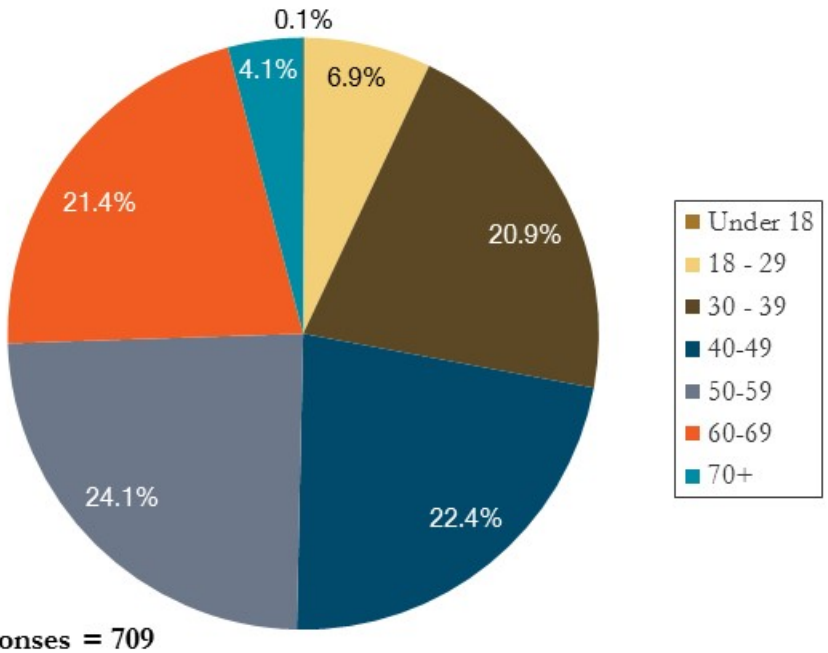
Number of Responses = 817

What is your home zip code?



Number of Responses = 698

What is your age?



Number of Responses = 709

Other Comments

The project team received additional comments verbally at the public meeting, through completed comment sheets, and from the online survey. Below is a listing of the comments sorted by travel mode and general topic.

Transit

Support for public transportation/desire for expanded public transportation:

- Would like to see expanded bus routes closer to the edge of the city with "Park and Ride" lots for outside city limits
- I hope the city will invest in StarTran's new bus routes (the ones going into effect later this summer) so they can extend hours and services in the later phases of the project. It takes me 12-15 minutes to drive to work. If I take the bus, it's around 40-45. I would take the bus every day if it was around 30 (consistently and on-time).
- The bus system should be improved and expanded to run every 15 minutes and until 9pm, and on Sundays and holidays.
- Public Transportation Plan focused on Costs and Utilization - (likely means some promotion of new plan if we want more to use it)
- There should be a mass transit put into place linking Lincoln to other cities. It would cut down on the over use of the roads
- I would really like to see an improvement in bus system efficiency and functioning for those who depend on the bus system for work purposes.
- WE NEED TO EXPAND STARTRAN HOURS OF OPERATION
- Great, efficient, constantly circulating transit downtown/Memorial Stadium/Pinnacle Arena and UNL campuses is well overdue.

- With a growing population and more traffic congestion, we need a robust bus system with increased routes and hours of use (must go past 6 pm and must come more than every once an hour). Additionally, the city needs to increase promotion for the transit services.
- Bus routes & availability must be expanded.
- More buses and have them run later hours.
- More bus service
- Bus system needs more funding. It has been underfunded since 1980. Madison Wi, and Kansas City, MO have free wi-fi on all of their buses and we are tinkering with routes in a city that does not have an abundance of four lane streets ideal for buses - especially North Lincoln.
- Please, please, please improve StarTran, including evening and night and Sunday service.
- I would use the bus more if it ran later on Friday and Saturday nights.
- More bus service
- Park and ride options would be excellent for StarTran to offer customers.
- Bus transportations most important.
- Please expand bus service later into the evenings!
- I'd me more inclined to ride the bus if it was within 3-4 blocks of my home. Currently it's at least a mile if not more.
  i would love to ride the bus if it was more convenient - more frequent rides, routes, more accessible and longer times (serve into the evening)
- Improve and expand bus services and proutes
- Startran needs to run 7 days a week and until at least midnight every day. It seems like car owners (of whom I'm one) are paid a lot more attention to than bus riders.
- I lived in Chicago for 3 years and used their public transportation for almost all of by needs. I know Lincoln will never have a program like theirs but having something more accessible with more stops would be great
- Improve the bus system, build a regional airport between Lincoln and Omaha and initiate suburban train service between Lincoln and Omaha.
- Running buses later like what is happening in October is a good start.
- More funding for buses would be good
- StarTran needs to expand as Lincoln expands.
- Fewer bus runs from 9am to 2pm and more from 6pm to 10pm
- More bus service. Decentralize some routes so you don't always have to go downtown to go east-west.
- The city should fund all the proposed Startran changes AND also run the O street bus every half hour all day on Saturdays as well as on weekdays.

Complaints about transit service/TDP changes:

- Public transit is abysmal and makes a terrible hardship on people who can't afford a car or who want to travel in Lincoln without driving.
- Find the money to make the Star Tran fare just 25 cents for every user.
- Bus should keep picking people up at all stops for sure.
- Bus service needs to run north-south and east-west, not through neighborhoods and to downtown.
- Keep the flagging option open on bus routes. Many who use the bus cannot walk the extra block or so to a designated bus route due to medical and physical reasons.

The bus system and the ability for some to get around to shop and go to work is limiting and difficult for many in our city

- I'm bummed that neighborhoods have been taken out of the bus routes. Really changes accessibility of our city for everyone facing tough times. It removes a giant path out of poverty.
- Make public transport more convenient, maybe more but smaller buses.
- Do not like the new bus routes and will make transportation more difficult and time consuming
- Bussing services are unreliable and scare. It would be great to have more reliable, convenient, affordable and consistent modes of public transportation. Poor neighborhood planning means there aren't local groceries and services available. Need ease of access with transport.
- Improve public transit.
- keep handicapped and low income transportation available
- If Startran moves to "dedicated stops only", please build shelters, even rudimentary ones, at each of those stops. Rain can be annoying - and the shelters at least cut the wind in the winter.
- Give the bus system to a private company.
- Real transit please, not just buses, though that would be a start.
- Handivan service is difficult to schedule
- It is impossible for a lot of people who could/would want to ride the bus to do so because it closes down so early in the evening. We need longer hours, smaller vehicles, more frequent service.
- Star Tran NEEDS A MORE RELIABLE AND SIMPLE TRIP-PLANNING APP. One where a person can type in where they are and where they are going and directions are given which route to take (TriMet App in Portland, OR is a great example).
- The limited hours and routes on Startran are shocking in a city that prides itself on being a great place to live.
- I live very close to downtown and bus routes, and both my husband and I work downtown, and would love to take the bus to work, but it's just not practical because the routes, especially downtown, do not drop off near our work places. Additionally, the schedules don't line up with our work schedules. Specifically, the buses do not pick up or arrive frequently enough for us. I think a lot more people would take the bus to work (especially if they work downtown), if the bus schedules were more frequent and flexible.
- Public transportation is essential to a first-class city; ours is awful, and it's gotten worse in the 20+ years that I've lived here.
- Would be great to develop more efficient bus system out to south Lincoln
- Light Rail
- I rely on the bus system to get to and from my full-time job downtown, and the buses although will be changing, it is not late enough in the evening. I have a second part-time job and always have and the bus won't get me home at night. I'm forced to live wherever my 2nd job is. I have no other transportation options. And I do not like where I live or have lived in Lincoln and have always wanted to move, but cannot due to needing my 2nd job and not being able to get home in the late evening 9 p.m. or 10 p.m.
- We need more buses like other large cities or light rail to compete with cities where people do not want to drive.
- Buses are important, and so are the vulnerable voters who depend on them. Expand. Fund. Don't whine about it.

- Bus service is a joke. How can people w/o cars access work/school?
- I have used Star Tran. I use it for things downtown. However, I have to add so much extra time due to the current bus schedule. I think this keeps more people from using Star Tran.
- Please improve bus service across town, on the weekends and evenings. Not everyone has cars. Everyone has to work.
- Public transportation needs to be relevant for people who work at night and it needs to be affordable.
- In an ideal world, I'd love to see: The bus routes run more often and later in to the day for some routes;
- I would like a bus stop on 86 and Leighton close to where i live so i can take the bus
- need too make sure you keep enough bus routes and bus stops lincoln is getting bigger and needs too expand the bus routes and also make sure the bus stops a lot so people don't have to walk so far away to their destination....and maybe add more buses to the bus routes?!!?!?!?!
- Vamp up the bus system. More buses, routes, and make them inviting. Clean seats and interior is much more inviting to a person who dresses in nice clothes. Enforce keeping feet on the floor not in the seats. No food or beverages. Promote state and city employees to ride the bus rather than drive. Start with them. Smaller buses more frequently would be less expensive than larger buses.
- I would like to see a diagonal road that allows quick transit from SW to NE Lincoln or may 27th or 40th a throughway with limited access north to south.
- Please revamp bus routes and expand services to key areas (e.g., Downtown & Gateway, SouthPoint, Superior WalMart shopping district, FallBrook) past 6:30 PM
- Don't give StarTran any money.
- Cut bus services. Busses are mostly empty. If the city cuts other services that are under used, then cut this one as well. The city can't provide everything.

Desire for public transportation to schools:

- Bus routes for high schools and middle schools are needed. Not school buses cause and undue burden on parents.
- Transportation in Lincoln is a joke if you are not talking about the trail system. Our buses and roadway systems suck. It would be nice if StarTran offered transportation services from all the high schools, especially from East High School south--there are no buses that run along 70th Street from East High School south to at least Pioneers, if not Old Cheney. Also, there needs to be bus pullout areas to avoid traffic congestion on arterials.
- I favor a 48th Street bus route that would run from College View (Union College) to UNL East Campus and NWU (University Place).
- Regarding the new proposed routes for Star Tran: make sure you have more stops at UNL!!!

Visionary Transit Ideas:

- No one is planning for light rail in Lincoln or commuter rail from Lincoln to Omaha
- Why are you lagging behind in the quest for Magnetic Levitation Transportation Systems? Any future consideration without including MAGLEV in the equation is barbaric.
- need a more visionary plan for bus transportation. plan well NOW, for now and the future. don't invest in bandaids.
- The transit system is an underutilized marketing tool for citizens and recruiting/business access and could be used in the Haymarket if someone was open to an out of the box idea.

- A transit system between Lincoln and Omaha would be wonderful for commuters. It would cut down on congestion on 1-80 and I believe accidents
- Monorail
- Improve the bus system, build a regional airport between Lincoln and Omaha and initiate suburban train service between Lincoln and Omaha.
- expand public transportation-- consider some type of train service similar to Minneapolis that goes from the Mall of America to the ball park. Lincoln could have something from Gateway or Southpointe to the football stadium.
- Light-rail rush hour transit on the little-used railroad lines around the city. Passenger cars by Kawasaki.
- How about a tram from south LNK to downtown.
- light rail would be nice don't know where tho
- How about a high speed rail system? Perhaps running down normal blvd from Holmes Lake to downtown. Think how that would relieve congestion
- It would be SO nice to have public transport that is similar to what is found in many European cities.
- Smaller buses, they are never full

Bike/Pedestrian/Trails

General support for bike/ped/trails:

- Lincoln's a fantastic city to bicycle in! I'm a bicycle commuter year round, and having lived in Charlotte and Kansas City and Sioux Falls, I'd say in my opinion, Lincoln ranks second in those four cities...surprisingly behind Sioux Falls (that place has a bicycle system that is excellent!...check out their 360 bicycle path (which cars intersect that trail only once or so)
- I truly believe that to continue the growth of Lincoln and to attract young members of the workforce, that we need to continue to show that the city is placing an emphasis on bike infrastructure. As a young professional myself that went to UNL, I have had plenty of choices on other cities to live in, but ultimately chose to stay in Lincoln in part due to the existing cycling infrastructure and the hope that it continues to improve. The N street protected bike lane was a huge step, although the light timing needs to be improved for cyclists. I really think that young professionals like myself consider that when moving to a new city, so I think that we should continue to improve and attract more people to our great city. Also, I know that this isn't really in the survey, but I think it would be incredible if there could be some sort of grant worked out to install shower and locker facilities would be an incredible step in improving the bike friendless of our city.
- Continue to commit to making Lincoln an easily bikeable city-- the easier it is to ride, the more people will do so, which relieves congestion on city streets
- Please continue to improve bike trails and downtown for bike safety- my husband uses them to commute 85% of the time.
- It seems evident that the number of people using bikes as a major form of urban transportation in Lincoln has grown significantly in the last decade and continues to grow all the time. The cities population is also expanding constantly so there is more motor traffic as well. Finding ways for pedestrians and bicyclists to travel relatively safely is in everyone's best interest. I think that all sidewalk maintenance and improvement projects should include widening to current trail standards, thereby gradually creating protected bikeways all over town.

- Love the N St. bikeway and glad to see our community keeping a strong commitment to trails system.
- The availability of bike trails in this community is awesome! Don't back down.
- I greatly appreciate all of the trails projects that have been done!
- Lincoln should feel proud of its growth and work at improving the trail system within the city.
- Lincoln has an exceptional trail network. Keep up the good work.
- More bike facilities: trails, protected bikeways, parking, lockers, and shower facilities.
- City streets should not be widened. Other solutions should be explored. Additional emphasis should be placed on pedestrians, cycling and public transport options above all.

Support for better on-street bike network:

- Lincoln has a great trail system, I'm glad we're looking at selective expansion of protected bike lanes, but we really do need a bicycle land system/network. Politically that quest for road space can be a flight but for Lincoln to really move bikes from largely recreation to transportation (and recreation) we need bike lanes
- More on street facilities for bikes.
- More bicycle lanes
- Need bike lanes painted on streets that are dedicated bike routes. Drivers of cars are often very aggressive, making it too dangerous to ride in the road without the bike lanes. I'm often stuck riding on the sidewalks, which forces me to give up legal rights I would have if I were in the street. It's a catch-22: Do I ride in the street where cars pass dangerously close and cut me off? Or do I ride on sidewalks and give up any legal protection at intersections? Painted bike lanes would provide a solution to this problem.
- Please start adding bike lanes to all new road construction. Old Cheney should have a bike lane and so should have Antelope Valley. The best access for biking is along regular city streets, in the normal flow of traffic. I have lived and biked in many places and bike lanes work wonderfully well -- much better than trails that cut across side streets. We also need to start installing pedestrian medians at intersections so that the right turning car first deals with the pedestrian crossing and then deals with oncoming traffic. I tried to copy a picture in here but it won't work -- check out street view on Google maps for 28th & Irish in Boulder, CO.
- no more protected bike lanes!!!! instead, more single lane bikes lanes on more downtown streets covering the entire grid.
- We need more Bicycle ON STREET routes - We have plenty of wide streets. Please add bicycle routes on the with paint and logo of a bike.
- Lincoln should not be upgrading city streets without including bike lanes.
- Reduce water puddles on trails. Better on street bike facilities to connect trails.

Specific trail/sidewalk ideas:

- Need to complete trail from Hwy2/Old Cheney to 70 & Saltillo
- Would like to see trail from Fallbrook across to 14th Street south of Alvo Rd.
- Need a sidewalk along west fletcher avenue from NW 4th st to NW 12th st. someone is going to get killed here. i am unsure why we would have this break where we don't put a sidewalk. especially since the sidewalk goes all the way around the highlands otherwise
- Very dangerous for biking and walking/ running traffic on West A, Coddington to SW 40.

- I feel that depending on how long in the 20 year plan before any bike trails along NW12th/Fletcher heading West around to NW27th (alongside Highlands golfcourse and Kawasaki that even temporary lighting is made available as very dark outside but LES says not feasible to put temporary lighting there. I feel that is wrong as many people commute there via bike and more would like to but lighting on top of no trail is keeping people from using.
- Something must be done to make developers put in sidewalks of undeveloped commercial properties after a couple years. I understand why they are not constructed prior to a developed property, but when the roads are in for several years, the public uses them to access some of the properties within the same development and have to walk in the street. Seems very unsafe.
- We need a north south trail in central Lincoln, 40th to 56th St. corridor, Mopac to hiway 2 or further.
- Maintence funds need to allocated to trails. It is now summer 2016 and funds have not been allocated to the May 2015 flood damage to the Jamaica North Trail.
- Great bike trail system in Lincoln. Just getting new trails that connect us in the new part (70th Yankee Hill Area) to existing trails so I don't have to load up a bike to drive to a trail would be fantastic.
- As for bike paths, Lincoln should consider adding bike rental stations like what Denver has. This would be especially useful on game days. Or at least add free secured bike parking in the garages to promote pedaling downtown or to the Railyard.
- Finally, bike lanes. The bike lane going down 14th street in front of the State office Building is an accident waiting to happen. Yesterday I followed four busses in front of the SOB, two decided to pull out and go to the far left lane against the bike lane, I was trying to turn on M St. dangerous situation having all these busses at one point, and breaking the law how they cross the bike lane. Finally, the bike lane down N St. Seriously, could not the city put a white line down the side of N St. and call it a bike lane? How much did this cost the tax payer?
- I couldn't see the Trails map very good. I could not zoom in to see what trails are in my neighborhood which is West A and 3rd Street. Access to the trails that I do know about is poor because a person has to cross through weeds to get to the trail.
- All noted on-street bike paths, i.e. S. 44 between Antelope Creek Rd to Calvert need sidewalks. Many kids from Calvert, Pound and Southeast walk in the street and there are many cars parked on street. Very unsafe for never-gonna-get-hurt/oblivious youth.
- trails should also be built with the same future construction materials that keep the surface clean, dry and illuminated.
- I would like to see developments be more pedestrian friendly. Many shopping centers and neighborhood business centers are dangerous to try to walk to and from and within. For example, Edgewood is extremely pedestrian unfriendly. We should encourage bikes and walking instead of doing everything geared toward a car. For example, the businesses on North 84th between Holdrege and Adams. We live East of 84th. I can't safely walk or bike to the grocery store, Walgreens, etc. I have to drive due to lack of sidewalks, insufficient cross walks, etc. This is unfortunate I can't walk in my neighborhood and even businesses on the East side of 84th because developers were no required to put sidewalks and crosswalks in the developments.
- On-street parking should not be allowed, especially on designated bike routes and bus routes.

Need for education:

- I think education for drivers and cyclists is necessary along with better coordination of the traffic signals, not only along the N st bike way, at many intersections.
- More bicycle awareness and safe access for cycling!!
- Need to do more for biking and walking to ensure safe travel-infrastructure and education
- Also things need to be improved to make it more pedestrian friendly. Many motors drive over cross-walks and are unaware of pedestrians. Stricter enforcement of laws are needed.
- Bus/bike/walk should be encouraged. We have good trails, ease of access. Usage rates on many of these questions hasn't been given. That would make decisions easier. (ON all of the surveys...) You are asking for opinions without presenting factual data (or perhaps I haven't "digged" far enough into the support info provided!

Sidewalk repairs:

- We need more funding for sidewalk repair. The city's response time is painfully slow!
- I think it is pretty easy other than sidewalks are in need of repair and road work just needs to get in and out.
- Need better sidewalks and crossing sections so that you could actually walk to a store safely and not have to drive.

Disinterest in bike/ped investment:

- Fix REAL problems, not imaginary ones like bike lanes.
- The percentage of the population that uses bicycles or the trails as a primary means of transportation is very vocal, but also a very minor subset of the population. More money should be put to road construction as opposed to the trail system.
- Spend the money on streets not trails!
- reduce bus routes and get rid of the bike path that reduced the lanes at 9th and N streets out of the haymarket. Makes no sense to do this.
- Stop putting up bike lanes, I've seen 2 bikes on them, they're useless.
- Stop spending money on trails.
- We are going overboard on bike lanes, bike trails and downtown bike ways.
- The N Street bike lanes project seems like it was a huge waste of money. I see very few bicycles using it and it made conditions less safe for motorists and pedestrians.
- Most bicyclists are arrogant and self centered flipping me off for using city streets designed for cars. As a group they are becoming the new hells angels
- The bike lanes downtown are a waste of tax dollars and the city streets. After we get good traffic flow with the cars on the streets and only after that should we worry about the bikes.
- Spend more on core neighborhoods less on bike lanes downtown

Streets and Traffic

Traffic Operations:

- We have turn signals at intersections- maybe they could be used & stayed green longer than 2 cars to get through. O St & 48th is an example

- Lincoln is difficult to get around…Sequenced lights would be wonderful even though Lincoln has said they won't because you like slow ridiculous traffic in Lincoln
- Traffic signals synchronicity sucks large. Then construction closes a lane of traffic. Current traffic employees need to get out of the office and watch what happens during busy times.
- Too many people running red lights in vehicles (worst city I've ever lived in!!). Need cameras at intersections that deliver tickets automatically.
  It takes me about 20 minutes to get out of downtown Lincoln at 5:00 pm and only 10 minutes to get home once I'm out of downtown. Drivers shouldn't get stopped at every light in downtown Lincoln. Major street rehab needs to occur too on a regular basis.
- The traffic lights need serious attention as to timing; some busy streets allow minimal time, and I often sit at others for more than 3 minutes!
- Put up Stop or Yield signs at 4 way intersections.
- I have heard the comment for years and there is definite truth in it: Why is it the traffic in Omaha actually moves and in Lincoln, no matter how fast or slow you drive, you get stopped at basically every single light on almost any street?
- Reduce idle time on busy thoroughfares
- Traffic control needs to start using more advanced technology. Using equipment from the late 1980's is uncalled for.
- Reduce the number of traffic signals. Allow more signals to go to flashing between 10 p.m. and 6 a.m.
- It moves too slow. Need lights synchronized.
- You guys need to learn how to synchronize lights.
- Traffic lights need to be smart. Not waste time or fuel stopping 10 cars for 1 car to go.
- Better planning and signal timing. Time for flow, not speed. Alternate projects so not all focused on one area, making travel very difficult.
- Traffic lights need better timing.
- For that matter, smarter traffic flow using traffic light syncing should alleviate some congestion and preclude the need for more lanes in some places
- Lincoln could immediately perform a system wide traffic signal retiming project to improve the movement of traffic, especially downtown and along 70th.
- Need more replacement of aged traffic signals for better sight & traffic movements (and additional signal heads on far left-side poles)...
- Stop lights need to be timed better.
- Smart signals and light timing would be very beneficial.
- the timing of the lights in downtown Lincoln needs to be changed
- Expand streets or have other options for handling the traffic better.
- Need to improve traffic lights so through-streets are synced up better. Also, signage needs to be improved. There are many badly signed areas, such as perceived double turns, etc.
- The City needs to be proactive in road expansion and not wait until the problems are critical for example the stretch of S. 56th from Old Cheney to the south. This roadway should have been expanded over 10 years ago.

- why aren't there stop signs and traffic signal arrows to turn? That would cut down on a lot of issues? Never have I seen a town without arrows and so many people running lights or stuck in an intersection after it changes
- So much congestion on Lincoln streets, but I don't know that anything can be done about it. The city is just growing so fast. To go from Havelock to Hwy 2 on 70th Street takes a very long time because of all the traffic.
- Traffic sucks. Let's move into the 21st Century by coordinating signals. I offered $1000 about five yrs ago to spend a day with a planner; no response.
- Traffic lights timed to encourage flow of traffic.
- Speed limits in the city should NEVER exceed 40 mph.
- coordinate the lights
- Also, fix the traffic flow. My gosh, if everyone hits a red light at every intersection you *must* be able to make them green. I can't believe how many red lights I hit. Try something different instead of doing the same old thing and maybe it will work. I get tired of the city seldom trying something different with the traffic timing. Listen to your citizens...we drive the same roads every single day so we know what we are talking about. Just listen to us!
- Check the timing on traffic lights Don't remove traffic lights with turn arrows.
- Timing of lights on major commuter thoroughfares could be better. Traffic enforcement, especially speeding and red light running should be ramped up.

Focus on maintenance:

- Do not widen streets. Maintain what we have first.
- Spend on the bad streets
- Continue to repair existing roads
- most roads are trash
- look into more effective way to repair potholes
- Need to include reconstruction of existing streets in your list, not just build new ones. You can't repave a street forever, eventually you need to replace it.
- I can't stress enough how terrible our current roads are. All available money needs to go into existing roads before we should even consider new projects.
- I moved here a year and a half ago. The state of the roads here was a shock. I'm embarrassed to invite friends and family to visit us here because of the state of the roads. Potholes are horrendous, damaging to vehicles, and reflect very poorly on the priorities of the city of Lincoln.
- Please maintain streets- potholes are horrific
  Please fix our existing streets, add capacity build new for the new jobs coming to Lincoln
- Road repairs must be made with higher quality materials and construction techniques so they last longer
- Please finish road construction projects before leaving and starting a new one.
- Repair current streets first
- repave the existing streets we have been ignoring before we spend all our cities budget money on enhancing our downtown entertainment district.
- Grind down 4 inches and repave instead of filling potholes.
- fix potholes

- Do not widen more streets. Maintain what we have as best as possible. Build streets to minimum needed to serve areas that develop.
- Maintain existing streets and sidewalks first
- Focus on maintaining existing streets.
- please maintain the roads and streets we now have, the number one priority should be to better maintain what we have, our streets are embarrassing, any person in charge of road maintenance should be held accountable to our citizens about what a lousy job they are doing
- Please put money into aging roads.
- too many potholes
- Roads need to be improved but also the construction schedule needs to be evaluated as to not close all of the roads at one time.
- Many residential streets are in general disrepair. North 70th Street is a very busy street and is in terrible condition.
- Street potholes, sidewalks both need regular inspection-not waiting until an injury report or because of pavement damage caused by trees or traffic flow. Doing maintenance sooner seems to be more cost effective.
- fix the streets right the first time
- City needs to prioritize road maintenance in city budget.
- Just take care of the potholes first... The cost of tires, suspension repairs, and wheel alignment negates anything positive about planning for new transportation-related ideas. Also, please insure that the parties responsible for street maintenance follow Best Practices when it comes to methods & products, as opposed to doing the same-old-stuff that they are comfortable with.
- I was unable to make it to the Old Cheney Road project meeting, so this information may have been given there. This spring all of the sidewalk corners on Old Cheney from 40th to 56th have been torn up and redone. These were not, in my opinion, necessary. However, the potholes in the street right next to these new sidewalk improvements would be much higher on the priority list.
- Changing plowing of snow from a 4" to 6" IMHO is not acceptable. The snow melt/freeze cycle causes residential roads to become hazardous at times for several weeks. Changing to plowing at 6" is beyond what many vehicles can safely egress neighborhoods, perhaps for several days. Not a good idea.
- Please stop using the brine. The county does not use brine and compared to city roads they're great. Lets fix what exists before trying to expand beyond manageable levels.
- We really need better timed stoplights and pothole repair.
- More pot holes fixed
- Fix the roads correctly. Fund the roads before anymore fluff. Patching does *not* qualify as fixing the roads. My daughter blew a tire and rim south of Old Cheney and 27th this year. This pothole/trouble area has been this way for years...every year the city patches it (*terribly*) and then it breaks up within one rain storm. Fix the road. Old Cheney was patched last year and it's just as rough as it was before the patching began. What a waste of money the patching is. Fix the roads.
- Fix the roads!
- Quit tearing up the streets when you do snow removal!!!!! Figure out a way to get rid of the snow without destroying the pavement - even if you don't get all of the snow removed. Also use easier ways of paving. It does not last anyway so have a more efficient method of repaving streets when they need it. Fix all potholes all the time!!!!

- Also - the major problems are roads that are improperly maintained. Roads shouldn't have to close every year or even every other year to be repaired. Potholes are an embarrassment. Normal BLVD is a good example - this spring many of the lanes remained closed but yet no work being done, or the road was not repaired when it was closed due to repair of the sewers.

Strategic ideas:

- Community sprawl is leading to road funding issues. Our number of lane miles is too high in comparison to population and sustaining adequate infrastructure. Southern urban sprawling its developers need to pay a higher premium per lot going to roads. Should be a linear foot, exponentially rising cost per lot. I'm a new homeowner and would be for this measure.
- Many neighborhoods have residential streets that are used as residential access, as bike routes, and also as thoroughfares for people looking to dodge traffic. (E.g., 44th st., Folkways Blvd.) Creative traffic management (speed humps, one-way sections with contraflow bike lanes, discontinuities with bike pass-throughs, traffic circles) would make these streets much more enjoyable for residents and people on bikes. Speed humps would be great in *lots* of residential places, especially near schools where lots of people speed through neighborhoods at precisely the worst time to do so.
- Its slow to get anywhere in Lincoln; lots of 2 lane roads; you should model Omaha they have great road systems
- Four lane all roads on initial paving, quit waiting till they are heavy populated and traveled to widen them. I.E. 14th,27th, 40th, 56th, 70th, 84th, 98th - Yankee Hill to Saltillo, NW 48th Street - Interstate to HWY. 34
- Make turn lanes and put turning Lights at more intersection and let more that 2 or 3 cars thru
- city has out grown it's road ways
- Be more mindful with road closures. Sometimes multiple projects going on in the same section of town can really mess up traffic. Too many detours bottlenecking other roads.
- Please don't do all the road projects at once again
- The older streets in Lincoln are not designed for the number of people now living in Lincoln.
- Lincoln and Lancaster County need to work together better when planning the timing of road projects. As I write this both S 56th and S 70th are closed due to construction at the same time. This limits access from south of Lincoln to only 40th and 84th streets which adds time and mileage for anyone trying to enter or leave the city.
- if you want Lincoln to grow you have to entice them to come and then stay. People in the midwest like cars. The east coast loves trains. thats because the water precludes them from building roads. we have land. That means we can build roads and not trains.
- Do not widen streets on the edge of the community to more than two plus turn lanes. Get minimum needed pavement there to serve growth. Don't widen interior streets to more than two plus turn lanes either.
- Maintaining existing roads and enhancing or adding new roads where City is growing is top priority.
- Many of the proposed street projects that we were to choose from are not needed and a waste of money. The city needs to focus on maintaining it's existing roads before building new ones. If the South Beltway is being built to fix congestion on Hwy 2 then why would there be a need for Hwy 2 to have 6 lanes??

- As I mentioned earlier....planning ahead and acquiring ROW for future needs is critical. Don't wait until an area is fully developed before rebuilding the roads to meet the needs. The Highlands did this years ago and North 98th Street (between O & Holdrege) is another good example. Don't need to build the 4 lanes now, but the ROW is in place for it. Also....there are some roads in terrible condition around town, and lots of them.
- If Lincoln's PMV owners were expected to deal with a comparable degree of inconvenience to get from one place to another as bus riders are, only arterial streets would be paved.
- We need more high speed thoroughfares heading east-west and North-south. There are few roads that can take you either all the way north/ south. Or all the way east/ west.
- It would be nice if they could build roads once the right way so we don't need to continuously close streets to widen.
- Spend funds on more capacity and repairs
- Let's widen our streets so traffic can flow!
- I would like to see road repair and construction improved so that not as many major roads are closed or down to one lane at the same time. It should not have taken 1+ years for 56th project (Old Cheney to Pine Lake Road)
- Need more common sense when scheduling road construction. Can't tear up all north-south roads at same time. Stop light timing is horrible
- Do not widen interior streets to more than 3 lanes and don't build new streets wider than three lanes.

Need for better north-south roads:

- Very hard to get north or south in mid Lincoln
- The difficulty getting from North East Lincoln to South Lincoln is frustrating. I find myself heading to Gretna to shop, must faster, less stressful.
- There really needs to be a 4-lane street (besides 84th) linking north Lincoln to south Lincoln.
- A north/south and east/west bypass, with feeder roads, would optimize travel times across the city. In addition, StarTran should add more routes that overlap, allowing for bus changes, to reach destinations across the city. Downtown shouldn't be the only transfer station. It can take a person four hours to get to a medical appointment if they depend on the city buses
- As 84th Street continues to develop and additional traffic lights are installed, it becomes even more important to have a good North-South thoroughfare on the east side of Lincoln. 98th Street would be good; East beltway would be better.
- We have to improve N-S traffic flow in Lincoln by either widening existing arterials, or having a central expressway. South & East Beltways will improve I80 access to S Lincoln
- Extreme need to improve North/South travel
- Street widening of North/South routes is needed most in this city. The bottlenecks (single lane each way) on 27th St, 40th St, 48th St. and 56th St. in a city of Lincoln size is absurd.
- We need a major road to travel from south to north.
- Not sure this "hub" system that takes everything downtown is the way to go. How about a N-S,E-W grid system?
- Very few projects to update north south travel in the city.
- Need to widen all south/north major roads. Major interior roads from south to north are ridiculous and cannot handle the traffic (especially 27th street).

- North/south traffic on the east side of Lincoln needs to be addressed.
- Traffic signals, traffic signals, traffic signals. We need faster ways to travel North-South in particular. Signals need to be timed appropriately, and/or add sensors. Cotner/O, 56th/O, 48th/O turn lanes are all poorly timed.
- Need North-South 4 Lanes all the way
- The north south roads really need improvement. Very hard to get from south Lincoln. Emergency services to hospitals is compromised by this especially when the rail spur by Hwy 2 becomes more utilized.

Support for Beltway:

- Need a beltway from going south to north.
- There needs to be a bypass from nw Lincoln to sw Lincoln. as it stands I have to go east to go west.
- The South and East Beltways are 10 years overdue, straining an aging infrastructure. This is the slowest city to cross - in all of Nebraska.
- Make sure we have funding for a south beltway.
- It is imperative that we get a Beltway system around Lincoln if we want to continue to grow safely and travel efficiently. Highway 2 is awful at rush times.
- East beltway would be FABULOUS!
- I think going north to south 27th, 40th, 48th, 56th, or 70th is very slow and arduous. We need a north-south beltway.
- South and East beltways
- The South Beltway project is important to mitigate safety concerns on Hwy 2 - make sure funding doesn't get diverted by other political processes. The East Beltway Lincoln is equally important to make the entire City of Lincoln accessible to people who live east and North of the City.
- i can't overstate how much a beltway is needed. Lincoln is a phenomenal place to live, and one of my only complaints is the inability to get around town.
- EAST BYPASS, is a must. Please look at any other city of Lincoln's size and name one that doesn't have a loop around it.
- Need belt ways all around city for ease of getting around and time.
- 84th street from "O" to US Hwy 6 is extremely busy. The East Beltway needs to be addressed soon.
- By far the biggest problem we see is the delay in committing and constructing an East Beltway. We live on 148th St. and it is highly overloaded. Since the completion of the Highway 2 exchange at 162nd truck and through traffic has increased significantly.
- Should focus on safety as well as the functionality of moving traffic via bypasses
- Prioritize east beltway
- It is so hard to get south to north or diagonally across town. I often take 77 to bypass Lincoln all together. South beltway needs to be built, please.
- The most important transportation infrastructure that can be built are the south and east beltways
- Let's focus on a beltway, please - Lincoln is the butt of too many jokes about getting from point a to point b. Take a lesson from Omaha.
- Build the south beltway. Schedule construction better so that major roads are not under construction at the same time. Fine contractors if a project takes longer then the estimated time.
- I think completing a good beltway around the city is important.

- An East Beltway should be a priority.
- I feel the east beltway needs to be done ASAP

Widen 27th Street:

- 27th street needs to be widened for efficient traffic flow.
- Build a 4 lane Elevated Overpass over 27th Street between South Street and Highway 2, just like they have in Omaha for Dodge Street.
- 27th St is one of the main problems in Lincoln because it is only 2 lane from South St to Hwy 2. This compounds traffic issues in multiple areas. Why hasn't this been addressed?
- widen 27th South to Hwy 2
- Widen South 27th street to 4 lanes through Country Club neighborhood. I continue to dislike the roundabouts because they are too small. If there are 2 cars circling, everybody else has to stop and wait until the cars exit.
- Yes, 27th Street from South Street to HWY 2 should be widened to a minimum of 4 lanes. There are major vehicular backups in this area.
- widen 27 south to hwy 2
- widening S 27th Street between South Street and Hwy 2 is the highest priority project or it should be
- widen South 27th street. This is a must

Other specific intersection or roadway project ideas:

- Perhaps a stop light at 56th and Arbor; the traffic has increased dramatically in the past decade
- Widen 48 from superior st to hi way 2. Intersection at NW 1st. Fletcher and hi way 34. Needs major change
- There is a lot of congestion at the intersection of NW 1st and Fletcher, where so many people must make a U-turn. We also need a "yield to U-turn" or "U-turn must yield" at that intersection.
- more attention needed to the north side of town, 27th street and the I-80 is pathetic.
- The addition of the 12th street overpass would not only ease the congestion on the intersection of 1st and HWY 34, it would be much safer for the kids going to the school in Fallbrook instead of having to cross the highway as they do now.
- open up the additional lanes @ 14th & Superior roundabout.
- NW 27th ST O Street to Vine needs to be paved
- Please increase accessibility to Fallbrook/HWY 34 so drivers aren't using neighborhood streets to pick up students etc. from School
- Return the 14th street round about to 3 lanes. There is definitely enough to traffic to need the 3 vs 2 lanes.
- Adding a bridge across Hwy 34 at NW 12th would each congestion at NW1st and Hwy 34. There needs to be an intersection at NW1st and Fletcher as well because of all the congestion,e.g., people doing u-turns at NW1st and HWY 34 to get to Fletcher, being forced to do a u-turn to get from Fletcher to southbound NW 1st.
- Even with the round-about on N 14th street, traffic is backed up everyday from Superior to Cornhusker and especially on football game days.
- Yes northwest Lincoln 12 th st overpass needs to addressed asap for the safety of children going to school at school. It would reduce the pressure on the first and Fletcher hwy 34 crossing immensely.

- NW Fletcher Ave from NW 1st to Hwy 34 needs attention.
- Biggest need is for cross-town expressways. Possibly an elevated highway to enable getting from Northeast to Southwest.
- enhance Saltillo and you don't need the bypass
- I began traveling on A Street daily 9 months ago. The road is a complete mess from Cotner to SW 40th street. The entire stretch needs to be redone.
- The intersections of South Cotner Blvd. and 48th Street as well as the intersection of 48th Street and A Street are in terrible condition. Consider redoing the intersections in concrete instead of macadam.
- Also Adams and Holdredge need higher capacity. And all of 48th Street and North 70th Street also need more capacity.
- widen 48 o street to hwy 2
- South 14th by the State Correctional facility needs to be resurfaced.
- STREET LIGHT AT WEST O & NW 48th TURN SIGNAL TOWARDS SHOEMAKERS COULD BE A FLASHING YELLOW TURN SIGNAL....THERE ISN'T MUCH TRAFFIC AFTER 8pm AND BEFORE 6am. THE WEST O LIGHT DOESN'T STAY GREEN VERY LONG...THE TRAFFIC COMING OFF OF NW 48TH FROM AIR PARK STAYS GREEN FOREVER AT NIGHT WHEN THERE IS 2-4 CARS AND THEN NOTHING. YOU HAVE TO WAIT FOREVER TO GO THROUGH ON WEST O TO GET TO CRETE CARRIER.
- I'm sure this is an old idea and has been eliminated for some reason or another, but in an effort to relieve traffic from south Lincoln to Waverly/Omaha, 148th street should be widened from hwy 2 to Waverly and on/off ramps added to the east Waverly viaduct. The highway could be routed around Prairie Home and Old Cheney could be widened from 84th to 148th.
- Make Hwy 77 an interstate with no lights (put in exit and entrance ramps). Extremely dangerous road as it currently exits with lights and short merge lanes from other roads.
- Make right turn lane at 70th & Hwy 2 East Bound
- Continued delay of the West A street project is a serious safety concern. This project needs to be kept to the original timeline outlined in the current CIP with ROW acquisition beginning in 2016.
- An Interchange at U.S. 34 & Fletcher Ave. would really improve safety for both vehicles and pedestrians at that intersection. There is room for it (and grade, too - I believe at one time, it was an overpass/underpass structure~).....
- Widen to 4 lanes the major core roads i.e. 27th, 48th and 56 in the core of the city.
- Fix traffic flow on major Fix lights on Antelope Parkway--its is one big parking lot at rush hour.
- stop stealing rail road safety and other funds to pay for the south beltway

Roundabouts:

- Future roundabouts must be made large enough for trucks with sleepers pulling a 53’ trailer
- Do not use curb on roundabouts; over time they crack, concrete breaks and become strewn on the roadway
- I like roundabouts, but please stop spending money on landscaping them. Parks & Rec can't keep up w/maintenance & then they end up looking awful. No structures in roundabouts either please.
- And, $950000 seems like an enormous amount of money to landscape the 14th & superior roundabout.
- Stop using roundabouts on busy roads. They work well on residential roads. Dont put them in on places like Pine Lake, Superior

- I hope that there are more creative solutions to intersections than plopping down roundabouts. The Superior and N. 14th debacle ought to make everyone think twice about such plans. I think the elevated roundabout planned for S. 14th and Old Cheney is going to be another such mess.
- Build more roundabouts at intersections within the built environment.
- Roundabouts needed.
- Replace the roundabout on Superior with a normal intersection.
- Roads planners are horrible! We are making the same mistakes in the newer areas that we have in the past. Get off the round-a-bout kick for EVERY intersection. They are not practical everywhere. Build streets with future traffic flow in mind. I know that seems obvious but it appears that our roads planners have missed that boat. With the wheel tax as unbelievably high as it is we should have perfect streets.
- Stop putting in round abouts. Have turn signals when there is a turning lane and working all the time.
- We need many more roundabouts; put 'em everywhere!

General

Decreased emphasis on automobile; more focus on alternative modes:

- Decrease car road diet in favor of bike and public transportation. Develop a cohesive public transportation system, potentially including bus rapid transit, dedicated bus lanes, etc. Educate drivers to accept on street bike traffic and promote pedestrian safety and mobility. Limit road widening, as this creates barriers to pedestrians and isolates city neighborhoods. Apply URBAN transportation models and concepts as opposed to SUBURBAN transportation models and concepts. Redirect the focus away from the car.
- My dream is to be able to get around Lincoln as much as possible without using my car, only my bike and/or public transportation, easily.
- Less cars and more bikes and walkers equals a healthier Lincoln!
- Too much catering to single drivers. I would prefer not to have to be one, but you give me little choice
- The plan perpetuates an auto-centric city
- Prepare & begin to get off fossil fuels! More & better public transportation, more charging stations.
- I think it would be a worthwhile public campaign to encourage walking, biking, busing, carpooling, working from home, non-traditional schedules, etc. to reduce pollution and traffic congestion.
- More effort should be made to make heavily trafficked businesses accessible by foot or bike. This doesn't just mean expanding trails, it means placing these businesses near trails. And deprioritizing placement of businesses like banks at prime intersections and trail access points- like union bank, frontier bank, cornhusker bank. Why do we need so many brick and mortar banks located in prime areas for restaurants, shops, etc?
- Transportation and zoning go hand in hand. Just as parking requirements are in place for zoning, so too should there be bike parking and bike access as requirements. Multimodal access cannot be a nice to have; it is a must have.
- I wish we had more public transportation options.
- This survey heavily emphasized roads over biking and busing alternatives. We need to put more emphasis on public transportation development and reducing our reliance on cars.

Plan for technology:

- Consider the impact of autonomous cars on long range transportation planning
- Stop with roads & start investing in autonomous vehicles
- No more big roads: technological advancements are reducing the need for wide high speed roads.
- Prioritize $$ for traffic signal technology
- City should use electric cars ONLY
- spend resources on improving traffic flow! we need hi-tech solutions

Other General Comments:

- Lincoln needs to use transportation based zoning (good example, Portland, OR)
- I would like to see a continued support for the entire community so all citizens can enjoy what Lincoln has to offer.
- I would ask you to consider that the demographics of people most inclined to take this survey will undoubtedly skew the results. I estimate that people with access to technology, higher socioeconomic status, and a higher level of education may be more inclined to give input. This would mean that certain geographical areas of town will be underrepresented and underreported. (North, Northwest, and West areas especially.)
- It's a nightmare. Drastic changes are needed.
- Spread projects out, don't shut down one whole side of the city
- Sure would be nice if planners would focus on knocking out fewer projects at a time utilizing larger crews and completing road projects in a timely manner. Why couldn't a project be completed 5 times faster with 5 times the manpower & equipment on site working around the clock? Small crew + big job = long wait to complete.
- Preplan, we should be building for what is expanding in the future not building for what developed 10 years ago.
- Yes, defeat Sen. Kolowski's bill LB716. What a crock, especially the part in the bill that would repeal a current statute referred to as the 'mandatory sidepath'. If this passes then what would be the purpose for any trails? Cyclist will no longer have to take the path, they can just ride on any street, highway, etc and all cars & trucks have to watch out, slow down, or 'run over' them. Then the lawsuits begin. What a can of worms, all for political correctness. The tail waging the dog once again! Common sense people, use your God given common sense please.
- Don't view transportation as a charity paid by tax dollars but as a business.
- It should be easier to get around a community of our size in a car. It is disappointing that it has gotten out of hand. I hope that big strides can be made and groups can work together.
- I appreciate the city reaching out to residents for input on transportation issues.
- I appreciate being surveyed.
- Keep Lincoln green!
- Coordinate your projects
- Stop being so provincial and view Omaha as a mutually beneficial asset to work with, a rising tide floats all boats with larger companies WHO WILL NOT LOOK AT EITHER CITY IF NOT VIEWED TOGETHER! THEREFORE RAIL LINE OR OTHER TO CONNECT CITIES AIRPORT COOPERATION ETC.
- Planning and zoning to minimize sprawl. Planning and zoning to encourage more downtown living and shopping. No guns on buses.

- Continue to develop more dense housing where it can be supported. No more developments without sidewalks. More developments that don't strand people in deserts where you have to have a car to get by with the basics. thanks for all of your efforts - I love Lincoln!
- Thanks for all you do!
- Those who drive autos in Lincoln should face steep fines for recklessness such as running red lights and for DUI. For many years now this just has not been the case; punishments are not strict enough or deterrent. I would like to see intersection cameras that record violations at intersections and automatically ticket the drivers.
- Also, has anyone noticed what Kearney has done with their canal system? Google Kearney Whitewater...Kearney created this without taxpayer dollars and I believe Lincoln could do something very similar with salt creek.
- I think Lincoln is under a lot of construction at the moment and the transportation department receives a lot of scrutiny. I do feel the outcome will be well worth it and money invested wisely.
- We need more funding for transportation
- I volunteer with Foodnet, and I am concerned about the train traffic that sometime blocks in the neighborhood around 1st and F where our Foodnet site is. If there were a medical emergency of a person in that area, there are times when the trains would make it impossible for an ambulance to enter that area for several minutes. I do not live in that neighborhood, but I am there every Sat. and have seen the trains "seal off" the neighborhood.
- Allow more private transportation options.
- Plan ahead raise taxes, if it's for roads and improving traffic flow people will be ok with the rise in taxes. Hold construction crews accountable for on time completion and provide incentives for early completion. Penalties for late completion. Work at night.
- Public works does a VERY POOR job of planning projects. They also do a very poor job hiring contractors and completing projects on time. They have pulled the wool over the Mayors eyes on how well they do.
- Try going back to the transportation system we had. We actually used to have a good transit system! We need it back!!
- I think the West side of Lincoln has been ignored too long. The planning department continually uses excuses to push the project back. It is unacceptable when the city purports to balance the needs of all of the citizens.
- Use the wheel tax for road/street work ONLY
- It appears it would make no difference to comment
- Urban sprawl has decreased the quality of life in Lincoln.
- Better coordination on road construction projects, traffic light coordination, fine the company doing the work south of 56th and Old Cheney. They are long overdue and should not be considered for future projects.

Attachment A. Sign In Sheets

LINCOLN MPO METROPOLITAN PLANNING ORGANIZATION

Long Range Transportation Plan Update

Name	Mailing Address	Email (optional)
Brian Praeuner	710 J Street/StarTran	
Richard Schmeling	4612 Van Dorn St, Lincoln, NE 68506	
Maryann Deno Brock) for Tony Brock	5625 "O" Street Lincoln, NE 68510	tbrock@inebraska.com.
Carl Eskridge	125 N 13th #1007 68508	Cskridge@aol.com
Coby Mach	620 N 48th 68504	
Lee Mathew	11800 VanDorn Waverly (68462)	
Brayden M McLaughlin	2041 S 18th 68502	mclaughlinbrayden@gmail.com
Jade Steffen	7821 S Street 68506	
Doug Holle	8600 Lavender Cir 68505	dholle@schemmer.com
Brendan Lilley	444 Cherrycreek Rd 68528	blilley@lancaster.ne.gov.
Kris Humphrey	949 W. Bond St Ste 200 68512	khumphrey@lincoln.ne.gov
Don Zumstein	3000 O St Lincoln 68503	
Dave Fiala		fiala@futuresone.com

LINCOLN MPO
METROPOLITAN PLANNING ORGANIZATION

Long Range Transportation Plan Update

Name	Mailing Address	Email (optional)
Ralph Hayden	5544 S 80th 68516	
David Schoenrock	3411 "S" 68503	
Brad Zumwalt	Nebraska Dept of Roads	
Kyle Steffen	7821 South St 68506	
Randy Jones	—	RSJones@lincoln.ne.org
Bruce Stahr	2400 S. 14th	bruce@stahr

LINCOLN MPO
METROPOLITAN PLANNING ORGANIZATION

Long Range Transportation Plan Update

Name	Mailing Address	Email (optional)
Janis Heim	1124 A St, Apt #1, Lincoln 68502	janis.heim@gmail.com
Pam Dingman	444 Cherry Creek	pdingmen@lancaster.ne.gov

Attachment B. Public Meeting Boards

Welcome!

Lincoln Metropolitan Organization
Long Range Transportation Plan
Open House Public Meeting

We are pleased you are here this evening to learn more about Lincoln's transportation system.

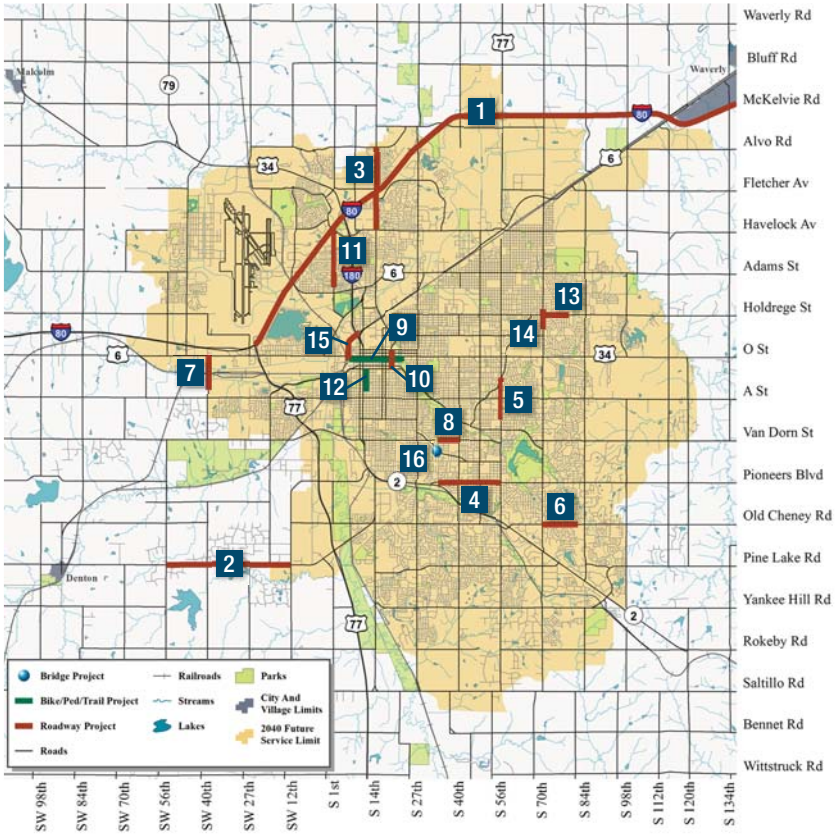
The Lincoln Metropolitan Planning Organization is eager to hear your ideas to help shape a safer and more efficient transportation system for your community.

How to get the most out of this meeting:

- Spend as little or as much time with us this evening as you like.
- Check out each display and talk with our staff to learn more and share your ideas.
- Participate in the interactive activities to help us understand your priorities.
- Complete a comment sheet and place it in the drop box.

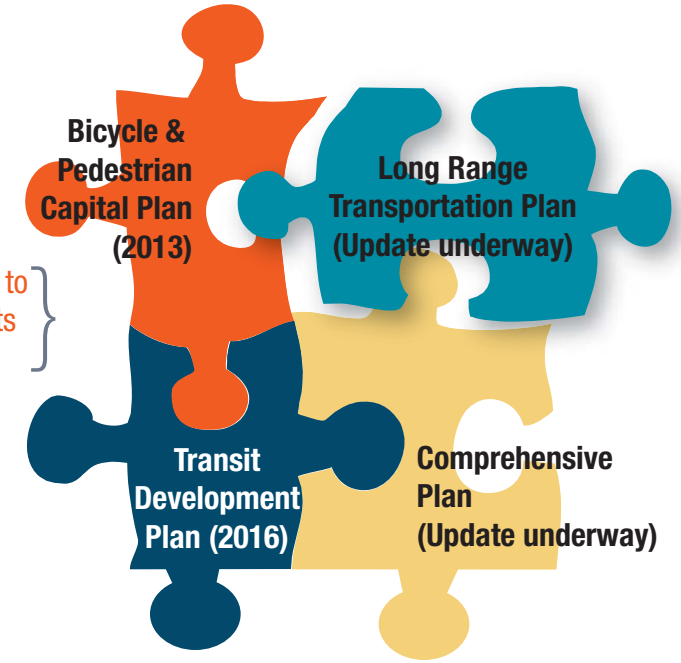
Transportation Planning in Lincoln

Transportation planning helps the region set a vision for our transportation sytem and establish funding priorities.



These projects have been completed since the last LRTP

1. I-80 Widening
2. W. Denton Rd. Construction
3. N. 14th St. Widening
4. Pioneers Blvd. 2+1
5. 56th St. 2+1
6. Old Cheney Rd. Widening
7. SW 40th St. Viaduct
8. Van Dorn St. 2+1
9. N. Street Cycle Track
10. Antelope Valley Pkwy. Widening
11. 1st St. 2+1
12. 11th St. Bike Lanes
13. Holdrege St. 2+1
14. N. 70th St. 2+1
15. Pinnacle Bank Arena Dr. New Road
16. Penny Bridge Replacement



Your involvement helps to ensure the plan reflects community values.

This is an important step in updating our existing plan

We are Here

Current LRTP Adopted 2011

STAGE 1 The Need
Identify current and future deficiencies, solicit ideas for improvements.

STAGE 2 Priorities
Understand community priorities and solicit imput on strategies to allocate resources.

STAGE 3 Vision
Solicit feedack on the draft LRTP recommendations.

LRTP Adoption Dec. 2016

LINCOLN MPO METROPOLITAN PLANNING ORGANIZATION

Current and Future Needs

Our current infrastructure is our springboard into the future.

GROWTH
Roughly 40% growth in households and employment is expected between now and 2040.

TRAVEL PATTERNS
Today, the average commute in Lancaster County is 18.4 minutes, and four out of five residents drive to work alone.

TRAFFIC
Vehicle-miles of travel are expected to grow considerably, and congestion will increase.

BICYCLE
The trails provide a strong spine for biking in Lincoln, and on-street bike routes complement the network; more bike facilities are planned.

PEDESTRIAN
Lincoln has sidewalks alongside most arterial and neighborhood streets; maintenance is important so the sidewalks remain an asset to the commuinty.

TRANSIT
StarTran's bus and paratransit service have an annual rideship of nearly 2.5 million.

RAILROAD
A network of railroad tracks extends radially from central Lincoln. There are over 100 at-grade crossings which cause safety concerns and travel delays.

How and where can we improve our current infrastructure?

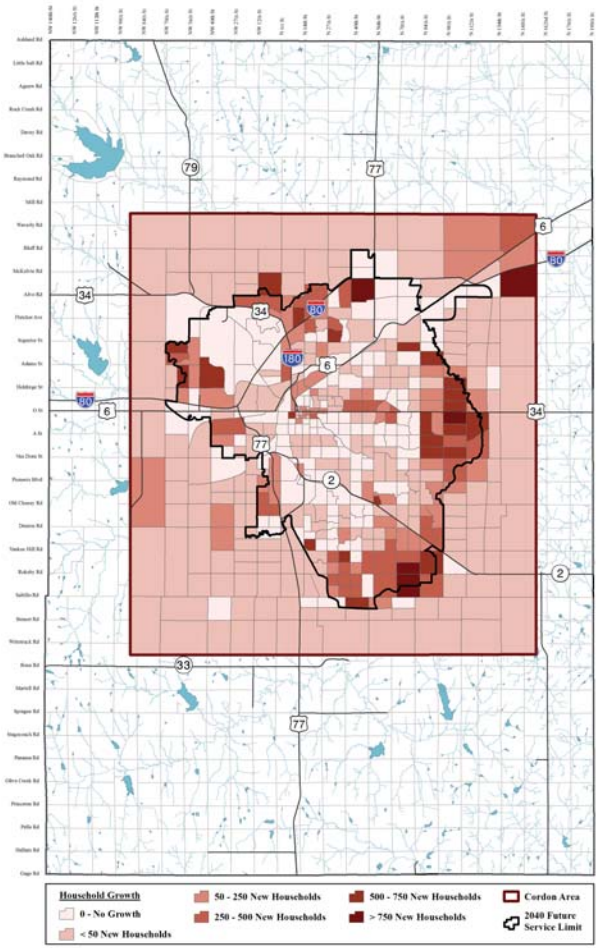
- How will Lincoln grow and change into the future?
- What do we need more of?
- What do we need less of?

Your input will help establish the priorities and needs for our transportation system.

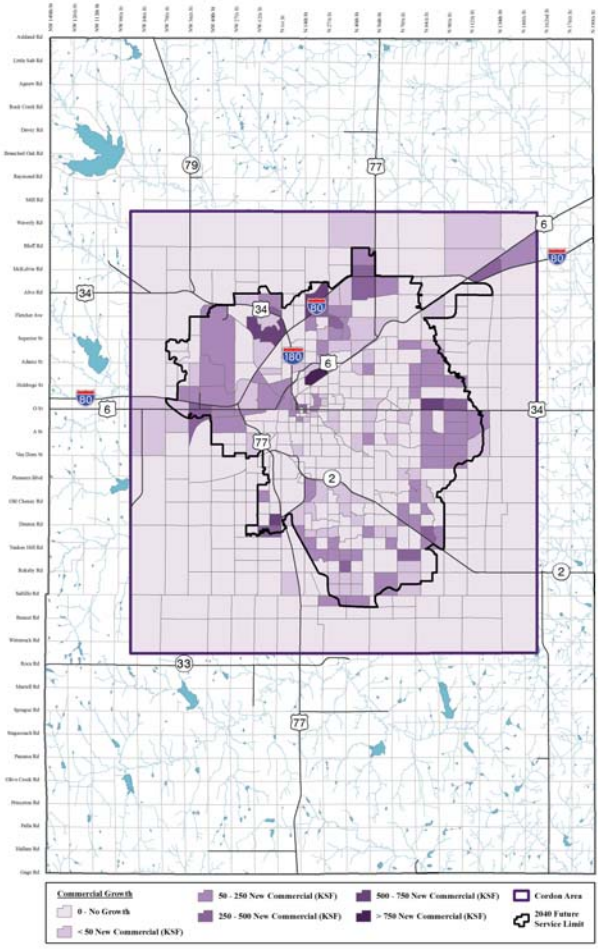
- The LRTP Update is your document and your future
- The LRTP helps to secure funding for future projects

Household and Employment Growth

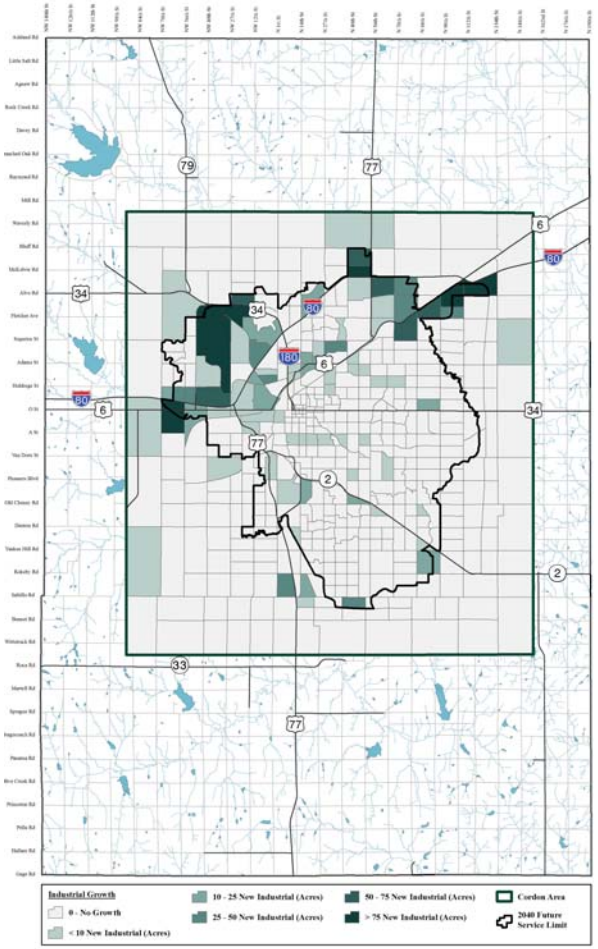
HOUSEHOLD GROWTH



COMMERCIAL EMPLOYMENT GROWTH



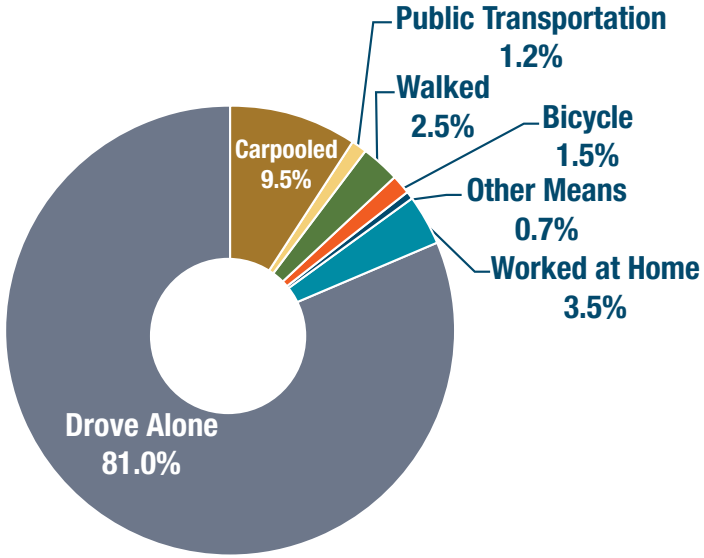
INDUSTRIAL EMPLOYMENT GROWTH



Travel Patterns

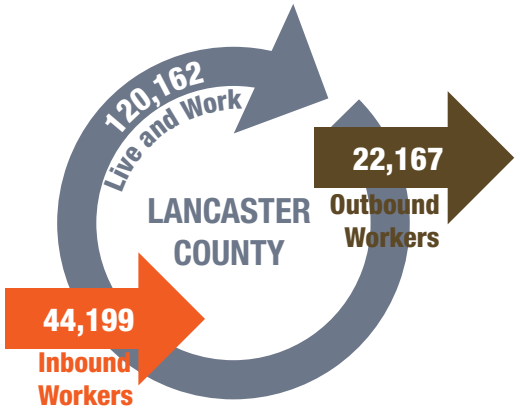
COMMUTER MODE SPLIT

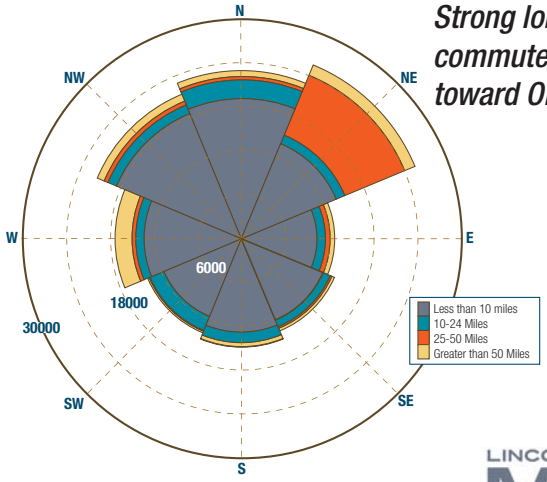
7,614
Households in Lancaster County without access to a vehicle (6.5%)



WORKFLOWS

18.4
Average commute time in Lancaster County (minutes)

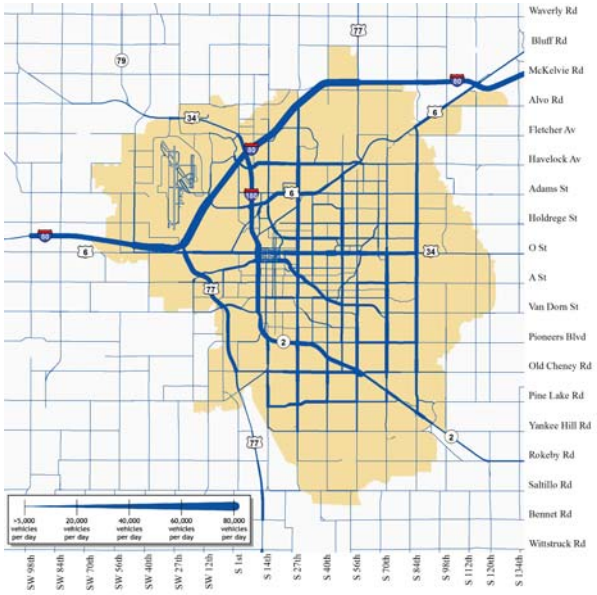




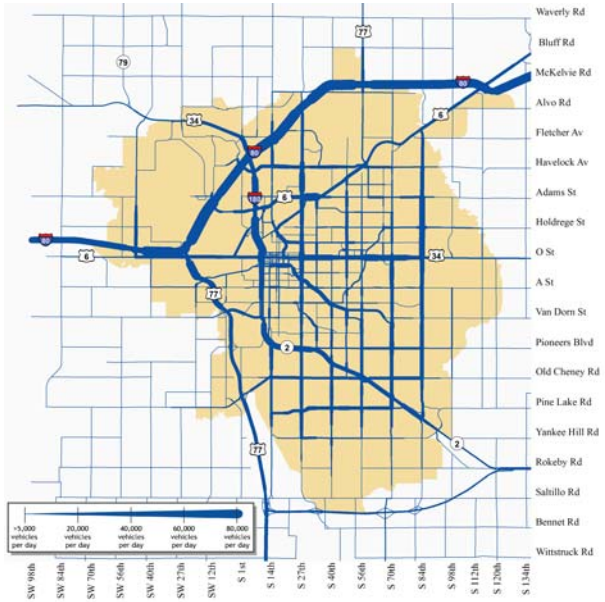
Strong long-distance commuter orientation toward Omaha

Traffic Growth Over Time

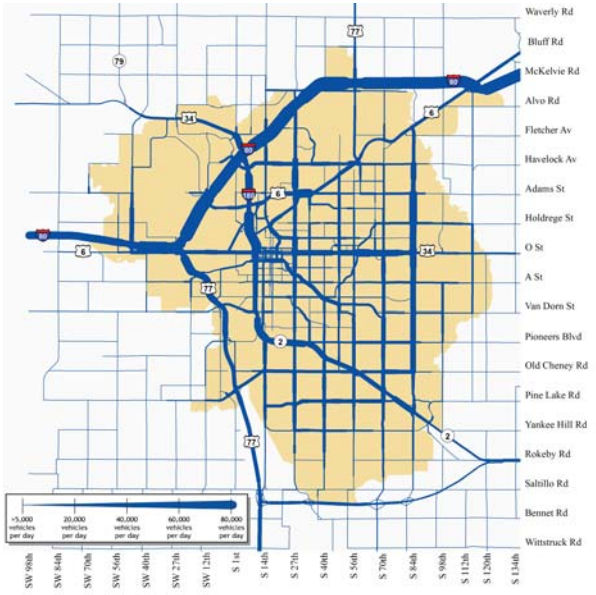
EXISTING (2015)



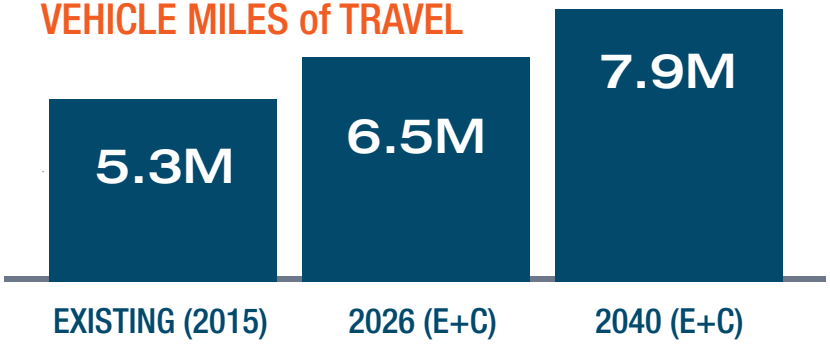
2026 (E+C)



2040 (E+C)

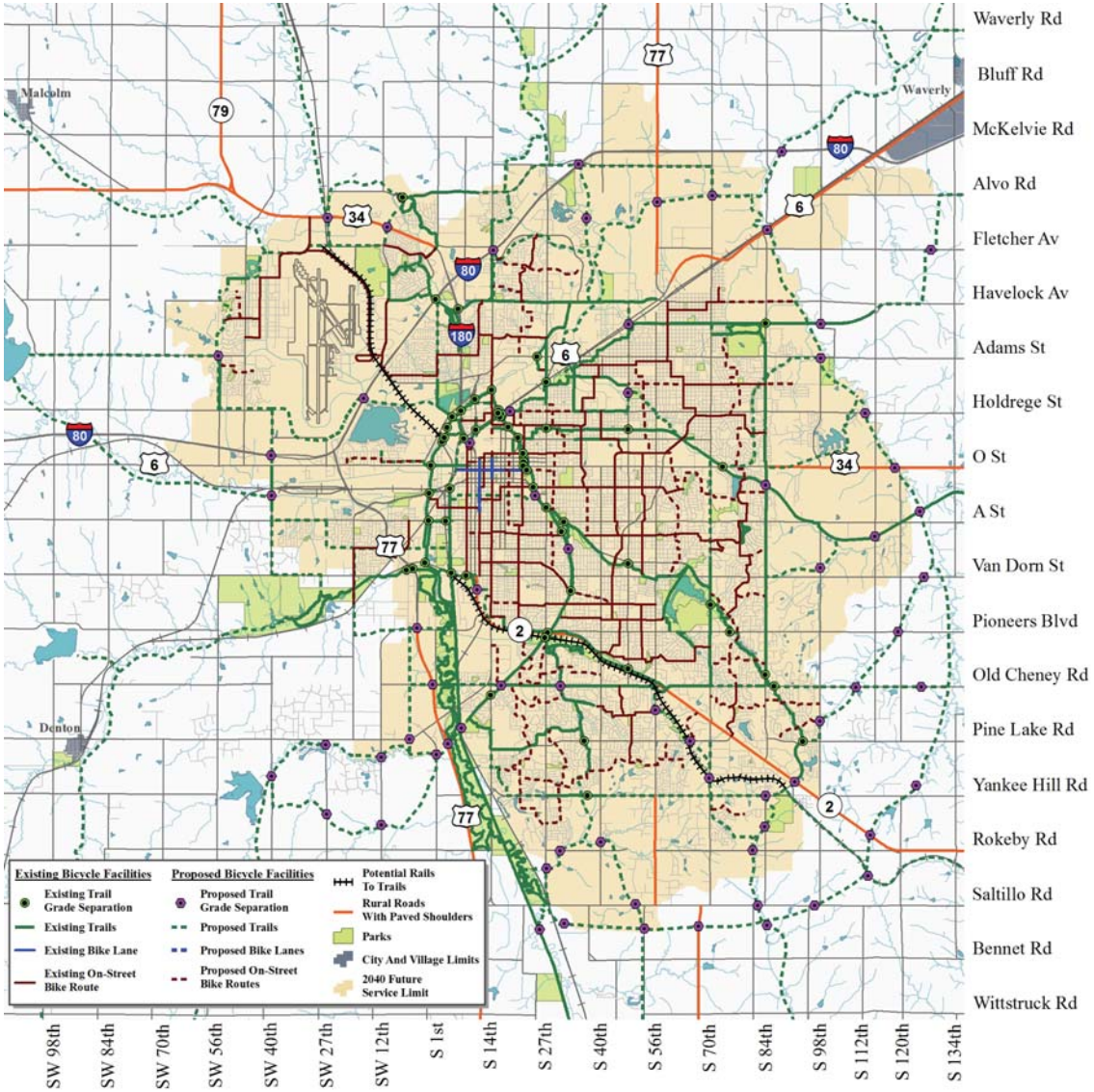


VEHICLE MILES of TRAVEL



The 2026 and 2040 forecasts are based on the existing network plus projects that have committed funding - the Existing plus Committed (E+C) network.

Existing & Proposed Bicycle Facilities

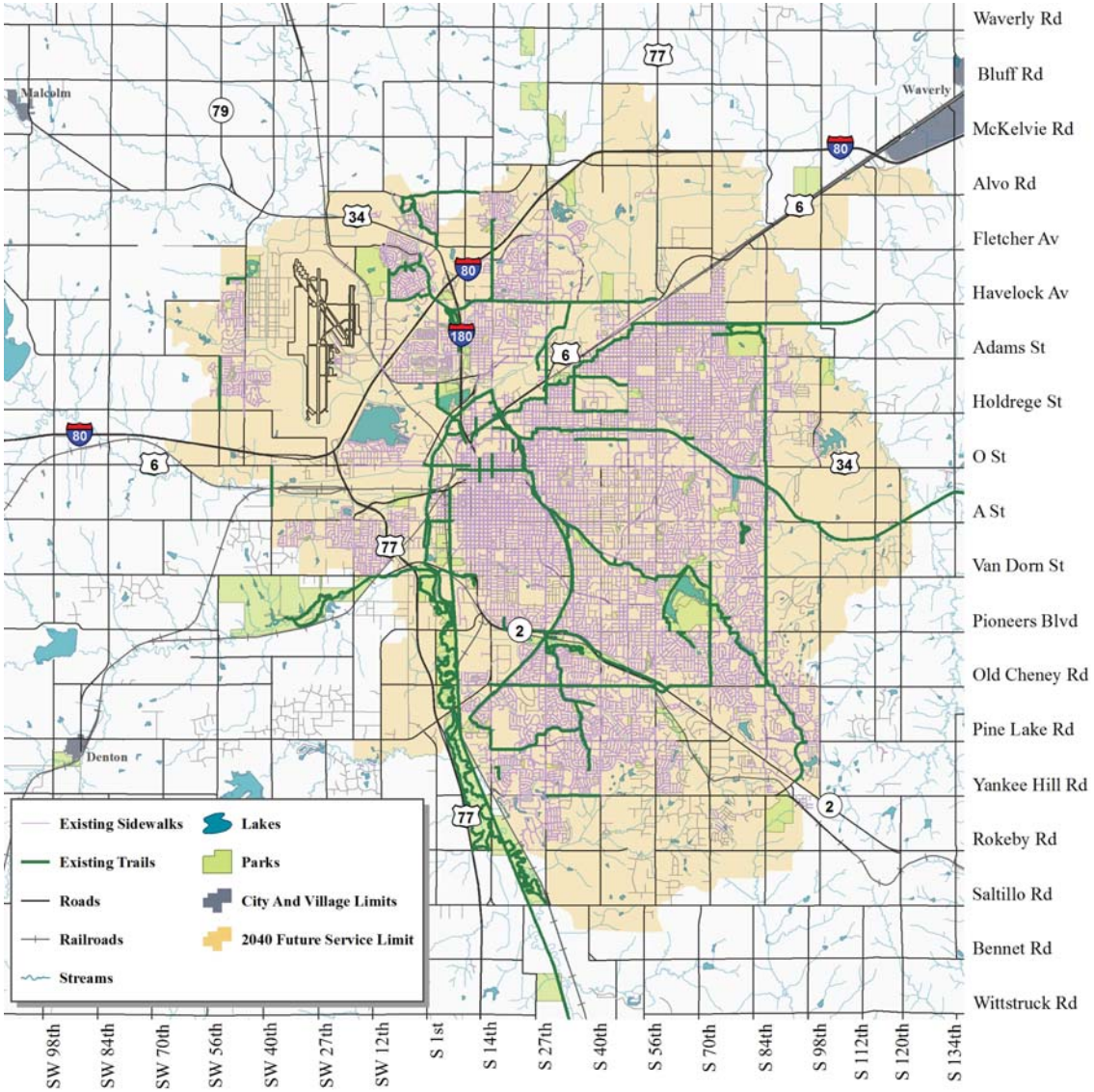


239
Miles of existing bike facilites (trails, bike lanes, bike routes)

Bicycle Network Needs

- Maintenance
- Complete missing links
- Address difficult arterial crossings
- Accommodate non-experienced riders

Existing Pedestrian Network

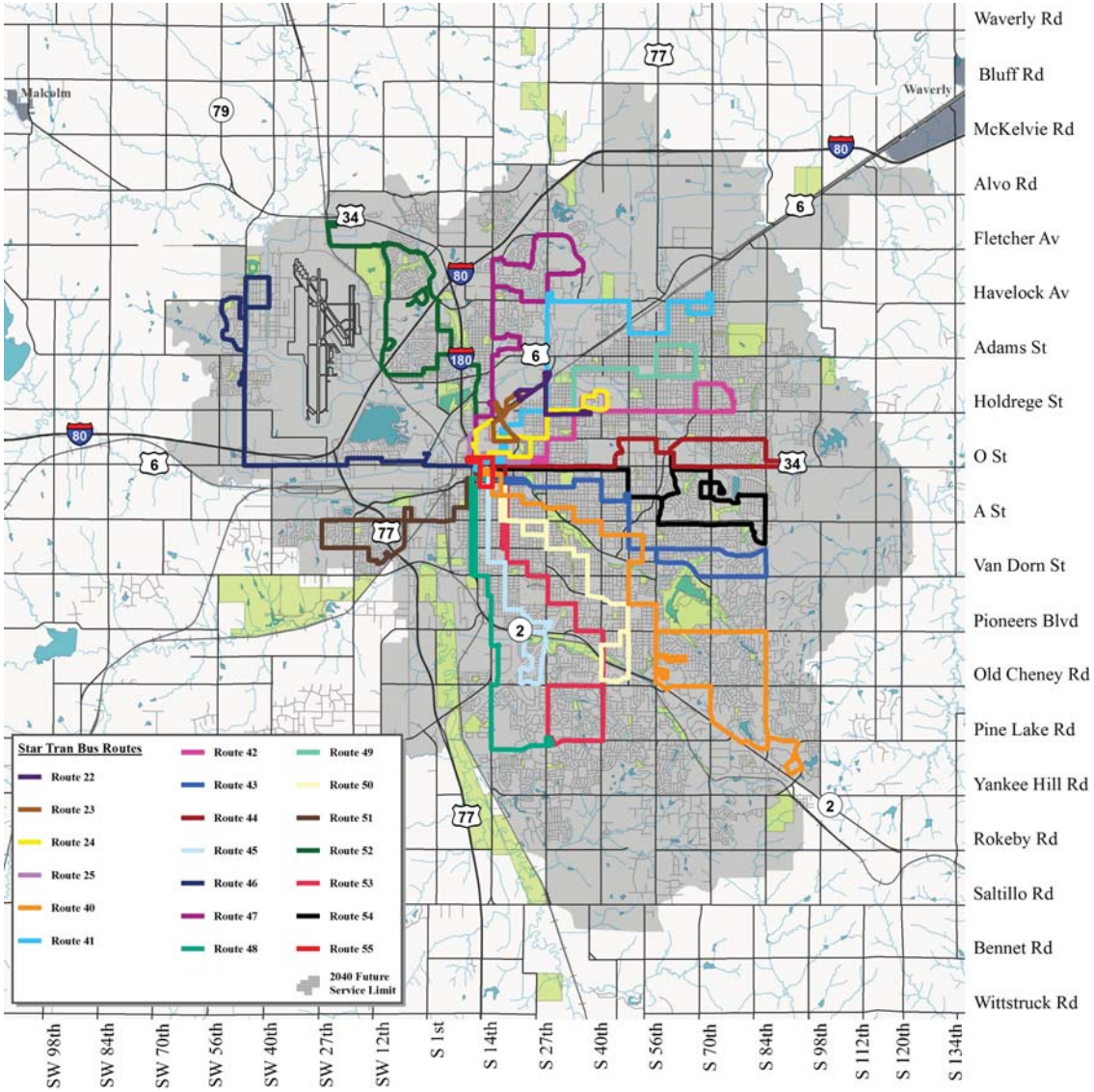


1,700+
Miles of sidewalks

Pedestrian Network Needs

- Maintenance
- Address difficult arterial crossings
- ADA compliance

Existing Transit System



20
Fixed routes

Transit Needs

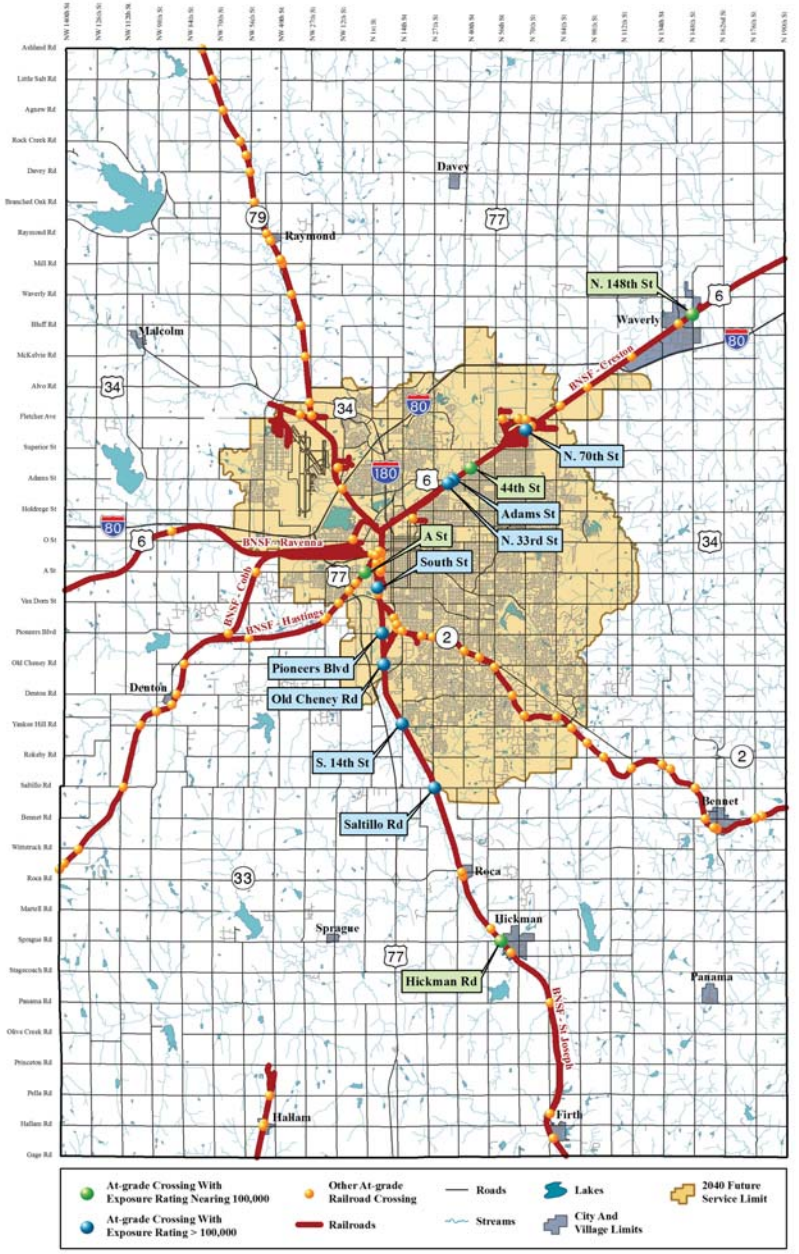
- Expand hours of operation
- Increase service frequency
- Improve downtown connections
- Reduce customer travel time

Railroad Crossings

12
At-grade crossings with an exposure rating* above 50,000

8
At-grade crossings with an exposure rating* above 100,000

**Exposure rating =*
Number of trains per day x number of vehicle crossings per day



Performance Based Planning

The vision for transportation in Lincoln and Lancaster County is a safe, efficient and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community.

Goals are the foundation of the Long Range Transportation Plan. Lincoln's tranportation goals cover seven major categories:


Maintenance


Mobility and System Reliability


Livability and Travel Choice


Safety and Security

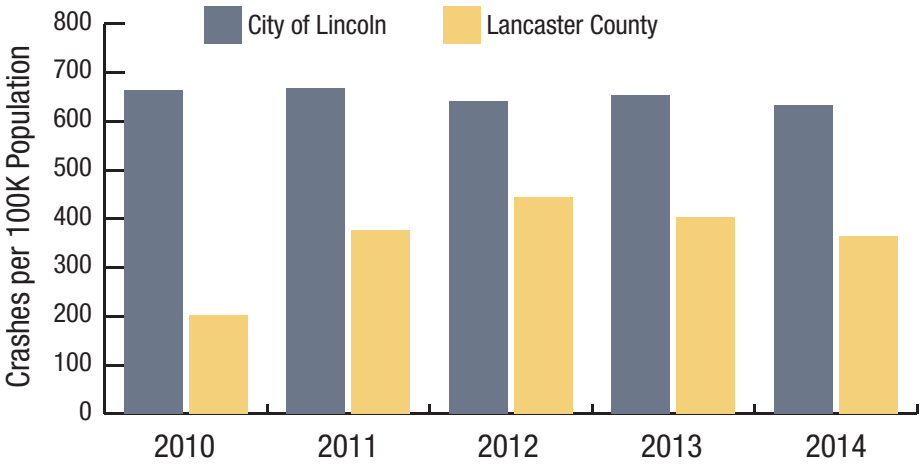

Economic Vitality


Environmental Sustainability

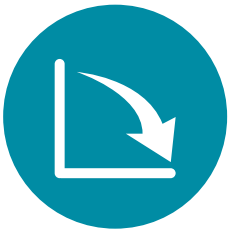

Funding and Cost Effectiveness

This LRTP Update is a performance-based plan, which means Lincoln will use system-wide performance measures to track our progress toward meeting the transportation goals. The performance measures will help us better understand the impacts of transportation projects and programs.

Sample Performance Measure:
Injury and Fatal Crashes per Capita



Desired Trend:



Target: Maintain an injury/fatal traffic crash rate of no more than 850 crashes per 100,000 population.

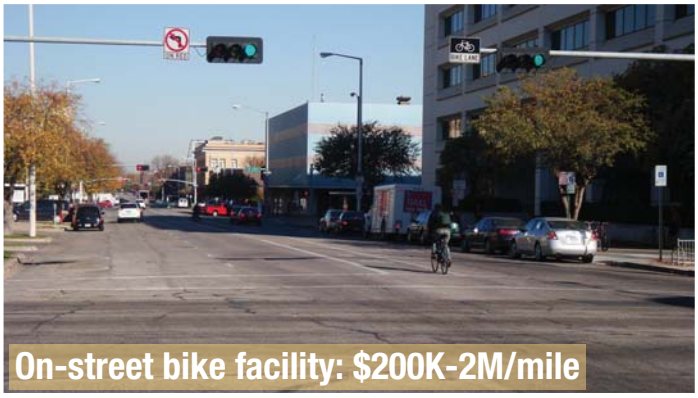
You can read about the other system-level performance measures in the draft "Performance Meaures" chapter of the LRTP Update.

What Does it Cost?


Road widening: $10.5M/mile


Two plus center turn lanes:
New $7M/mile, Widened $2M/mile


Trail: $300K/mile


On-street bike facility: $200K-2M/mile


Sidewalk rehabilitation: $200K/mile


Street overlay: $1.5M/mile


New or extended transit route:
$60K/mile (annual)

Signal system upgrade: $180K/intersection

Lincoln's Annual Transportation Budget

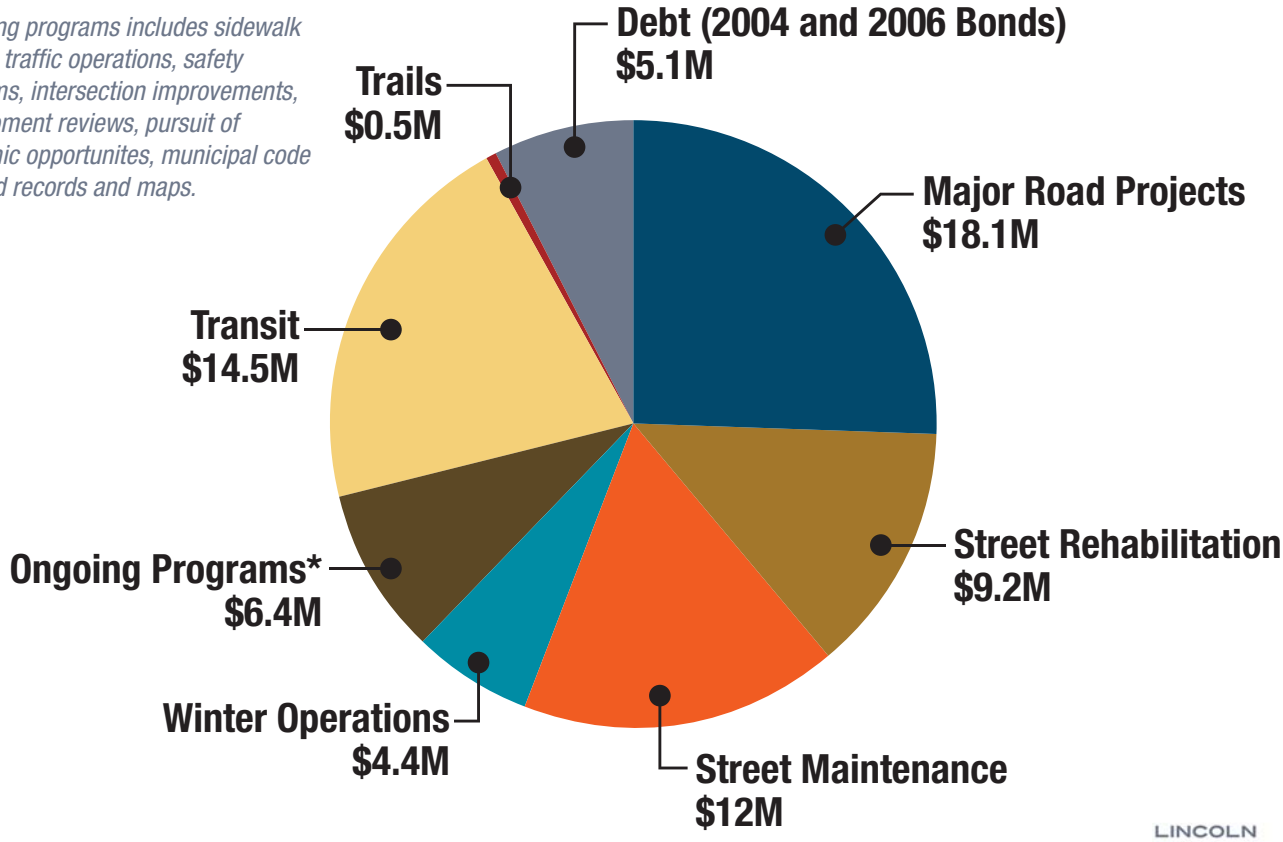
Transportation revenues come from:

- Highway Allocation (the state gas tax)
- Federal Funds
- Wheel Tax
- Impact Fees
- General Funds

Some of the revenues have restrictions and can only be used for certain types of projects. And because our needs exceed our revenues, we have to make tough choices about the way our transportation revenues are used.

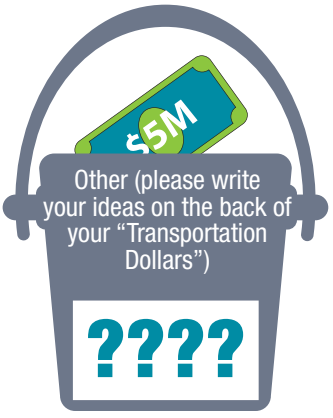
Lincoln's annual budget for transportation is approximately $70 million.This chart shows how Lincoln's annual budget for transportation is currently allocated:

*Ongoing programs includes sidewalk repairs, traffic operations, safety programs, intersection improvements, development reviews, pursuit of economic opportunites, municipal code required records and maps.



If you had $50M to fund transportation improvements, how would you spend it?

Place your "Transportation Dollars" in the buckets that represent the different needs of our transportation system. You can write on the back of your "Transportation Dollars" if you have specific ideas about how you would spend them.



Projects Needs

The Long Range Transportation Plan prioritizes **Roadway Capital Projects** and **Trail Projects**. Other projects are prioritized through separate processes.

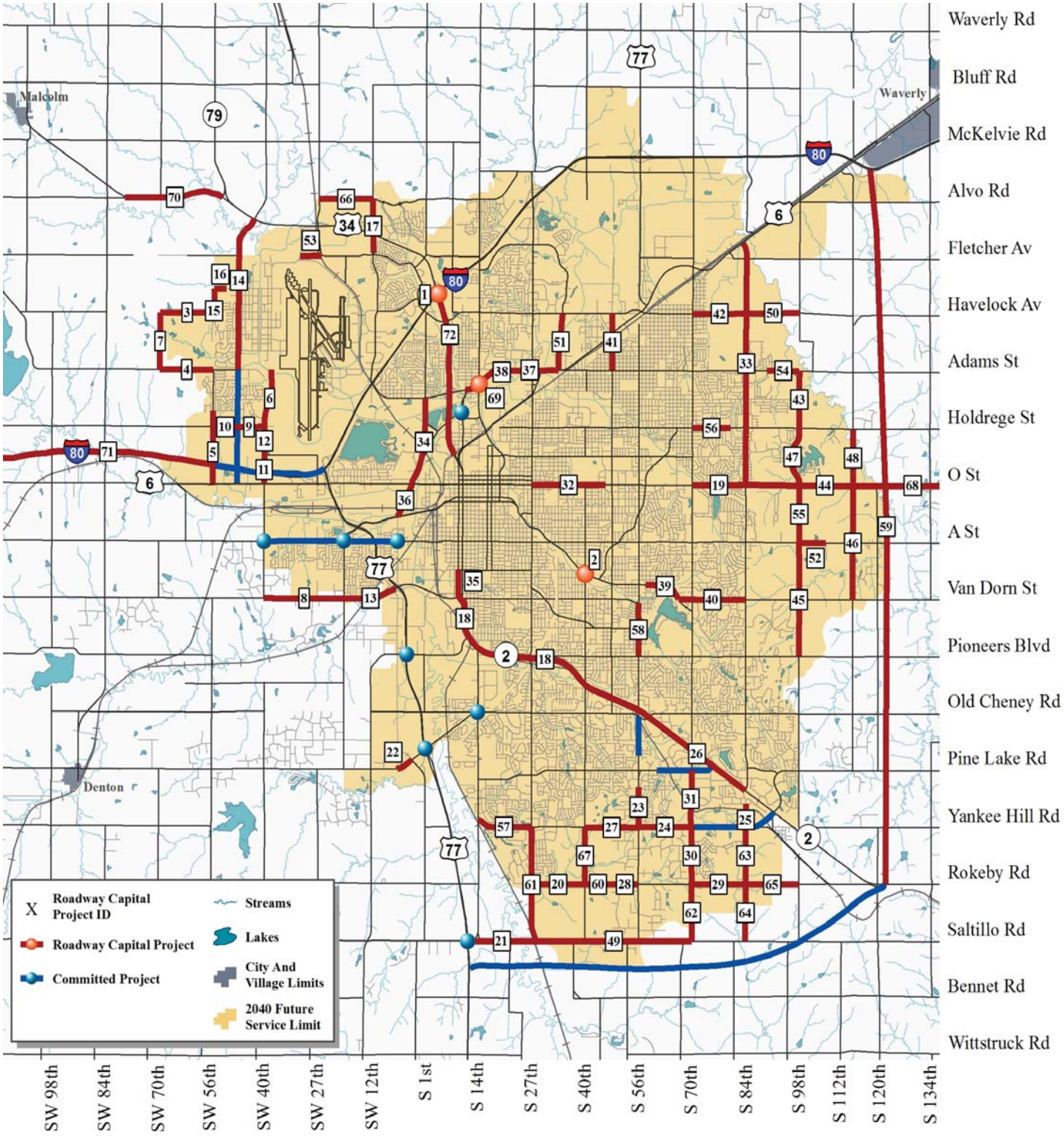
Tell us which 6 Roadway Capital Projects are most important to you by placing your ORANGE dots next to those projects.

Tell us which 3 Trail Projects are most important to you by placing your BLUE dots next to those projects.

There are many other project and program needs in Lincoln and Lancaster County that will be a part of the LRTP Update:

- Bicycle and Pedestrian improvements
  (as described in the Bicycle and Pedestrian Capital Plan)
- Bus route changes (as described in the Transit Development Plan)
- County projects
- Intersection improvements and safety projects
- Traffic operations
- Railroad crossing improvements
- Ongoing maintenance and rehabilitation

Roadway Capital Projects



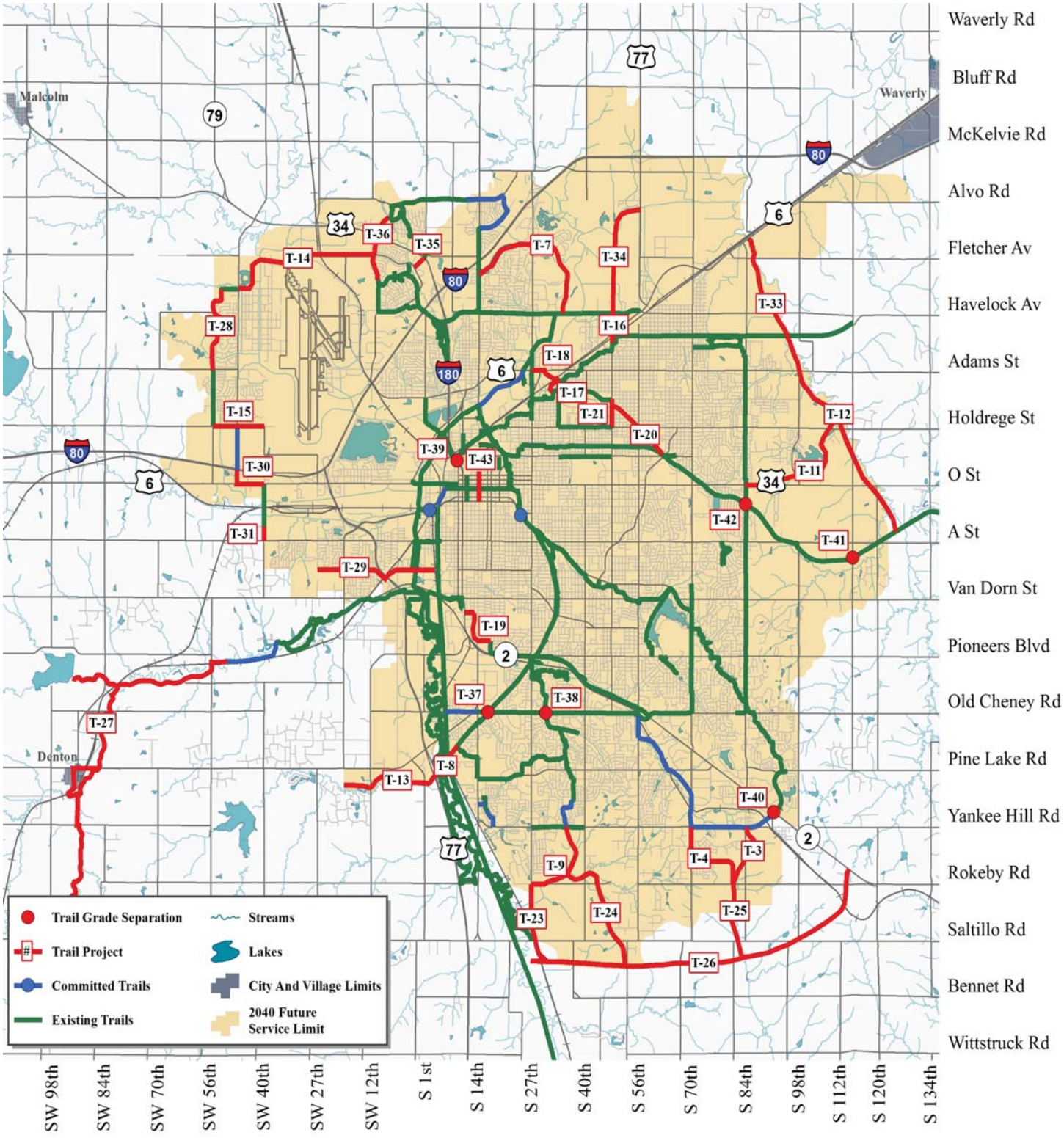
NOTE: The "Committed" projects already have transportation funds associated with them.

Roadway Capital Projects

Place orange dots here	Project ID	Street Name	Description	Limits	Project Cost
	1	I-80	I-80 and I-180	Major interchange work	$$$
	2	S. 40th St	Normal Blvd and South St	Major intersection work	$$
	3	W. SUPERIOR St	NW 70th Street to NW 56th Street	2 lanes + turn lanes	$$
	4	W. ADAMS St	NW 70th Street to NW 56th Street	2 lanes + turn lanes	$$
	5	NW 56TH St	W. Partridge Lane to W. "O" Street	2 lanes + turn lanes	$$
	6	NW 38TH St	W. Adams Street to W. Holdrege Street	2 lanes + turn lanes	$$
	7	NW 70TH St	W. Superior Street to W. Adams Street	2 lanes + turn lanes	$$
	8	W. VAN DORN St	SW 40th Street to Coddington Avenue	2 lanes + turn lanes	$$$
	9	W. HOLDREGE St	NW 48th Street to NW 40th Street	2 lanes + turn lanes	$
	10	W. HOLDREGE St	NW 56th Street to NW 48th Street	2 lanes + turn lanes	$
	11	NW 40TH St	W. Vine Street to US-6, including I-80 Overpass	Overpass	$$$
	12	NW 40TH St	W. Holdrege Street to W. Vine Street	2 lanes + turn lanes	$
	13	W. VAN DORN St	Coddington Avenue to US-77	2 lanes + turn lanes	$$
	14	NW 48TH St	US-34 to Adams	2 lanes + turn lanes	$$$
	15	NW 56TH St	W. Cummings Street to W. Superior Street	2 lanes + turn lanes	$
	16	W. CUMINGS St	NW 56th Street to NW 52nd Street	2 lanes + turn lanes	$
	17	NW 12TH St	W. Alvo Road to Fletcher Avenue , US 34 Overpass	2 lanes + turn lanes + overpass	$$$
	18	NEBRASKA HWY 2	Van Dorn Street to Old Cheney Road	6 lanes + turn lanes	$$$
	19	O St (US-34)	Wedgewood Drive to 98th Street	6 lanes + turn lanes	$$$$
	20	ROKEBY Rd	S. 27th Street to S. 40th Street	2 lanes + turn lanes	$$
	21	SALTILLO Rd	Hwy 77 to S. 27th St	2 lanes + turn lanes	$$
	22	DENTON Rd	Amaranth Ln to S. Folsom St	2 additional lanes	$
	23	S. 56TH St	Thompson Creek Boulevard. to Yankee Hill Road	4 lanes + turn lanes	$$
	24	YANKEE HILL Rd	S. 56th Street to S. 70th Street	4 lanes + turn lanes	$$$
	25	S. 84TH St	Amber Hill Road to Yankee Hill Road	4 lanes + turn lanes	$
	26	NEBRASKA HWY 2	Old Cheney Road to S. 84th Street	6 lanes + turn lanes	$$$$
	27	YANKEE HILL Rd	S. 40th Street to S. 56th Street	4 lanes + turn lanes	$$$
	28	ROKEBY Rd	S. 48th Street to S. 56th Street	2 lanes + turn lanes	$$
	29	ROKEBY Rd	S. 70th Street to S. 84th Street	2 lanes + turn lanes	$$
	30	S. 70TH St	Yankee Hill Rd to Rokeby Rd	2 lanes + turn lanes	$
	31	S. 70TH St	Pine Lake Road to Yankee Hill Road	4 lanes + turn lanes	$$$
	32	O St (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	6 lanes + turn lanes	$$$$
	33	N. 84TH St	US-6 to US-34	6 lanes + turn lanes	$$$$
	34	US-6 (SUNVALLEY)	Corn. Hwy (US-6) to W. O St.(US-6)	4 lanes + turn lanes + overpass	$$$$
	35	S. 9TH St	Van Dorn St to South St	3 + turn lanes	$
	36	SUN VALLEY Blvd	W. O St to Rosa Parks Wy	4 + turn lanes and RR overpass	$$$$
	37	CORNHUSKER (US-6)	N. 20th Street to N. 33rd Street	6 lanes + turn lanes	$$$
	38	CORNHUSKER (US-6)	N. 11th St to N. 20th St	6 lanes plus turn lanes	$$$
	39	NORMAL Blvd	S. 58th Street to Van Dorn Street	4 lanes + turn lanes	$$
	40	VAN DORN St	Normal Boulevard to S. 84th Street	4 lanes + turn lanes	$$$
	41	N. 48TH St	Adams St to Superior St	4 lanes + turn lanes	$$$
	42	HAVELOCK Ave	N. 70th Street to N. 84th Street	2 lanes + turn lanes	$$
	43	N. 98TH St	Adams Street to Holdrege Street	2 lanes + turn lanes	$$
	44	O St (US-34)	84th Street to East Beltway	4 lanes + turn lanes	$$$$
	45	S. 98TH St	A Street to Pioneers Boulevard	4 lanes + turn lanes	$$$
	46	S. 112TH St	US-34 to Van Dorn Street	2 lanes + turn lanes	$$$
	47	N. 98TH St	Holdrege St to O St	2 additional lanes	$$
	48	N. 112TH St	Holdrege Street to US-34	2 lanes + turn lanes	$$
	49	SALTILLO Rd	27th Street to 70th Street	2 lanes + turn lanes	$$$
	50	HAVELOCK Ave	N. 84th St to N. 98th St	2 lanes plus turn lanes	$$
	51	N. 33RD St	Cornhusker Hwy to Superior St	4 lanes plus turn lanes & bridge	$$$
	52	A STREET	S. 98th St to 105th St	2 lanes plus turn lanes	$
	53	W. FLETCHER Ave	NW 31st St to NW 27th St	2 lanes plus turn lanes	$
	54	ADAMS St	N. 90th St to N. 98th St	2 lanes plus turn lanes	$
	55	S. 98TH St	US 34 (O St) to A St	4 lanes + turn lanes	$$$
	56	HOLDREGE St	N. 70th St to N. 80th St	4 lanes + turn lanes	$$
	57	YANKEE HILL Rd	S. 14th St to S. 27th St	4 Lanes + turn lanes	$$$
	58	S. 56TH St	Van Dorn St to Pioneers Blvd	4 lanes + turn lanes	$$$
	59	EAST BELTWAY	Nebraska Hwy 2 to I-80	New 4 lane divided highway	$$$$
	60	ROKEBY Rd	S. 40th St to S. 48th St	2 lanes + turn lanes	$
	61	S. 27TH St	Yankee Hill Rd to Saltillo Rd	4 lane realignment	$$$
	62	S. 70TH St	Rokeby Rd to Saltillo Rd	4 lanes + turn lanes	$$$
	63	S. 84TH St	Yankee Hill Rd to Rokeby Rd	4 lanes + turn lanes	$$$
	64	S. 84TH St	Rokeby Rd to Saltillo Rd	4 lanes + turn lanes	$$$
	65	ROKEBY Rd	84th St to 98th St	2 lanes + turn lanes	$$
	66	W. ALVO Rd	NW 27th Street to Tallgrass	2 lanes + turn lanes	$$
	67	S. 40th St	Yankee Hill Rd to Rokeby Rd	4 lanes + turn lanes	$$$
	68	O St (US-34)	East Beltway to east county line	4 lanes + turn lanes	$$$$
	69	N. 14TH St	US-6 Cornhusker Highway	Interchange	$$$
	70	US 34	N79 to Malcolm Spur	4 lanes + turn lanes	$$$
	71	I-80	Pleasant Dale to NW 56th Street	6 lanes + bridges	$$$$
	72	I-180	I-80 to US-6	Reconstruction + bridges	$$$$

$ = Less than $5M $$ = $5M - $10M $$$ = $10M - $25M $$$$ = More than $25M

Trail Projects



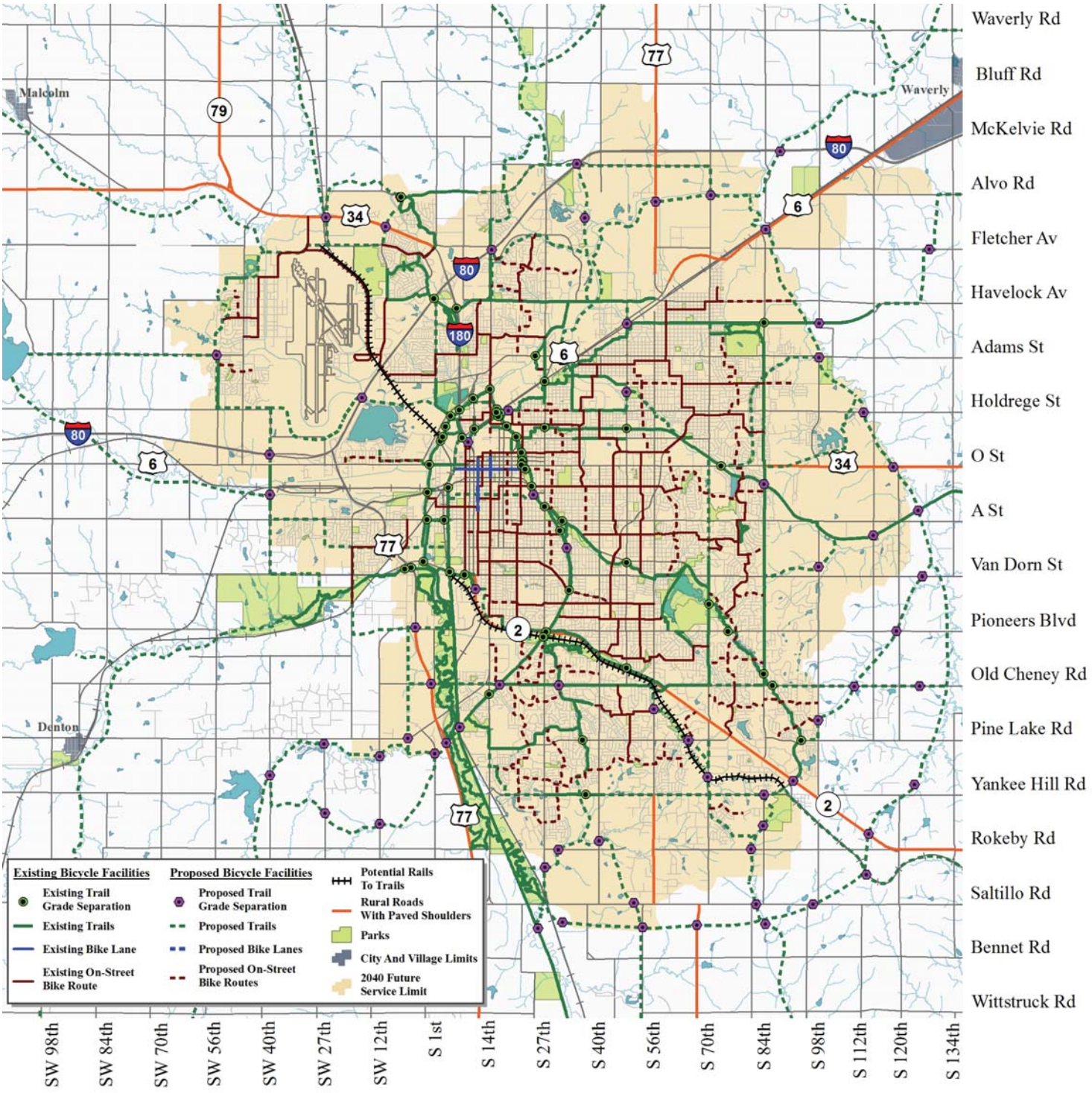
NOTE: The "Committed" projects already have transportation funds associated with them.

Trail Projects

Place blue dots here	Project ID	Trail Name	Limits	Cost
	T-3	Woodlands	Jensen Park to Rokeby Rd	$
	T-4	Woodlands	Rokeby Rd to 70th St to Yankee Hill Rd	$
	T-7	Landmark Fletcher	33rd St & Superior St to 14th St & Fletcher Ave	$$$
	T-8	Rock Island Connection	Viaduct over BNSF in Wildness Park	$$$
	T-9	Wilderness Hills	Yankee Hill Rd to Rokeby Rd	$$$
	T-11	Waterford	84th to Stevens Creek	$$
	T-12	Stevens Creek	Murdock trail to Mo Pac trail	$$$$
	T-13	Cardwell Branch Trail	Hwy 77 to Prairie Creek	$$
	T-14	Air Park Connector - Fletcher Ave	N. 1st St to NW 48th St	$$
	T-15	W. Holdrege Street Trail	NW 40th St to NW 56th St	$
	T-16	N. 48th St Trail	Murdock Trail to Superior St	$
	T-17	N. 33rd St & Adams St	Murdock trail to Cornhusker Hwy	$
	T-18	Deadmans Run Trail	N. 33rd St to Salt Creek	$
	T-19	10th Street Trail	Van Dorn St to 17th St/Burnam St	$
	T-20	Deadmans Run Trail	48th St to Mo Pac Trail	$
	T-21	East Campus Trail	Leighton St to Holdrege St	$
	T-23	27th St Connector	Rokeby Rd to South Beltway	$
	T-24	56th Connector	Rokeby Rd to South Beltway	$$$
	T-25	84th Connector	Rokeby Rd to South Beltway	$
	T-26	South Beltway Trail	27th St to Hwy 2	$$$$
	T-27	Prairie Corridor Trail	SW 56th to Saltillo Rd	$$$$
	T-28	NW 56th	Adams to NW 56th to Havelock	$$
	T-29	South Street	SW 27th to Jamaica	$$
	T-30	O Street	SW 40th St to SW 48th St	$
	T-31	SW 40th Street	A St to F St	$
	T-33	Stevens Creek	Murdock trail to Hwy 6	$$
	T-34	N. 48th St	Havelock to N. 56th St	$$
	T-35	N. 1st St	N. 1st St crossing of Hwy 34	$$$
	T-36	NW 12th St	NW 10th St to crossing of Hwy 34 to Aster	$$
	T-37	Rock Island	Grade separated crossing of Old Cheney	$$$
	T-38	Tierra Williamsburg	Grade separated crossing of Old Cheney	$$$
	T-39	10th Street	Grade separated crossing	$$$
	T-40	Hwy 2 & Yankee Hill	Grade separated crossing	$$$
	T-41	Mo Pac Trail	Grade separated crossing of 112th	$$$
	T-42	Mo Pac Trail	Grade separated crossing of 84th	$$$
	T-43	14th Street Protected Bikeway	K Street to R Street	$$$

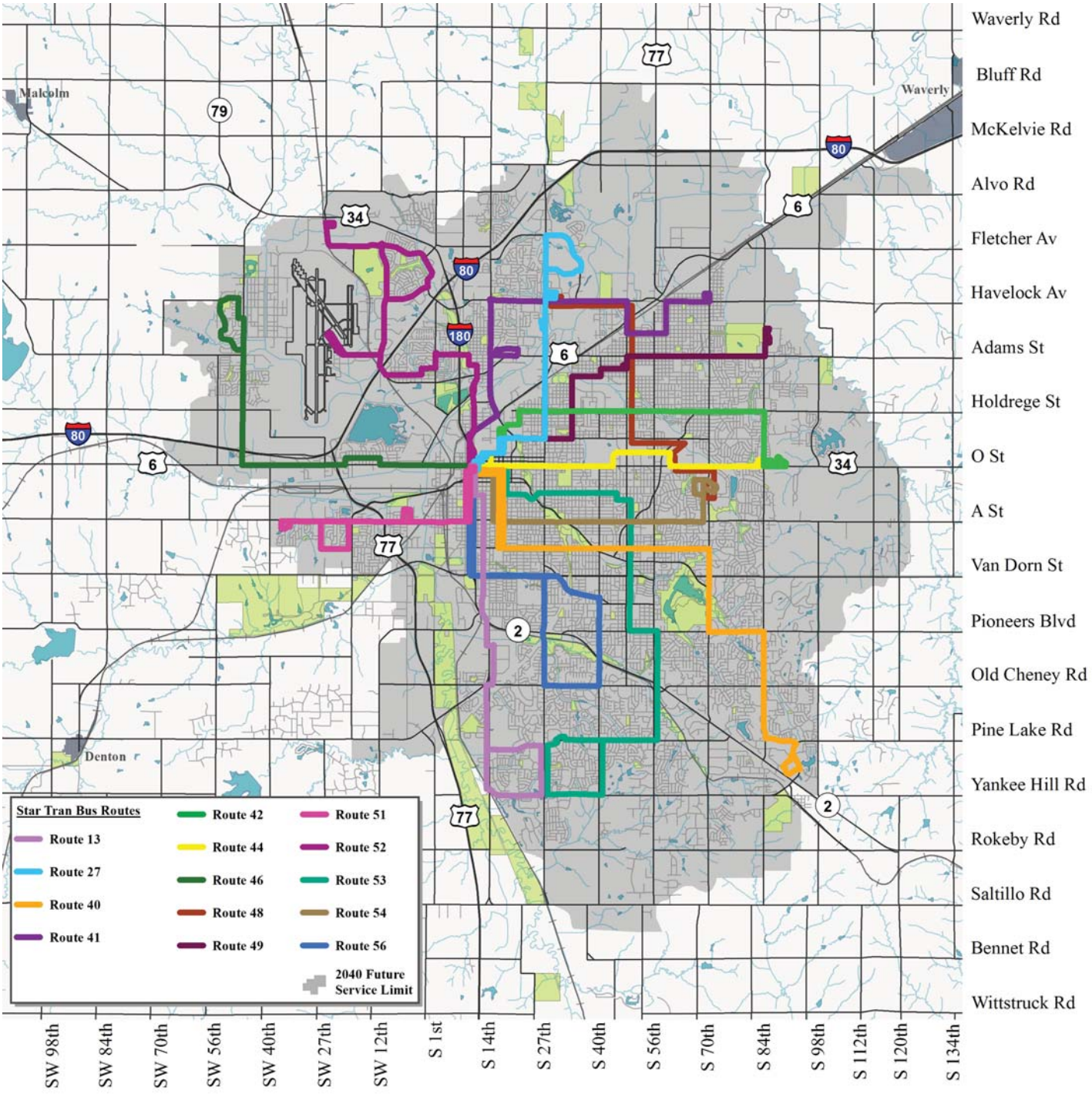
$ = Less than $0.5M $$ = $0.5M - $1M $$$ = $1M - $2M $$$$ = More than $2M

Proposed Bicycle Network

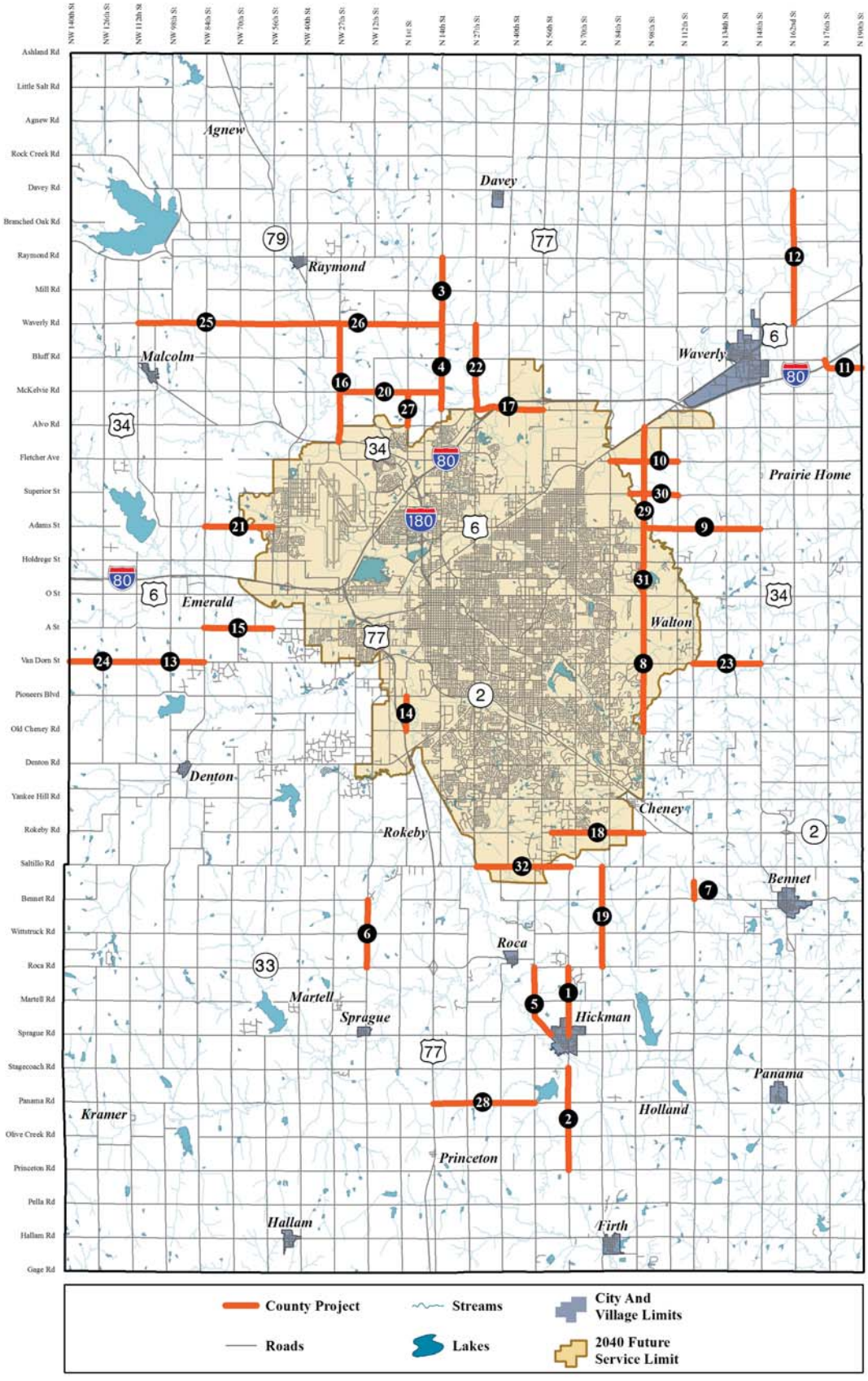


SOURCE: Bicycle and Pedestrian Capital Plan (2013)

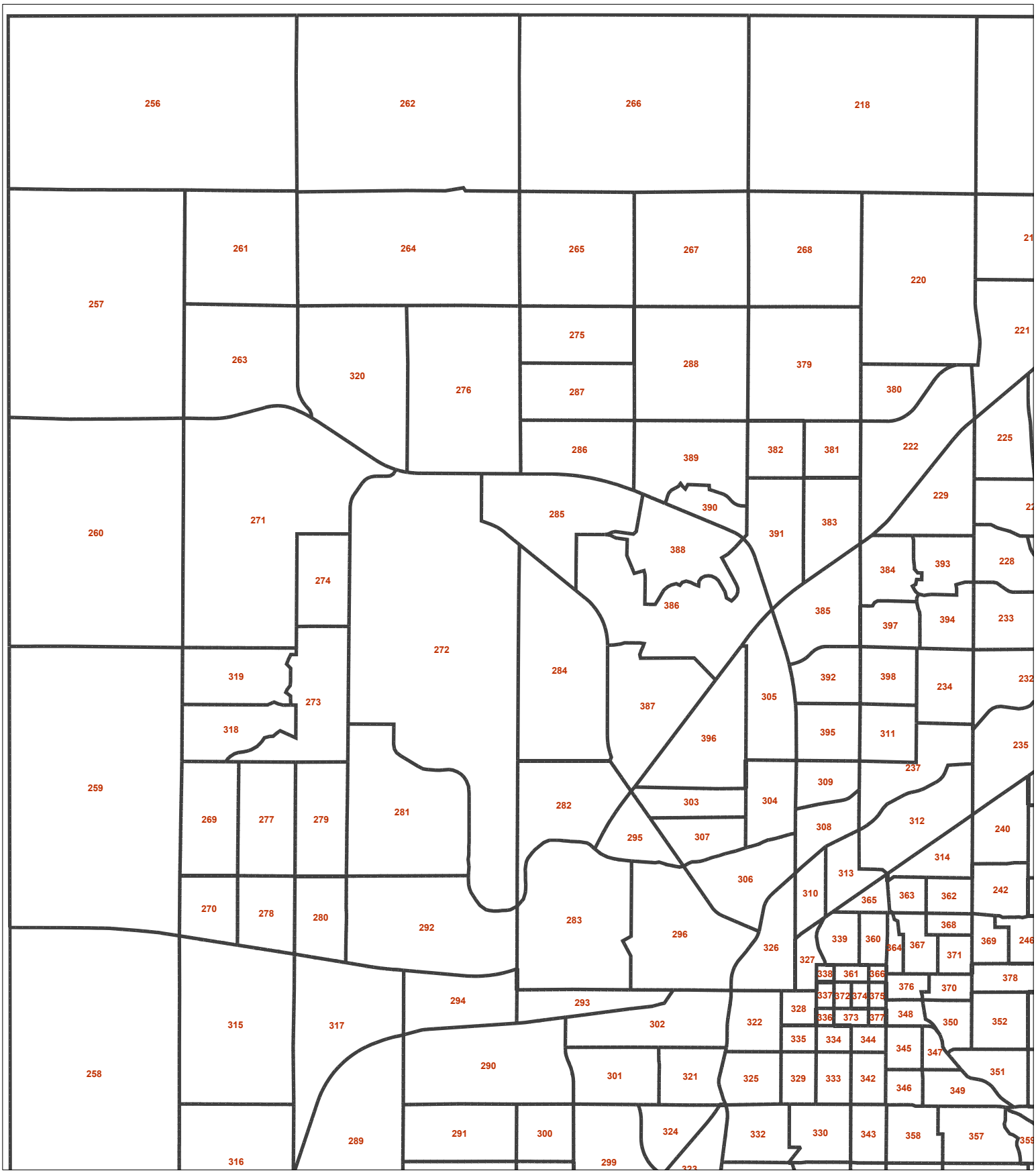
Future Transit System



County Roadway Projects



Appendix C Land Use Forecasts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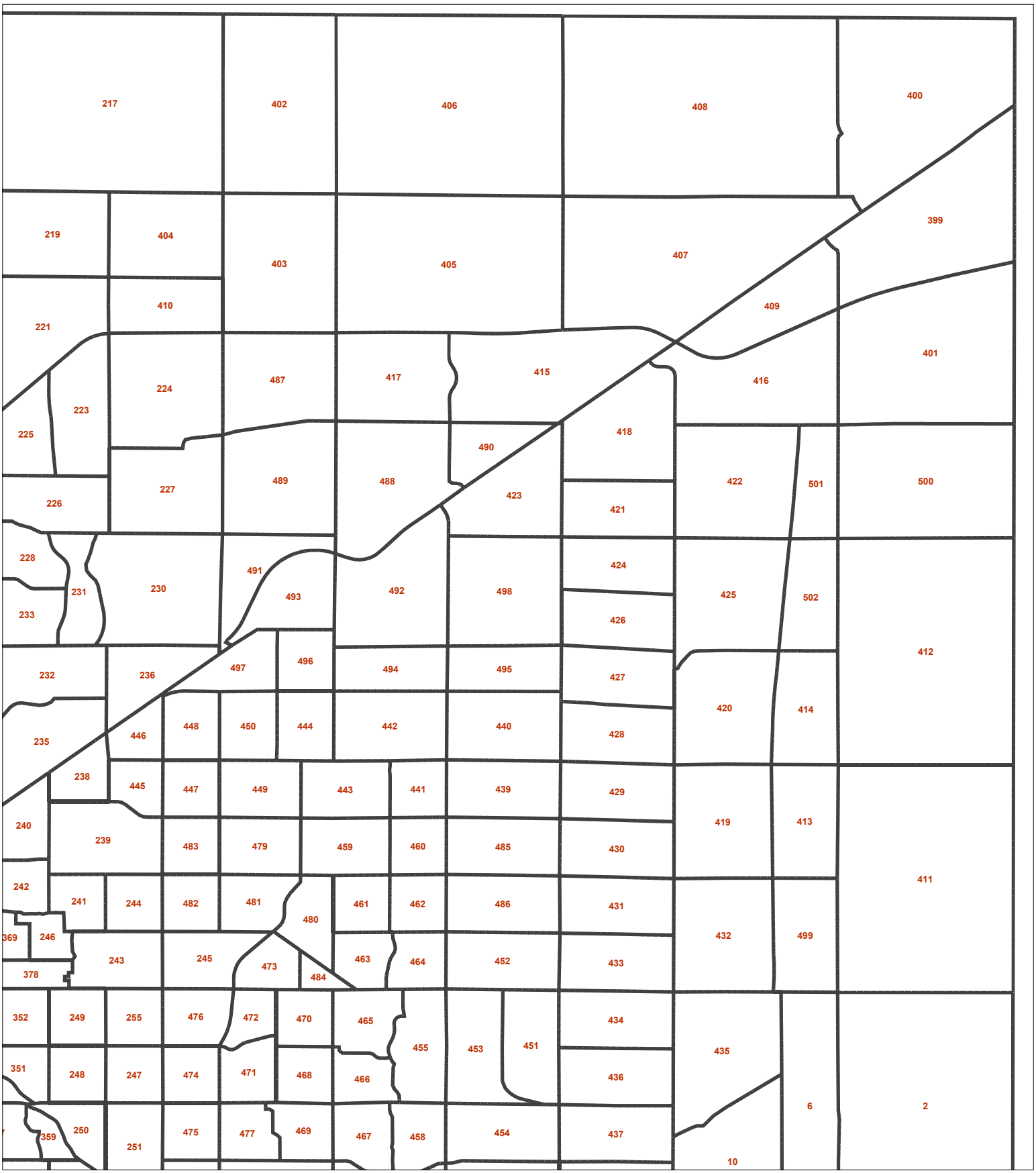
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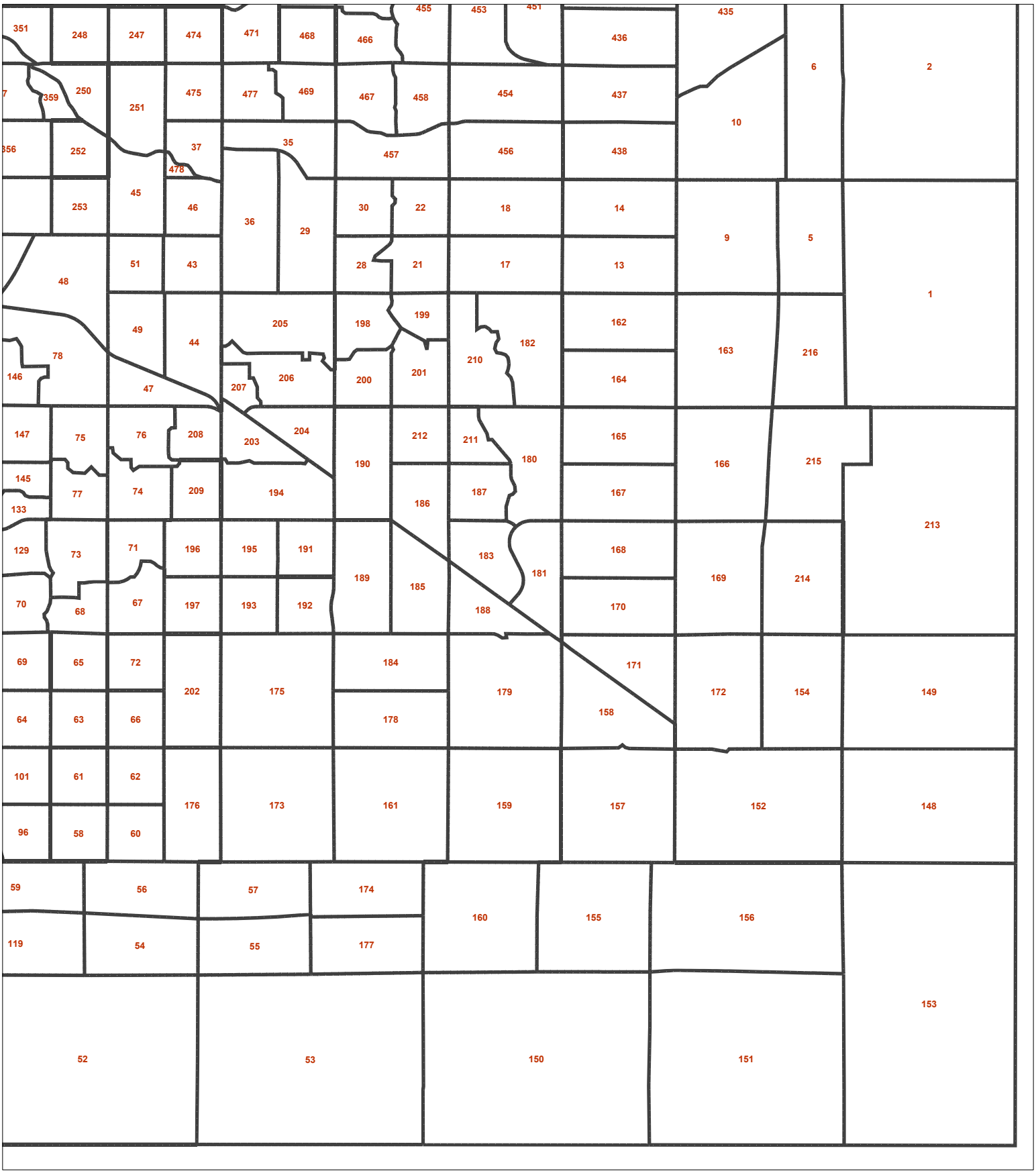
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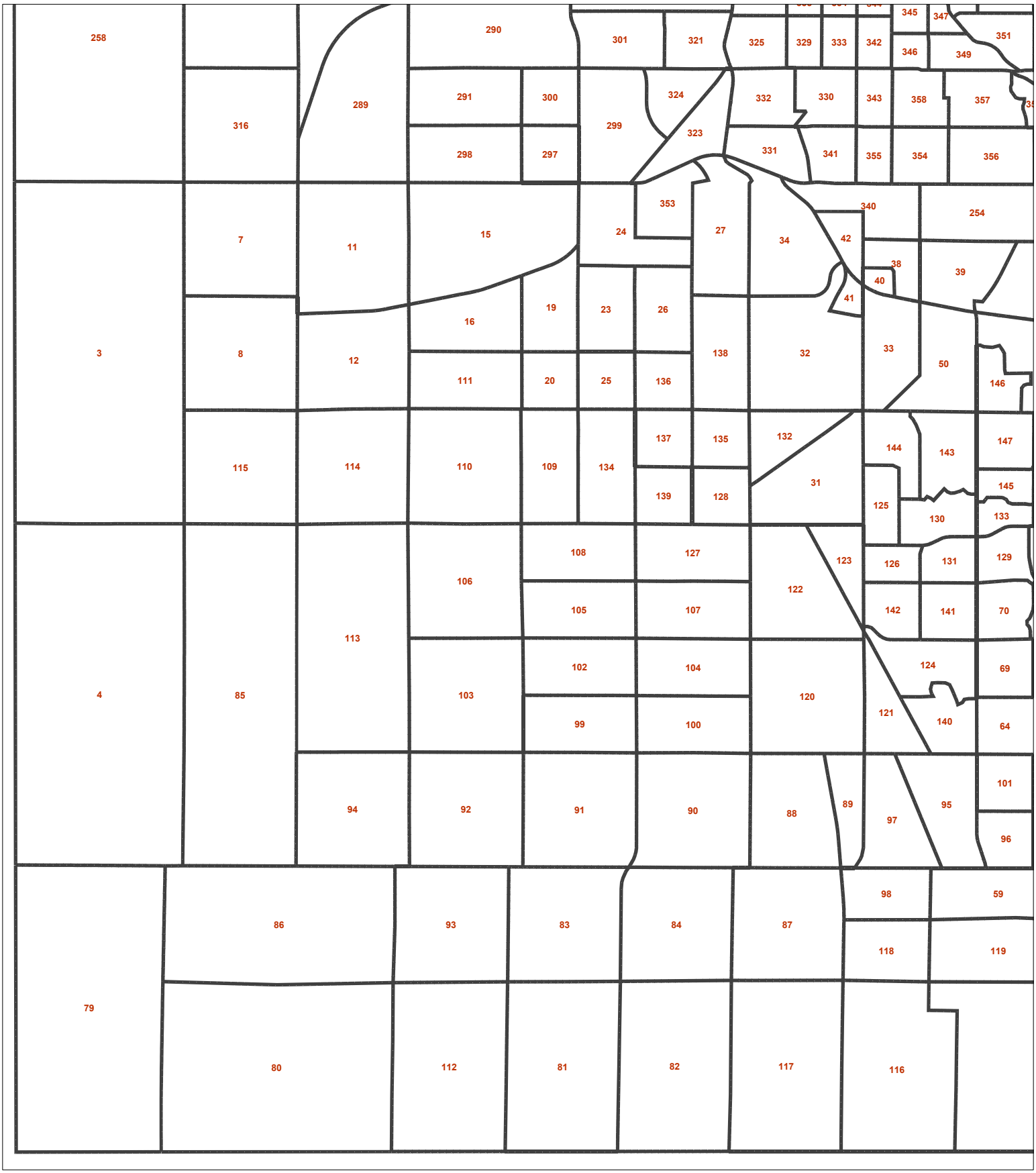
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2015 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
1	0	0	0	0.0	50.5	1	0	0	0	0	0	1	0	0	0	0	0	0
2	269	0	269	1.9	143.5	2	134	0	0	0	134	2	625	625	0	625	4070	5320
3	210	13	223	0.0	0.0	3	0	0	0	0	0	3	0	0	0	0	0	0
4	471	75	546	12.2	9.0	4	0	0	0	0	0	4	52331	52331	0	4737	32323	89391
5	333	177	510	2.3	56.8	5	127	0	0	0	127	5	125365	125365	0	28512	150542	304419
6	507	235	742	8.3	10.4	6	0	0	0	0	0	6	4083	4083	0	3952	1232	9267
7	628	55	683	0.0	2.5	7	385	0	0	0	385	7	2624	2624	0	10117	2112	14853
8	587	51	638	0.0	0.0	8	0	1435	0	0	1435	8	13361	13361	0	2200	23927	39488
9	256	617	873	0.0	0.0	9	0	0	0	1825	1825	9	34361	34361	0	47913	50744	133018
10	627	241	868	0.1	1.6	10	0	0	0	0	0	10	3857	3857	0	0	0	3857
11	281	35	316	1.1	24.0	11	0	0	0	0	0	11	19274	19274	0	0	4890	24164
12	225	352	577	8.3	12.9	12	0	0	0	0	0	12	0	0	0	0	0	0
13	248	13	261	6.6	14.7	13	0	0	0	0	0	13	19054	19054	0	7127	18589	44770
14	381	101	482	34.3	8.7	14	0	0	0	0	0	14	0	0	0	0	6050	6050
15	554	140	694	1.5	7.7	15	496	0	0	0	496	15	22757	22757	0	7879	53325	83961
16	300	99	399	0.0	3.9	16	0	0	0	0	0	16	26177	26177	0	29692	1161	57030
17	88	37	125	0.0	17.0	17	0	0	0	0	0	17	0	0	0	0	0	0
18	195	149	344	0.2	5.0	18	0	0	0	0	0	18	3501	3501	0	1840	3588	8929
19	181	178	359	16.3	9.8	19	0	0	0	0	0	19	3126	3126	0	3456	12460	19042
20	0	0	0	0.0	27.7	20	0	0	0	0	0	20	21010	21010	0	98438	169426	288874
21	0	11	11	0.2	2.6	21	0	0	0	0	0	21	190303	0	190303	199958	447376	837637
22	0	0	0	0.0	1.4	22	0	0	0	0	0	22	0	0	0	0	0	0
23	0	0	0	0.0	0.0	23	0	0	0	18967	18967	23	0	0	0	0	0	0
24	0	0	0	0.0	0.0	24	0	0	0	2362	2362	24	0	0	0	0	0	0
25	0	0	0	0.0	0.0	25	0	0	0	0	0	25	0	0	0	15084	0	15084
26	47	150	197	14.9	18.7	26	0	0	0	0	0	26	3460	3460	0	660	11723	15843
27	68	291	359	0.0	1.7	27	0	0	0	0	0	27	20366	20366	0	0	0	20366
28	157	394	551	0.2	0.8	28	0	0	0	0	0	28	26340	26340	0	12175	5275	43790
29	326	58	384	0.4	0.8	29	0	0	0	0	0	29	45308	45308	0	1750	15477	62535
30	330	29	359	9.7	0.1	30	517	0	0	0	517	30	0	0	0	0	0	0
31	394	268	662	0.0	0.0	31	0	0	0	0	0	31	15408	15408	0	80949	60745	157102
32	1	38	39	0.0	0.0	32	0	0	0	2772	2772	32	0	0	0	93700	0	93700
33	453	185	638	0.4	4.0	33	0	0	0	0	0	33	16794	16794	0	0	0	16794
34	343	234	577	2.7	0.0	34	0	0	0	0	0	34	164658	0	164658	42492	53629	260779
35	1	433	434	0.0	0.0	35	0	0	0	0	0	35	343845	0	343845	160641	157994	662480
36	218	626	844	0.0	10.0	36	0	407	0	0	407	36	271512	0	271512	190431	211720	673663
37	212	865	1077	0.0	0.0	37	152	386	0	0	538	37	27830	27830	0	19997	26803	74630
38	493	33	526	0.0	0.4	38	347	0	0	0	347	38	48308	48308	0	18753	61683	128744
39	379	72	451	25.7	0.0	39	0	0	0	0	0	39	34181	34181	0	10208	4259	48648
40	716	55	771	0.0	0.0	40	320	0	0	0	320	40	19330	19330	0	26263	29083	74676
41	441	137	578	253.0	0.0	41	0	0	0	0	0	41	4803	4803	0	9117	0	13920
42	718	108	826	10.2	0.0	42	511	708	0	0	1219	42	11647	11647	0	0	14488	26135
43	829	201	1030	0.0	0.0	43	0	0	0	0	0	43	81044	81044	0	3692	53053	137789
44	355	148	503	7.7	0.0	44	0	0	0	0	0	44	205728	205728	0	46766	9800	262294
45	456	0	456	0.0	0.0	45	334	0	0	0	334	45	0	0	0	0	0	0
46	509	198	707	9.5	2.8	46	0	0	0	0	0	46	22389	22389	0	22284	46701	91374
47	5	0	5	0.0	9.2	47	0	0	0	0	0	47	1129266	0	1129266	325052	85329	1539647
48	344	440	784	0.2	0.0	48	0	0	0	0	0	48	13408	13408	0	132587	56673	202668
49	404	0	404	15.4	0.0	49	0	0	0	0	0	49	4029	4029	0	6193	0	10222

2015 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
50	505	0	505	25.3	0.0	50	0	0	0	0	0	50	21680	21680	0	96052	13282	131014
51	331	5	336	0.1	0.0	51	0	1065	0	0	1065	51	0	0	0	0	0	0
52	256	0	256	0.1	0.0	52	294	0	0	0	294	52	60170	60170	0	38592	0	98762
53	233	0	233	9.2	0.0	53	0	575	0	0	575	53	23463	23463	0	4060	12601	40124
54	505	4	509	3.0	0.0	54	0	0	0	0	0	54	58540	58540	0	53241	28815	140596
55	530	34	564	0.0	0.0	55	0	0	0	0	0	55	7721	7721	0	33975	19964	61660
56	570	45	615	0.4	0.0	56	0	0	0	0	0	56	64178	64178	0	43258	20166	127602
57	332	4	336	0.0	0.0	57	408	0	0	0	408	57	1574	1574	0	38798	626380	666752
58	313	15	328	5.5	0.0	58	0	0	0	0	0	58	5830	5830	0	57322	235207	298359
59	630	252	882	0.1	0.0	59	80	0	0	0	80	59	13560	13560	0	115925	8987	138472
60	362	16	378	23.2	0.0	60	0	0	0	0	0	60	7887	7887	0	167079	12923	187889
61	749	0	749	0.0	0.0	61	471	0	0	0	471	61	21383	21383	0	0	10270	31653
62	541	21	562	0.0	0.0	62	310	0	0	0	310	62	15712	15712	0	22207	6500	44419
63	437	154	591	47.1	0.0	63	0	0	0	0	0	63	34361	34361	0	59744	18663	112768
64	561	51	612	16.1	5.8	64	0	0	0	0	0	64	60507	60507	0	8502	59116	128125
65	36	141	177	0.0	0.0	65	0	1660	0	0	1660	65	0	0	0	0	14427	14427
66	290	432	722	31.1	0.0	66	0	0	0	0	0	66	0	0	0	0	0	0
67	130	383	513	0.0	0.0	67	0	0	0	0	0	67	0	0	0	0	0	0
68	105	1,312	1417	0.5	0.0	68	46	0	550	0	596	68	1307	1307	0	0	40980	42287
69	3	163	166	0.0	7.7	69	0	0	0	0	0	69	41308	41308	0	55530	80436	177274
70	165	371	536	27.6	4.1	70	386	0	0	0	386	70	5915	5915	0	10860	82674	99449
71	53	78	131	0.0	3.8	71	0	0	0	0	0	71	136042	0	136042	80778	112713	329533
72	3	78	81	3.8	6.3	72	0	0	0	0	0	72	188163	0	188163	39027	138812	366002
73	0	0	0	0.8	0.0	73	0	0	0	0	0	73	17310	0	17310	11259	90477	119046
74	0	0	0	1.2	0.0	74	0	0	0	0	0	74	175046	0	175046	192929	302361	670336
75	0	0	0	0.0	1.3	75	0	0	0	0	0	75	0	0	0	12086	308410	320496
76	0	53	53	0.2	0.5	76	0	0	0	0	0	76	63500	0	63500	439190	103815	606505
77	0	0	0	0.0	0.6	77	0	0	1520	0	1520	77	88523	0	88523	1136164	235123	1459810
78	0	31	31	0.0	0.1	78	0	0	0	0	0	78	163922	0	163922	362151	204727	730800
79	0	24	24	0.0	0.5	79	0	0	0	0	0	79	36266	0	36266	484220	164866	685352
80	0	22	22	0.8	0.0	80	0	0	0	0	0	80	32027	0	32027	98140	93124	223291
81	0	60	60	0.8	0.6	81	149	0	0	0	149	81	37231	0	37231	863529	334646	1235406
82	0	0	0	0.0	0.8	82	0	0	0	0	0	82	73262	0	73262	22090	34984	130336
83	6	357	363	0.3	0.0	83	0	0	0	0	0	83	10838	0	10838	584692	153714	749244
84	1	307	308	0.2	0.0	84	0	0	0	0	0	84	7388	0	7388	761622	0	769010
85	179	1,239	1418	0.7	0.0	85	283	0	0	0	283	85	8532	0	8532	15100	13176	36808
86	193	1,022	1215	0.9	0.0	86	525	0	0	0	525	86	41698	0	41698	0	48713	90411
87	243	57	300	11.5	0.5	87	0	692	0	0	692	87	0	0	0	0	1250	1250
88	12	70	82	0.0	9.7	88	0	0	0	0	0	88	0	0	0	91506	25800	117306
89	0	163	163	0.0	21.3	89	0	0	0	0	0	89	54169	0	54169	99862	61985	216016
90	62	0	62	0.4	38.0	90	0	0	0	0	0	90	14208	14208	0	0	5400	19608
91	376	0	376	0.0	1.1	91	0	0	0	0	0	91	0	0	0	0	0	0
92	35	0	35	29.5	63.5	92	0	0	0	0	0	92	0	0	0	0	0	0
93	2	0	2	58.2	15.0	93	0	0	0	0	0	93	0	0	0	0	0	0
94	601	313	914	0.0	5.7	94	0	0	0	0	0	94	27888	27888	0	10838	17611	56337
95	399	98	497	0.6	2.8	95	266	0	0	0	266	95	3704	3704	0	2160	3024	8888
96	550	23	573	15.8	0.0	96	258	831	0	0	1089	96	12412	12412	0	5043	0	17455
97	579	535	1114	0.9	0.0	97	495	0	0	0	495	97	61981	61981	0	0	982	62963
98	812	185	997	21.9	0.0	98	0	0	0	0	0	98	18301	18301	0	8829	25972	53102

2015 Land Use by TAZ

	Dwelling Units					Students By School					Commercial					
											Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
99	591	29	620	13.9	0.0	99	444	0	0	0	444	99	26992	26992	0	31274	12782	71048
100	589	4	593	109.2	0.0	100	0	0	0	0	0	100	2146	2146	0	8303	2184	12633
101	74	0	74	42.5	0.0	101	0	0	0	0	0	101	0	0	0	0	0	0
102	584	0	584	0.0	0.0	102	0	0	0	0	0	102	0	0	0	4963	0	4963
103	353	0	353	0.0	0.0	103	378	1844	0	0	2222	103	0	0	0	0	0	0
104	670	30	700	7.1	0.0	104	0	0	0	0	0	104	62768	62768	0	43052	30262	136082
105	436	199	635	11.7	0.0	105	134	73	0	0	207	105	8945	8945	0	35312	9563	53820
106	271	353	624	6.9	0.0	106	387	0	0	0	387	106	63892	63892	0	54232	49608	167732
107	466	91	557	19.4	0.0	107	0	687	0	0	687	107	29754	29754	0	4374	48013	82141
108	772	0	772	21.7	0.0	108	510	0	0	0	510	108	171908	171908	0	47228	19609	238745
109	605	281	886	0.0	1.2	109	0	0	0	0	0	109	160774	160774	0	38981	8463	208218
110	408	20	428	0.0	1.2	110	405	0	0	0	405	110	0	0	0	9800	29048	38848
111	1	174	175	0.0	11.0	111	0	0	0	0	0	111	79179	79179	0	132194	110607	321980
112	829	47	876	27.7	10.8	112	0	0	0	0	0	112	9980	9980	0	2040	15683	27703
113	4	0	4	0.0	162.9	113	0	0	0	0	0	113	601647	0	601647	35280	116332	753259
114	213	233	446	0.0	48.9	114	0	0	0	0	0	114	43577	43577	0	11977	274499	330053
115	1	0	1	68.1	157.1	115	0	0	0	0	0	115	9872	9872	0	0	21092	30964
116	0	615	615	0.0	24.0	116	0	0	0	0	0	116	777102	0	777102	20273	64646	862021
117	279	968	1247	4.0	0.0	117	0	0	0	0	0	117	67570	67570	0	23331	86472	177373
118	3	0	3	0.0	0.0	118	0	0	0	0	0	118	47253	47253	0	0	144306	191559
119	0	0	0	0.0	144.0	119	0	0	0	0	0	119	0	0	0	0	0	0
120	0	0	0	0.0	94.8	120	0	0	0	0	0	120	0	0	0	0	0	0
121	0	0	0	0.0	188.2	121	0	0	0	0	0	121	46940	46940	0	33194	114238	194372
122	0	0	0	0.0	6.5	122	0	0	0	0	0	122	17853	17853	0	12575	153097	183525
123	0	0	0	0.0	65.0	123	0	0	0	0	0	123	250748	250748	0	14260	173244	438252
124	11	11	22	17.3	16.0	124	0	0	0	0	0	124	52793	52793	0	25750	92281	170824
125	188	133	321	17.5	0.0	125	0	0	0	0	0	125	60192	60192	0	10526	63042	133760
126	404	27	431	42.7	0.0	126	773	0	0	0	773	126	0	0	0	0	0	0
127	343	427	770	0.0	1.1	127	0	0	0	0	0	127	43074	43074	0	25306	57250	125630
128	394	65	459	0.0	4.6	128	561	0	0	0	561	128	34415	34415	0	24572	231829	290816
129	277	175	452	0.0	0.0	129	0	0	0	0	0	129	50916	50916	0	0	0	50916
130	431	247	678	0.0	0.0	130	0	692	0	0	692	130	0	0	0	6038	0	6038
131	351	193	544	11.3	0.0	131	0	0	0	0	0	131	13087	13087	0	0	0	13087
132	218	25	243	0.0	0.0	132	0	0	0	0	0	132	0	0	0	0	0	0
133	403	0	403	83.9	0.0	133	86	79	0	0	165	133	0	0	0	0	0	0
134	62	78	140	48.9	0.0	134	0	0	0	0	0	134	28306	28306	0	0	0	28306
135	0	0	0	0.0	70.6	135	0	0	0	0	0	135	0	0	0	0	0	0
136	285	84	369	4.8	1.4	136	458	0	0	0	458	136	27409	27409	0	1176	62215	90800
137	699	395	1094	0.0	0.0	137	0	0	0	0	0	137	0	0	0	0	0	0
138	0	0	0	0.0	19.5	138	0	0	0	0	0	138	2737	2737	0	0	44561	47298
139	0	0	0	0.0	200.0	139	0	0	0	0	0	139	23616	23616	0	5867	358721	388204
140	908	410	1318	48.6	0.0	140	515	0	0	0	515	140	26375	26375	0	25028	0	51403
141	0	0	0	0.0	0.0	141	0	0	0	0	0	141	0	0	0	0	250000	0
142	2	0	2	64.6	146.8	142	0	0	0	0	0	142	3384	3384	0	0	0	3384
143	0	0	0	0.0	0.0	143	0	0	0	0	0	143	0	0	0	0	100000	0
144	0	0	0	4.0	0.0	144	698	0	0	0	698	144	0	0	0	0	0	0
145	1,031	0	1031	17.7	0.0	145		0	0	0	0	145	0	0	0	0	0	0
146	1	148	149	79.4	5.1	146	0	0	0	0	0	146	0	0	0	0	3760	3760
147	456	4	460	0.0	70.0	147	271	0	0	0	271	147	99269	99269	0	24607	124129	248005

2015 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
148	3	10	13	0.0	20.0	148	0	0	0	0	0	148	95503	95503	0	12307	294640	402450
149	649	531	1180	2.6	0.0	149	0	0	0	0	0	149	88730	88730	0	6430	58553	153713
150	770	0	770	11.1	0.0	150	0	0	0	0	0	150	5834	5834	0	0	4994	10828
151	0	0	0	0.0	53.9	151	0	0	0	0	0	151	56278	56278	0	7151	233514	296943
152	0	0	0	0.0	15.0	152	0	0	0	0	0	152	7382	7382	0	0	0	7382
153	104	123	227	6.4	0.0	153	0	0	0	0	0	153	0	0	0	12976	0	12976
154	136	209	345	55.4	8.9	154	0	0	0	0	0	154	2660	2660	0	0	19800	22460
155	0	0	0	0.0	27.4	155	0	0	0	0	0	155	45935	45935	0	5800	20000	71735
156	1,090	0	1090	8.7	0.0	156	0	0	0	0	0	156	77418	77418	0	3000	7811	88229
157	162	0	162	0.0	0.0	157	0	0	0	0	0	157	0	0	0	0	0	0
158	133	0	133	0.0	0.0	158	0	0	0	0	0	158	0	0	0	0	0	0
159	574	114	688	0.0	0.0	159	0	0	0	0	0	159	0	0	0	0	0	0
160	0	0	0	0.0	0.0	160	0	0	0	0	0	160	13044	13044	0	0	0	13044
161	0	0	0	0.0	0.0	161	0	0	0	0	0	161	0	0	0	0	0	0
162	0	0	0	0.0	165.0	162	0	0	0	0	0	162	54882	54882	0	15590	63754	134226
163	911	78	989	35.3	1.3	163	449	0	0	0	449	163	21302	21302	0	44436	0	65738
164	369	190	559	0.0	0.0	164	0	0	0	0	0	164	0	0	0	54779	0	54779
165	68	0	68	100.8	0.0	165	0	0	0	0	0	165	0	0	0	6447	0	6447
166	266	86	352	227.5	0.0	166	0	0	0	0	0	166	36094	36094	0	0	51540	87634
167	0	0	0	90.3	61.8	167	0	0	0	0	0	167	6816	6816	0	5740	121244	133800
168	101	0	101	127.4	0.0	168	0	0	0	0	0	168	0	0	0	0	26990	26990
169	23	0	23	0.0	0.0	169	0	0	0	0	0	169	0	0	0	0	0	0
170	36	0	36	0.0	0.0	170	0	0	0	0	0	170	0	0	0	0	0	0
171	16	0	16	606.8	61.1	171	0	0	0	0	0	171	923	923	0	0	0	923
172	28	0	28	0.0	0.0	172	0	0	0	0	0	172	0	0	0	0	0	0
173	104	0	104	0.0	0.0	173	0	0	0	0	0	173	0	0	0	0	0	0
174	36	0	36	0.0	0.0	174	0	0	0	0	0	174	0	0	0	0	0	0
175	48	0	48	0.0	0.0	175	0	0	0	0	0	175	0	0	0	0	0	0
176	102	233	335	4.1	0.0	176	517	0	0	0	517	176	163491	163491	0	105505	10735	279731
177	785	139	924	106.9	0.0	177	94	0	0	0	94	177	8548	8548	0	0	22778	31326
178	112	488	600	10.2	0.0	178	0	0	0	0	0	178	131740	131740	0	410257	2128	544125
179	382	0	382	6.3	0.0	179	642	0	0	0	642	179	0	0	0	60007	0	60007
180	920	11	931	17.8	0.0	180	0	0	0	0	0	180	19098	19098	0	88375	7800	115273
181	55	0	55	289.7	0.0	181	0	0	0	0	0	181	15760	15760	0	96061	3463	115284
182	251	535	786	11.8	0.0	182	0	0	0	0	0	182	69058	69058	0	63783	3513	136354
183	400	254	654	0.0	0.0	183	0	0	0	0	0	183	79140	79140	0	49766	23796	152702
184	29	0	29	13.5	0.0	184	0	0	0	0	0	184	274780	274780	0	261446	136591	672817
185	346	140	486	4.2	0.0	185	0	0	0	0	0	185	0	0	0	0	0	0
186	159	0	159	1.8	0.0	186	0	0	0	0	0	186	20246	20246	0	43851	13290	77387
187	383	0	383	65.9	0.0	187	0	0	0	0	0	187	0	0	0	81132	5082	86214
188	51	0	51	230.0	0.0	188	0	0	0	0	0	188	0	0	0	224588	11916	236504
189	49	0	49	0.0	0.0	189	303	0	0	0	303	189	0	0	0	0	0	0
190	127	0	127	20.3	0.0	190	0	0	0	0	0	190	0	0	0	354681	0	354681
191	288	0	288	0.0	0.0	191	0	0	0	0	0	191	2718	2718	0	3650	6000	12368
192	233	125	358	0.0	0.0	192	318	0	0	0	318	192	0	0	0	0	4418	4418
193	196	0	196	0.0	0.0	193	0	0	0	0	0	193	172392	172392	0	0	0	172392
194	0	0	0	0.0	0.0	194	0	0	0	0	0	194	0	0	0	0	0	0
195	3	0	3	0.0	0.0	195	0	0	0	0	0	195	0	0	0	0	0	0
196	4	0	4	0.0	50.6	196	0	0	0	0	0	196	5067	5067	0	0	40833	45900

2015 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
197	1	0	1	32.4	2.6	197	0	0	0	0	0	197	0	0	0	0	0	0
198	2	0	2	152.7	0.0	198	0	0	0	0	0	198	0	0	0	0	0	0
199	7	0	7	0.0	0.0	199	0	0	0	0	0	199	0	0	0	0	0	0
200	13	0	13	0.1	0.0	200	0	0	0	0	0	200	0	0	0	0	0	0
201	9	0	9	0.0	0.0	201	0	0	0	0	0	201	0	0	0	0	0	0
202	9	0	9	0.0	0.0	202	0	0	0	0	0	202	0	0	0	0	0	0
203	40	0	40	0.0	0.0	203	0	0	0	0	0	203	0	0	0	0	0	0
204	0	233	233	0.0	0.0	204	0	0	0	0	0	204	609037	0	609037	32131	35627	676795
205	60	0	60	0.0	0.0	205	0	0	0	0	0	205	129542	129542	0	22516	2016	154074
206	469	235	704	0.0	0.0	206	702	0	0	0	702	206	0	0	0	148429	0	148429
207	388	99	487	0.0	0.0	207	0	0	0	0	0	207	1708	1708	0	309027	3581	314316
208	271	104	375	0.0	0.0	208	0	0	0	0	0	208	27639	27639	0	72869	136602	237110
209	5	0	5	27.6	0.0	209	0	0	0	0	0	209	0	0	0	0	0	0
210	0	0	0	0.0	0.0	210	0	0	0	0	0	210	0	0	0	0	0	0
211	6	0	6	0.0	0.0	211	0	0	0	0	0	211	0	0	0	0	0	0
212	2	0	2	0.0	0.0	212	0	0	0	0	0	212	0	0	0	0	0	0
213	2	0	2	0.0	0.0	213	0	0	0	0	0	213	0	0	0	0	0	0
214	8	0	8	0.0	0.0	214	0	0	0	0	0	214	0	0	0	0	0	0
215	32	0	32	0.0	0.0	215	0	0	0	0	0	215	0	0	0	0	0	0
216	40	0	40	0.0	7.2	216	0	0	0	0	0	216	0	0	0	0	1860	1860
217	628	0	628	0.1	15.3	217	0	0	0	0	0	217	0	0	0	0	49342	49342
218	0	0	0	0.0	0.0	218	0	0	0	0	0	218	80842	80842	0	138903	15010	234755
219	4	0	4	0.0	0.0	219	0	0	0	0	0	219	0	0	0	0	0	0
220	1	0	1	0.0	0.0	220	0	0	0	0	0	220	0	0	0	0	0	0
221	96	0	96	0.0	0.0	221	0	0	0	0	0	221	0	0	0	0	0	0
222	9	0	9	0.0	0.0	222	0	0	0	0	0	222	44015	44015	0	0	22321	66336
223	10	0	10	0.0	0.0	223	0	0	0	0	0	223	0	0	0	0	0	0
224	30	0	30	0.0	0.0	224	0	0	0	0	0	224	0	0	0	0	0	0
225	363	127	490	0.0	0.0	225	0	0	0	0	0	225	17160	17160	0	41474	18884	77518
226	471	0	471	0.0	0.0	226	557	0	0	0	557	226	37682	37682	0	15212	15100	67994
227	393	320	713	0.6	0.0	227	0	0	0	0	0	227	42343	42343	0	27316	67723	137382
228	264	40	304	5.7	0.0	228	0	0	0	0	0	228	36323	36323	0	164607	670544	871474
229	427	158	585	0.0	0.0	229	29	0	0	883	912	229	13018	13018	0	12255	58238	83511
230	700	149	849	13.5	3.4	230	441	0	0	0	441	230	98347	98347	0	23102	30673	152122
231	167	315	482	0.0	2.6	231	0	0	0	0	0	231	173301	173301	0	10200	230840	414341
232	458	0	458	0.0	0.0	232	0	0	0	0	0	232	0	0	0	6891	0	6891
233	361	0	361	19.9	0.0	233	582	0	0	0	582	233	0	0	0	0	0	0
234	672	340	1012	0.0	0.0	234	0	0	0	0	0	234	0	0	0	7946	6118	14064
235	777	8	785	0.0	0.0	235	420	0	0	0	420	235	9837	9837	0	175043	5648	190528
236	347	0	347	0.0	0.0	236	445	0	0	0	445	236	9569	9569	0	14808	5900	30277
237	13	6	19	0.0	0.0	237	0	0	0	0	0	237	0	0	0	190467	1723	192190
238	324	410	734	0.0	0.0	238	459	0	0	0	459	238	118367	118367	0	6728	59087	184182
239	0	0	0	0.0	136.9	239	0	0	0	0	0	239	0	0	0	0	0	0
240	65	0	65	46.3	0.0	240	0	1489	0	0	1489	240	6930	6930	0	11315	0	18245
241	195	86	281	19.4	0.0	241	0	0	0	0	0	241	194361	194361	0	492537	912003	1598901
242	0	0	0	0.0	3.5	242	0	0	0	0	0	242	330148	330148	0	102186	12088	444422
243	177	746	923	3.6	0.0	243	0	0	0	0	0	243	0	0	0	0	0	0
244	419	173	592	0.0	0.0	244	520	0	0	0	520	244	6081	6081	0	2584	18080	26745
245	151	0	151	0.0	0.0	245	0	884	0	0	884	245	139769	139769	0	91530	0	231299

2015 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
246	0	0	0	0.0	0.0	246	0	0	0	0	0	246	532528	0	532528	83019	46612	662159
247	261	119	380	0.0	0.0	247	0	0	0	0	0	247	0	0	0	0	0	0
248	425	0	425	0.0	0.0	248	0	0	0	0	0	248	0	0	0	0	0	0
249	320	15	335	0.0	0.0	249	0	0	0	0	0	249	183761	183761	0	33673	78547	295981
250	192	0	192	33.9	0.0	250	0	0	0	0	0	250	0	0	0	0	0	0
251	44	0	44	0.0	0.0	251	0	0	0	0	0	251	0	0	0	77688	0	77688
252	308	194	502	0.0	0.0	252	271	243	0	0	514	252	0	0	0	0	0	0
253	360	0	360	0.0	0.0	253	863	0	0	0	863	253	0	0	0	0	0	0
254	166	0	166	43.4	0.0	254	0	0	0	0	0	254	61001	61001	0	73297	73563	207861
255	413	538	951	206.2	0.0	255	0	0	0	0	0	255	0	0	0	0	0	0
256	0	0	0	1.5	0.0	256	0	0	0	0	0	256	180814	0	180814	3996	11408	196218
257	746	114	860	241.8	16.9	257	567	0	0	0	567	257	0	0	0	108403	10887	119290
258	371	0	371	0.0	0.0	258	0	0	0	0	0	258	41826	41826	0	77552	65712	185090
259	47	0	47	0.0	80.0	259	0	0	0	0	0	259	114732	114732	0	1680	188818	305230
260	0	0	0	0.0	0.0	260	0	0	0	0	0	260	0	0	0	0	0	0
261	36	0	36	0.0	0.0	261	0	1816	0	0	1816	261	7539	7539	0	39068	15234	61841
262	2	0	2	0.0	12.0	262	0	1867	0	0	1867	262	53294	53294	0	79640	30531	163465
263	12	0	12	0.0	0.0	263	0	0	0	0	0	263	0	0	0	0	0	0
264	14	0	14	0.0	0.0	264	0	0	0	0	0	264	0	0	0	0	0	0
265	2	0	2	0.0	0.0	265	0	0	0	0	0	265	0	0	0	0	0	0
266	72	0	72	0.0	0.0	266	0	0	0	0	0	266	0	0	0	0	0	0
267	6	0	6	0.0	0.0	267	0	0	0	0	0	267	0	0	0	0	0	0
268	3	0	3	0.0	0.0	268	0	0	0	0	0	268	0	0	0	0	0	0
269	1	0	1	0.0	0.0	269	0	0	0	0	0	269	0	0	0	0	0	0
270	28	0	28	0.0	0.0	270	0	0	0	0	0	270	0	0	0	0	0	0
271	11	0	11	0.0	0.0	271	0	0	0	0	0	271	0	0	0	0	0	0
272	6	0	6	0.0	0.0	272	0	0	0	0	0	272	0	0	0	0	0	0
273	26	592	618	51.7	0.0	273	0	0	0	0	0	273	0	0	0	0	0	0
274	74	0	74	9.2	0.0	274	0	0	0	0	0	274	0	0	0	0	0	0
275	180	0	180	0.0	0.0	275	0	0	0	0	0	275	305762	305762	0	17773	101311	424846
276	6	0	6	158.5	0.0	276	0	0	0	0	0	276	0	0	0	0	0	0
277	23	0	23	78.9	0.0	277	0	0	0	0	0	277	0	0	0	0	0	0
278	32	0	32	0.0	1.0	278	0	0	0	0	0	278	0	0	0	0	0	0
279	7	0	7	0.0	0.0	279	0	0	0	0	0	279	0	0	0	0	0	0
280	7	0	7	91.5	0.0	280	0	0	0	0	0	280	0	0	0	0	161250	161250
281	68	0	68	0.0	0.0	281	0	0	0	0	0	281	0	0	0	0	0	0
282	16	0	16	0.0	0.0	282	0	0	0	0	0	282	0	0	0	0	0	0
283	522	47	569	11.3	55.5	283	0	0	0	0	0	283	14000	14000	0	13824	34358	62182
284	589	72	661	35.3	53.5	284	549	971	0	0	1520	284	46275	46275	0	10733	74848	131856
285	0	0	0	0.0	56.1	285	0	0	0	0	0	285	11914	11914	0	7571	35252	54737
286	11	0	11	0.0	0.0	286	0	0	0	0	0	286	0	0	0	0	0	0
287	25	0	25	0.0	2.0	287	0	0	0	0	0	287	0	0	0	2880	0	2880
288	0	0	0	0.0	0.0	288	0	0	0	0	0	288	0	0	0	0	269231	269231
289	3	0	3	0.0	0.0	289	0	0	0	0	0	289	0	0	0	0	0	0
290	399	216	615	0.0	0.0	290	0	0	0	0	0	290	3494	3494	0	39096	10979	53569
291	189	115	304	0.0	0.0	291	0	0	7980	0	7980	291	0	0	0	25010	0	25010
292	48	0	48	171.5	0.0	292	0	0	0	0	0	292	0	0	0	0	0	0
293	69	0	69	0.0	0.0	293	0	0	0	0	0	293	0	0	0	0	0	0
294	9	0	9	0.0	0.0	294	0	0	0	0	0	294	0	0	0	0	0	0

2015 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
295	38	0	38	0.0	31.3	295	0	0	0	0	0	295	9550	9550	0	0	59762	69312
296	28	0	28	0.0	0.0	296	0	0	0	0	0	296	0	0	0	0	0	0
297	31	0	31	160.7	0.0	297	0	0	0	0	0	297	0	0	0	0	0	0
298	36	0	36	0.0	0.0	298	0	0	0	0	0	298	0	0	0	0	0	0
299	8	0	8	0.0	0.0	299	0	0	0	0	0	299	0	0	0	0	0	0
300	2	0	2	0.0	0.0	300	0	0	0	0	0	300	0	0	0	0	0	0
301	305	197	502	0.0	0.0	301	0	831	0	0	831	301	27100	27100	0	1420	0	28520
302	424	0	424	0.0	0.0	302	0	0	0	0	0	302	0	0	0	6658	0	6658
303	131	0	131	0.0	0.0	303	0	0	0	0	0	303	0	0	0	2930	0	2930
304	511	0	511	6.5	0.0	304	0	0	0	0	0	304	0	0	0	38402	6050	44452
305	81	0	81	182.9	0.0	305	0	0	0	0	0	305	0	0	0	0	0	0
306	2	0	2	0.0	0.0	306	0	0	0	0	0	306	0	0	0	0	0	0
307	24	0	24	0.0	0.0	307	0	0	0	0	0	307	0	0	0	0	0	0
308	28	0	28	0.0	0.0	308	0	0	0	0	0	308	0	0	0	0	0	0
309	11	0	11	0.0	0.0	309	0	0	0	0	0	309	0	0	0	0	0	0
310	705	0	705	0.0	0.0	310	0	0	0	0	0	310	0	0	0	0	0	0
311	135	175	310	0.0	0.0	311	0	0	0	0	0	311	0	0	0	141657	108901	250558
312	81	0	81	7.4	0.6	312	0	0	0	0	0	312	43945	43945	0	3493	95450	142888
313	137	195	332	1.3	0.0	313	0	0	0	0	0	313	0	0	0	0	0	0
314	7	0	7	0.0	0.0	314	0	0	0	0	0	314	0	0	0	0	0	0
315	16	0	16	0.0	0.0	315	0	0	0	0	0	315	0	0	0	0	0	0
316	56	0	56	0.0	0.0	316	0	0	0	0	0	316	0	0	0	0	0	0
317	4	0	4	0.0	0.0	317	0	0	0	0	0	317	0	0	0	0	0	0
318	26	0	26	0.0	0.0	318	0	0	0	0	0	318	0	0	0	0	0	0
319	14	0	14	0.0	0.0	319	0	0	0	0	0	319	0	0	0	0	0	0
320	4	0	4	0.0	0.0	320	0	0	0	0	0	320	0	0	0	0	0	0
321	9	0	9	0.0	0.0	321	0	0	0	0	0	321	0	0	0	0	0	0
322	9	0	9	0.0	0.0	322	0	0	0	0	0	322	0	0	0	0	0	0
323	15	0	15	0.0	0.0	323	0	0	0	0	0	323	0	0	0	0	0	0
324	66	0	66	163.1	2.0	324	0	0	0	0	0	324	2520	2520	0	0	10808	13328
325	130	0	130	0.0	0.0	325	0	0	0	0	0	325	0	0	0	0	0	0
326	3	0	3	0.0	0.0	326	0	0	0	0	0	326	0	0	0	0	0	0
327	16	0	16	0.0	0.0	327	0	0	0	0	0	327	0	0	0	0	0	0
328	94	0	94	0.0	0.0	328	0	0	0	0	0	328	0	0	0	0	0	0
329	130	0	130	0.0	0.0	329	0	0	0	0	0	329	0	0	0	0	0	0
330	408	0	408	0.0	0.0	330	0	0	0	0	0	330	0	0	0	0	0	0
331	0	0	0	0.0	0.0	331	0	0	0	0	0	331	475853	0	475853	67843	110465	654161
332	301	182	483	0.0	0.0	332	0	0	0	0	0	332	8020	8020	0	40056	13174	61250
333	318	0	318	0.0	0.0	333	0	0	0	0	0	333	0	0	0	27600	0	27600
334	319	91	410	7.7	0.0	334	0	0	0	0	0	334	15892	15892	0	77515	23747	117154
335	34	0	34	0.0	0.0	335	0	0	0	0	0	335	0	0	0	0	0	0
336	1	0	1	159.5	0.0	336	0	0	0	0	0	336	0	0	0	0	0	0
337	0	0	0	0.0	0.0	337	0	0	0	0	0	337	0	0	0	0	0	0
338	3	0	3	0.0	0.0	338	0	0	0	0	0	338	0	0	0	0	0	0
339	7	0	7	0.0	0.0	339	0	0	0	0	0	339	0	0	0	0	0	0
340	5	0	5	0.0	1.8	340	0	0	0	0	0	340	0	0	0	0	0	0
341	1	0	1	0.0	0.0	341	0	0	0	0	0	341	0	0	0	0	0	0
342	161	197	358	0.0	0.0	342	0	0	0	0	0	342	220031	0	220031	5378	0	225409
343	341	72	413	0.0	0.0	343	0	0	0	0	0	343	207321	207321	0	1200	4800	213321

2015 Land Use by TAZ

	Dwelling Units					Students By School						Commercial					
												Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
344	272	0	272	0.0	0.0	344	0	0	0	0	0	344	80280	80280	0	0	10594	90874
345	345	0	345	11.0	0.0	345	0	0	0	0	0	345	123980	123980	0	80137	19956	224073
346	263	0	263	0.0	0.0	346	0	0	0	0	0	346	0	0	0	0	0	0
347	524	0	524	0.0	0.0	347	0	0	0	0	0	347	0	0	0	0	0	0
348	263	0	263	0.0	0.0	348	0	0	0	0	0	348	11558	11558	0	0	0	11558
349	0	0	0	0.0	0.0	349	0	0	0	0	0	349	0	0	0	0	0	0
350	241	211	452	0.5	0.0	350	0	0	0	0	0	350	105391	105391	0	39935	22131	167457
351	281	108	389	0.0	0.0	351	0	0	0	0	0	351	20888	20888	0	88847	113530	223265
352	334	114	448	0.0	0.0	352	0	0	0	0	0	352	124932	124932	0	8405	0	133337
353	166	168	334	148.9	0.0	353	0	0	0	0	0	353	0	0	0	76533	7335	83868
354	3	0	3	17.0	20.6	354	0	0	0	0	0	354	4267	4267	0	0	2125	6392
355	29	0	29	0.0	0.0	355	0	0	0	0	0	355	0	0	0	0	0	0
356	2	0	2	0.0	0.0	356	0	0	0	0	0	356	52571	52571	0	0	24607	77178
357	5	0	5	265.1	0.0	357	0	0	0	0	0	357	0	0	0	0	0	0
358	3	0	3	210.9	0.0	358	0	0	0	0	0	358	0	0	0	0	0	0
359	7	0	7	0.0	0.0	359	0	0	0	0	0	359	0	0	0	0	0	0
360	5	0	5	0.0	10.3	360	0	0	0	0	0	360	0	0	0	0	0	0
361	2	0	2	0.0	0.0	361	0	0	0	0	0	361	0	0	0	0	0	0
362	26	0	26	0.0	0.0	362	0	0	0	0	0	362	0	0	0	0	0	0
363	9	0	9	0.0	0.0	363	0	0	0	0	0	363	0	0	0	0	0	0
364	22	0	22	0.0	0.0	364	0	0	0	0	0	364	0	0	0	0	0	0
365	3	0	3	0.0	0.0	365	0	0	0	0	0	365	0	0	0	0	0	0
366	4	0	4	0.0	0.0	366	0	0	0	0	0	366	0	0	0	0	0	0
367	9	0	9	0.0	0.0	367	0	0	0	0	0	367	0	0	0	0	0	0
368	6	0	6	0.0	0.0	368	0	0	0	0	0	368	0	0	0	0	0	0
369	14	0	14	0.0	0.0	369	0	0	0	0	0	369	0	0	0	0	0	0
370	37	0	37	0.0	0.0	370	0	0	0	0	0	370	0	0	0	0	0	0
371	37	0	37	0.0	0.0	371	0	0	0	0	0	371	0	0	0	0	0	0
372	39	0	39	0.0	0.0	372	0	0	0	0	0	372	0	0	0	0	0	0
373	5	0	5	0.0	0.0	373	0	0	0	0	0	373	0	0	0	0	0	0
374	1	0	1	0.0	0.0	374	0	0	0	0	0	374	0	0	0	0	0	0
375	5	0	5	0.0	0.0	375	0	0	0	0	0	375	0	0	0	0	0	0
376	61	0	61	60.7	0.0	376	0	0	0	0	0	376	0	0	0	0	0	0
377	5	0	5	0.0	0.0	377	0	0	0	0	0	377	0	0	0	0	42700	42700
378	252	191	443	0.1	0.0	378	0	723	0	0	723	378	61475	61475	0	6915	0	68390
379	2	0	2	105.0	0.0	379	0	0	0	0	0	379	0	0	0	0	0	0
380	1	0	1	0.0	0.0	380	0	0	0	0	0	380	0	0	0	0	0	0
381	19	0	19	0.0	0.0	381	0	0	0	0	0	381	1680	1680	0	0	72550	74230
382	2	0	2	5.0	0.0	382	0	0	0	0	0	382	0	0	0	0	0	0
383	0	0	0	63.4	0.0	383	0	0	0	0	0	383	45762	45762	0	0	115901	161663
384	0	0	0	0.0	17.0	384	0	0	0	0	0	384	62388	62388	0	4157	20355	86900
385	565	343	908	0.0	0.0	385	0	0	0	0	0	385	0	0	0	0	0	0
386	338	131	469	0.0	0.0	386	0	0	0	0	0	386	0	0	0	0	0	0
387	367	0	367	6.1	0.0	387	0	0	0	0	0	387	9858	9858	0	0	8645	18503
388	362	0	362	12.8	0.0	388	0	0	0	0	0	388	108499	108499	0	1615	9600	119714
389	129	0	129	124.4	0.0	389	0	0	0	0	0	389	0	0	0	0	6576	6576
390	334	27	361	0.0	0.0	390	0	0	0	0	0	390	0	0	0	0	0	0
391	131	0	131	25.7	0.0	391	0	0	0	0	0	391	0	0	0	45553	0	45553
392	50	0	50	0.0	0.0	392	0	0	0	0	0	392	0	0	0	0	0	0

2015 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
393	0	0	0	0.0	0.0	393	0	0	0	0	0	393	0	0	0	0	0	0
394	74	0	74	0.0	0.0	394	0	0	0	0	0	394	0	0	0	0	0	0
395	2	0	2	0.0	0.0	395	0	0	0	0	0	395	0	0	0	0	0	0
396	1	0	1	0.0	0.0	396	0	0	0	0	0	396	0	0	0	0	0	0
397	3	0	3	0.0	0.0	397	0	0	0	0	0	397	0	0	0	0	0	0
398	0	0	0	0.0	0.0	398	0	0	0	0	0	398	0	0	0	0	0	0
399	0	0	0	0.0	0.0	399	0	0	0	0	0	399	0	0	0	0	0	0
400	243	0	243	0.0	0.0	400	0	0	0	0	0	400	0	0	0	0	0	0
401	182	0	182	91.3	0.0	401	0	0	0	0	0	401	0	0	0	0	0	0
402	1	0	1	147.6	0.0	402	0	0	0	0	0	402	0	0	0	0	0	0
403	406	256	662	142.5	0.0	403	0	0	0	0	0	403	0	0	0	193823	0	193823
404	391	214	605	0.0	15.6	404	0	0	0	0	0	404	8500	8500	0	0	24816	33316
405	623	0	623	2.7	0.0	405	0	0	0	0	0	405	0	0	0	0	0	0
406	19	0	19	0.0	0.0	406	895	0	0	0	895	406	0	0	0	0	0	0
407	32	0	32	0.0	0.0	407	0	0	0	0	0	407	0	0	0	0	0	0
408	14	0	14	0.0	8.6	408	0	0	0	0	0	408	0	0	0	0	207777	207777
409	13	0	13	0.0	0.0	409	0	0	0	0	0	409	0	0	0	0	0	0
410	54	0	54	0.0	3.6	410	0	0	0	0	0	410	12737	12737	0	0	12772	25509
411	534	0	534	2.1	12.0	411	0	0	0	0	0	411	60343	60343	0	1200	5137	66680
412	5	0	5	0.0	9.2	412	0	0	0	0	0	412	0	0	0	0	51333	51333
413	2	0	2	0.0	0.0	413	0	0	0	0	0	413	0	0	0	0	0	0
414	1	0	1	0.0	0.0	414	0	0	0	0	0	414	0	0	0	0	0	0
415	1	0	1	0.0	0.0	415	0	0	0	0	0	415	0	0	0	0	0	0
416	3	0	3	0.0	0.0	416	0	0	0	0	0	416	0	0	0	0	0	0
417	20	0	20	0.0	0.0	417	0	0	0	0	0	417	0	0	0	0	0	0
418	2	0	2	0.0	0.0	418	0	0	0	0	0	418	0	0	0	0	0	0
419	13	0	13	0.0	0.0	419	0	0	0	0	0	419	0	0	0	0	0	0
420	16	0	16	0.0	0.0	420	0	0	0	0	0	420	0	0	0	0	0	0
421	4	0	4	0.0	0.0	421	0	0	0	0	0	421	0	0	0	0	0	0
422	2	0	2	0.0	0.0	422	0	0	0	0	0	422	0	0	0	0	0	0
423	51	0	51	0.0	0.0	423	0	0	0	0	0	423	0	0	0	0	0	0
424	4	0	4	0.0	0.0	424	0	0	0	0	0	424	0	0	0	0	0	0
425	1	0	1	0.0	0.0	425	0	0	0	0	0	425	0	0	0	0	0	0
426	8	0	8	0.0	0.0	426	0	0	0	0	0	426	0	0	0	0	0	0
427	67	0	67	0.0	0.0	427	293	0	0	0	293	427	0	0	0	0	0	0
428	2	0	2	0.0	0.0	428	0	0	0	0	0	428	0	0	0	0	0	0
429	23	0	23	0.0	1.7	429	0	0	0	0	0	429	0	0	0	0	9360	9360
430	0	0	0	0.0	40.0	430	13	0	0	0	13	430	0	0	0	0	0	0
431	1	0	1	0.0	0.0	431	0	0	0	0	0	431	0	0	0	0	0	0
432	1	0	1	0.0	0.0	432	0	0	0	0	0	432	0	0	0	0	0	0
433	23	0	23	0.0	0.0	433	0	0	0	0	0	433	0	0	0	0	0	0
434	1	0	1	0.0	0.0	434	0	0	0	0	0	434	0	0	0	0	0	0
435	2	0	2	0.0	0.0	435	0	0	0	0	0	435	0	0	0	0	0	0
436	8	0	8	0.0	0.0	436	0	0	0	0	0	436	0	0	0	0	0	0
437	9	0	9	0.0	0.0	437	0	0	0	0	0	437	0	0	0	0	0	0
438	2	0	2	0.0	0.0	438	0	0	0	0	0	438	0	0	0	0	0	0
439	2	0	2	76.8	0.0	439	0	0	0	0	0	439	0	0	0	0	0	0
440	8	0	8	0.0	0.0	440	0	0	0	0	0	440	0	0	0	0	0	0
441	56	0	56	0.0	0.0	441	0	0	0	0	0	441	0	0	0	0	0	0

2015 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
442	0	0	0	0.0	0.0	442	0	0	0	0	0	442	0	0	0	0	0	0
443	11	0	11	0.0	0.0	443	0	0	0	0	0	443	0	0	0	0	0	0
444	19	0	19	0.0	0.0	444	0	0	0	0	0	444	0	0	0	0	0	0
445	6	0	6	0.0	0.0	445	0	0	0	0	0	445	0	0	0	0	0	0
446	3	0	3	0.0	0.0	446	0	0	0	0	0	446	0	0	0	0	0	0
447	4	0	4	0.0	0.0	447	0	0	0	0	0	447	0	0	0	0	0	0
448	8	0	8	0.0	0.0	448	0	0	0	0	0	448	0	0	0	0	0	0
449	8	0	8	0.0	0.0	449	0	0	0	0	0	449	0	0	0	0	0	0
450	9	0	9	0.0	0.0	450	0	0	0	0	0	450	0	0	0	0	0	0
451	5	0	5	0.0	0.0	451	0	0	0	0	0	451	0	0	0	0	0	0
452	10	0	10	0.0	0.0	452	0	0	0	0	0	452	0	0	0	0	0	0
453	46	0	46	151.2	0.0	453	0	0	0	0	0	453	0	0	0	0	0	0
454	4	0	4	157.4	0.0	454	0	0	0	0	0	454	0	0	0	0	0	0
455	4	0	4	0.0	0.0	455	0	0	0	0	0	455	0	0	0	0	0	0
456	2	0	2	0.0	0.0	456	0	0	0	0	0	456	0	0	0	0	0	0
457	17	0	17	0.0	0.0	457	0	0	0	0	0	457	0	0	0	0	0	0
458	9	0	9	0.0	0.0	458	0	0	0	0	0	458	0	0	0	0	0	0
459	18	0	18	0.0	0.0	459	0	0	0	0	0	459	0	0	0	0	0	0
460	33	0	33	0.0	0.0	460	0	0	0	0	0	460	0	0	0	0	0	0
461	0	0	0	0.0	0.0	461	0	0	0	0	0	461	0	0	0	0	0	0
462	1	0	1	0.0	0.0	462	0	0	0	0	0	462	0	0	0	0	0	0
463	0	0	0	0.0	0.0	463	0	0	0	0	0	463	0	0	0	0	0	0
464	187	0	187	0.0	0.0	464	0	0	0	0	0	464	0	0	0	12100	0	12100
465	47	0	47	9.7	0.0	465	0	0	0	0	0	465	0	0	0	0	0	0
466	8	0	8	3.8	0.0	466	0	0	0	0	0	466	0	0	0	0	0	0
467	1	0	1	0.0	0.0	467	0	0	0	0	0	467	0	0	0	0	0	0
468	5	0	5	0.0	0.0	468	0	0	0	0	0	468	0	0	0	0	0	0
469	40	0	40	143.2	0.0	469	0	0	0	0	0	469	0	0	0	0	0	0
470	4	0	4	0.0	0.0	470	0	0	0	0	0	470	0	0	0	0	0	0
471	2	0	2	215.4	0.0	471	0	0	0	0	0	471	0	0	0	0	0	0
472	6	0	6	0.0	0.0	472	0	0	0	0	0	472	11796	11792	0	0	38452	50248
473	1	0	1	0.0	7.3	473	0	0	0	0	0	473	4800	4800	0	0	0	4800
474	8	0	8	0.0	0.0	474	0	0	0	0	0	474	0	0	0	0	0	0
475	12	0	12	0.0	0.0	475	0	0	0	0	0	475	0	0	0	0	0	0
476	13	0	13	0.0	0.0	476	0	0	0	0	0	476	0	0	0	0	0	0
477	5	0	5	0.0	0.0	477	0	0	0	0	0	477	0	0	0	0	0	0
478	17	0	17	0.0	0.0	478	0	0	0	0	0	478	0	0	0	0	0	0
479	10	0	10	0.0	0.0	479	0	0	0	0	0	479	0	0	0	0	0	0
480	8	0	8	0.0	0.0	480	0	0	0	0	0	480	0	0	0	0	0	0
481	22	0	22	0.0	0.0	481	0	0	0	0	0	481	0	0	0	0	0	0
482	50	0	50	133.2	0.0	482	0	0	0	0	0	482	0	0	0	0	0	0
483	11	0	11	0.0	0.0	483	0	0	0	0	0	483	0	0	0	0	0	0
484	4	0	4	0.0	0.0	484	0	0	0	0	0	484	0	0	0	0	0	0
485	4	0	4	0.0	0.0	485	0	0	0	0	0	485	0	0	0	0	0	0
486	103	0	103	0.0	0.0	486	0	0	0	0	0	486	0	0	0	0	0	0
487	1	0	1	0.0	0.0	487	0	0	0	0	0	487	0	0	0	0	0	0
488	0	0	0	0.0	0.0	488	0	0	0	0	0	488	0	0	0	0	0	0
489	14	0	14	0.0	0.0	489	0	0	0	0	0	489	0	0	0	0	0	0
490	3	0	3	0.0	0.0	490	0	0	0	0	0	490	0	0	0	0	0	0

2015 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
491	1	0	1	0.0	0.0	491	0	0	0	0	0	491	0	0	0	0	0	0
492	4	0	4	0.0	0.0	492	0	0	0	0	0	492	0	0	0	0	0	0
493	2	0	2	0.0	0.0	493	0	0	0	0	0	493	0	0	0	0	0	0
494	14	0	14	0.0	0.0	494	0	0	0	0	0	494	0	0	0	0	0	0
495	2	0	2	0.0	0.0	495	0	0	0	0	0	495	0	0	0	0	0	0
496	11	0	11	0.0	0.0	496	0	0	0	0	0	496	0	0	0	0	0	0
497	54	0	54	0.0	0.0	497	0	0	0	0	0	497	0	0	0	0	0	0
498	8	0	8	0.0	0.0	498	0	0	0	0	0	498	0	0	0	0	0	0
499	1	0	1	512.6	0.0	499	0	0	0	0	0	499	0	0	0	0	0	0
500	7	0	7	0.0	0.0	500	0	0	0	0	0	500	0	0	0	0	0	0
501	6	0	6	0.0	0.0	501	0	0	0	0	0	501	0	0	0	0	0	0
502	164	0	164	0.0	0.0	502	0	0	0	0	0	502	0	0	0	0	0	0

2026 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
1	0	0	0	0.0	50.5	1	0	0	0	0	0	1	0	0	0	0	0	0
2	269	0	269	1.9	175.0	2	160	0	0	0	160	2	625	625	0	625	3460	4710
3	495	166	661	9.2	0.0	3	0	0	0	0	0	3	20000	20000	0	5100	10000	35100
4	471	75	546	12.2	4.9	4	0	0	0	0	0	4	46020	46020	0	4737	32323	83080
5	333	177	510	2.3	53.7	5	140	0	0	0	140	5	124426	124426	0	40551	135345	300322
6	507	235	742	8.3	7.4	6	0	0	0	0	0	6	3647	3647	0	3359	1047	8053
7	628	55	683	1.6	0.0	7	386	0	0	0	386	7	2230	2230	0	8650	3563	14443
8	588	52	640	0.0	0.0	8	0	1800	0	0	1800	8	10000	10000	0	2200	23927	36127
9	256	617	873	0.0	0.7	9	0	0	0	1900	1900	9	55000	55000	0	45457	51503	151960
10	627	241	868	2.4	0.0	10	0	450	0	0	450	10	4979	4979	0	0	2081	7060
11	281	35	316	4.5	24.0	11	0	0	0	0	0	11	19000	19000	0	0	4890	23890
12	225	352	577	9.8	12.9	12	0	0	0	0	0	12	0	0	0	0	0	0
13	248	13	261	11.4	14.7	13	0	0	0	0	0	13	16196	16196	0	6058	14928	37182
14	381	101	482	34.3	8.7	14	0	0	0	0	0	14	0	0	0	0	5143	5143
15	555	140	695	1.5	5.3	15	438	0	0	0	438	15	22176	22176	0	7800	50000	79976
16	300	149	449	0.0	3.9	16	0	0	0	0	0	16	19884	19884	0	7402	3911	31197
17	88	137	225	0.0	17.0	17	0	0	0	0	0	17	0	0	0	0	0	0
18	195	249	444	0.2	3.0	18	0	0	0	0	0	18	365	365	0	1564	3050	4979
19	181	228	409	22.4	5.5	19	0	0	0	0	0	19	1129	1129	0	3389	11269	15787
20	0	50	50	45.8	27.7	20	0	0	0	0	0	20	110000	35000	75000	100000	85000	295000
21	0	111	111	0.2	2.6	21	0	0	0	0	0	21	288680	0	288680	263818	382499	934997
22	0	0	0	0.0	1.4	22	0	0	0	0	0	22	0	0	0	0	0	0
23	0	0	0	0.0	0.0	23	0	0	0	21560	21560	23	0	0	0	0	0	0
24	0	0	0	0.0	0.0	24	0	0	0	2674	2674	24	0	0	0	0	0	0
25	0	0	0	0.0	0.0	25	0	0	0	0	0	25	0	0	0	12821	0	12821
26	47	200	247	14.9	18.7	26	0	0	0	0	0	26	5000	5000	0	85000	5000	95000
27	68	341	409	0.0	1.7	27	0	0	0	0	0	27	21752	21752	0	0	0	21752
28	157	394	551	0.2	0.8	28	0	0	0	0	0	28	32863	32863	0	9371	8798	51032
29	326	58	384	0.4	0.0	29	0	0	0	0	0	29	43733	43733	0	1750	15000	60483
30	330	29	359	9.8	0.0	30	479	0	0	0	479	30	0	0	0	0	0	0
31	395	268	663	0.0	0.0	31	0	0	0	0	0	31	14975	14975	0	71716	50000	136691
32	1	38	39	0.0	0.0	32	0	0	0	3152	3152	32	0	0	0	92000	0	92000
33	453	185	638	4.5	3.9	33	0	0	0	0	0	33	14275	14275	0	0	0	14275
34	343	234	577	7.9	0.0	34	0	0	0	0	0	34	164000	0	164000	42000	53000	259000
35	1	433	434	0.0	0.0	35	0	0	0	0	0	35	343000	0	343000	160000	158000	661000
36	218	676	894	0.0	0.0	36	0	900	0	0	900	36	210000	0	210000	225121	258000	693121
37	212	865	1077	5.9	0.0	37	160	305	0	0	465	37	25000	25000	0	18000	26000	69000
38	493	33	526	4.4	0.4	38	241	0	0	0	241	38	38000	20000	18000	10000	55206	103206
39	379	72	451	25.7	0.0	39	0	0	0	0	0	39	31675	31675	0	8126	3620	43421
40	717	56	773	0.0	0.5	40	246	0	0	0	246	40	20000	20000	0	27384	28000	75384
41	441	137	578	253.0	0.0	41	0	0	0	0	0	41	4106	4106	0	7749	0	11855
42	718	108	826	12.3	0.0	42	600	850	0	0	1450	42	11000	11000	0	0	14000	25000
43	829	201	1030	0.0	0.5	43	0	0	0	0	0	43	5951	5951	0	3692	3700	13343
44	356	148	504	8.2	0.0	44	0	0	0	0	0	44	103145	103145	0	40000	5000	148145

2026 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
45	456	0	456	2.1	0.0	45	282	0	0	0	282	45	0	0	0	0	0	0
46	509	198	707	13.0	0.3	46	0	0	0	0	0	46	22321	22321	0	16612	37673	76606
47	5	100	105	1.4	2.1	47	0	0	0	0	0	47	885000	0	885000	476000	105000	1466000
48	344	440	784	0.0	0.0	48	0	0	0	0	0	48	11397	11397	0	120000	45000	176397
49	404	0	404	15.5	0.0	49	0	0	0	0	0	49	4655	4655	0	6000	0	10655
50	505	0	505	25.6	0.0	50	0	0	0	0	0	50	21000	21000	0	90000	14296	125296
51	331	5	336	0.0	0.0	51	0	1100	0	0	1100	51	0	0	0	0	0	0
52	256	0	256	0.0	0.0	52	234	0	0	0	234	52	71732	20732	51000	14000	12994	98726
53	233	0	233	9.3	0.0	53	0	620	0	0	620	53	23000	23000	0	4000	12000	39000
54	505	4	509	3.0	0.0	54	200	0	0	0	200	54	58000	58000	0	52769	24169	134938
55	530	34	564	0.0	0.0	55	0	0	0	0	0	55	6760	6760	0	30000	18010	54770
56	570	45	615	0.4	0.0	56	0	0	0	0	0	56	61469	61469	0	41918	18000	121387
57	333	4	337	0.0	0.5	57	450	0	0	0	450	57	3690	3690	0	36000	725000	764690
58	314	15	329	7.0	0.0	58	0	0	0	0	0	58	6000	6000	0	55000	230000	291000
59	631	253	884	0.8	0.0	59	75	0	0	0	75	59	16281	16281	0	120000	9765	146046
60	362	16	378	23.7	0.3	60	0	128	0	0	128	60	7000	7000	0	160000	12000	179000
61	749	0	749	0.0	0.0	61	329	0	0	0	329	61	19000	19000	0	0	9000	28000
62	541	21	562	0.0	0.0	62	310	0	0	0	310	62	14020	14020	0	21900	5116	41036
63	437	154	591	47.1	0.0	63	0	0	0	0	0	63	31072	31072	0	52792	23000	106864
64	561	51	612	16.1	5.4	64	0	0	0	0	0	64	60000	60000	0	8000	60000	128000
65	36	141	177	0.0	0.0	65	0	1900	0	0	1900	65	0	0	0	0	12263	12263
66	290	432	722	31.7	0.0	66	0	0	0	0	0	66	0	0	0	0	0	0
67	130	383	513	0.0	0.0	67	0	0	0	0	0	67	0	0	0	0	0	0
68	105	1312	1417	0.5	0.0	68	48	0	700	0	748	68	1111	1111	0	0	6656	7767
69	3	263	266	0.2	7.7	69	0	0	0	0	0	69	36414	36414	0	90000	65763	192177
70	165	396	561	27.6	4.1	70	360	0	0	0	360	70	35000	35000	0	20584	14312	69896
71	53	203	256	0.0	3.8	71	0	0	0	0	0	71	100000	0	100000	50000	60000	210000
72	3	228	231	3.8	6.3	72	0	0	0	0	0	72	213285	0	213285	75000	155000	443285
73	0	25	25	0.8	0.0	73	0	0	0	0	0	73	24402	0	24402	9683	64394	98479
74	0	50	50	1.2	0.0	74	0	0	0	0	0	74	169325	0	169325	275000	400000	844325
75	0	0	0	0.0	1.3	75	0	0	0	0	0	75	16929	0	16929	45000	286056	347985
76	0	78	78	0.2	0.5	76	0	0	0	0	0	76	80000	0	80000	437718	150000	667718
77	0	25	25	0.0	0.6	77	0	0	1800	0	1800	77	95000	0	95000	1028913	246019	1369932
78	0	56	56	0.3	0.1	78	0	0	0	0	0	78	161432	0	161432	400000	298274	859706
79	0	124	124	0.0	0.5	79	0	0	0	0	0	79	35616	0	35616	513857	180676	730149
80	0	47	47	0.8	0.0	80	0	0	0	0	0	80	7562	0	7562	110000	65000	182562
81	0	110	110	0.8	0.6	81	173	0	0	0	173	81	33871	0	33871	700848	300000	1034719
82	0	25	25	0.0	0.8	82	0	0	0	0	0	82	28025	0	28025	28319	45000	101344
83	6	407	413	0.3	0.0	83	0	0	0	0	0	83	9617	0	9617	625000	60000	694617
84	1	307	308	0.2	0.0	84	0	0	0	0	0	84	6280	0	6280	743959	18937	769176
85	179	1239	1418	0.7	0.0	85	224	0	0	0	224	85	7120	0	7120	13414	869	21403
86	193	1022	1215	0.9	0.0	86	450	0	0	0	450	86	33376	0	33376	0	42470	75846
87	243	57	300	11.5	0.5	87	0	800	0	0	800	87	0	0	0	0	0	0
88	12	70	82	0.0	9.7	88	0	0	0	0	0	88	0	0	0	39560	6321	45881

2026 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
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Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
89	0	313	313	0.0	21.3	89	0	0	0	0	0	89	34846	0	34846	104720	100000	239566
90	62	0	62	0.4	38.0	90	0	0	0	0	0	90	13712	13712	0	0	4590	18302
91	376	0	376	0.0	1.1	91	0	0	0	0	0	91	0	0	0	0	0	0
92	35	0	35	29.5	63.5	92	0	0	0	0	0	92	0	0	0	0	0	0
93	2	0	2	58.5	15.0	93	0	0	0	0	0	93	0	0	0	0	0	0
94	602	313	915	0.0	5.7	94	0	0	0	0	0	94	22532	22532	0	8753	15000	46285
95	400	99	499	0.6	2.8	95	217	0	0	0	217	95	3700	3700	0	2000	2570	8270
96	550	23	573	15.8	0.0	96	250	850	0	0	1100	96	10550	10550	0	4287	0	14837
97	579	535	1114	0.9	0.1	97	376	0	0	0	376	97	55000	55000	0	0	835	55835
98	812	185	997	21.9	0.0	98	0	0	0	0	0	98	18000	18000	0	8500	21000	47500
99	591	29	620	17.1	0.0	99	422	0	0	0	422	99	22750	22750	0	26000	10992	59742
100	589	4	593	116.2	0.0	100	0	0	0	0	0	100	2319	2319	0	6451	1457	10227
101	74	0	74	42.5	0.0	101	0	0	0	0	0	101	0	0	0	0	0	0
102	584	0	584	0.0	0.0	102	0	0	0	0	0	102	0	0	0	4219	0	4219
103	353	0	353	0.0	0.0	103	380	1850	0	0	2230	103	0	0	0	0	0	0
104	670	30	700	7.3	0.0	104	0	0	0	0	0	104	52974	52974	0	36020	28671	117665
105	436	199	635	11.7	0.0	105	140	80	0	0	220	105	5841	5841	0	32730	7366	45937
106	271	353	624	7.0	0.8	106	368	0	0	0	368	106	43631	43631	0	53153	49000	145784
107	466	91	557	19.6	0.0	107	0	800	0	0	800	107	29754	29754	0	4374	48013	82141
108	772	0	772	28.4	0.0	108	455	0	0	0	455	108	155000	155000	0	46467	14551	216018
109	605	281	886	3.6	0.0	109	0	0	0	0	0	109	145000	145000	0	35143	7538	187681
110	408	20	428	0.0	0.0	110	389	0	0	0	389	110	0	0	0	9800	28000	37800
111	2	175	177	0.0	10.1	111	0	0	0	0	0	111	71500	47500	24000	84259	99927	255686
112	829	47	876	29.5	0.0	112	0	0	0	0	0	112	9800	9800	0	2000	14000	25800
113	4	0	4	0.0	105.0	113	0	0	0	0	0	113	558523	0	558523	35000	130000	723523
114	213	233	446	0.0	41.0	114	0	0	0	0	0	114	50419	50419	0	13000	274499	337918
115	4	2	6	78.2	103.7	115	0	0	0	0	0	115	14017	14017	0	0	21092	35109
116	4	618	622	0.0	12.2	116	0	0	0	0	0	116	676000	0	676000	20000	64500	760500
117	280	969	1249	4.0	0.0	117	0	0	0	0	0	117	70000	70000	0	22000	86000	178000
118	3	0	3	0.0	60.0	118	0	0	0	0	0	118	60000	60000	0	10000	180000	250000
119	0	0	0	0.0	150.6	119	0	0	0	0	0	119	0	0	0	0	0	0
120	0	0	0	0.0	90.0	120	0	0	0	0	0	120	0	0	0	0	0	0
121	0	0	0	0.0	188.2	121	0	0	0	0	0	121	48000	48000	0	34920	104437	187357
122	0	80	80	8.0	6.5	122	0	0	0	0	0	122	44000	9000	35000	650000	250000	944000
123	0	0	0	11.2	65.0	123	0	0	0	0	0	123	250748	250748	0	14260	189845	454853
124	11	11	22	17.3	16.0	124	0	0	0	0	0	124	52793	52793	0	25750	92281	170824
125	188	133	321	17.5	1.1	125	0	0	0	0	0	125	58513	58513	0	11710	70000	140223
126	404	27	431	42.7	0.0	126	685	0	0	0	685	126	0	0	0	0	0	0
127	344	428	772	0.0	10.7	127	0	0	0	0	0	127	43074	43074	0	25306	57250	125630
128	409	135	544	0.0	4.6	128	620	0	0	0	620	128	60000	60000	0	24572	231829	316401
129	278	176	454	0.0	0.0	129	0	0	0	0	0	129	51000	51000	0	2400	2400	55800
130	433	248	681	0.0	0.0	130	0	840	0	0	840	130	0	0	0	5132	0	5132
131	351	193	544	11.3	0.0	131	0	0	0	0	0	131	11124	11124	0	0	0	11124
132	254	67	321	0.0	0.0	132	0	0	0	0	0	132	0	0	0	0	0	0

2026 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
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Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
133	459	0	459	83.9	0.0	133	90	80	0	0	170	133	0	0	0	0	0	0
134	63	79	142	48.9	0.0	134	0	0	0	0	0	134	22551	22551	0	0	0	22551
135	0	0	0	0.0	80.4	135	0	0	0	0	0	135	0	0	0	0	0	0
136	287	85	372	4.8	3.2	136	420	0	0	0	420	136	28000	28000	0	4446	65000	97446
137	699	395	1094	0.0	0.0	137	0	0	0	0	0	137	0	0	0	0	0	0
138	0	0	0	0.0	0.0	138	0	0	0	0	0	138	20000	20000	0	8000	75000	103000
139	0	0	0	0.0	200.0	139	0	0	0	0	0	139	25811	25811	0	8812	358721	393344
140	908	410	1318	48.6	0.0	140	590	0	0	0	590	140	20000	20000	0	19000	29586	68586
141	0	0	0	0.0	3.6	141	0	0	0	0	0	141	0	0	0	0	250000	0
142	2	0	2	64.6	146.8	142	0	0	0	0	0	142	15000	15000	0	10000	70000	95000
143	0	0	0	0.0	0.0	143	0	0	0	0	0	143	0	0	0	0	100000	0
144	0	0	0	4.0	0.0	144	700	0	0	0	700	144	0	0	0	0	0	0
145	1031	0	1031	17.7	0.0	145	0	450	0	0	450	145	0	0	0	0	0	0
146	6	152	158	79.4	5.1	146	0	0	0	0	0	146	8000	8000	0	0	35000	43000
147	457	5	462	0.0	70.0	147	210	0	0	0	210	147	123452	123452	0	45000	126314	294766
148	3	10	13	0.0	20.0	148	0	0	0	0	0	148	105000	105000	0	15000	310000	430000
149	650	532	1182	2.6	1.0	149	0	0	0	0	0	149	99422	99422	0	22642	32000	154064
150	874	56	930	13.1	0.0	150	0	0	0	0	0	150	10000	10000	0	0	4000	14000
151	0	0	0	0.0	53.9	151	0	0	0	0	0	151	70000	70000	0	25000	300000	395000
152	0	0	0	0.0	15.0	152	0	0	0	0	0	152	7382	7382	0	0	0	7382
153	124	134	258	6.4	0.0	153	0	0	0	0	0	153	0	0	0	0	0	0
154	137	209	346	55.4	8.9	154	0	0	0	0	0	154	3012	3012	0	0	8000	11012
155	0	0	0	0.0	27.4	155	0	0	0	0	0	155	45935	45935	0	5800	20000	71735
156	1103	7	1110	8.7	0.0	156	0	0	0	0	0	156	67000	67000	0	12000	7100	86100
157	322	7	329	0.0	0.0	157	0	0	0	0	0	157	14000	14000	0	8000	75000	97000
158	163	0	163	0.0	0.0	158	0	0	0	0	0	158	0	0	0	0	0	0
159	574	114	688	0.0	0.0	159	0	0	0	0	0	159	0	0	0	0	0	0
160	0	0	0	0.0	0.0	160	0	0	0	0	0	160	13044	13044	0	0	0	13044
161	0	0	0	0.0	0.0	161	0	0	0	0	0	161	0	0	0	0	0	0
162	0	0	0	2.6	165.0	162	0	0	0	0	0	162	52137	52137	0	75000	65000	192137
163	911	78	989	50.7	0.0	163	500	0	0	0	500	163	0	0	0	80000	2151	82151
164	370	191	561	0.0	0.0	164	0	0	0	0	0	164	0	0	0	65840	2142	67982
165	68	0	68	100.8	0.0	165	0	0	0	0	0	165	0	0	0	5480	0	5480
166	266	86	352	230.4	4.2	166	0	0	0	0	0	166	36094	36094	0	0	51540	87634
167	0	0	0	90.3	61.8	167	0	0	0	0	0	167	6500	6500	0	5000	105000	116500
168	104	2	106	127.4	0.0	168	0	0	0	0	0	168	0	0	0	0	20000	20000
169	23	0	23	41.2	0.0	169	0	0	0	0	0	169	0	0	0	0	0	0
170	74	0	74	0.0	0.0	170	0	0	0	0	0	170	0	0	0	0	0	0
171	16	0	16	606.8	62.1	171	0	0	0	0	0	171	923	923	0	0	0	923
172	50	0	50	0.0	0.0	172	0	0	0	0	0	172	0	0	0	0	0	0
173	159	0	159	0.0	0.0	173	0	0	0	0	0	173	0	0	0	0	0	0
174	154	0	154	0.0	0.0	174	0	0	0	0	0	174	0	0	0	0	0	0
175	68	0	68	0.0	0.0	175	0	0	0	0	0	175	0	0	0	0	0	0
176	103	262	365	4.1	0.0	176	580	0	0	0	580	176	150000	150000	0	105000	45000	300000

2026 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
177	785	139	924	106.9	0.0	177	96	0	0	0	96	177	16000	16000	0	6955	22127	45082
178	113	488	601	10.2	0.0	178	0	0	0	0	0	178	130000	130000	0	300000	55000	485000
179	382	0	382	6.3	0.0	179	634	0	0	0	634	179	0	0	0	70000	2726	72726
180	920	11	931	17.8	0.0	180	0	0	0	0	0	180	17891	17891	0	86000	6000	109891
181	55	0	55	289.7	0.0	181	0	0	0	0	0	181	13396	13396	0	90000	3000	106396
182	251	535	786	11.8	0.0	182	0	0	0	0	0	182	69058	69058	0	63783	3513	136354
183	400	254	654	0.0	0.0	183	0	0	0	0	0	183	80000	80000	0	43593	16915	140508
184	31	0	31	14.1	3.2	184	0	0	0	0	0	184	270000	270000	0	140545	135000	545545
185	347	140	487	4.2	0.0	185	0	0	0	0	0	185	85000	85000	0	60000	15000	160000
186	200	1	201	1.8	0.9	186	0	0	0	0	0	186	100000	100000	0	0	30000	130000
187	395	5	400	65.9	0.0	187	0	0	0	0	0	187	8000	8000	0	90000	9000	107000
188	75	12	87	230.0	0.0	188	0	0	0	0	0	188	0	0	0	285000	20000	305000
189	53	0	53	8.1	0.0	189	310	0	0	0	310	189	0	0	0	0	0	0
190	364	127	491	37.4	0.0	190	0	0	0	0	0	190	0	0	0	370000	8000	378000
191	338	27	365	0.0	0.0	191	0	0	0	0	0	191	2310	2310	0	3103	5100	10513
192	291	184	475	0.0	0.0	192	325	0	0	0	325	192	80000	80000	0	80000	20000	180000
193	468	228	696	7.4	0.0	193	0	0	0	0	0	193	114750	114750	0	85000	18000	217750
194	3	0	3	0.0	0.0	194	0	0	0	0	0	194	0	0	0	0	0	0
195	3	0	3	0.0	0.0	195	0	0	0	0	0	195	0	0	0	0	0	0
196	4	0	4	0.0	70.0	196	0	0	0	0	0	196	5000	5000	0	0	40833	45833
197	1	0	1	32.4	0.0	197	0	0	0	0	0	197	0	0	0	0	0	0
198	4	0	4	152.7	0.0	198	0	0	0	0	0	198	0	0	0	0	0	0
199	10	0	10	0.0	28.0	199	0	0	0	0	0	199	0	0	0	0	0	0
200	271	139	410	3.0	0.0	200	0	0	0	0	0	200	0	0	0	0	0	0
201	9	0	9	6.1	0.0	201	0	0	0	0	0	201	0	0	0	0	0	0
202	9	0	9	0.0	0.0	202	0	0	0	0	0	202	0	0	0	0	0	0
203	47	0	47	0.0	0.0	203	0	0	0	0	0	203	0	0	0	0	0	0
204	0	566	566	0.0	0.0	204	0	0	0	0	0	204	650000	0	650000	110000	115000	875000
205	156	52	208	0.0	0.0	205	0	0	0	0	0	205	130000	130000	0	9000	2000	141000
206	526	235	761	0.0	0.0	206	725	0	0	0	725	206	0	0	0	148429	0	148429
207	388	99	487	0.0	0.0	207	0	0	0	0	0	207	1708	1708	0	309027	3581	314316
208	271	104	375	3.8	0.0	208	0	0	0	0	0	208	28616	28616	0	100000	114092	242708
209	8	0	8	27.6	0.0	209	0	0	0	0	0	209	0	0	0	0	0	0
210	0	0	0	0.0	0.0	210	0	0	0	0	0	210	0	0	0	0	0	0
211	8	0	8	0.0	0.0	211	0	0	0	0	0	211	0	0	0	0	0	0
212	122	0	122	0.0	0.0	212	0	0	0	0	0	212	5279	5279	0	1760	1760	8799
213	6	0	6	0.0	0.0	213	0	0	0	0	0	213	0	0	0	0	0	0
214	12	0	12	0.0	0.0	214	0	0	0	0	0	214	0	0	0	0	0	0
215	47	0	47	0.0	0.0	215	0	0	0	0	0	215	0	0	0	0	0	0
216	40	0	40	0.0	6.5	216	0	0	0	0	0	216	0	0	0	0	1860	1860
217	845	55	900	0.1	40.0	217	0	0	0	0	0	217	120000	120000	0	120000	70000	310000
218	1	77	78	0.0	0.0	218	0	0	0	0	0	218	65000	65000	0	275000	48000	388000
219	8	0	8	0.0	0.0	219	0	0	0	0	0	219	0	0	0	0	0	0
220	1	0	1	0.0	0.0	220	0	0	0	0	0	220	0	0	0	0	0	0

2026 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
221	450	7	457	0.0	0.0	221	0	0	0	0	0	221	0	0	0	0	0	0
222	9	0	9	0.0	85.0	222	0	0	0	0	0	222	40000	40000	0	7834	40000	87834
223	10	0	10	0.0	0.0	223	0	0	0	0	0	223	0	0	0	0	0	0
224	62	0	62	0.0	0.0	224	0	0	0	0	0	224	0	0	0	0	0	0
225	364	128	492	0.0	0.0	225	0	0	0	0	0	225	20000	20000	0	65000	16677	101677
226	471	0	471	0.0	0.0	226	471	0	0	0	471	226	33210	33210	0	22537	5135	60882
227	393	320	713	0.6	0.5	227	0	0	0	0	0	227	56680	56680	0	20276	57000	133956
228	264	40	304	5.7	0.0	228	0	0	0	0	0	228	32522	32522	0	164600	670000	867122
229	427	158	585	0.0	0.0	229	30	0	0	925	955	229	11065	11065	0	10417	48555	70037
230	700	149	849	13.5	0.0	230	590	0	0	0	590	230	98000	98000	0	23000	30000	151000
231	167	315	482	0.0	14.2	231	0	0	0	0	0	231	133600	133600	0	80000	250000	463600
232	501	9	510	0.0	0.0	232	0	0	0	0	0	232	0	0	0	5857	0	5857
233	361	0	361	20.3	0.0	233	575	0	0	0	575	233	0	0	0	0	0	0
234	672	340	1012	0.0	0.0	234	0	0	0	0	0	234	0	0	0	5802	5493	11295
235	777	8	785	5.3	0.0	235	584	0	0	0	584	235	9837	9837	0	175043	5648	190528
236	347	0	347	0.0	0.0	236	651	0	0	0	651	236	11000	11000	0	14429	6000	31429
237	13	6	19	0.0	0.0	237	0	0	0	0	0	237	0	0	0	190467	1723	192190
238	324	410	734	0.0	1.5	238	434	0	0	0	434	238	120000	120000	0	8000	55000	183000
239	0	0	0	0.0	190.0	239	0	0	0	0	0	239	0	0	0	0	0	0
240	65	0	65	46.3	0.0	240	0	1800	0	0	1800	240	6800	6800	0	11000	0	17800
241	195	86	281	19.4	0.0	241	0	0	0	0	0	241	127000	100000	27000	200000	800000	1127000
242	0	0	0	4.0	0.5	242	0	0	0	0	0	242	185000	0	185000	71000	55500	311500
243	177	746	923	3.6	0.0	243	0	0	0	0	0	243	0	0	0	0	0	0
244	419	173	592	0.0	0.0	244	491	0	0	0	491	244	6000	6000	0	2196	16117	24313
245	155	0	155	0.0	0.0	245	0	950	0	0	950	245	139769	139769	0	91530	0	231299
246	0	0	0	0.0	0.0	246	0	0	0	0	0	246	511364	0	511364	83019	46612	640995
247	261	119	380	0.0	0.0	247	0	0	0	0	0	247	0	0	0	0	0	0
248	431	0	431	0.0	0.0	248	0	0	0	0	0	248	0	0	0	0	0	0
249	322	16	338	0.0	0.0	249	0	0	0	0	0	249	180000	30000	150000	45000	80000	305000
250	248	30	278	33.9	0.0	250	0	0	0	0	0	250	0	0	0	0	0	0
251	53	1	54	0.0	0.0	251	0	0	0	0	0	251	0	0	0	72835	0	72835
252	308	196	504	0.0	0.0	252	275	260	0	0	535	252	0	0	0	0	0	0
253	360	0	360	0.0	0.0	253	700	0	0	0	700	253	0	0	0	0	0	0
254	181	0	181	43.4	0.0	254	0	0	0	0	0	254	85000	85000	0	66649	68341	219990
255	413	538	951	206.2	0.0	255	0	0	0	0	0	255	0	0	0	0	0	0
256	0	0	0	1.8	0.0	256	0	0	0	0	0	256	180814	0	180814	6578	12120	199512
257	746	114	860	246.4	25.0	257	500	0	0	0	500	257	0	0	0	400000	65000	465000
258	371	0	371	0.0	0.0	258	0	0	0	0	0	258	43344	43344	0	86152	65097	194593
259	47	0	47	0.0	80.0	259	0	0	0	0	0	259	130000	130000	0	12000	165000	307000
260	0	0	0	0.0	0.0	260	0	0	0	0	0	260	0	0	0	0	0	0
261	49	280	329	0.0	0.0	261	0	1950	0	0	1950	261	75000	50000	25000	50000	130000	255000
262	2	0	2	0.0	12.0	262	0	1950	0	0	1950	262	75000	75000	0	140000	40000	255000
263	22	0	22	0.0	0.0	263	0	0	0	0	0	263	0	0	0	0	0	0
264	26	0	26	0.0	0.0	264	0	0	0	0	0	264	0	0	0	0	0	0

2026 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
265	4	0	4	0.0	0.0	265	0	0	0	0	0	265	0	0	0	0	0	0
266	420	1	421	0.0	40.0	266	0	0	0	0	0	266	0	0	0	0	0	0
267	9	0	9	0.0	0.0	267	0	0	0	0	0	267	0	0	0	0	0	0
268	3	249	252	0.0	0.0	268	0	0	0	0	0	268	0	0	0	0	0	0
269	4	0	4	0.0	0.0	269	0	0	0	0	0	269	0	0	0	0	0	0
270	39	0	39	0.0	0.0	270	0	0	0	0	0	270	0	0	0	0	0	0
271	17	0	17	0.0	0.0	271	0	0	0	0	0	271	0	0	0	0	0	0
272	26	11	37	0.0	0.0	272	0	0	0	0	0	272	0	0	0	0	0	0
273	32	642	674	51.7	0.0	273	0	0	0	0	0	273	0	0	0	0	0	0
274	435	94	529	9.2	0.0	274	0	0	0	0	0	274	0	0	0	0	0	0
275	203	13	216	0.0	0.0	275	0	0	0	0	0	275	350000	350000	0	100000	120000	570000
276	10	0	10	158.5	0.0	276	0	0	0	0	0	276	0	0	0	0	0	0
277	27	0	27	78.9	0.0	277	0	0	0	0	0	277	0	0	0	0	0	0
278	36	0	36	0.0	1.0	278	0	0	0	0	0	278	0	0	0	0	0	0
279	7	0	7	0.0	60.0	279	0	0	0	0	0	279	80000	80000	0	20000	20000	120000
280	7	0	7	198.3	50.0	280	0	0	0	0	0	280	0	0	0	0	160000	160000
281	86	0	86	0.0	0.0	281	0	0	0	0	0	281	0	0	0	0	0	0
282	103	0	103	0.0	0.0	282	0	0	0	0	0	282	10000	10000	0	0	8231	18231
283	741	47	788	11.3	55.5	283	0	0	0	0	0	283	14000	14000	0	13824	34358	62182
284	714	72	786	35.3	53.5	284	650	1400	0	0	2050	284	85000	85000	0	30000	136243	251243
285	2	0	2	0.0	56.1	285	0	0	0	0	0	285	58194	58194	0	34425	125000	217619
286	437	0	437	0.0	0.0	286	0	0	0	0	0	286	0	0	0	0	0	0
287	29	0	29	0.0	2.6	287	0	0	0	0	0	287	0	0	0	2448	0	2448
288	0	0	0	7.4	0.0	288	0	0	0	0	0	288	16000	16000	0	12240	269231	297471
289	6	0	6	0.0	0.0	289	0	0	0	0	0	289	0	0	0	0	0	0
290	400	217	617	0.0	0.0	290	0	0	0	0	0	290	78000	78000	0	65000	46000	189000
291	233	116	349	0.0	10.0	291	0	0	9700	0	9700	291	90000	90000	0	228630	26000	344630
292	125	41	166	174.7	0.0	292	0	0	0	0	0	292	0	0	0	0	0	0
293	412	136	548	3.0	0.0	293	0	0	0	0	0	293	100000	100000	0	35000	40000	175000
294	9	0	9	0.0	0.0	294	0	0	0	0	0	294	0	0	0	0	0	0
295	41	0	41	0.0	31.3	295	0	0	0	0	0	295	9000	9000	0	0	50000	59000
296	32	0	32	23.6	0.0	296	0	0	0	0	0	296	0	0	0	0	0	0
297	37	0	37	173.5	0.0	297	0	0	0	0	0	297	0	0	0	0	0	0
298	36	0	36	0.0	0.0	298	0	0	0	0	0	298	0	0	0	0	0	0
299	8	0	8	0.0	0.0	299	0	0	0	0	0	299	0	0	0	0	0	0
300	2	0	2	0.0	0.0	300	0	0	0	0	0	300	0	0	0	0	0	0
301	309	198	507	0.0	0.0	301	0	950	0	0	950	301	14000	14000	0	0	5049	19049
302	429	0	429	0.0	0.0	302	0	0	0	0	0	302	0	0	0	20818	1325	22143
303	134	12	146	0.0	0.0	303	0	0	0	0	0	303	35000	35000	0	10000	10000	55000
304	532	3	535	6.5	0.0	304	0	0	0	0	0	304	93000	18000	75000	50000	50000	193000
305	83	2	85	182.9	0.0	305	0	0	0	0	0	305	0	0	0	0	0	0
306	5	0	5	0.0	0.0	306	0	0	0	0	0	306	0	0	0	0	0	0
307	27	0	27	0.0	0.0	307	0	0	0	0	0	307	0	0	0	0	0	0
308	32	0	32	0.0	0.0	308	0	0	0	0	0	308	0	0	0	0	0	0

2026 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
309	21	0	21	0.1	0.0	309	0	0	0	0	0	309	0	0	0	0	0	0
310	765	12	777	0.0	0.0	310	500	0	0	0	500	310	0	0	0	0	0	0
311	223	269	492	0.0	0.0	311	0	0	0	0	0	311	0	0	0	200000	78061	278061
312	158	0	158	7.4	0.7	312	0	0	0	0	0	312	85000	85000	0	3276	140000	228276
313	221	209	430	1.3	0.0	313	0	0	0	0	0	313	0	0	0	0	0	0
314	10	0	10	0.0	0.0	314	0	0	0	0	0	314	0	0	0	0	0	0
315	20	0	20	0.0	0.0	315	0	0	0	0	0	315	0	0	0	0	0	0
316	69	0	69	0.0	0.0	316	0	0	0	0	0	316	0	0	0	0	0	0
317	7	0	7	0.0	0.0	317	0	0	0	0	0	317	0	0	0	0	0	0
318	29	0	29	0.0	0.0	318	0	0	0	0	0	318	0	0	0	0	0	0
319	17	0	17	0.0	0.0	319	0	0	0	0	0	319	0	0	0	0	0	0
320	4	0	4	0.0	0.0	320	0	0	0	0	0	320	0	0	0	0	0	0
321	12	0	12	0.0	0.0	321	0	0	0	0	0	321	0	0	0	0	0	0
322	12	0	12	0.0	0.0	322	0	0	0	0	0	322	0	0	0	0	0	0
323	164	80	244	0.0	0.0	323	0	0	0	0	0	323	0	0	0	0	0	0
324	374	166	540	200.0	10.0	324	56	950	0	0	1006	324	2142	2142	0	0	7000	9142
325	595	99	694	0.0	0.0	325	0	0	0	0	0	325	16000	16000	0	6000	7000	29000
326	530	284	814	0.0	0.0	326	0	0	0	0	0	326	0	0	0	0	0	0
327	16	0	16	0.0	0.0	327	0	0	0	0	0	327	0	0	0	0	0	0
328	102	0	102	0.0	0.0	328	0	0	0	0	0	328	0	0	0	0	0	0
329	258	60	318	0.0	0.0	329	0	0	0	0	0	329	0	0	0	0	0	0
330	422	1	423	0.0	0.0	330	500	0	0	0	500	330	0	0	0	0	0	0
331	0	280	280	0.0	0.0	331	0	0	0	0	0	331	224000	0	224000	77736	119425	421161
332	301	182	483	0.0	0.0	332	0	0	0	0	0	332	12000	12000	0	35000	12969	59969
333	318	0	318	0.0	0.0	333	0	0	0	0	0	333	0	0	0	26000	0	26000
334	320	92	412	7.8	0.0	334	0	0	0	0	0	334	40000	40000	0	55000	62000	157000
335	36	0	36	0.0	0.0	335	0	0	0	0	0	335	0	0	0	0	0	0
336	1	0	1	159.5	0.0	336	0	0	0	0	0	336	0	0	0	0	0	0
337	0	0	0	0.0	0.0	337	0	0	0	0	0	337	75000	75000	0	23000	23000	121000
338	3	0	3	0.0	0.0	338	0	0	0	0	0	338	0	0	0	0	0	0
339	7	0	7	0.0	25.0	339	0	0	0	0	0	339	0	0	0	0	0	0
340	5	0	5	0.0	0.0	340	0	0	0	0	0	340	35000	35000	0	20000	20000	75000
341	155	83	238	0.0	0.0	341	0	0	0	0	0	341	5000	5000	0	0	4120	9120
342	247	338	585	0.0	0.0	342	0	0	0	0	0	342	175000	175000	0	90000	50000	315000
343	341	72	413	0.0	0.0	343	0	0	0	0	0	343	179914	179914	0	0	25000	204914
344	272	0	272	0.0	0.0	344	0	0	0	0	0	344	80000	80000	0	25000	25000	130000
345	345	0	345	11.1	0.0	345	0	0	0	0	0	345	110013	110013	0	80000	25000	215013
346	263	0	263	0.0	0.0	346	0	0	0	0	0	346	0	0	0	0	0	0
347	524	0	524	0.0	0.0	347	0	0	0	0	0	347	0	0	0	0	0	0
348	291	1	292	29.1	0.0	348	0	0	0	0	0	348	9824	9824	0	0	0	9824
349	0	0	0	0.0	0.0	349	0	0	0	0	0	349	0	0	0	0	0	0
350	241	211	452	0.0	0.0	350	0	0	0	0	0	350	60000	60000	0	50000	55000	165000
351	360	396	756	0.0	0.0	351	0	0	0	0	0	351	55000	55000	0	85000	110000	250000
352	334	114	448	0.0	0.0	352	0	0	0	0	0	352	30000	30000	0	2066	16000	48066

2026 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
353	166	181	347	148.9	0.0	353	0	0	0	0	0	353	18000	18000	0	100000	20000	138000
354	5	0	5	17.0	25.0	354	0	0	0	0	0	354	4200	4200	0	0	2000	6200
355	32	0	32	0.0	0.0	355	0	0	0	0	0	355	0	0	0	0	0	0
356	5	0	5	0.0	33.5	356	0	0	0	0	0	356	52000	52000	0	0	26000	78000
357	9	0	9	266.5	0.0	357	0	0	0	0	0	357	0	0	0	0	0	0
358	5	0	5	210.9	0.0	358	0	0	0	0	0	358	0	0	0	0	0	0
359	13	0	13	0.0	0.0	359	0	0	0	0	0	359	0	0	0	0	0	0
360	11	0	11	0.0	3.4	360	0	0	0	0	0	360	0	0	0	0	0	0
361	6	0	6	0.0	0.0	361	0	0	0	0	0	361	0	0	0	0	0	0
362	28	0	28	0.0	0.0	362	0	0	0	0	0	362	0	0	0	0	0	0
363	13	0	13	0.0	0.0	363	0	0	0	0	0	363	0	0	0	0	0	0
364	24	0	24	0.0	0.0	364	0	0	0	0	0	364	0	0	0	0	0	0
365	4	0	4	0.0	0.0	365	0	0	0	0	0	365	0	0	0	0	0	0
366	7	0	7	0.0	0.0	366	0	0	0	0	0	366	0	0	0	0	0	0
367	12	0	12	0.0	0.0	367	0	0	0	0	0	367	0	0	0	0	0	0
368	6	0	6	0.0	0.0	368	0	0	0	0	0	368	0	0	0	0	0	0
369	17	0	17	0.0	0.0	369	0	0	0	0	0	369	0	0	0	0	0	0
370	66	0	66	0.0	0.0	370	0	0	0	0	0	370	0	0	0	0	0	0
371	56	0	56	0.0	0.0	371	0	0	0	0	0	371	0	0	0	0	0	0
372	53	0	53	0.0	0.0	372	0	0	0	0	0	372	0	0	0	0	0	0
373	11	0	11	0.0	0.0	373	0	0	0	0	0	373	0	0	0	0	0	0
374	5	0	5	0.0	0.0	374	0	0	0	0	0	374	0	0	0	0	0	0
375	9	0	9	0.0	0.0	375	0	0	0	0	0	375	0	0	0	0	0	0
376	67	0	67	60.7	0.0	376	0	0	0	0	0	376	0	0	0	0	0	0
377	5	0	5	3.0	4.0	377	0	0	0	0	0	377	0	0	0	0	42700	42700
378	485	197	682	0.1	0.0	378	0	950	0	0	950	378	100000	100000	0	0	20000	120000
379	5	0	5	105.0	0.0	379	0	0	0	0	0	379	0	0	0	0	0	0
380	1	0	1	0.0	61.0	380	0	0	0	0	0	380	150000	150000	0	45000	45000	240000
381	274	0	274	0.0	0.6	381	0	0	0	0	0	381	65000	65000	0	40000	160000	265000
382	2	0	2	5.0	0.0	382	0	0	0	0	0	382	0	0	0	0	10000	10000
383	0	0	0	63.4	0.0	383	0	0	0	0	0	383	45762	45762	0	7650	116000	169412
384	0	0	0	0.0	17.0	384	0	0	0	0	0	384	70000	70000	0	19555	48093	137648
385	565	369	934	0.0	0.0	385	0	0	0	0	0	385	0	0	0	0	0	0
386	378	298	676	0.0	0.0	386	0	0	0	0	0	386	40000	40000	0	0	15000	55000
387	368	0	368	6.1	0.0	387	0	0	0	0	0	387	60000	60000	0	25000	20000	105000
388	362	0	362	12.8	0.0	388	0	0	0	0	0	388	111831	111831	0	20000	35000	166831
389	134	3	137	124.4	0.0	389	0	0	0	0	0	389	0	0	0	0	0	0
390	434	166	600	0.0	0.0	390	0	0	0	0	0	390	0	0	0	0	0	0
391	137	0	137	25.7	0.0	391	0	0	0	0	0	391	0	0	0	95000	8500	103500
392	169	63	232	0.0	0.0	392	0	0	0	0	0	392	0	0	0	0	0	0
393	163	0	163	0.0	0.0	393	0	0	0	0	0	393	0	0	0	0	0	0
394	74	0	74	0.0	0.0	394	0	0	0	0	0	394	0	0	0	0	0	0
395	133	71	204	0.0	0.0	395	0	0	0	0	0	395	10000	10000	0	0	5000	15000
396	1	0	1	0.0	0.0	396	0	0	0	0	0	396	0	0	0	0	0	0

2026 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
397	3	0	3	0.0	0.0	397	0	0	0	0	0	397	0	0	0	0	0	0
398	130	336	466	0.0	0.0	398	500	0	0	0	500	398	85000	85000	0	25000	25000	135000
399	90	263	353	0.0	0.0	399	0	0	0	0	0	399	85000	85000	0	80000	30000	195000
400	409	5	414	0.0	0.0	400	0	0	0	0	0	400	0	0	0	0	0	0
401	201	1	202	91.3	0.0	401	0	0	0	0	0	401	0	0	0	0	0	0
402	4	0	4	147.6	0.0	402	0	0	0	0	0	402	0	0	0	0	0	0
403	407	256	663	142.5	0.0	403	0	0	0	0	0	403	0	0	0	193823	7685	201508
404	393	215	608	0.0	15.6	404	0	0	0	0	0	404	8500	8500	0	0	24000	32500
405	689	37	726	2.7	0.0	405	0	0	0	0	0	405	0	0	0	0	0	0
406	29	0	29	0.0	0.0	406	700	0	0	0	700	406	0	0	0	0	0	0
407	32	0	32	0.0	0.0	407	0	0	0	0	0	407	0	0	0	0	0	0
408	14	0	14	0.0	33.5	408	0	0	0	0	0	408	120000	120000	0	32000	150000	302000
409	16	0	16	0.0	0.0	409	0	0	0	0	0	409	0	0	0	0	0	0
410	64	0	64	0.0	9.4	410	0	0	0	0	0	410	12700	12700	0	3653	12700	29053
411	645	281	926	2.1	12.0	411	0	0	0	0	0	411	65000	65000	0	10000	90000	165000
412	5	0	5	0.0	71.0	412	0	0	0	0	0	412	18000	18000	0	25000	70000	113000
413	2	0	2	0.0	21.0	413	0	0	0	0	0	413	95000	95000	0	15000	85000	195000
414	1	0	1	0.0	21.0	414	0	0	0	0	0	414	0	0	0	0	20000	20000
415	2	0	2	0.0	12.1	415	0	0	0	0	0	415	0	0	0	0	0	0
416	9	0	9	0.0	0.0	416	0	0	0	0	0	416	0	0	0	0	0	0
417	24	0	24	0.0	0.0	417	0	0	0	0	0	417	0	0	0	0	0	0
418	2	0	2	0.0	0.0	418	0	0	0	0	0	418	0	0	0	0	0	0
419	16	0	16	0.0	0.0	419	0	0	0	0	0	419	0	0	0	0	0	0
420	19	0	19	0.0	0.0	420	0	0	0	0	0	420	0	0	0	0	0	0
421	5	0	5	0.0	6.6	421	0	0	0	0	0	421	0	0	0	0	0	0
422	3	0	3	0.0	0.0	422	0	0	0	0	0	422	0	0	0	0	0	0
423	54	0	54	0.0	0.0	423	0	0	0	0	0	423	0	0	0	0	0	0
424	5	0	5	0.0	0.0	424	0	0	0	0	0	424	0	0	0	0	0	0
425	2	0	2	0.0	0.0	425	0	0	0	0	0	425	0	0	0	0	0	0
426	34	14	48	0.0	0.0	426	0	0	0	0	0	426	0	0	0	0	0	0
427	248	19	267	0.0	0.0	427	500	0	0	0	500	427	0	0	0	0	0	0
428	182	97	279	0.0	0.0	428	0	0	0	0	0	428	0	0	0	0	0	0
429	26	0	26	0.0	5.4	429	0	0	0	0	0	429	0	0	0	0	9300	9300
430	0	0	0	0.0	126.0	430	14	0	0	0	14	430	0	0	0	0	0	0
431	1	0	1	0.0	70.0	431	0	0	0	0	0	431	0	0	0	0	0	0
432	2	0	2	0.0	0.0	432	0	0	0	0	0	432	0	0	0	0	0	0
433	24	0	24	0.0	0.0	433	0	0	0	0	0	433	0	0	0	0	0	0
434	5	0	5	0.0	0.0	434	0	0	0	0	0	434	0	0	0	0	0	0
435	3	0	3	0.0	0.0	435	0	0	0	0	0	435	0	0	0	0	0	0
436	9	0	9	0.0	0.0	436	0	0	0	0	0	436	0	0	0	0	0	0
437	11	0	11	0.0	0.0	437	0	0	0	0	0	437	0	0	0	0	0	0
438	3	0	3	12.6	0.0	438	0	0	0	0	0	438	0	0	0	0	0	0
439	82	43	125	76.8	0.0	439	0	0	0	0	0	439	0	0	0	0	0	0
440	8	0	8	0.0	0.0	440	0	0	0	0	0	440	0	0	0	0	0	0

2026 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
441	369	67	436	0.0	0.0	441	575	0	0	0	575	441	0	0	0	0	0	0
442	2	0	2	0.0	0.0	442	0	0	0	0	0	442	0	0	0	0	0	0
443	447	235	682	6.2	0.0	443	0	0	0	0	0	443	18000	18000	0	5000	6000	29000
444	19	0	19	0.0	0.0	444	0	0	0	0	0	444	0	0	0	0	0	0
445	6	0	6	0.0	0.0	445	0	0	0	0	0	445	0	0	0	0	0	0
446	4	0	4	0.0	0.0	446	0	0	0	0	0	446	0	0	0	0	0	0
447	5	0	5	0.0	0.0	447	0	0	0	0	0	447	0	0	0	0	0	0
448	10	0	10	0.0	0.0	448	0	0	0	0	0	448	0	0	0	0	0	0
449	8	0	8	0.0	0.0	449	0	0	0	0	0	449	0	0	0	0	0	0
450	11	0	11	0.0	0.0	450	0	0	0	0	0	450	0	0	0	0	0	0
451	8	0	8	0.0	0.0	451	0	0	0	0	0	451	0	0	0	0	0	0
452	13	0	13	0.0	0.0	452	0	0	0	0	0	452	0	0	0	0	0	0
453	48	0	48	151.2	0.0	453	0	0	0	0	0	453	0	0	0	0	0	0
454	5	0	5	157.4	0.0	454	0	0	0	0	0	454	0	0	0	0	0	0
455	10	0	10	0.0	0.0	455	0	0	0	0	0	455	0	0	0	0	0	0
456	4	0	4	0.0	0.0	456	0	0	0	0	0	456	0	0	0	0	0	0
457	22	0	22	0.0	0.0	457	0	0	0	0	0	457	0	0	0	0	0	0
458	11	0	11	0.0	0.0	458	0	0	0	0	0	458	0	0	0	0	0	0
459	22	0	22	0.0	0.0	459	0	0	0	0	0	459	0	0	0	0	0	0
460	50	0	50	0.0	0.0	460	0	0	0	0	0	460	0	0	0	0	0	0
461	1	0	1	0.0	0.0	461	0	0	0	0	0	461	0	0	0	0	0	0
462	2	0	2	0.0	0.0	462	0	0	0	0	0	462	0	0	0	0	0	0
463	0	0	0	0.0	0.0	463	0	0	0	0	0	463	0	0	0	0	0	0
464	451	52	503	6.0	0.0	464	400	200	0	0	600	464	155000	155000	0	45000	60000	260000
465	121	19	140	9.7	0.0	465	0	0	0	0	0	465	12000	12000	0	7000	7000	26000
466	166	67	233	3.8	0.0	466	0	0	0	0	0	466	65000	65000	0	15000	14000	94000
467	203	109	312	0.0	0.0	467	0	0	0	0	0	467	0	0	0	0	0	0
468	6	0	6	0.0	0.0	468	0	0	0	0	0	468	0	0	0	0	0	0
469	47	0	47	143.2	0.0	469	0	0	0	0	0	469	0	0	0	0	0	0
470	5	0	5	0.0	0.0	470	0	0	0	0	0	470	0	0	0	0	0	0
471	21	10	31	215.4	0.0	471	0	0	0	0	0	471	0	0	0	0	0	0
472	7	0	7	0.0	0.0	472	0	0	0	0	0	472	11500	11500	0	0	38000	49500
473	1	0	1	0.0	9.1	473	0	0	0	0	0	473	4800	4800	0	0	0	4800
474	9	0	9	0.0	0.0	474	0	0	0	0	0	474	0	0	0	0	0	0
475	14	0	14	0.0	0.0	475	0	0	0	0	0	475	0	0	0	0	0	0
476	15	0	15	0.0	0.0	476	0	0	0	0	0	476	0	0	0	0	0	0
477	8	0	8	0.0	0.0	477	0	0	0	0	0	477	0	0	0	0	0	0
478	20	0	20	0.0	0.0	478	0	0	0	0	0	478	0	0	0	0	0	0
479	12	0	12	0.0	0.0	479	0	0	0	0	0	479	0	0	0	0	0	0
480	11	0	11	0.0	0.0	480	0	0	0	0	0	480	0	0	0	0	0	0
481	25	0	25	0.0	0.0	481	0	0	0	0	0	481	0	0	0	0	0	0
482	77	0	77	133.2	1.2	482	0	0	0	0	0	482	0	0	0	0	0	0
483	13	0	13	0.0	0.0	483	0	0	0	0	0	483	0	0	0	0	0	0
484	6	0	6	0.0	0.0	484	0	0	0	0	0	484	0	0	0	0	0	0

2026 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
485	20	0	20	0.0	0.0	485	0	0	0	0	0	485	0	0	0	0	0	0
486	119	0	119	0.0	0.0	486	0	0	0	0	0	486	0	0	0	0	0	0
487	1	0	1	0.0	0.0	487	0	0	0	0	0	487	45000	45000	0	97000	75000	217000
488	0	0	0	0.0	0.0	488	0	0	0	0	0	488	164000	164000	0	18000	43000	225000
489	14	0	14	0.0	0.0	489	0	0	0	0	0	489	0	0	0	0	0	0
490	3	0	3	0.0	0.0	490	0	0	0	0	0	490	0	0	0	0	0	0
491	1	0	1	0.0	0.0	491	0	0	0	0	0	491	0	0	0	0	0	0
492	4	0	4	0.0	0.0	492	0	0	0	0	0	492	0	0	0	0	0	0
493	2	0	2	0.0	0.0	493	0	0	0	0	0	493	0	0	0	0	0	0
494	38	0	38	0.0	0.0	494	0	0	0	0	0	494	0	0	0	0	0	0
495	26	0	26	0.0	0.0	495	0	0	0	0	0	495	0	0	0	0	0	0
496	14	0	14	0.0	0.0	496	0	0	0	0	0	496	0	0	0	0	0	0
497	84	0	84	0.0	0.0	497	0	0	0	0	0	497	0	0	0	0	0	0
498	12	0	12	0.0	0.0	498	0	0	0	0	0	498	0	0	0	0	0	0
499	2	0	2	512.6	0.0	499	0	0	0	0	0	499	0	0	0	0	0	0
500	11	0	11	0.0	0.0	500	0	0	0	0	0	500	0	0	0	0	0	0
501	10	0	10	0.0	0.0	501	0	0	0	0	0	501	0	0	0	0	0	0
502	222	0	222	0.0	0.0	502	0	0	0	0	0	502	0	0	0	0	0	0

2040 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
1	0	0	0	0.0	50.5	1	0	0	0	0	0	1	0	0	0	0	0	0
2	270	0	270	1.9	201.4	2	210	0	0	0	210	2	625	625	0	625	3460	4710
3	729	168	897	9.2	0.0	3	0	0	0	0	0	3	30600	30600	0	5100	15300	51000
4	472	75	547	12.2	4.9	4	0	0	0	0	0	4	46020	46020	0	4737	32323	83080
5	334	177	511	2.3	53.7	5	159	0	0	0	159	5	124426	124426	0	40551	135345	300322
6	507	235	742	8.3	8.4	6	0	0	0	0	0	6	3647	3647	0	3359	1047	8053
7	629	55	684	1.6	0.0	7	386	0	0	0	386	7	2230	2230	0	8650	3563	14443
8	590	52	642	0.0	0.0	8	0	1900	0	0	1900	8	10000	10000	0	2200	23927	36127
9	256	617	873	0.0	0.7	9	0	0	0	1956	1956	9	89184	89184	0	45457	51503	186144
10	627	241	868	2.4	0.0	10	0	439	0	0	439	10	4979	4979	0	0	2081	7060
11	281	35	316	4.5	28.4	11	0	0	0	0	0	11	19000	19000	0	0	4890	23890
12	226	352	578	9.8	12.9	12	0	0	0	0	0	12	0	0	0	0	0	0
13	248	13	261	11.4	14.7	13	0	0	0	0	0	13	16196	16196	0	6058	14928	37182
14	381	101	482	34.3	9.6	14	0	0	0	0	0	14	0	0	0	0	5143	5143
15	555	140	695	1.5	7.7	15	438	0	0	0	438	15	22176	22176	0	7800	50000	79976
16	300	149	449	0.0	3.9	16	0	0	0	0	0	16	19884	19884	0	7402	3911	31197
17	88	137	225	0.0	17.0	17	0	0	0	0	0	17	0	0	0	0	0	0
18	195	249	444	0.2	3.0	18	0	0	0	0	0	18	365	365	0	1564	3050	4979
19	181	378	559	22.4	5.5	19	0	0	0	0	0	19	1129	1129	0	3389	11269	15787
20	0	0	0	45.8	27.7	20	0	0	0	0	0	20	154196	54196	100000	179849	149832	483877
21	0	111	111	0.2	2.6	21	0	0	0	0	0	21	288680	0	288680	263818	382499	934997
22	0	0	0	0.0	1.4	22	0	0	0	0	0	22	0	0	0	0	0	0
23	0	0	0	0.0	0.0	23	0	0	0	21560	21560	23	0	0	0	0	0	0
24	0	0	0	0.0	0.0	24	0	0	0	2674	2674	24	0	0	0	0	0	0
25	0	0	0	0.0	0.0	25	0	0	0	0	0	25	0	0	0	12821	0	12821
26	47	200	247	14.9	18.7	26	0	0	0	0	0	26	5000	5000	0	180000	5000	190000
27	68	341	409	0.0	1.7	27	0	0	0	0	0	27	21752	21752	0	0	0	21752
28	157	394	551	0.2	0.8	28	0	0	0	0	0	28	32863	32863	0	9371	8798	51032
29	327	58	385	0.4	0.0	29	0	0	0	0	0	29	43733	43733	0	5182	11424	60339
30	331	29	360	9.8	0.0	30	479	0	0	0	479	30	0	0	0	0	0	0
31	395	268	663	0.0	0.0	31	0	0	0	0	0	31	14975	14975	0	71716	50000	136691
32	1	38	39	0.0	0.0	32	0	0	0	3152	3152	32	0	0	0	79645	0	79645
33	454	185	639	4.5	3.9	33	0	0	0	0	0	33	14275	14275	0	0	0	14275
34	344	414	758	7.9	0.0	34	0	0	0	0	0	34	87320	0	87320	36118	46044	169482
35	1	736	737	0.0	0.0	35	0	0	0	0	0	35	285423	0	285423	120000	91089	496512
36	218	942	1160	0.0	0.0	36	0	853	0	0	853	36	210000	0	210000	225121	258000	693121
37	212	865	1077	5.9	0.0	37	167	305	0	0	472	37	25000	25000	0	18000	26000	69000
38	493	98	591	4.4	0.4	38	241	0	0	0	241	38	38000	20000	18000	10000	55206	103206
39	380	72	452	25.7	0.0	39	0	0	0	0	0	39	31675	31675	0	8126	3620	43421
40	718	56	774	0.0	0.5	40	246	0	0	0	246	40	38259	38259	0	27384	8897	74540
41	441	137	578	253.0	0.0	41	0	0	0	0	0	41	4106	4106	0	7749	0	11855
42	719	108	827	12.3	0.0	42	685	900	0	0	1585	42	9730	9730	0	772	11033	21535
43	830	201	1031	0.0	0.5	43	0	0	0	0	0	43	5951	5951	0	3692	3700	13343

2040 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
44	356	148	504	8.2	0.0	44	0	0	0	0	0	44	103145	103145	0	40000	5000	148145
45	456	0	456	2.1	0.0	45	282	0	0	0	282	45	0	0	0	0	0	0
46	509	198	707	13.0	0.3	46	0	0	0	0	0	46	22321	22321	0	16612	37673	76606
47	5	250	255	1.4	2.1	47	0	0	0	0	0	47	885000	0	885000	399610	58000	1342610
48	344	440	784	0.0	0.0	48	0	0	0	0	0	48	11397	11397	0	120000	45000	176397
49	404	0	404	15.5	0.0	49	0	0	0	0	0	49	4655	4655	0	3521	738	8914
50	506	0	506	25.6	0.0	50	0	0	0	0	0	50	26358	26358	0	88808	14296	129462
51	331	5	336	0.0	0.0	51	0	983	0	0	983	51	0	0	0	0	0	0
52	256	180	436	0.0	0.0	52	234	0	0	0	234	52	71732	20732	51000	14000	12994	98726
53	233	0	233	9.3	0.0	53	0	580	0	0	580	53	34129	34129	0	5637	6722	46488
54	506	4	510	3.0	0.0	54	266	0	0	0	266	54	79670	79670	0	52769	24169	156608
55	530	34	564	0.0	0.0	55	0	0	0	0	0	55	6760	6760	0	23193	18010	47963
56	571	45	616	0.4	0.0	56	0	0	0	0	0	56	61469	61469	0	41918	14712	118099
57	334	5	339	0.0	0.5	57	500	0	0	0	500	57	3690	3690	0	33394	859925	897009
58	314	15	329	7.0	0.0	58	0	0	0	0	0	58	6000	6000	0	55000	230000	291000
59	633	253	886	0.8	0.0	59	75	0	0	0	75	59	16281	16281	0	120000	9765	146046
60	362	16	378	23.7	0.5	60	0	128	0	0	128	60	6281	6281	0	156764	8109	171154
61	749	0	749	0.0	0.0	61	329	0	0	0	329	61	18176	18176	0	0	6423	24599
62	541	21	562	0.0	0.0	62	314	0	0	0	314	62	14020	14020	0	21900	5116	41036
63	437	154	591	47.1	0.0	63	0	0	0	0	0	63	31072	31072	0	52792	37159	121023
64	561	51	612	16.1	5.7	64	0	0	0	0	0	64	70272	70272	0	6875	70217	147364
65	36	141	177	0.0	0.0	65	0	1900	0	0	1900	65	0	0	0	0	12263	12263
66	290	432	722	31.7	0.0	66	0	0	0	0	0	66	0	0	0	0	0	0
67	130	383	513	0.0	0.0	67	0	0	0	0	0	67	0	0	0	0	0	0
68	105	1312	1417	0.5	0.0	68	48	0	1000	0	1048	68	1111	1111	0	0	6656	7767
69	3	463	466	0.2	7.7	69	0	0	0	0	0	69	36414	36414	0	121593	65763	223770
70	165	371	536	27.6	4.1	70	360	0	0	0	360	70	52282	52282	0	20584	14312	87178
71	53	228	281	0.0	3.8	71	0	0	0	0	0	71	100000	0	100000	50000	60000	210000
72	3	278	281	3.8	6.3	72	0	0	0	0	0	72	213285	0	213285	102978	167234	483497
73	0	50	50	0.8	0.0	73	0	0	0	0	0	73	24402	0	24402	9683	64394	98479
74	0	100	100	1.2	0.0	74	0	0	0	0	0	74	169325	0	169325	326556	500000	995881
75	0	0	0	0.0	1.3	75	0	0	0	0	0	75	16929	0	16929	91817	286056	394802
76	0	103	103	0.2	0.5	76	0	0	0	0	0	76	107691	0	107691	437718	177941	723350
77	0	50	50	0.0	0.6	77	0	0	2000	0	2000	77	112175	0	112175	1028913	246019	1387107
78	0	131	131	0.3	0.1	78	0	0	0	0	0	78	161432	0	161432	570087	298274	1029793
79	0	174	174	0.0	0.5	79	0	0	0	0	0	79	35616	0	35616	513857	180676	730149
80	0	72	72	0.8	0.0	80	0	0	0	0	0	80	7562	0	7562	196725	45000	249287
81	0	210	210	0.8	0.6	81	173	0	0	0	173	81	33871	0	33871	700848	300000	1034719
82	0	50	50	0.0	0.8	82	0	0	0	0	0	82	28025	0	28025	28319	70000	126344
83	6	457	463	0.3	0.0	83	0	0	0	0	0	83	9617	0	9617	765419	41488	816524
84	1	307	308	0.2	0.0	84	0	0	0	0	0	84	6280	0	6280	743959	18937	769176
85	179	1239	1418	0.7	0.0	85	224	0	0	0	224	85	7120	0	7120	13414	869	21403
86	193	1022	1215	0.9	0.0	86	450	0	0	0	450	86	33376	0	33376	0	42470	75846

2040 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
87	243	57	300	11.5	0.5	87	0	700	0	0	700	87	0	0	0	0	0	0
88	12	70	82	0.0	9.7	88	0	0	0	0	0	88	0	0	0	39560	6321	45881
89	0	863	863	0.0	21.3	89	0	0	0	0	0	89	34846	0	34846	104720	319765	459331
90	62	0	62	0.4	43.5	90	0	0	0	0	0	90	13712	13712	0	0	4590	18302
91	376	0	376	0.0	1.0	91	0	0	0	0	0	91	0	0	0	0	0	0
92	35	0	35	29.5	63.5	92	0	0	0	0	0	92	0	0	0	0	0	0
93	2	0	2	58.5	15.0	93	0	0	0	0	0	93	0	0	0	0	0	0
94	602	313	915	0.0	5.8	94	0	0	0	0	0	94	22532	22532	0	8753	15000	46285
95	402	99	501	0.6	2.8	95	217	0	0	0	217	95	6161	6161	0	1836	2570	10567
96	550	23	573	15.8	0.0	96	250	800	0	0	1050	96	10550	10550	0	4287	0	14837
97	580	535	1115	0.9	0.1	97	368	0	0	0	368	97	50724	50724	0	0	835	51559
98	813	185	998	21.9	0.1	98	0	0	0	0	0	98	19093	19093	0	13201	20484	52778
99	591	29	620	17.1	0.0	99	422	0	0	0	422	99	22750	22750	0	20925	10992	54667
100	590	4	594	116.2	0.0	100	0	0	0	0	0	100	2319	2319	0	6451	1457	10227
101	74	0	74	42.5	0.0	101	0	0	0	0	0	101	0	0	0	0	0	0
102	584	0	584	0.0	0.0	102	0	0	0	0	0	102	0	0	0	4219	0	4219
103	354	0	354	0.0	0.0	103	400	1700	0	0	2100	103	0	0	0	0	0	0
104	670	30	700	7.3	0.0	104	0	0	0	0	0	104	52974	52974	0	36020	28671	117665
105	436	199	635	11.7	0.0	105	150	100	0	0	250	105	5841	5841	0	32730	7366	45937
106	271	353	624	7.0	1.2	106	368	0	0	0	368	106	43631	43631	0	53153	53281	150065
107	466	91	557	19.6	0.0	107	0	900	0	0	900	107	29754	29754	0	4374	48013	82141
108	773	0	773	28.4	0.0	108	448	0	0	0	448	108	155000	155000	0	46467	14551	216018
109	605	281	886	3.6	0.0	109	0	0	0	0	0	109	145000	145000	0	35143	7538	187681
110	408	20	428	0.0	0.0	110	389	0	0	0	389	110	4590	4590	0	13430	19591	37611
111	4	261	265	0.0	10.1	111	0	0	0	0	0	111	71500	47500	24000	84259	99927	255686
112	829	47	876	29.5	0.0	112	0	0	0	0	0	112	11427	11427	0	2618	12144	26189
113	4	0	4	0.0	122.5	113	0	0	0	0	0	113	558523	0	558523	41533	148106	748162
114	213	233	446	0.0	41.0	114	0	0	0	0	0	114	50419	50419	0	13000	274499	337918
115	7	2	9	78.2	103.7	115	0	0	0	0	0	115	14017	14017	0	0	21092	35109
116	10	1125	1135	0.0	12.2	116	0	0	0	0	0	116	750000	0	750000	80000	111000	941000
117	282	969	1251	4.0	0.0	117	0	0	0	0	0	117	127293	127293	0	18072	92102	237467
118	3	0	3	0.0	56.9	118	0	0	0	0	0	118	96987	96987	0	27509	260976	385472
119	0	0	0	0.0	150.6	119	0	0	0	0	0	119	0	0	0	0	0	0
120	0	0	0	3.5	120.6	120	0	0	0	0	0	120	0	0	0	0	0	0
121	0	0	0	0.0	188.2	121	0	0	0	0	0	121	63807	63807	0	34920	104437	203164
122	0	150	150	8.0	6.5	122	0	0	0	0	0	122	88853	17853	71000	1300000	500000	1888853
123	0	0	0	11.2	76.6	123	0	0	0	0	0	123	250748	250748	0	14260	189845	454853
124	12	11	23	17.3	16.4	124	0	0	0	0	0	124	52793	52793	0	25750	92281	170824
125	188	133	321	17.5	1.1	125	0	0	0	0	0	125	58513	58513	0	11710	81177	151400
126	404	27	431	42.7	0.0	126	667	0	0	0	667	126	0	0	0	0	0	0
127	345	428	773	0.0	11.4	127	0	0	0	0	0	127	43074	43074	0	25306	57250	125630
128	415	160	575	0.0	6.1	128	691	0	0	0	691	128	85000	85000	0	24572	231829	341401
129	280	176	456	0.0	0.0	129	0	0	0	0	0	129	43839	43839	0	2040	2040	47919

2040 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
130	436	249	685	0.0	0.0	130	0	900	0	0	900	130	0	0	0	5132	0	5132
131	351	193	544	11.3	0.0	131	0	0	0	0	0	131	11124	11124	0	0	0	11124
132	273	82	355	0.0	0.0	132	0	0	0	0	0	132	0	0	0	0	0	0
133	480	0	480	83.9	0.0	133	100	81	0	0	181	133	0	0	0	0	0	0
134	64	329	393	48.9	0.0	134	0	0	0	0	0	134	22551	22551	0	0	1509	24060
135	0	0	0	0.0	100.3	135	0	0	0	0	0	135	0	0	0	0	0	0
136	290	86	376	4.8	3.2	136	408	0	0	0	408	136	33615	33615	0	4446	81332	119393
137	699	395	1094	0.0	0.0	137	0	0	0	0	0	137	0	0	0	0	0	0
138	0	0	0	0.0	35.0	138	0	0	0	0	0	138	36192	36192	0	16712	96475	149379
139	0	0	0	0.0	244.5	139	0	0	0	0	0	139	25811	25811	0	8812	358721	393344
140	908	410	1318	48.6	0.0	140	700	0	0	0	700	140	23641	23641	0	26082	29586	79309
141	0	0	0	0.0	3.6	141	0	0	0	0	0	141	0	0	0	0	250000	0
142	2	0	2	64.6	235.8	142	0	0	0	0	0	142	30400	30400	0	18800	141000	190200
143	0	0	0	0.0	0.0	143	0	0	0	0	0	143	0	0	0	0	100000	0
144	0	0	0	4.0	0.0	144	700	0	0	0	700	144	0	0	0	0	0	0
145	1096	19	1115	17.7	0.0	145	0	450	0	0	450	145	0	0	0	0	0	0
146	14	152	166	79.4	5.1	146	0	0	0	0	0	146	11475	11475	0	7650	57375	76500
147	459	5	464	0.0	89.9	147	198	0	0	0	198	147	123452	123452	0	56272	126314	306038
148	3	10	13	0.0	27.3	148	0	0	0	0	0	148	118084	118084	0	19815	352595	490494
149	651	532	1183	2.6	1.0	149	0	0	0	0	0	149	99422	99422	0	22642	48270	170334
150	961	58	1019	13.1	0.0	150	0	0	0	0	0	150	12299	12299	0	650	2160	15109
151	1	0	1	0.0	62.0	151	0	0	0	0	0	151	81558	81558	0	34361	374827	490746
152	0	0	0	0.0	21.2	152	0	0	0	0	0	152	7382	7382	0	0	0	7382
153	142	135	277	6.4	7.2	153	0	0	0	0	0	153	0	0	0	0	0	0
154	138	210	348	55.4	8.9	154	0	0	0	0	0	154	3012	3012	0	301	15000	18313
155	0	0	0	0.0	27.4	155	0	0	0	0	0	155	45935	45935	0	5800	20000	71735
156	1113	7	1120	8.7	0.0	156	0	0	0	0	0	156	67210	67210	0	16788	7100	91098
157	545	55	600	0.0	0.0	157	0	0	0	0	0	157	17213	17213	0	11475	86063	114751
158	169	0	169	0.0	0.0	158	0	0	0	0	0	158	0	0	0	0	0	0
159	574	114	688	0.0	0.0	159	0	0	0	0	0	159	0	0	0	0	0	0
160	0	0	0	0.0	0.0	160	0	0	0	0	0	160	13044	13044	0	0	0	13044
161	0	0	0	0.0	0.0	161	0	0	0	0	0	161	0	0	0	0	0	0
162	0	0	0	2.6	182.5	162	0	0	0	0	0	162	52137	52137	0	98294	70504	220935
163	911	78	989	50.7	0.0	163	700	0	0	0	700	163	0	0	0	84699	2151	86850
164	372	191	563	0.0	0.0	164	0	0	0	0	0	164	0	0	0	65840	2142	67982
165	69	0	69	100.8	0.0	165	0	0	0	0	0	165	0	0	0	5480	0	5480
166	266	86	352	230.4	4.2	166	0	0	0	0	0	166	36094	36094	0	0	51540	87634
167	0	0	0	90.3	61.8	167	0	0	0	0	0	167	6500	6500	0	5000	105000	116500
168	201	30	231	127.4	0.2	168	0	0	0	0	0	168	0	0	0	0	20738	20738
169	182	47	229	41.2	0.0	169	0	0	0	0	0	169	0	0	0	0	0	0
170	78	0	78	0.0	0.0	170	0	0	0	0	0	170	0	0	0	0	0	0
171	16	0	16	606.8	62.1	171	0	0	0	0	0	171	923	923	0	0	0	923
172	56	0	56	0.0	0.0	172	0	0	0	0	0	172	0	0	0	0	0	0

2040 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
173	179	0	179	0.0	0.0	173	0	0	0	0	0	173	0	0	0	0	0	0
174	201	0	201	0.0	0.0	174	0	0	0	0	0	174	0	0	0	0	0	0
175	76	0	76	0.0	0.0	175	0	0	0	0	0	175	0	0	0	0	0	0
176	103	272	375	4.1	0.0	176	700	0	0	0	700	176	123474	123474	0	122136	79794	325404
177	785	139	924	106.9	0.0	177	100	0	0	0	100	177	23762	23762	0	6955	22127	52844
178	113	488	601	10.2	0.0	178	0	0	0	0	0	178	168578	168578	0	326960	74074	569612
179	382	0	382	6.3	0.0	179	634	0	0	0	634	179	0	0	0	75540	2726	78266
180	920	11	931	17.8	0.0	180	0	0	0	0	0	180	17891	17891	0	82323	4973	105187
181	56	0	56	289.7	1.8	181	0	0	0	0	0	181	13396	13396	0	85808	0	99204
182	251	535	786	11.8	0.0	182	0	0	0	0	0	182	69058	69058	0	63783	3513	136354
183	400	254	654	0.0	0.0	183	0	0	0	0	0	183	82395	82395	0	43593	16915	142903
184	33	0	33	14.1	3.2	184	0	0	0	0	0	184	239755	239755	0	140545	180316	560616
185	347	140	487	4.2	0.0	185	0	0	0	0	0	185	117011	117011	0	87883	20273	225167
186	217	2	219	1.8	1.1	186	0	0	0	0	0	186	153000	153000	0	0	38250	191250
187	403	5	408	65.9	0.0	187	0	0	0	0	0	187	10514	10514	0	106565	11761	128840
188	103	15	118	230.0	0.0	188	0	0	0	0	0	188	0	0	0	359678	23180	382858
189	460	121	581	8.1	0.0	189	321	0	0	0	321	189	55000	55000	0	10000	25000	90000
190	559	129	688	37.4	0.0	190	0	0	0	0	0	190	0	0	0	415198	12623	427821
191	380	28	408	0.0	0.0	191	0	0	0	0	0	191	2310	2310	0	3103	5100	10513
192	318	206	524	0.0	0.0	192	350	0	0	0	350	192	91800	91800	0	91800	30600	214200
193	607	298	905	7.4	0.0	193	0	0	0	0	0	193	114750	114750	0	114750	38250	267750
194	3	0	3	0.0	0.0	194	0	0	0	0	0	194	0	0	0	0	0	0
195	3	0	3	0.0	0.0	195	0	0	0	0	0	195	0	0	0	0	0	0
196	4	0	4	0.0	110.1	196	0	0	0	0	0	196	5000	4307	0	0	50000	55000
197	1	0	1	32.4	0.0	197	0	0	0	0	0	197	0	0	0	0	0	0
198	4	0	4	152.7	0.0	198	0	0	0	0	0	198	0	0	0	0	0	0
199	10	0	10	0.0	28.0	199	0	0	0	0	0	199	0	0	0	0	0	0
200	484	141	625	3.0	0.0	200	0	0	0	0	0	200	30600	30600	0	5100	15300	51000
201	516	152	668	6.1	0.0	201	0	900	0	0	900	201	61200	61200	0	10200	30600	102000
202	244	70	314	0.0	0.0	202	0	0	0	0	0	202	0	0	0	0	0	0
203	49	0	49	0.0	0.0	203	0	0	0	0	0	203	0	0	0	0	0	0
204	0	690	690	0.0	0.0	204	0	0	0	0	0	204	828742	0	828742	148325	154531	1131598
205	235	52	287	0.0	0.0	205	0	0	0	0	0	205	130000	130000	0	9000	2000	141000
206	548	235	783	0.0	0.0	206	761	0	0	0	761	206	0	0	0	148429	0	148429
207	388	99	487	0.0	0.0	207	0	0	0	0	0	207	1708	1708	0	309027	3581	314316
208	271	104	375	3.8	0.0	208	0	0	0	0	0	208	28616	28616	0	133210	114092	275918
209	8	0	8	27.6	0.0	209	0	0	0	0	0	209	0	0	0	0	0	0
210	0	0	0	0.0	0.0	210	0	0	0	0	0	210	0	0	0	0	0	0
211	8	0	8	0.0	0.0	211	0	0	0	0	0	211	0	0	0	0	0	0
212	232	0	232	0.0	0.0	212	0	0	0	0	0	212	5279	5279	0	1760	1760	8799
213	6	0	6	0.0	0.0	213	0	0	0	0	0	213	0	0	0	0	0	0
214	12	0	12	0.0	0.0	214	0	0	0	0	0	214	0	0	0	0	0	0
215	50	0	50	0.0	0.0	215	0	0	0	0	0	215	0	0	0	0	0	0

2040 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
216	493	135	628	13.4	6.6	216	0	0	0	0	0	216	65555	65555	0	10200	33150	108905
217	978	59	1037	0.1	40.0	217	0	0	0	0	0	217	206064	206064	0	263396	96282	565742
218	1	106	107	0.0	0.0	218	0	0	0	0	0	218	73440	73440	0	398936	54864	527240
219	8	0	8	0.0	0.0	219	0	0	0	0	0	219	0	0	0	0	0	0
220	528	158	686	0.0	0.0	220	0	0	0	0	0	220	0	0	0	0	0	0
221	719	47	766	0.0	0.0	221	0	0	0	0	0	221	0	0	0	0	0	0
222	9	0	9	0.0	134.6	222	0	0	0	0	0	222	11750	11750	0	7834	77725	97309
223	61	15	76	0.0	0.0	223	0	0	0	0	0	223	0	0	0	0	0	0
224	70	0	70	0.0	0.0	224	0	0	0	0	0	224	0	0	0	0	0	0
225	366	128	494	0.0	0.0	225	0	0	0	0	0	225	27695	27695	0	95509	16677	139881
226	471	0	471	0.0	0.0	226	471	0	0	0	471	226	33210	33210	0	22537	5135	60882
227	394	320	714	0.6	0.5	227	0	0	0	0	0	227	56680	56680	0	20276	57000	133956
228	265	40	305	5.7	0.0	228	0	0	0	0	0	228	32522	32522	0	90713	596766	720001
229	428	158	586	0.0	0.0	229	30	0	0	1000	1030	229	11065	11065	0	10417	48555	70037
230	700	335	1035	13.5	0.0	230	590	0	0	0	590	230	52500	0	52500	24618	12700	89818
231	167	315	482	0.0	14.7	231	0	0	0	0	0	231	144612	144612	0	84087	196142	424841
232	528	10	538	0.0	0.0	232	0	0	0	0	0	232	0	0	0	5857	0	5857
233	361	0	361	20.3	0.0	233	575	0	0	0	575	233	0	0	0	0	0	0
234	672	340	1012	0.0	0.0	234	0	0	0	0	0	234	488	488	0	5802	5493	11783
235	777	8	785	5.3	0.0	235	584	0	0	0	584	235	9837	9837	0	175043	5648	190528
236	347	0	347	0.0	0.0	236	651	0	0	0	651	236	24638	24638	0	14429	10937	50004
237	13	6	19	0.0	0.0	237	0	0	0	0	0	237	0	0	0	190467	1723	192190
238	325	410	735	0.0	1.5	238	434	0	0	0	434	238	135575	135575	0	16052	45601	197228
239	0	0	0	0.0	234.5	239	0	0	0	0	0	239	0	0	0	0	0	0
240	65	0	65	46.3	0.0	240	0	1800	0	0	1800	240	3613	3613	0	8143	2168	13924
241	195	356	551	19.4	0.0	241	0	0	0	0	0	241	113493	36493	77000	166513	755000	1035006
242	0	325	325	4.0	0.5	242	0	0	0	0	0	242	150000	0	150000	74046	63947	287993
243	177	746	923	3.6	0.0	243	0	0	0	0	0	243	0	0	0	0	0	0
244	419	173	592	0.0	0.0	244	491	0	0	0	491	244	4420	4420	0	2196	16117	22733
245	157	1	158	0.0	0.0	245	0	900	0	0	900	245	139769	139769	0	91530	0	231299
246	0	0	0	0.0	0.0	246	0	0	0	0	0	246	511364	0	511364	83019	46612	640995
247	262	119	381	0.0	0.0	247	0	0	0	0	0	247	0	0	0	0	0	0
248	433	0	433	0.0	0.0	248	0	0	0	0	0	248	0	0	0	0	0	0
249	325	17	342	0.0	0.0	249	0	0	0	0	0	249	180000	30000	150000	50000	80000	310000
250	297	32	329	33.9	0.0	250	0	0	0	0	0	250	0	0	0	0	0	0
251	59	1	60	0.0	0.0	251	0	0	0	0	0	251	0	0	0	72835	0	72835
252	308	197	505	0.0	0.0	252	275	275	0	0	550	252	0	0	0	0	0	0
253	360	0	360	0.0	0.0	253	700	0	0	0	700	253	0	0	0	0	0	0
254	186	0	186	43.4	0.0	254	0	0	0	0	0	254	99969	99969	0	66649	68341	234959
255	414	538	952	206.2	0.0	255	0	0	0	0	0	255	0	0	0	0	0	0
256	0	0	0	1.8	0.0	256	0	0	0	0	0	256	180814	0	180814	6578	12120	199512
257	746	114	860	246.4	38.6	257	500	0	0	0	500	257	0	0	0	745219	80211	825430
258	371	0	371	0.0	0.0	258	0	0	0	0	0	258	43344	43344	0	86152	65097	194593

2040 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
259	48	0	48	0.0	111.2	259	0	0	0	0	0	259	155631	155631	0	20614	144459	320704
260	0	0	0	0.0	0.0	260	0	0	0	0	0	260	0	0	0	0	0	0
261	54	423	477	0.0	0.0	261	0	1800	0	0	1800	261	250000	130000	120000	66127	176912	493039
262	2	0	2	0.0	16.0	262	0	1800	0	0	1800	262	92619	92619	0	220635	47545	360799
263	24	0	24	0.0	0.0	263	0	0	0	0	0	263	0	0	0	0	0	0
264	28	0	28	0.0	0.0	264	0	0	0	0	0	264	0	0	0	0	0	0
265	4	0	4	0.0	0.0	265	0	0	0	0	0	265	0	0	0	0	0	0
266	550	1	551	0.0	55.0	266	0	0	0	0	0	266	0	0	0	0	13000	13000
267	9	0	9	0.0	0.0	267	0	0	0	0	0	267	0	0	0	0	0	0
268	185	396	581	0.0	0.0	268	0	0	0	0	0	268	0	0	0	0	0	0
269	4	0	4	0.0	0.0	269	0	0	0	0	0	269	0	0	0	0	0	0
270	41	0	41	0.0	0.0	270	0	0	0	0	0	270	0	0	0	0	0	0
271	18	0	18	0.0	0.0	271	0	0	0	0	0	271	0	0	0	0	0	0
272	42	11	53	0.0	0.0	272	0	0	0	0	0	272	0	0	0	0	0	0
273	34	661	695	51.7	0.0	273	0	0	0	0	0	273	0	0	0	0	0	0
274	659	98	757	9.2	0.0	274	0	0	0	0	0	274	0	0	0	0	0	0
275	223	13	236	0.0	0.0	275	0	0	0	0	0	275	410516	410516	0	149692	161303	721511
276	10	0	10	158.5	0.0	276	0	0	0	0	0	276	0	0	0	0	0	0
277	27	0	27	78.9	0.0	277	0	0	0	0	0	277	0	0	0	0	0	0
278	37	0	37	0.0	1.2	278	0	0	0	0	0	278	0	0	0	0	2040	2040
279	7	0	7	0.0	60.0	279	0	0	0	0	0	279	100000	100000	0	40000	40000	180000
280	7	0	7	198.3	50.0	280	0	0	0	0	0	280	22950	22950	0	15300	114750	153000
281	88	0	88	0.0	0.0	281	0	0	0	0	0	281	0	0	0	0	0	0
282	147	0	147	0.0	0.0	282	0	0	0	0	0	282	24694	24694	0	8231	8231	41156
283	920	47	967	11.3	55.5	283	0	0	0	0	0	283	14000	14000	0	13824	34358	62182
284	819	72	891	35.3	53.5	284	700	1800	0	0	2500	284	164867	164867	0	55491	136243	356601
285	2	0	2	0.0	56.1	285	0	0	0	0	0	285	58194	58194	0	34425	269017	361636
286	787	0	787	0.0	0.0	286	0	0	0	0	0	286	0	0	0	0	0	0
287	29	0	29	0.0	2.6	287	0	0	0	0	0	287	0	0	0	2448	0	2448
288	0	0	0	7.4	0.0	288	0	0	0	0	0	288	33572	33572	0	12240	269231	315043
289	6	0	6	0.0	0.0	289	0	0	0	0	0	289	0	0	0	0	0	0
290	403	217	620	0.0	0.0	290	0	0	0	0	0	290	85123	85123	0	76935	68369	230427
291	250	116	366	0.0	15.0	291	0	0	11750	0	11750	291	137700	137700	0	449659	45900	633259
292	188	42	230	174.7	0.0	292	0	0	0	0	0	292	0	0	0	0	0	0
293	655	138	793	3.0	0.0	293	0	0	0	0	0	293	168300	168300	0	51000	61200	280500
294	58	15	73	0.0	0.0	294	0	0	0	0	0	294	0	0	0	0	0	0
295	41	0	41	0.0	31.3	295	0	0	0	0	0	295	9000	9000	0	0	50000	59000
296	33	0	33	23.6	0.0	296	0	0	0	0	0	296	0	0	0	0	0	0
297	39	0	39	173.5	0.0	297	0	0	0	0	0	297	0	0	0	0	0	0
298	263	68	331	3.0	0.0	298	0	0	0	0	0	298	15300	15300	0	2550	7650	25500
299	475	139	614	6.0	0.0	299	0	0	0	0	0	299	55000	55000	0	10000	25000	90000
300	495	147	642	6.0	0.0	300	0	0	0	0	0	300	89474	89474	0	19625	40025	149124
301	311	199	510	0.0	0.0	301	0	900	0	0	900	301	20196	20196	0	0	5049	25245

2040 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
302	431	0	431	0.0	0.0	302	0	0	0	0	0	302	0	0	0	20818	1325	22143
303	137	17	154	0.0	0.0	303	0	0	0	0	0	303	45504	45504	0	10328	11383	67215
304	545	4	549	6.5	0.0	304	0	0	0	0	0	304	125000	25000	100000	65000	65000	255000
305	151	21	172	182.9	0.0	305	0	0	0	0	0	305	0	0	0	0	0	0
306	5	0	5	0.0	0.0	306	0	0	0	0	0	306	0	0	0	0	0	0
307	27	0	27	0.0	0.0	307	0	0	0	0	0	307	0	0	0	0	0	0
308	32	0	32	0.0	0.0	308	0	0	0	0	0	308	0	0	0	0	0	0
309	23	0	23	0.1	0.0	309	0	0	0	0	0	309	0	0	0	0	0	0
310	808	15	823	0.0	0.0	310	700	0	0	0	700	310	0	0	0	0	0	0
311	286	293	579	0.0	0.0	311	0	0	0	0	0	311	0	0	0	286952	78061	365013
312	188	0	188	7.4	2.9	312	0	0	0	0	0	312	107416	107416	0	3276	162730	273422
313	267	210	477	1.3	0.0	313	0	0	0	0	0	313	0	0	0	0	0	0
314	10	0	10	0.0	0.0	314	0	0	0	0	0	314	0	0	0	0	0	0
315	20	0	20	0.0	0.0	315	0	0	0	0	0	315	0	0	0	0	0	0
316	72	0	72	0.0	0.0	316	0	0	0	0	0	316	0	0	0	0	0	0
317	7	0	7	0.0	0.0	317	0	0	0	0	0	317	0	0	0	0	0	0
318	29	0	29	0.0	0.0	318	0	0	0	0	0	318	0	0	0	0	0	0
319	17	0	17	0.0	0.0	319	0	0	0	0	0	319	0	0	0	0	0	0
320	4	0	4	0.0	0.0	320	0	0	0	0	0	320	0	0	0	0	0	0
321	12	0	12	0.0	0.0	321	0	0	0	0	0	321	0	0	0	0	0	0
322	12	0	12	0.0	0.0	322	0	0	0	0	0	322	0	0	0	0	0	0
323	286	81	367	0.0	0.0	323	0	0	0	0	0	323	0	0	0	0	0	0
324	628	168	796	200.0	18.9	324	56	900	0	0	956	324	2142	2142	0	0	9187	11329
325	855	101	956	3.0	0.0	325	0	0	0	0	0	325	25000	25000	0	8000	12000	45000
326	964	287	1251	3.0	0.0	326	600	0	0	0	600	326	15000	15000	0	6000	10000	31000
327	108	27	135	0.0	0.0	327	0	0	0	0	0	327	0	0	0	0	0	0
328	471	106	577	3.0	0.0	328	0	0	0	0	0	328	30600	30600	0	5100	15300	51000
329	383	60	443	0.0	0.0	329	0	0	0	0	0	329	0	0	0	0	0	0
330	427	1	428	0.0	0.0	330	700	0	0	0	700	330	0	0	0	0	0	0
331	0	659	659	0.0	0.0	331	0	0	0	0	0	331	224000	0	224000	77736	119425	421161
332	301	182	483	0.0	0.0	332	0	0	0	0	0	332	26693	26693	0	20342	12969	60004
333	318	0	318	0.0	0.0	333	0	0	0	0	0	333	0	0	0	23460	0	23460
334	321	92	413	7.8	0.0	334	0	0	0	0	0	334	51408	51408	0	44753	81150	177311
335	37	0	37	0.0	0.0	335	0	0	0	0	0	335	0	0	0	0	0	0
336	1	0	1	159.5	0.0	336	0	0	0	0	0	336	0	0	0	0	0	0
337	0	0	0	0.0	0.0	337	0	0	0	0	0	337	91800	91800	0	30600	30600	153000
338	276	81	357	0.0	0.0	338	0	0	0	0	0	338	0	0	0	50000	0	50000
339	450	132	582	3.0	37.5	339	0	0	0	0	0	339	30600	30600	0	5100	15300	51000
340	5	0	5	0.0	0.0	340	0	0	0	0	0	340	75000	75000	0	25000	25000	125000
341	281	84	365	0.0	0.0	341	0	0	0	0	0	341	10000	10000	0	5000	4120	19120
342	279	392	671	0.0	0.0	342	0	0	0	0	0	342	195228	195228	0	121176	62271	378675
343	341	72	413	0.0	0.0	343	0	0	0	0	0	343	179914	179914	0	0	29623	209537
344	272	0	272	0.0	0.0	344	0	0	0	0	0	344	79420	79420	0	37464	31598	148482

2040 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
345	345	0	345	11.1	0.0	345	0	0	0	0	0	345	110013	110013	0	96269	36340	242622
346	263	0	263	0.0	0.0	346	0	0	0	0	0	346	0	0	0	0	0	0
347	524	0	524	0.0	0.0	347	0	0	0	0	0	347	0	0	0	0	0	0
348	302	1	303	29.1	0.0	348	0	0	0	0	0	348	9824	9824	0	0	0	9824
349	0	0	0	0.0	0.0	349	0	0	0	0	0	349	0	0	0	0	0	0
350	241	211	452	0.0	0.0	350	0	0	0	0	0	350	67227	67227	0	63550	67535	198312
351	389	504	893	0.0	0.0	351	0	0	0	0	0	351	74197	74197	0	108287	167967	350451
352	334	114	448	0.0	0.0	352	0	0	0	0	0	352	90576	90576	0	2066	22874	115516
353	166	185	351	148.9	0.0	353	0	0	0	0	0	353	26953	26953	0	180766	28380	236099
354	5	0	5	17.0	45.0	354	0	0	0	0	0	354	3742	3742	0	0	2000	5742
355	32	0	32	0.0	0.0	355	0	0	0	0	0	355	0	0	0	0	0	0
356	5	0	5	0.0	33.5	356	0	0	0	0	0	356	59367	59367	0	1780	29785	90932
357	9	0	9	266.5	0.0	357	0	0	0	0	0	357	0	0	0	0	0	0
358	5	0	5	210.9	0.0	358	0	0	0	0	0	358	0	0	0	0	0	0
359	15	0	15	0.0	0.0	359	0	0	0	0	0	359	0	0	0	0	0	0
360	13	0	13	0.0	3.4	360	0	0	0	0	0	360	0	0	0	0	0	0
361	7	0	7	0.0	0.0	361	0	0	0	0	0	361	0	0	0	0	0	0
362	28	0	28	0.0	0.0	362	0	0	0	0	0	362	0	0	0	0	0	0
363	13	0	13	0.0	0.0	363	0	0	0	0	0	363	0	0	0	0	0	0
364	24	0	24	0.0	0.0	364	0	0	0	0	0	364	0	0	0	0	0	0
365	4	0	4	0.0	0.0	365	0	0	0	0	0	365	0	0	0	0	0	0
366	7	0	7	0.0	0.0	366	0	0	0	0	0	366	0	0	0	0	0	0
367	12	0	12	0.0	0.0	367	0	0	0	0	0	367	0	0	0	0	0	0
368	6	0	6	0.0	0.0	368	0	0	0	0	0	368	0	0	0	0	0	0
369	17	0	17	0.0	0.0	369	0	0	0	0	0	369	0	0	0	0	0	0
370	69	0	69	0.0	0.0	370	0	0	0	0	0	370	0	0	0	0	0	0
371	58	0	58	0.0	0.0	371	0	0	0	0	0	371	0	0	0	0	0	0
372	55	0	55	0.0	0.0	372	0	0	0	0	0	372	0	0	0	0	0	0
373	11	0	11	0.0	0.0	373	0	0	0	0	0	373	0	0	0	0	0	0
374	5	0	5	0.0	0.0	374	0	0	0	0	0	374	0	0	0	0	0	0
375	9	0	9	0.0	0.0	375	0	0	0	0	0	375	0	0	0	0	0	0
376	67	0	67	60.7	0.0	376	0	0	0	0	0	376	0	0	0	0	0	0
377	5	0	5	3.0	4.0	377	0	0	0	0	0	377	0	0	0	0	42700	42700
378	581	198	779	0.1	0.0	378	0	900	0	0	900	378	100000	100000	0	0	30000	130000
379	5	0	5	105.0	0.0	379	0	0	0	0	0	379	0	0	0	0	0	0
380	1	0	1	0.0	100.0	380	0	0	0	0	0	380	250000	250000	0	75000	75000	400000
381	752	115	867	0.0	0.6	381	0	0	0	0	0	381	75000	75000	0	50000	250000	375000
382	245	73	318	5.0	0.0	382	0	0	0	0	0	382	5000	5000	0	4000	20000	29000
383	0	0	0	63.4	0.0	383	0	0	0	0	0	383	45762	45762	0	7650	116000	169412
384	0	0	0	0.0	25.0	384	0	0	0	0	0	384	70000	70000	0	19555	48093	137648
385	565	379	944	0.0	0.0	385	0	0	0	0	0	385	0	0	0	0	0	0
386	409	355	764	0.0	0.0	386	0	0	0	0	0	386	121681	121681	0	0	30420	152101
387	370	0	370	6.1	0.0	387	0	0	0	0	0	387	85000	85000	0	30000	25000	140000

2040 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
388	362	0	362	12.8	0.0	388	0	0	0	0	0	388	111831	111831	0	47549	84620	244000
389	147	6	153	124.4	0.0	389	0	0	0	0	0	389	0	0	0	0	0	0
390	474	217	691	0.0	0.0	390	0	0	0	0	0	390	0	0	0	0	0	0
391	139	0	139	25.7	0.0	391	0	0	0	0	0	391	0	0	0	137700	15300	153000
392	265	64	329	0.0	0.0	392	0	0	0	0	0	392	0	0	0	0	0	0
393	225	1	226	0.0	0.0	393	0	0	0	0	0	393	0	0	0	0	0	0
394	74	0	74	0.0	0.0	394	0	0	0	0	0	394	0	0	0	0	0	0
395	241	71	312	0.0	0.0	395	0	0	0	0	0	395	25000	25000	0	10000	10000	45000
396	206	61	267	0.0	0.0	396	0	0	0	0	0	396	25000	25000	0	10000	10000	45000
397	163	48	211	3.0	0.0	397	0	0	0	0	0	397	10000	10000	0	5000	8000	23000
398	179	461	640	0.0	0.0	398	733	0	0	0	733	398	114750	114750	0	38250	38250	191250
399	123	360	483	0.0	0.0	399	0	0	0	0	0	399	150000	150000	0	100000	50000	300000
400	479	6	485	0.0	0.0	400	0	0	0	0	0	400	0	0	0	0	0	0
401	209	1	210	91.3	0.0	401	0	0	0	0	0	401	0	0	0	0	0	0
402	4	0	4	147.6	0.0	402	0	0	0	0	0	402	0	0	0	0	0	0
403	407	256	663	142.5	0.0	403	0	0	0	0	0	403	0	0	0	193823	7685	201508
404	396	215	611	0.0	15.6	404	0	0	0	0	0	404	10200	10200	0	0	21094	31294
405	752	39	791	2.7	0.0	405	0	0	0	0	0	405	0	0	0	0	0	0
406	33	0	33	0.0	0.0	406	700	0	0	0	700	406	0	0	0	0	0	0
407	32	0	32	0.0	0.0	407	0	0	0	0	0	407	0	0	0	0	0	0
408	14	0	14	0.0	33.5	408	0	0	0	0	0	408	150000	150000	0	46087	300000	496087
409	16	0	16	0.0	0.0	409	0	0	0	0	0	409	0	0	0	0	0	0
410	65	0	65	0.0	9.4	410	0	0	0	0	0	410	7219	7219	0	3653	16954	27826
411	771	411	1182	2.1	15.1	411	0	0	0	0	0	411	79661	79661	0	14960	126502	221123
412	137	39	176	0.0	82.3	412	0	0	0	0	0	412	35000	35000	0	60000	125000	220000
413	2	0	2	0.0	30.0	413	0	0	0	0	0	413	150000	150000	0	20000	80000	250000
414	106	31	137	0.0	30.0	414	0	0	0	0	0	414	15000	15000	0	10000	50000	75000
415	2	0	2	0.0	12.1	415	0	0	0	0	0	415	0	0	0	0	0	0
416	9	0	9	0.0	0.0	416	0	0	0	0	0	416	0	0	0	0	0	0
417	24	0	24	0.0	0.0	417	0	0	0	0	0	417	0	0	0	0	0	0
418	339	101	440	0.0	0.0	418	0	0	0	0	0	418	0	0	0	0	0	0
419	16	0	16	0.0	0.0	419	0	0	0	0	0	419	0	0	0	0	0	0
420	19	0	19	0.0	0.0	420	0	0	0	0	0	420	0	0	0	0	0	0
421	5	0	5	0.0	6.6	421	0	0	0	0	0	421	0	0	0	0	0	0
422	3	0	3	0.0	0.0	422	0	0	0	0	0	422	0	0	0	0	0	0
423	54	0	54	0.0	0.0	423	0	0	0	0	0	423	0	0	0	0	0	0
424	5	0	5	0.0	0.0	424	0	0	0	0	0	424	0	0	0	0	0	0
425	2	0	2	0.0	0.0	425	0	0	0	0	0	425	0	0	0	0	0	0
426	55	14	69	0.0	0.0	426	0	0	0	0	0	426	0	0	0	0	0	0
427	332	19	351	0.0	0.0	427	700	0	0	0	700	427	0	0	0	0	0	0
428	331	98	429	0.0	0.0	428	0	0	0	0	0	428	0	0	0	0	0	0
429	26	0	26	0.0	5.4	429	0	0	0	0	0	429	7956	7956	0	0	0	7956
430	0	0	0	0.0	142.2	430	17	0	0	0	17	430	0	0	0	0	0	0

2040 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
431	1	0	1	0.0	112.5	431	0	0	0	0	0	431	0	0	0	0	0	0
432	2	0	2	0.0	0.0	432	0	0	0	0	0	432	0	0	0	0	0	0
433	24	0	24	0.0	0.0	433	0	0	0	0	0	433	0	0	0	0	0	0
434	5	0	5	0.0	0.0	434	0	0	0	0	0	434	0	0	0	0	0	0
435	3	0	3	0.0	0.0	435	0	0	0	0	0	435	0	0	0	0	0	0
436	9	0	9	0.0	0.0	436	0	0	0	0	0	436	0	0	0	0	0	0
437	11	0	11	0.0	0.0	437	0	0	0	0	0	437	0	0	0	0	0	0
438	3	0	3	12.6	0.0	438	0	0	0	0	0	438	0	0	0	0	0	0
439	148	43	191	76.8	0.0	439	0	0	0	0	0	439	0	0	0	0	0	0
440	8	0	8	0.0	0.0	440	0	0	0	0	0	440	0	0	0	0	0	0
441	554	71	625	0.0	0.0	441	700	0	0	0	700	441	0	0	0	0	0	0
442	2	0	2	0.0	0.0	442	0	0	0	0	0	442	0	0	0	0	0	0
443	807	238	1045	6.2	0.0	443	0	1721	0	0	1721	443	55000	55000	0	10000	25000	90000
444	217	59	276	18.7	0.0	444	0	0	0	0	0	444	55000	55000	0	10000	25000	90000
445	391	115	506	6.0	0.0	445	0	0	0	0	0	445	31100	31100	0	5100	15300	51500
446	4	0	4	0.0	0.0	446	0	0	0	0	0	446	0	0	0	0	0	0
447	5	0	5	0.0	0.0	447	0	0	0	0	0	447	0	0	0	0	0	0
448	10	0	10	0.0	0.0	448	0	0	0	0	0	448	0	0	0	0	0	0
449	109	30	139	0.0	0.0	449	0	0	0	0	0	449	0	0	0	0	0	0
450	11	0	11	0.0	0.0	450	0	0	0	0	0	450	0	0	0	0	0	0
451	8	0	8	0.0	0.0	451	0	0	0	0	0	451	0	0	0	0	0	0
452	13	0	13	0.0	0.0	452	0	0	0	0	0	452	0	0	0	0	0	0
453	48	0	48	151.2	0.0	453	0	0	0	0	0	453	0	0	0	0	0	0
454	5	0	5	157.4	0.0	454	0	0	0	0	0	454	0	0	0	0	0	0
455	10	0	10	0.0	0.0	455	0	0	0	0	0	455	0	0	0	0	0	0
456	4	0	4	0.0	0.0	456	0	0	0	0	0	456	0	0	0	0	0	0
457	22	0	22	0.0	0.0	457	0	0	0	0	0	457	0	0	0	0	0	0
458	11	0	11	0.0	0.0	458	0	0	0	0	0	458	0	0	0	0	0	0
459	22	0	22	0.0	0.0	459	0	0	0	0	0	459	0	0	0	0	0	0
460	52	0	52	0.0	0.0	460	0	0	0	0	0	460	0	0	0	0	0	0
461	1	0	1	0.0	0.0	461	0	0	0	0	0	461	0	0	0	0	0	0
462	2	0	2	0.0	0.0	462	0	0	0	0	0	462	0	0	0	0	0	0
463	0	0	0	0.0	0.0	463	0	0	0	0	0	463	0	0	0	0	0	0
464	595	54	649	6.0	0.0	464	450	250	0	0	700	464	198900	198900	0	56100	76500	331500
465	169	21	190	9.7	0.0	465	0	0	0	0	0	465	20000	20000	0	10000	10000	40000
466	287	69	356	3.8	0.0	466	0	0	0	0	0	466	91800	91800	0	30600	30600	153000
467	370	110	480	0.0	0.0	467	0	0	0	0	0	467	0	0	0	30000	0	30000
468	6	0	6	0.0	0.0	468	0	0	0	0	0	468	0	0	0	0	0	0
469	48	0	48	143.2	0.0	469	0	0	0	0	0	469	0	0	0	0	0	0
470	5	0	5	0.0	0.0	470	0	0	0	0	0	470	0	0	0	0	0	0
471	37	11	48	215.4	0.0	471	0	0	0	0	0	471	0	0	0	0	0	0
472	7	0	7	0.0	0.0	472	0	0	0	0	0	472	4978	4978	0	0	33500	38478
473	1	0	1	0.0	9.1	473	0	0	0	0	0	473	4800	4800	0	0	0	4800

2040 Land Use by TAZ

	Dwelling Units						Students By School						Commercial					
													Retail			Office	Service	Total
Traffic Zone	Single-Family & Duplex Units	Multi-Family Units	Total Units	Park Acres	Industrial Acres	Traffic Zone	Elementary Students	Secondary Students	Community College Students	University College Students	Total Students	Traffic Zone	Occupied Retail (sq. ft.)	* General Retail (sq. ft.)	* Shopping Center/ Mixed Use (sq. ft.)	Occupied Office (sq. ft.)	Occupied Service (sq. ft.)	Total Occupied Commercial (sq. ft.)
474	9	0	9	0.0	0.0	474	0	0	0	0	0	474	0	0	0	0	0	0
475	14	0	14	0.0	0.0	475	0	0	0	0	0	475	0	0	0	0	0	0
476	15	0	15	0.0	0.0	476	0	0	0	0	0	476	0	0	0	0	0	0
477	8	0	8	0.0	0.0	477	0	0	0	0	0	477	0	0	0	0	0	0
478	20	0	20	0.0	0.0	478	0	0	0	0	0	478	0	0	0	0	0	0
479	12	0	12	0.0	0.0	479	0	0	0	0	0	479	0	0	0	0	0	0
480	11	0	11	0.0	0.0	480	0	0	0	0	0	480	0	0	0	0	0	0
481	25	0	25	0.0	0.0	481	0	0	0	0	0	481	0	0	0	0	0	0
482	81	0	81	133.2	1.2	482	0	0	0	0	0	482	0	0	0	0	0	0
483	13	0	13	0.0	0.0	483	0	0	0	0	0	483	0	0	0	0	0	0
484	6	0	6	0.0	0.0	484	0	0	0	0	0	484	0	0	0	0	0	0
485	23	0	23	0.0	0.0	485	0	0	0	0	0	485	0	0	0	0	0	0
486	121	0	121	0.0	0.0	486	0	0	0	0	0	486	0	0	0	0	0	0
487	1	0	1	0.0	0.0	487	0	0	0	0	0	487	70000	70000	0	225000	100000	395000
488	0	0	0	0.0	0.0	488	0	0	0	0	0	488	428400	428400	0	34425	110925	573750
489	14	0	14	0.0	0.0	489	0	0	0	0	0	489	0	0	0	0	0	0
490	302	89	391	0.0	0.0	490	0	0	0	0	0	490	0	0	0	0	0	0
491	255	76	331	0.0	0.0	491	0	0	0	0	0	491	0	0	0	0	0	0
492	69	20	89	57.6	0.0	492	0	800	0	0	800	492	0	0	0	0	0	0
493	281	83	364	0.0	0.0	493	700	0	0	0	700	493	40000	40000	0	10000	15000	65000
494	40	0	40	0.0	0.0	494	0	0	0	0	0	494	0	0	0	0	0	0
495	28	0	28	0.0	0.0	495	0	0	0	0	0	495	0	0	0	0	0	0
496	14	0	14	0.0	0.0	496	0	0	0	0	0	496	0	0	0	0	0	0
497	86	0	86	0.0	0.0	497	0	0	0	0	0	497	0	0	0	0	0	0
498	13	0	13	0.0	0.0	498	0	0	0	0	0	498	0	0	0	0	0	0
499	2	0	2	512.6	0.0	499	0	0	0	0	0	499	0	0	0	0	0	0
500	12	0	12	0.0	0.0	500	0	0	0	0	0	500	0	0	0	0	0	0
501	11	0	11	0.0	0.0	501	0	0	0	0	0	501	0	0	0	0	0	0
502	229	0	229	0.0	0.0	502	0	0	0	0	0	502	0	0	0	0	0	0
total	107633	49192	156825	9,267	4686.3	total	28365	28365	14750	30342	101822	total	19189045	12364127	6824918	20660183	18715392	58564620

Appendix D Travel Demand Model Documentation and User's Guide

LINCOLN METROPOLITAN PLANNING ORGANIZATION TRAVEL DEMAND MODEL USER'S GUIDE & MODEL CALIBRATION AND VALIDATION REPORT

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February 2016

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Introduction

As an element of the Lincoln Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) update process, the Lincoln MPO travel demand model has been updated. This report builds on previous model documentation to provide a Model User's Guide describing the installation and use of the updated travel demand model, followed by a summary of the Calibration and Validation processes used during the model update, and finally a description of the model adjustment process and results (see **Chapters I**, **II**, and **III** respectively).

I. Model User's Guide

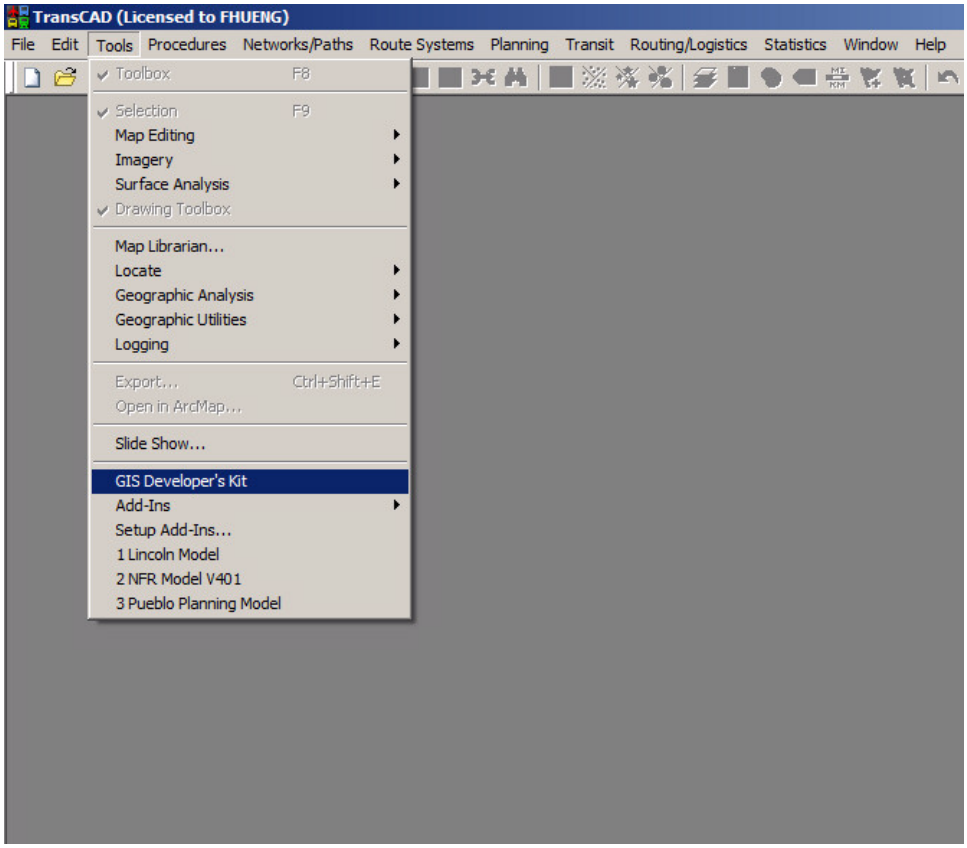
This Guide has been developed to inform the installation, use, and reporting of results for the Lincoln MPO travel demand model. This documentation focuses on changes to the model that have occurred as part of the travel demand model update process. **Attachment A** provides the Model User's Guide developed in August 2011, which provides more detail about the model structure and functions.

A. Setting Up the Model

This model must be run with TransCAD 6.0 on a computer running Windows XP or Windows 7. Installation and setup of the model within TransCAD has changed from previous versions of the model. Instructions for setting up the model follow:

1. Unzip the "Lincoln Model.zip" file and place the "Lincoln" folder onto the C: drive (Note: The file path for model files must be C:\Lincoln). Within the "Lincoln" folder are three sub-folders: AddIn (which provides the model code), Input (which contains model scenario inputs), and Output (which contains executed model run outputs by scenario).

2. Open TransCAD 6.0, access the "GIS Developer's Kit" and "Compile to UI" to compile the model. To accomplish this step, select "Tools", and then select "GIS Developer's Kit".



The following process must be completed six times to properly compile each of six .rsc files to the corresponding .dbd file.

Lincoln.rsc & model_ui.dbd

Lincoln_dash.rsc & dash_ui.dbd

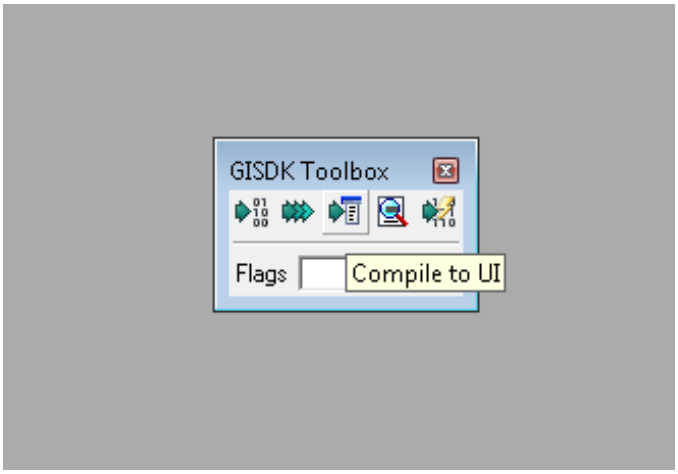
LincolnEdit.rsc & edit_ui.dbd

LincolnModelUtilities & util_ui.dbd

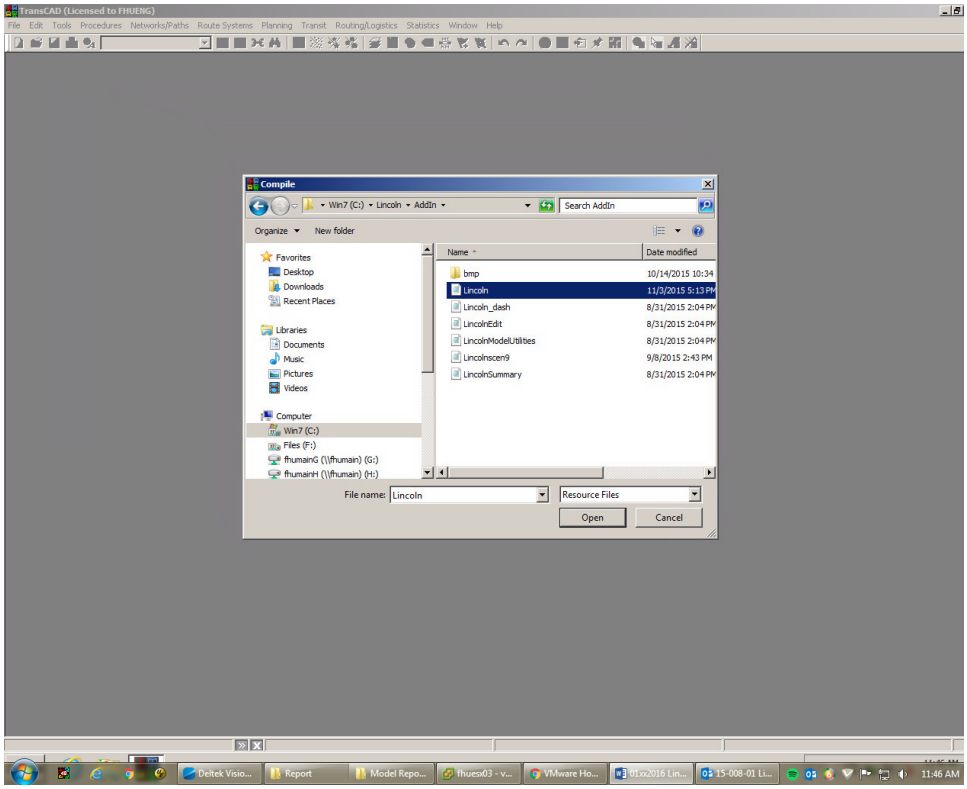
LincolnSummary.rsc & perf_ui.dbd

Lincolnscen9.rsc & scen_ui.dbd

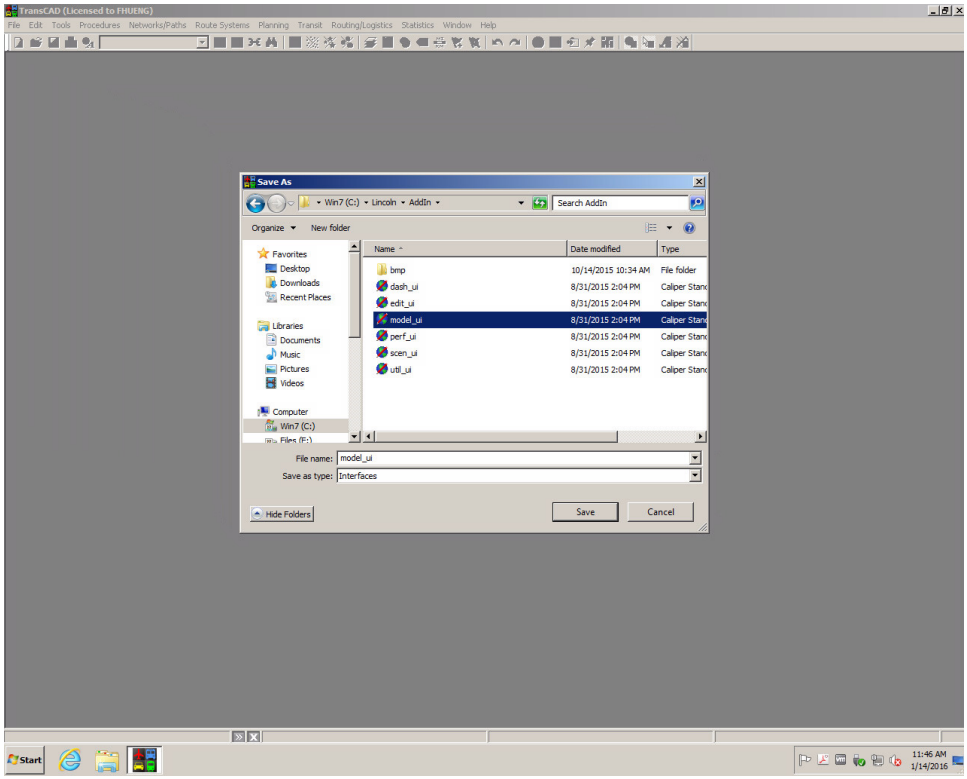
When the GISDK Toolbox opens, select "Compile to UI" (the middle tile).



Navigate to C:\Lincoln\AddIn and select Lincoln.rsc.

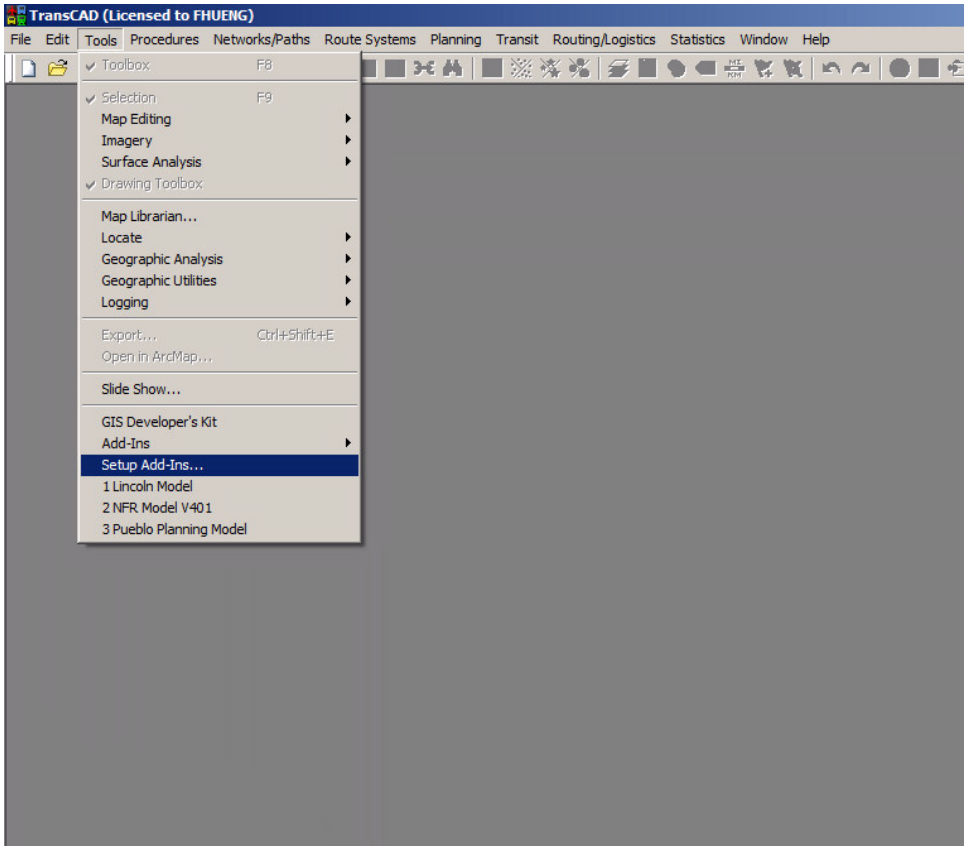


Navigate to C:\Lincoln\AddIn and select model_ui.dbd. Click "Yes" when asked to replace model_ui.dbd.

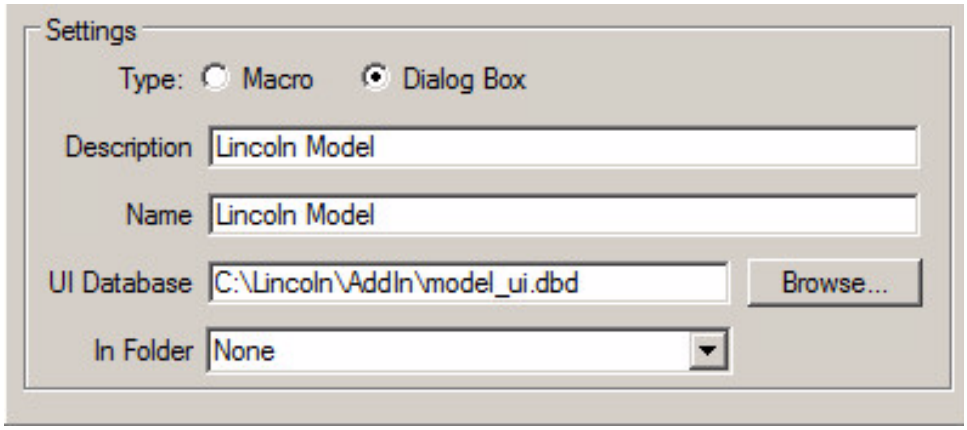


This process must be completed for the remaining.rsc and .dbd file pairs listed at the beginning of this step. After compiling each of the six codes, close the GISDK Toolbox.

3. The final step in model setup is to create a Model Add-In. To start, select "Tools", followed by "Setup Add-Ins…".



Select "Add" on the right panel to create a new Add-In. Populate the new Add-In with Type: Dialog Box, Description: Lincoln Model, Name: Lincoln Model, and UI Database: C:\Lincoln\AddIn\model_ui.dbd.

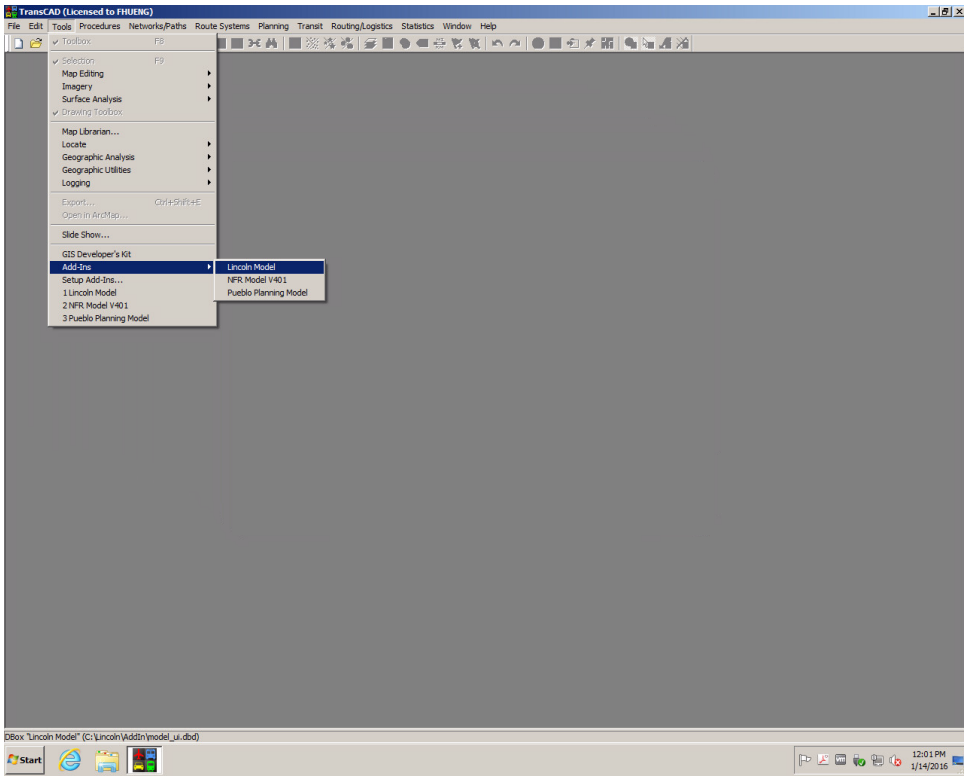


After creating the Model Add-In, click "OK" to finish the setup. The model is now ready to run.

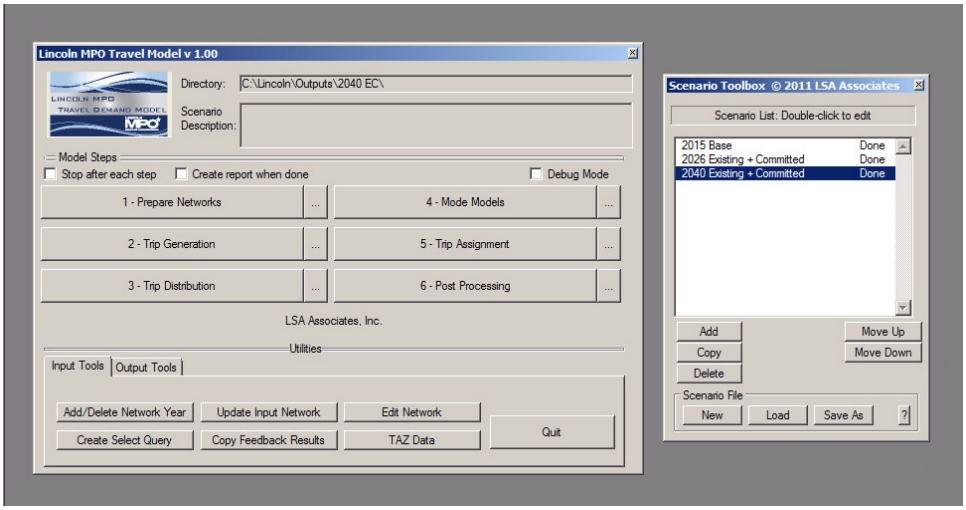
B. Running the Model

The process of executing a model run is consistent with the previous versions of the Lincoln MPO travel demand model. This Chapter outlines the basic procedures for setting up and running a travel demand model. The Model User's Guide developed in August 2011 documents additional detail and options (see **Attachment A**).

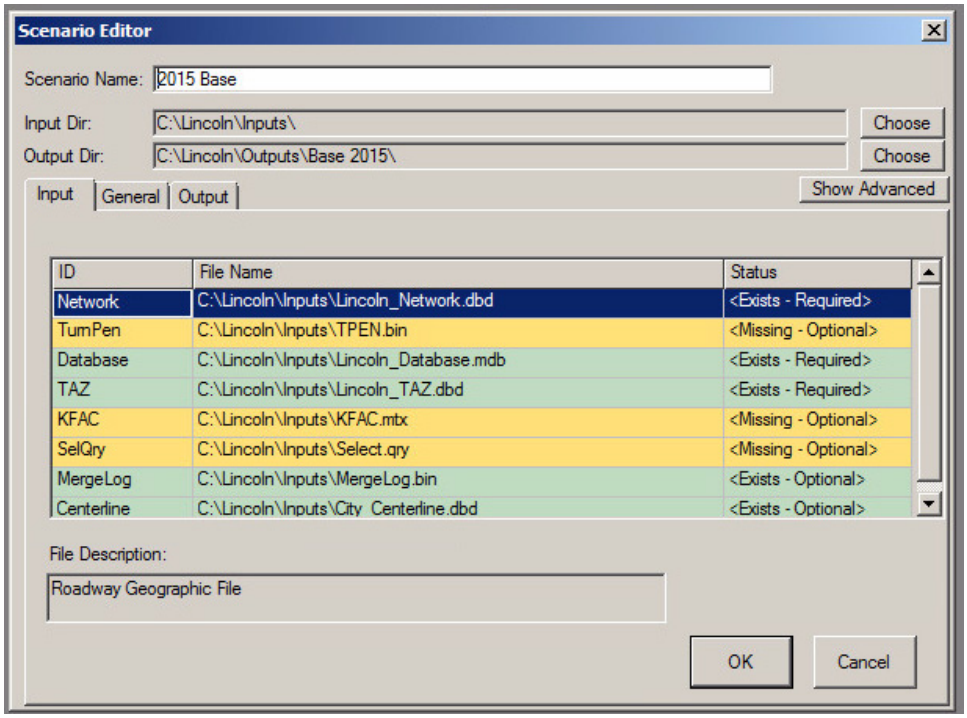
1. To set up a travel demand model for execution, use the model add-in developed for the Lincoln Model. To start, select "Tools", then "Add-Ins", and then "Lincoln Model".



This process opens two customized input boxes. The Scenario Toolbox (right box) is used to develop model scenarios, and the left box is used to execute model runs.

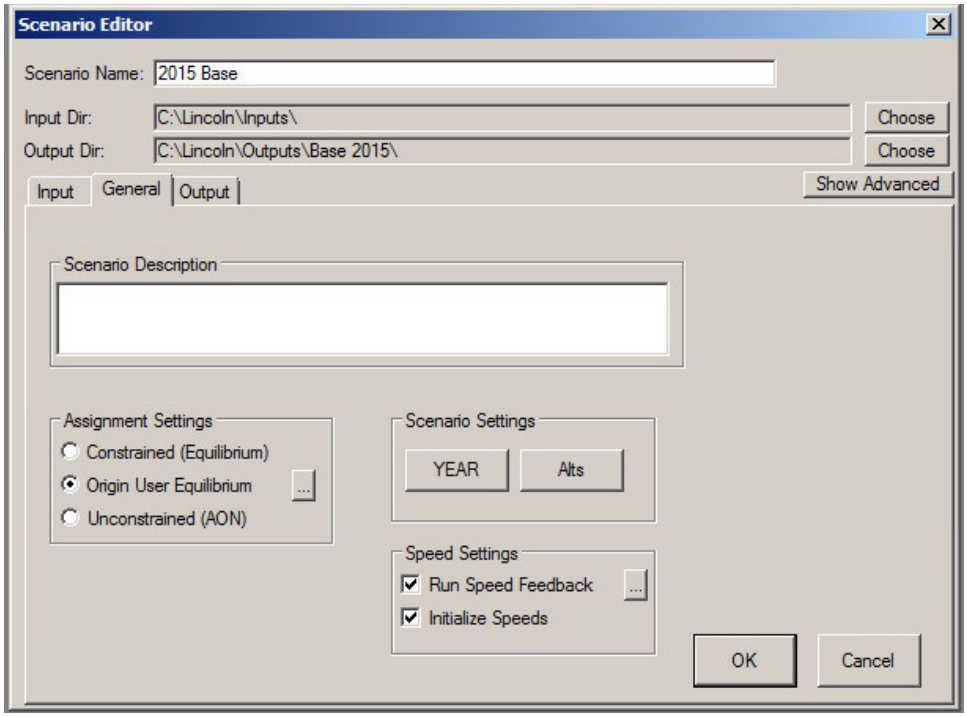


To set up a standard model run, otherwise known as a scenario, select "Add" within the Scenario Toolbox (right box). This opens a Scenario Editor, where the input files for the new run are customized. Set up the model inputs by providing a Scenario Name, selecting the Input Directory, and selecting an Output Directory. The model structure uses a single Input folder for all scenarios, while a unique folder within the Output folder should be created and assigned to each executed model run (for additional detail, refer to **Attachment A**).

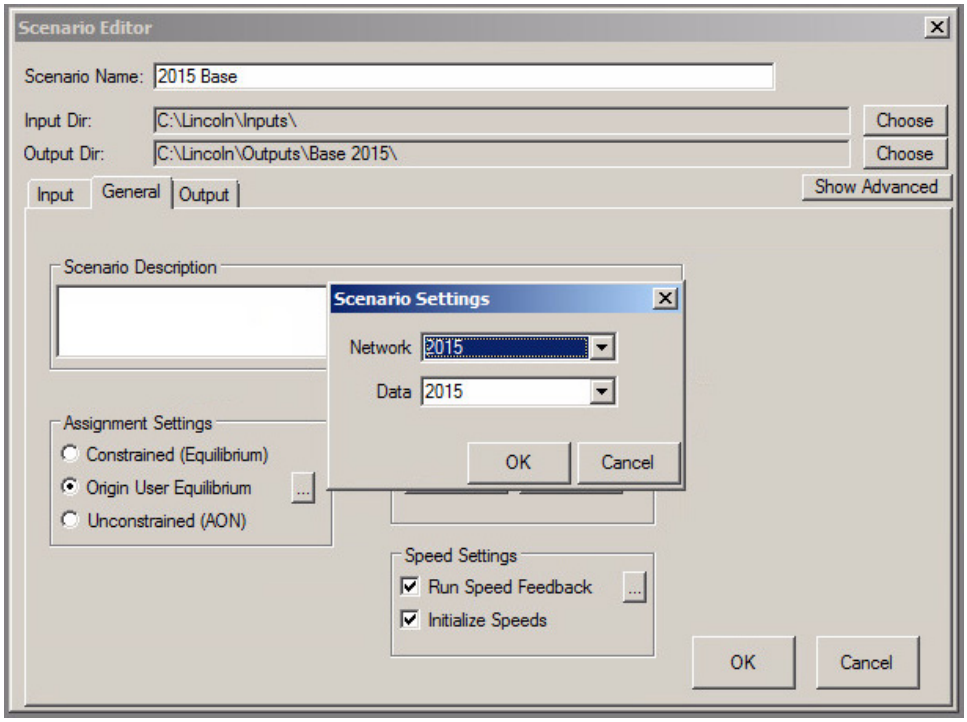


In the sample model setup detailed above, a scenario has been developed to execute the travel demand model for the 2015 Base model. All required input files have been properly identified (see "Status"), and a "Base 2015" folder within the Output folder has been assigned to store the generated output files.

Additional model parameters must be edited on the General tab to finish the scenario setup.

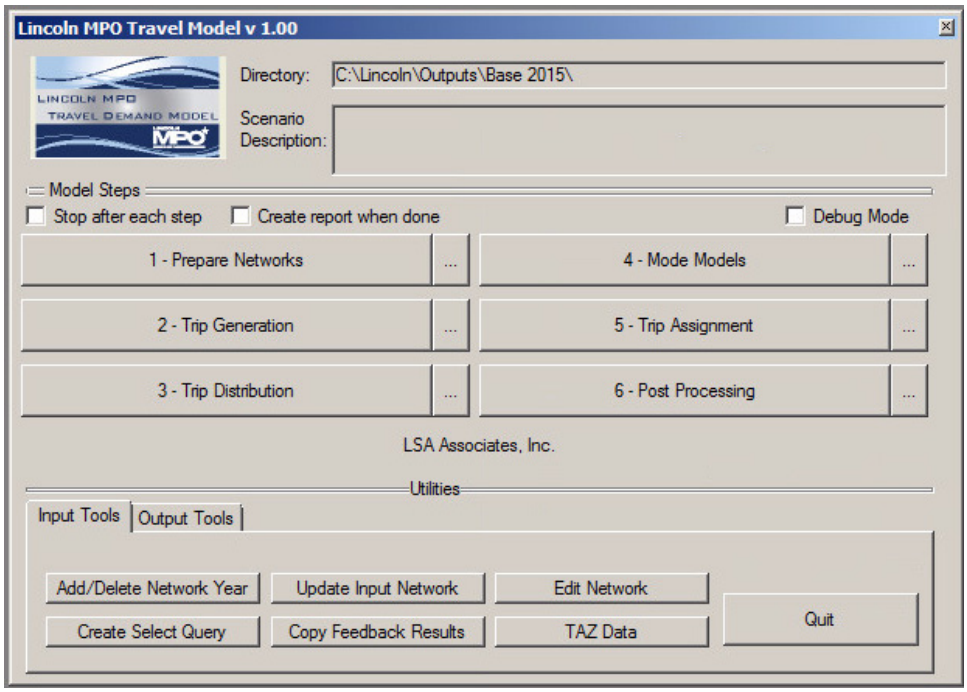


These parameters are found by clicking the "Year" button under the Scenario Settings header.



This function allows the user to select the road network year (Network) and socioeconomic data year (Data) for the model run. Three baseline networks are identified within the model input road network that can be used to evaluate different scenarios: 2015 (existing), 2026EC (existing plus committed projects), and 2040EC (existing plus committed). Similarly, three baseline socioeconomic datasets within the Microsoft Access database model input can be used to evaluate different land use scenarios: 2015 (existing), 2026 (future) and 2040 (future). **Attachment A** includes details for creating additional road network alternatives for when additional model scenarios are desired.

2. Once a model run is set up through the Scenario Toolbox, the model may be executed. To accomplish this process, select the scenario for execution (to execute more than one scenario, hold down the "Ctrl" button and select each desired scenario), and within the left box, under Model Steps, select "1 – Prepare Networks." This process executes the model run(s). At model completion, the model results may be viewed and post-processed. If multiple scenarios are selected, runs will be executed in succession.



C. Viewing the Model Results and Model Post-Processing

Travel demand models offer insight into future traffic conditions by combining anticipated characteristics of the future transportation network and socioeconomic data. During the development of travel demand models, a base year (existing) model is created, calibrated, and validated against known travel conditions. This process results in a model that is unable to precisely match existing conditions, but can represent many of the travel trends and volume characteristics; and from the successful base model development process, future travel demand models are developed using the existing model framework.

To correct the known inaccuracies of the travel demand modeling process, post-processing procedures are an important step in developing all traffic projections. The *National Cooperative Highway Research Program (NCHRP) Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design* details industry recognized standards for model post-processing.

The Output folder designated for use during the Lincoln MPO travel demand model run includes several critical volume output files that are used during the model post-processing step. All volume adjustments use three basic pieces of information - existing counted traffic volumes, base model volume estimates, and future model volume forecasts - to quantify and account for inherent model inaccuracies. Model volumes that should be used during this process come from the "Flow_Daily.bin" file within the respective model run's Output folder; specifically from the "TOT_Flow" field.

The previous version of this travel demand model used a built-in NCHRP process customized to generate adjusted daily volume projections automatically. This process still runs but is no longer used for model post-processing. Transportation planners using this model should use NCHRP Report 765, local knowledge of the transportation network, and professional judgment to manually complete the model adjustment process.

II. Model Calibration and Validation

The Lincoln travel demand model update has focused on revisions to model inputs to update the base year to 2015 and provide updated future year forecasts for 2026 and 2040. Also included in the model update was a review of all four-step model processes with adjustments to various operating parameters and a validation of the model performance against known traffic volumes.

A. Revisions to Model Inputs

The following sections describe changes made to each input file used by the travel demand model during the update process.

1. Road Network

The road network review required updating the base year network (which was previously calibrated to 2009) to 2015. Critical network attributes reviewed during the update included functional classification, number of lanes, and speed limit to ensure consistency with the built system. The 2026 and 2040 road networks were also reviewed and updated incorporating committed roadway projects which are listed in **Table 1**.

Table 1. Committed Projects by 2040

Roadway	Segment	Improvement	Year
Penny Bridge Replacement	Over Rock Island Trail	Replace two 1-lane bridges	Open to traffic December 2015
I-80 widening	NW 56th Street to US 77	4 to 6-lanes	Under Construction, 2016
I-80/NW 48th Street	Interchange Reconstruction	4 to 6-lanes	Under Construction, 2016
NW 48th Street widening	O Street to Adams Street	2 to 4-lanes (inc. median and turn lanes)	Under Construction, 2016
56th Street widening	Shadow Pines Drive to Old Cheney Road	2 to 4-lanes (inc. median and turn lanes)	Under Construction, 2016
Pine Lake Road widening	61st Street to N-2	2 to 4-lane (inc. median and turn lanes; rural to urban)	TIP FY 2017-2019
Yankee Hill Road urban cross-section	70th Street to N-2	2-lane upgrade (rural to urban)	TIP FY 2016-2018
West "A" Street widening	SW 40th Street to Folsom Street	2-lane upgrade (inc. center turn lane; rural to urban)	TIP FY 2018-2019
West "A" Street intersection improvements	Folsom, Coddington & SW 40th Streets	2-lane upgrade (inc. turn lanes; rural to urban)	TIP FY 2019-2020

Table 1. Committed Projects by 2040

Roadway	Segment	Improvement	Year
North 10th Street & Military bridge rehabilitation/ replace	Over Salt Creek from Military Road to US 6	2 to 4-lane (inc. turn lanes)	TIP FY 2016-2017
Rokeby Road	70th Street to Hwy 2	2-lane upgrade	2020
14th/Warlick intersection reconstruction	At Old Cheney Road	Intersection Reconstruction	2025
South Beltway	US 77 to N-2	New 4-lane divided expressway	2025
West Beltway (US 77) Improvements	South Beltway to I-80	Interchange Reconstruction and Intersection Closure	2025

2. Socioeconomic Data

All socioeconomic data and external station volumes used by the travel demand model are stored in a Microsoft Access database. Lincoln/Lancaster County Planning Staff provided socioeconomic data and forecasts for use in this model update. Basic inputs into the socioeconomic data tables include the number of households, the average household size, the average auto ownership rates, retail employment, service employment, basic employment, and production employment. **Table 2** provides the current calibrated model statistics for the metropolitan planning area.

Table 2. Socioeconomic Data

	Total Households	General Retail (ksf)	Shopping Retail (ksf)	Office (ksf)	Service (ksf)	Industrial (acres)
2015	113,018	8,163	6,631	14,309	14,573	3,194
2026	132,595	9,745	6,413	17,013	16,433	3,943
2040	156,825	12,364	6,825	20,660	19,065	4,686

To better reflect trip making characteristics within the region, five traffic analysis zones (TAZs) have been identified as special generators. Special generators are used in travel demand modeling when the trip generation characteristics experienced by the typical zone are not shared for certain areas due to unique trip making. The Lincoln MPO travel demand model maintains five zones associated with the University of Nebraska as special generators, four that comprise the Main Campus and a fifth representing the East Campus. The base year trip generations for these zones were updated for this modeling effort by proportionately increasing past trip generation rates based on the increase in students enrolled at the University. In 2009 the enrollment was 24,100 students and in 2015 the enrollment was 25,260, signaling a 5% increase in enrollment which was translated into an increase in

the special generator productions and attractions. The resulting trip assignment was verified using information from count locations adjacent to campus. Calibration included the review of adjacent roadway volumes and screenlines to ensure that proper traffic generation from each special generator occurs. The location of each special generator TAZ is shown in **Figure 1**.

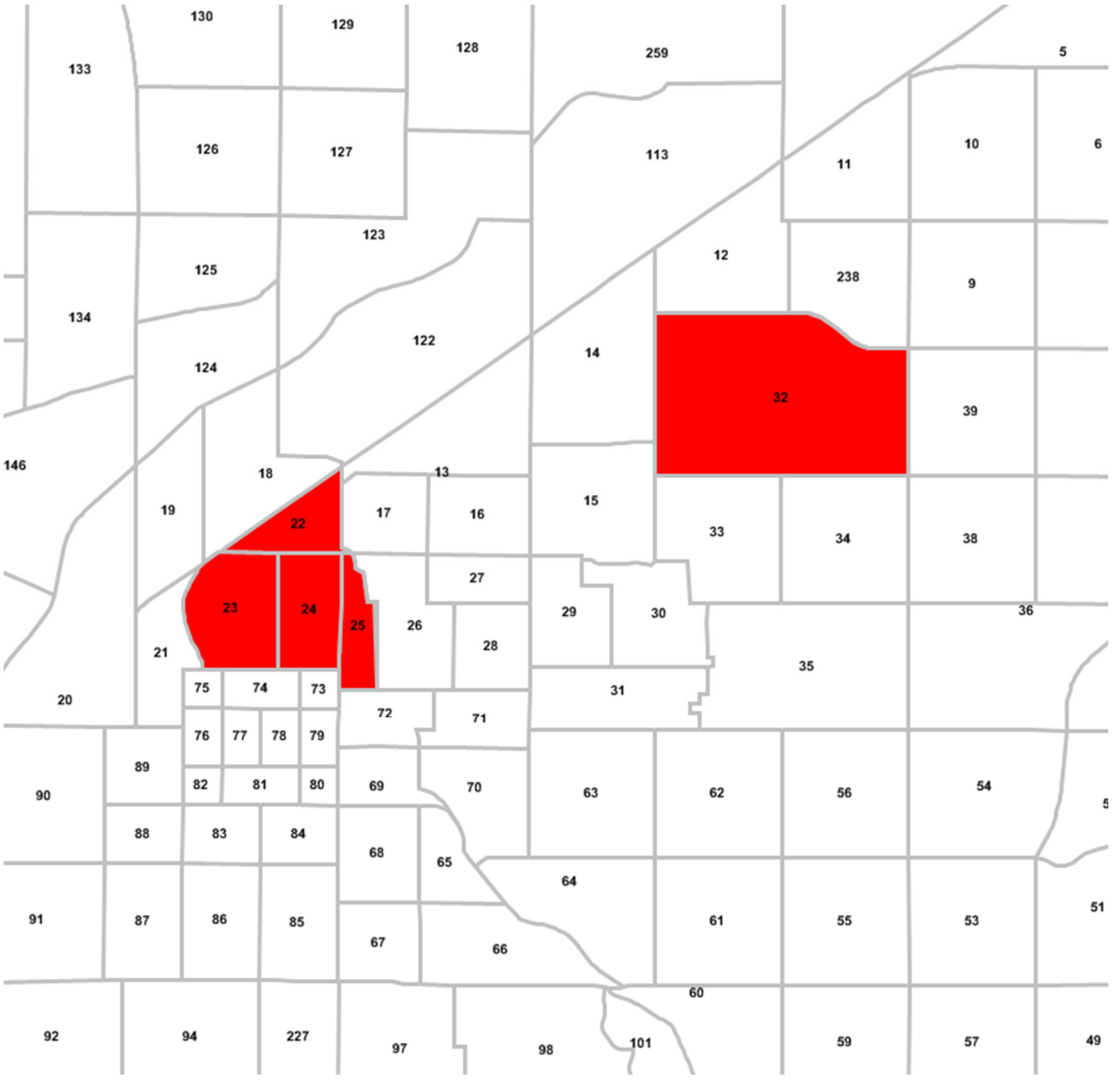


Figure 1. Special Generator TAZ Locations

3. External Station Traffic Volumes

External trip making includes two separate trip tables for the model: external-external and external-internal. External-external trips describe vehicle trips which pass through the model area from two external zones with no stops in the region and external-internal trips describe vehicle trips where one trip end is within the region and the other trip end is external to the model area. In total, there are 34 external stations where the model area interacts with the greater transportation network. The location of each external station can be seen on **Figure 2**.

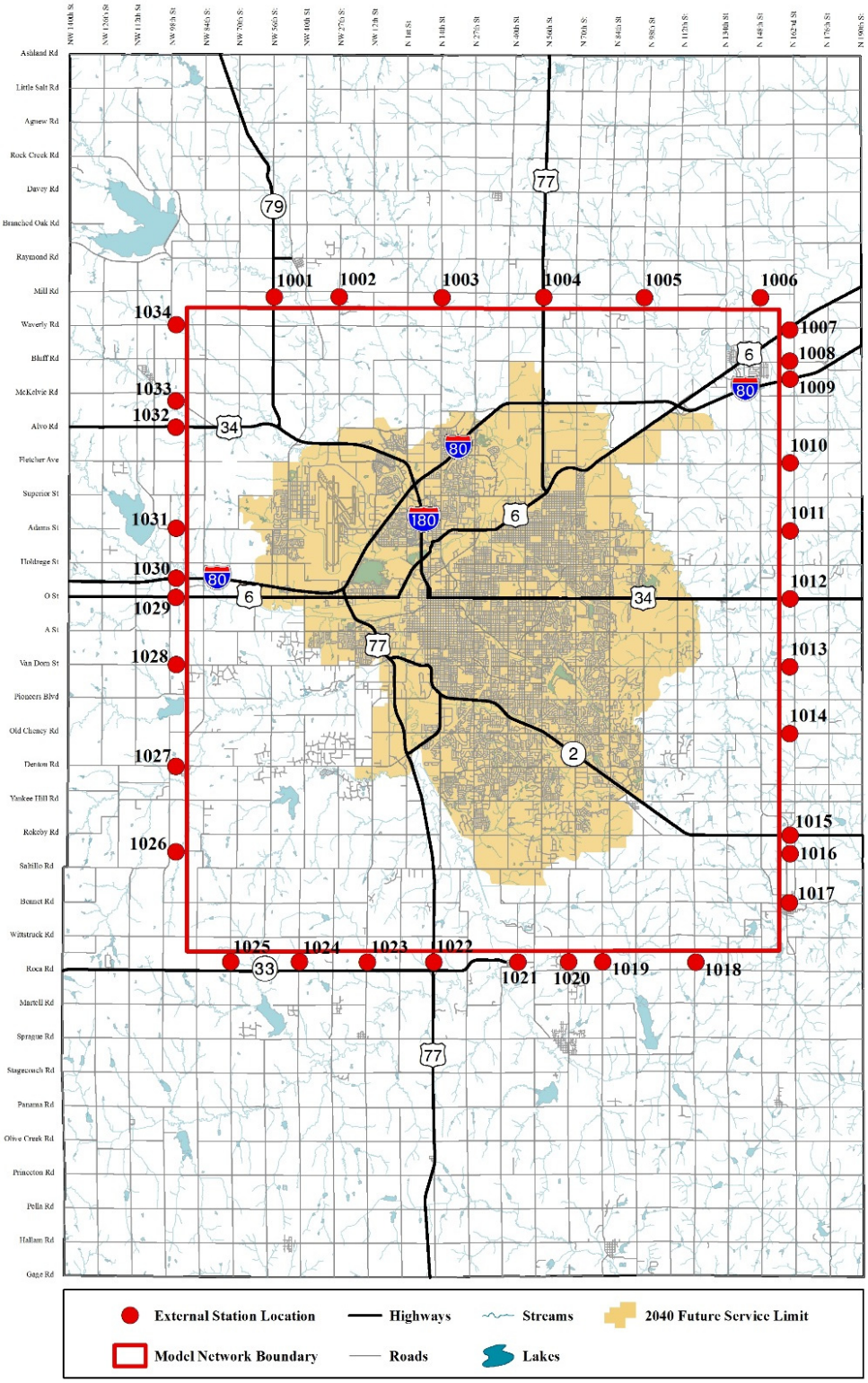


Figure 2. External Station Locations

The external station volumes were calibrated, starting with the 2009 travel demand model as the basis, and using traffic counts available from the Nebraska Department of Roads and Lancaster County. The daily volume counts at each external station were split between external-external and external-internal trips using the ratios developed for the previous model. Future growth for the 2026 and 2040 models was developed using growth rates available from the Nebraska Department of Roads which maintains consistency between the travel demand model area and the greater statewide transportation network.

The external-external trip matrix assumes that a limited number of external station trips travel through the region without stopping and therefore this trip type results in the simplified origin-destination matrix for the 2015, 2026, and 2040 models shown in **Table 3**, **Table 4**, and **Table 5**, respectively. These stations represent the State, US, and Interstate Highways represented by external stations within the model

Table 3. 2015 Model External-External Origin-Destination Matrix

Station	1004	1009	1012	1015	1022	1030
1004	0	0	27	64	110	275
1009	0	0	0	0	1,054	10,540
1012	22	0	0	0	0	344
1015	51	0	0	0	0	1,604
1022	217	2,431	0	0	0	1,709
1030	233	10,414	355	1,715	732	0

Table 4. 2026 Model External-External Origin-Destination Matrix

Station	1004	1009	1012	1015	1022	1030
1004	0	0	34	118	122	252
1009	0	0	0	0	1,478	12,173
1012	25	0	0	0	0	295
1015	81	0	0	0	0	1,930
1022	308	4,572	0	0	0	1,835
1030	193	11,450	312	2,151	558	0

Table 5. 2040 Model External-External Origin-Destination Matrix

Station	1004	1009	1012	1015	1022	1030
1004	0	0	38	193	126	232
1009	0	0	0	0	1,925	14,207
1012	25	0	0	0	0	242
1015	118	0	0	0	0	2,323
1022	405	7,640	0	0	0	2,001
1030	164	12,409	264	2,699	440	0

External-internal trip making represents trips entering the metropolitan planning area with a stop in the region or coming from the MPA and exiting the region. The trip generation rate proportions among Home-Base Work (HBW), Home-Based Shopping (HBS), Home-Based Recreational (HBR), Home-Based University (HBU), Home-Based Other (HBO), Work-Based Other (WBO), and Other-Based Other (OBO) trips generated for the previous model were maintained during this model update and factored to equal the observed total trip generation.

Table 6, **Table 7,** and **Table 8** show the resulting 2015, 2026, and 2040 external-internal interactions, respectively.

Table 6. 2015 Model External-Internal Productions and Attractions

Station	Productions							Attractions							Total
	HBW	HBS	HBR	HBU	HBO	WBO	OBO	HBW	HBS	HBR	HBU	HBO	WBO	OBO	
1001	834	917	251	92	780	115	366	209	102	28	0	335	115	366	4,510
1002	39	43	12	4	36	6	17	9	5	2	0	15	6	17	211
1003	927	1,017	279	103	866	128	406	232	113	31	0	371	128	406	5,007
1004	1,895	2,081	569	211	1,772	262	832	474	232	63	0	759	262	832	10,244
1005	55	60	17	7	51	8	23	13	7	2	0	21	8	23	295
1006	18	19	5	2	17	2	8	4	3	0	0	7	2	8	95
1007	1,499	1,646	450	167	1,401	207	657	375	182	50	0	601	207	657	8,099
1008	64	70	20	7	59	9	28	15	8	2	0	25	9	28	344
1009	5,196	5,703	1,561	578	4,856	719	2,280	1,299	634	173	0	2,081	719	2,280	28,079
1010	53	58	17	6	50	7	23	13	7	2	0	21	7	23	287
1011	91	101	28	10	86	13	40	23	11	3	0	36	13	40	495
1012	1,526	1,675	459	169	1,426	211	670	381	186	51	0	611	211	670	8,246
1013	57	62	17	7	53	8	25	14	7	2	0	23	8	25	308
1014	125	137	38	14	117	17	54	31	15	5	0	50	17	54	674
1015	2,053	2,254	617	229	1,919	284	901	513	251	69	0	822	284	901	11,097
1016	1,347	1,479	404	150	1,259	187	592	337	165	45	0	540	187	592	7,284
1017	47	52	15	6	45	7	22	12	5	2	0	20	7	22	262
1018	55	59	17	6	51	8	23	13	7	2	0	21	8	23	293
1019	65	71	20	8	61	9	28	16	8	2	0	26	9	28	351
1020	1,339	1,470	403	149	1,252	186	587	335	163	45	0	536	186	587	7,238
1021	26	28	8	3	25	3	11	6	3	2	0	10	3	11	139
1022	2,813	3,087	845	312	2,628	389	1,235	703	343	94	0	1,127	389	1,235	15,200

Table 6. 2015 Model External-Internal Productions and Attractions (continued)

Station	Productions							Attractions							Total
	HBW	HBS	HBR	HBU	HBO	WBO	OBO	HBW	HBS	HBR	HBU	HBO	WBO	OBO	
1023	72	79	21	8	68	10	33	19	9	2	0	30	10	33	394
1024	20	21	7	2	18	2	9	5	3	0	0	8	2	9	106
1025	24	25	7	2	21	3	11	6	3	0	0	10	3	11	126
1026	14	16	5	1	13	2	6	3	1	0	0	5	2	6	74
1027	631	693	190	70	589	88	277	158	76	21	0	252	88	277	3,410
1028	69	75	21	8	64	9	31	18	8	2	0	28	9	31	373
1029	679	745	205	76	634	93	298	170	83	23	0	272	93	298	3,669
1030	2,385	2,618	716	265	2,229	329	1,046	596	291	79	0	955	329	1,046	12,884
1031	119	131	36	13	112	16	53	30	15	3	0	48	16	53	645
1032	1,217	1,336	366	135	1,137	169	535	304	149	41	0	488	169	535	6,581
1033	398	437	119	44	371	55	175	100	48	13	0	160	55	175	2,150
1034	34	38	10	3	31	5	16	8	4	2	0	13	5	16	185

Table 7. 2026 Model External-Internal Productions and Attractions

Station	Productions							Attractions							Total
	HBW	HBS	HBR	HBU	HBO	WBO	OBO								
1001	898	986	271	100	840	124	394	225	110	30	0	360	124	394	4,856
1002	44	48	13	4	41	6	19	11	5	2	0	18	6	19	236
1003	1,046	1,148	314	117	978	145	459	262	127	35	0	419	145	459	5,654
1004	2,197	2,411	660	244	2,053	304	964	549	268	73	0	879	304	964	11,870
1005	62	67	18	7	58	8	26	15	8	2	0	25	8	26	330
1006	20	21	7	2	18	2	9	5	3	0	0	8	2	9	106
1007	1,741	1,911	523	194	1,627	241	764	435	212	58	0	696	241	764	9,407
1008	72	79	21	8	68	10	31	18	9	2	0	28	10	31	387
1009	6,481	7,114	1,947	721	6,056	897	2,844	1,620	791	216	0	2,595	897	2,844	35,023
1010	59	64	18	7	56	8	26	14	7	2	0	23	8	26	318
1011	103	113	31	11	96	14	45	26	12	3	0	41	14	45	554
1012	1,385	1,521	416	154	1,295	192	608	346	169	46	0	554	192	608	7,486
1013	64	70	20	7	59	9	28	15	8	2	0	25	9	28	344
1014	141	154	43	15	132	19	62	35	17	5	0	56	19	62	760
1015	2,617	2,873	785	292	2,445	363	1,149	654	319	87	0	1,048	363	1,149	14,144
1016	1,466	1,609	441	163	1,370	203	643	367	178	50	0	587	203	643	7,923
1017	54	59	17	6	51	8	23	13	7	2	0	21	8	23	292
1018	61	67	18	7	58	8	26	15	8	2	0	25	8	26	329
1019	73	80	21	8	68	10	33	19	9	2	0	30	10	33	396
1020	1,512	1,660	454	168	1,412	210	663	378	185	51	0	606	210	663	8,172
1021	29	32	8	3	26	5	12	7	4	2	0	12	5	12	157
1022	3,201	3,513	962	356	2,991	442	1,404	800	390	107	0	1,282	442	1,404	17,294

Table 7. 2026 Model External-Internal Productions and Attractions (continued)

Station	Productions							Attractions							
	HBW	HBS	HBR	HBU	HBO	WBO	OBO								Total
1023	81	90	25	9	76	11	36	21	9	3	0	33	11	36	441
1024	23	25	7	2	21	3	9	5	3	0	0	8	3	9	118
1025	26	28	8	3	25	3	11	6	3	2	0	10	3	11	139
1026	15	17	5	2	15	2	8	4	1	0	0	7	2	8	86
1027	713	783	215	79	667	98	313	178	87	23	0	285	98	313	3,852
1028	78	86	23	9	73	10	34	20	9	3	0	31	10	34	420
1029	754	828	226	84	705	104	330	188	92	25	0	302	104	330	4,072
1030	2,717	2,982	817	303	2,539	376	1,192	679	331	91	0	1,087	376	1,192	14,682
1031	135	147	41	15	125	18	59	34	16	5	0	54	18	59	726
1032	1,362	1,494	409	152	1,272	188	597	340	166	46	0	545	188	597	7,356
1033	449	493	135	50	419	62	197	112	55	15	0	180	62	197	2,426
1034	38	42	12	4	36	6	17	9	4	2	0	15	6	17	208

Table 8. 2040 Model External-Internal Productions and Attractions

	Productions							Attractions							
Station	HBW	HBS	HBR	HBU	HBO	WBO	OBO								Total
1001	980	1,075	294	109	916	136	429	245	119	33	0	393	136	429	5,294
1002	50	55	15	6	46	7	22	12	7	2	0	20	7	22	271
1003	1,198	1,316	360	133	1,120	165	525	300	146	40	0	480	165	525	6,473
1004	2,580	2,831	776	287	2,411	357	1,133	645	315	86	0	1,033	357	1,133	13,944
1005	70	78	21	8	66	10	31	18	8	2	0	28	10	31	381
1006	23	24	7	2	21	3	9	5	3	0	0	8	3	9	117
1007	2,049	2,249	615	228	1,914	284	899	512	249	68	0	820	284	899	11,070
1008	82	90	25	9	78	11	36	21	9	3	0	33	11	36	444
1009	8,110	8,902	2,435	902	7,578	1,122	3,559	2,027	989	271	0	3,247	1,122	3,559	43,823
1010	68	75	20	8	63	9	29	16	8	2	0	26	9	29	362
1011	117	129	35	13	111	16	51	30	15	3	0	48	16	51	635
1012	1,206	1,324	363	134	1,127	166	530	302	147	40	0	483	166	530	6,518
1013	73	80	21	8	68	10	33	19	9	2	0	30	10	33	396
1014	162	177	48	18	150	23	71	40	20	5	0	64	23	71	872
1015	3,335	3,661	1,002	371	3,117	462	1,465	834	407	111	0	1,337	462	1,465	18,029
1016	1,615	1,773	485	179	1,510	223	708	404	197	54	0	647	223	708	8,726
1017	62	68	18	7	58	8	26	15	8	2	0	25	8	26	331
1018	70	76	21	8	66	9	31	18	8	2	0	28	9	31	377
1019	83	92	25	9	78	11	37	21	11	3	0	33	11	37	451
1020	1,731	1,901	520	193	1,619	239	760	433	212	58	0	693	239	760	9,358
1021	33	36	10	3	31	5	14	8	4	2	0	13	5	14	178
1022	3,695	4,056	1,110	411	3,452	511	1,621	924	450	124	0	1,480	511	1,621	19,966

Table 8. 2040 Model External-Internal Productions and Attractions (continued)

	Productions							Attractions							
Station	HBW	HBS	HBR	HBU	HBO	WBO	OBO								Total
1023	94	103	28	10	87	13	42	24	12	3	0	38	13	42	509
1024	26	28	8	3	25	3	11	6	3	2	0	10	3	11	139
1025	30	34	8	3	28	5	14	7	4	2	0	12	5	14	166
1026	19	20	5	2	17	2	8	4	3	0	0	7	2	8	97
1027	816	895	246	91	762	113	358	204	99	28	0	327	113	358	4,410
1028	90	98	26	10	84	13	39	23	11	3	0	36	13	39	485
1029	850	933	256	95	794	117	374	212	103	28	0	340	117	374	4,593
1030	3,132	3,438	941	349	2,927	433	1,375	783	382	104	0	1,254	433	1,375	16,926
1031	155	169	46	18	144	22	68	38	19	5	0	61	22	68	835
1032	1,545	1,695	464	172	1,444	213	677	386	189	51	0	619	213	677	8,345
1033	514	564	155	57	480	71	226	129	63	17	0	206	71	226	2,779
1034	44	48	13	4	41	6	19	11	5	2	0	18	6	19	236

B. Model Calibration

The first step during calibration of the updated model transitioned the model from TransCAD 5 to TransCAD 6 and utilized the newly revised model inputs to perform preliminary 2015 base year model comparisons. Changes to two separate model processes have been implemented into the model structure to improve model accuracy, those steps are described below.

1. Household Disaggregation Table

Since the previous model calibration, revised Census data has been released which this update has incorporated into the model process. The household disaggregation table is utilized during the household trip generation step and defines the percent make-up of households based on two parameters: household income and persons per household. Within the model, the household income is broken into three categories: low income that is less than $20,000/year, medium income which is between $20,000-$75,000/year, and high income which is greater than $75,000/year.

Table 9. Household Disaggregation Table

	Household Size 1	Household Size 2	Household Size 3	Household Size 4	Household Size 5+
Low Income	0.1296	0.0491	0.0158	0.0078	0.0058
Medium Income	0.1351	0.179	0.0575	0.0446	0.033
High Income	0.02	0.1422	0.0714	0.0646	0.0446

2. Trip Generation Rate

Preliminary comparison of the raw model forecasts to the count stations revealed that overall model volumes were high. This assessment was performed by summing all of the individual count station daily volumes and comparing the total to the sum of all of the corresponding model links and the model was found to generate 110% of the counted trips. The travel demand model trip generation procedures automatically adjust attractions to match productions during the Production-Attraction balancing process. Therefore, to reduce the overall trip generation, the model production rates were uniformly reduced by 10% to generated model assignments equal to the summed count data.

To ensure consistency between the production and attraction rates utilized by the model, a check of the unbalanced production-attraction table was performed. This analysis revealed satisfactory rates to generate production and attraction that align.

C. Model Validation

The performance of the Lincoln travel demand model has been validated through analysis of the 2015 model volumes compared to known count data. The following sections highlight the performance of the model through different aggregation types by examining the performance by station, screenline, facility type, neighborhood, and area type.

1. Performance by Count Station

A station based review of the model performance gives a general overview of model performance. The City of Lincoln conducted an extensive traffic count program in 2015, with 469 count locations throughout the City. These counts, along with 18 County traffic counts and 64 NDOR traffic counts within the model area, were used to assess the 2015 model outputs. **Figure 3** shows the location of all 551 counts. **Figure 4** shows the performance by location, with the red line representing matching model and count volumes.

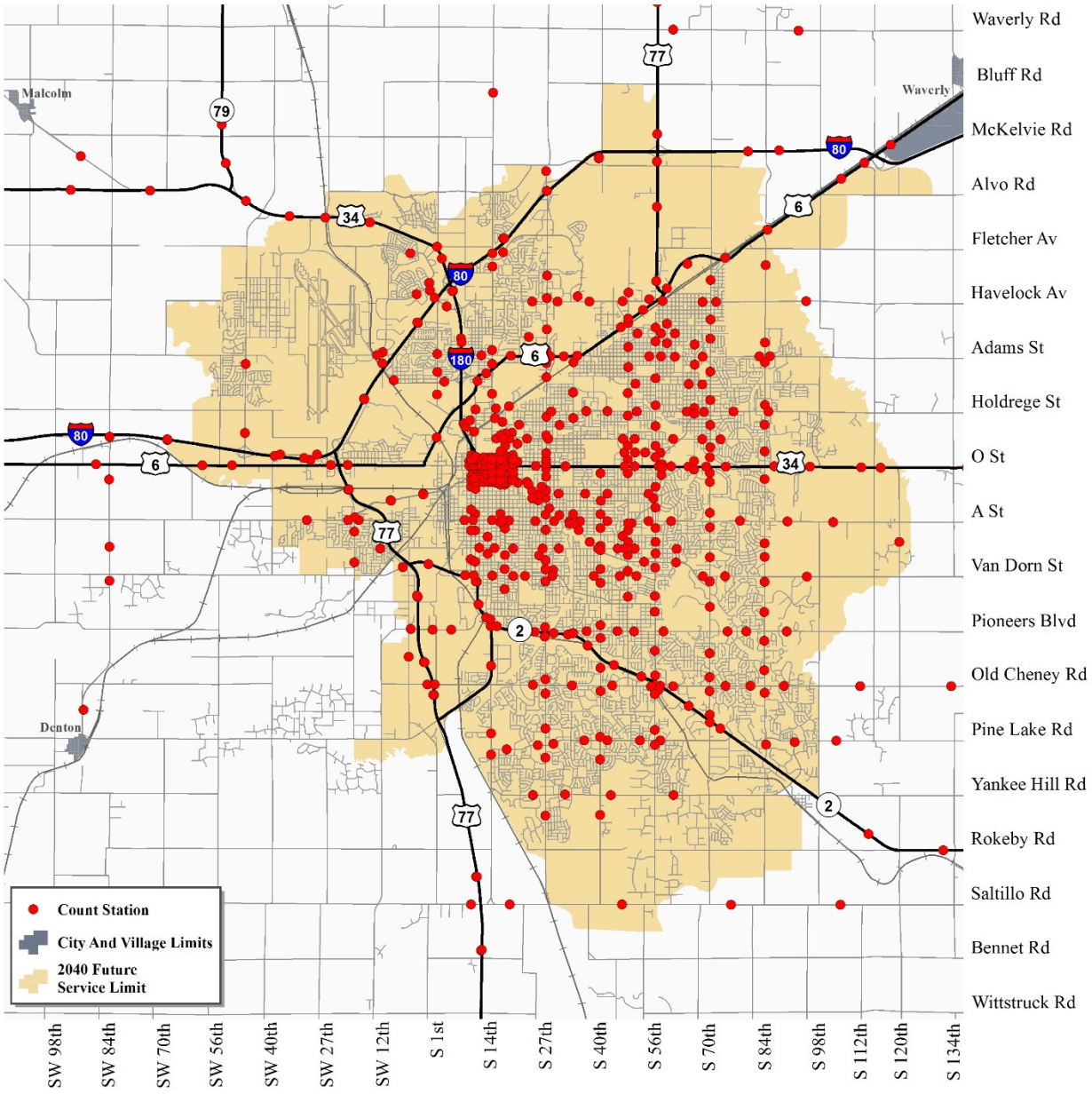


Figure 3. Count Locations

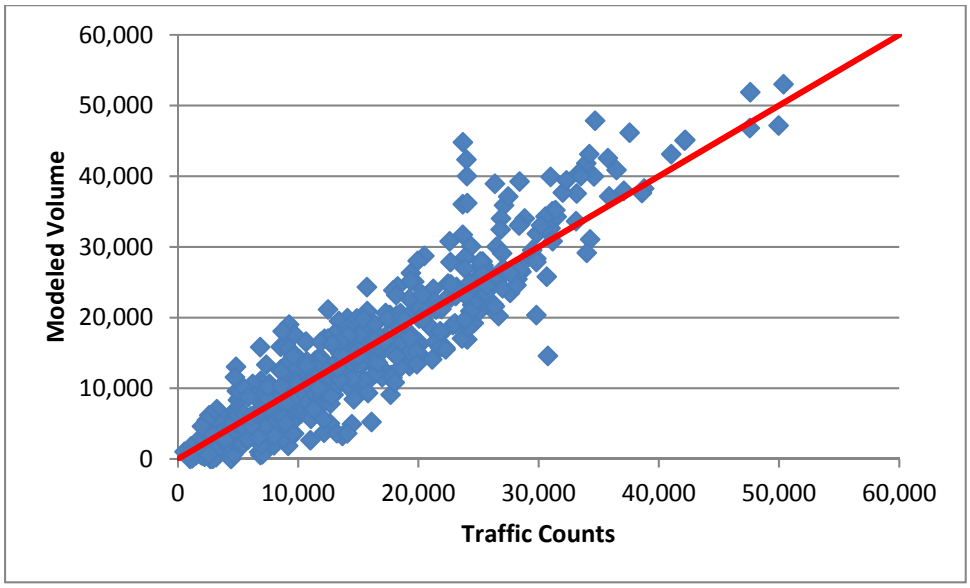


Figure 4. Count Performance by Station

On a macroscopic level, the model performance of the system resulted in an r-squared value of 0.855 and a root-mean-square error of 28.35 percent for all count stations. **Attachment B** provides the performance by count station.

2. Performance by Screenline

Based on the count stations, 16 screenlines were developed for evaluation during the calibration process. The goal of using these screenline locations was to identify unique travel flows and to evaluate the performance of the model compared to known data through various corridors in the metropolitan planning area. The screenline locations identified for this study are consistent with those used for previous model calibrations.

Figure 5 displays the location of the screenline locations, while **Table 10** provides detail about each screenline's performance.

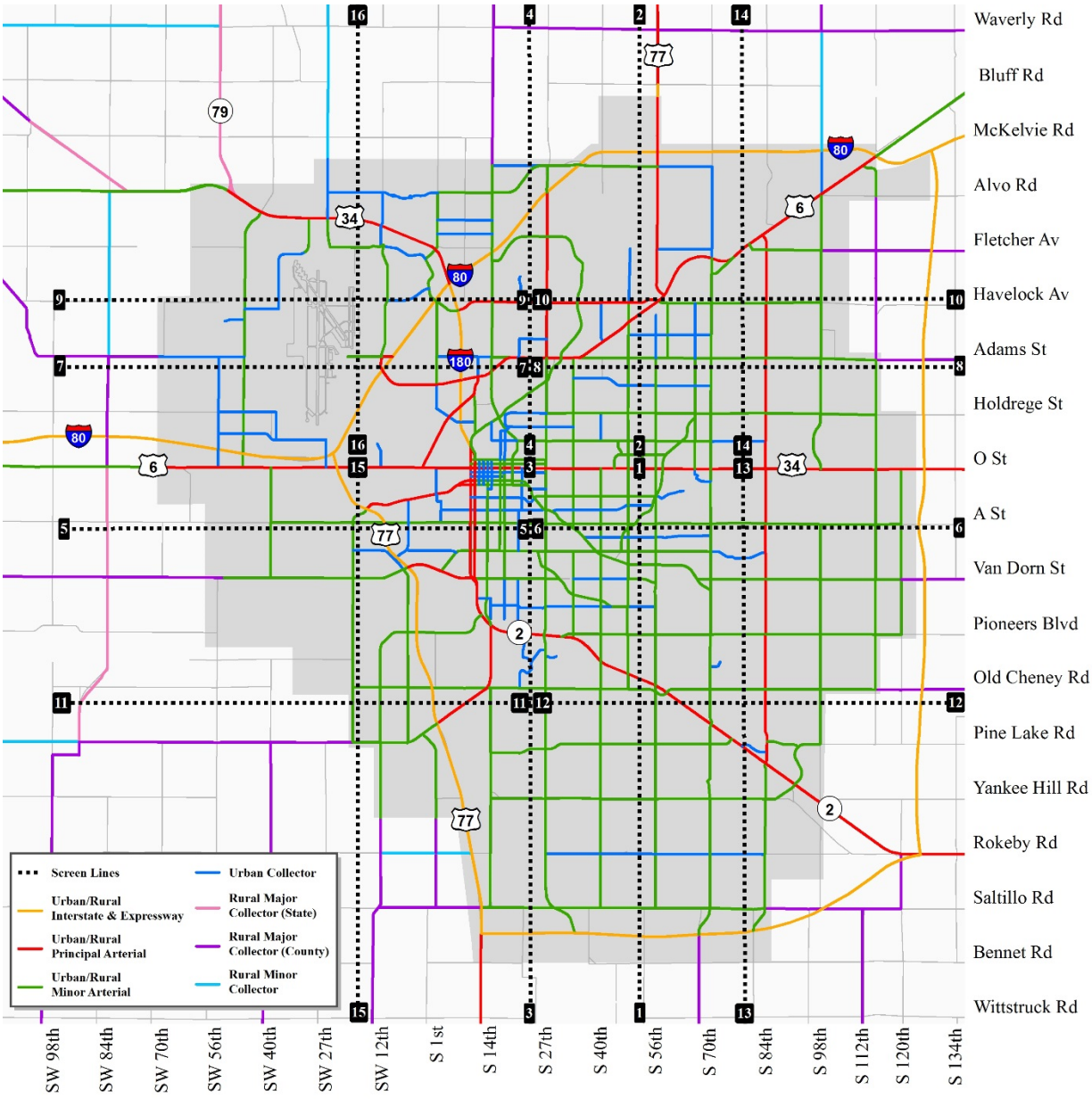


Figure 5. Screenline Locations

Table 10. Screenline Performance

Screen Line	Number of Counts	2015 Count Total	2015 Model Total	Percent Difference	Root-mean-square Error
1	12	176,946	173,244	98%	21%
2	9	138,050	131,494	95%	20%
3	12	195,544	171,569	88%	44%
4	9	160,019	149,757	94%	20%
5	7	70,306	63,689	91%	22%
6	11	178,130	191,248	107%	18%
7	5	79,162	73,514	93%	15%
8	7	116,430	128,925	111%	26%
9	3	88,047	87,612	100%	12%
10	7	94,034	94,168	100%	32%
11	2	13,119	12,353	94%	7%
12	6	120,467	124,504	103%	23%
13	7	97,882	118,710	121%	36%
14	6	77,414	86,956	112%	20%
15	5	81,355	86,391	106%	25%
16	3	72,045	76,613	106%	8%

Screenlines were considered to be well-performing when assigned model volumes compared to counted volumes were within 20 percent. This occurred for 15 of 16 screenline locations. Additionally, the root-mean-square error well-performing target value was within 40%, which occurred for 15 of 16 screenline locations. Due to the geographic diversity and high performance of the screenlines, this analysis suggests acceptable regional performance of the travel demand model.

3. Performance by Facility Type

Table 11 and **Figure 6** provide detail about the performance of the model by facility type. Overall, the higher class facilities (Freeway and Principal Arterial) provide better relative performance, while lower class facilities struggle to receive model volumes that match the counted data. This type of performance is not uncommon, especially for smaller model areas (like the MPA) where the ability to identify and measure prominent lower class facilities is difficult and volumes tend to spread among many routes. The last column in the table lists target root-mean-square error values by facility type; overall, the performance by facility type is within acceptable performance with particularly strong performance for Freeway, Expressway, and Principal Arterial links. The Target RMSE percentages are from the *Virginia Transportation Modeling Policies and Procedures Manual* (2009).

Table 11. Performance by Facility Type

Facility Type	Number of Counts	2015 Count Total	2015 Model Total	Percent Difference	Root-mean-square Error	Target Root-mean-square Error
Freeway	11	448,085	465,501	104%	9%	20%
Expressway	8	139,678	158,198	113%	17%	20%
Principal Arterial	128	2,745,433	2,801,229	102%	21%	30%
Minor Arterial	348	4,422,769	4,388,282	99%	33%	40%
Urban Collector	40	178,065	143,594	81%	73%	70%
Major Rural Collector (State)	7	17,303	17,094	99%	12%	70%
Major Rural Collector (County)	7	12,500	7,287	58%	101%	70%
Local	1	1,900	586	31%	224%	Not applicable
Ramp	1	2,393	5,460	228%	56%	Not applicable

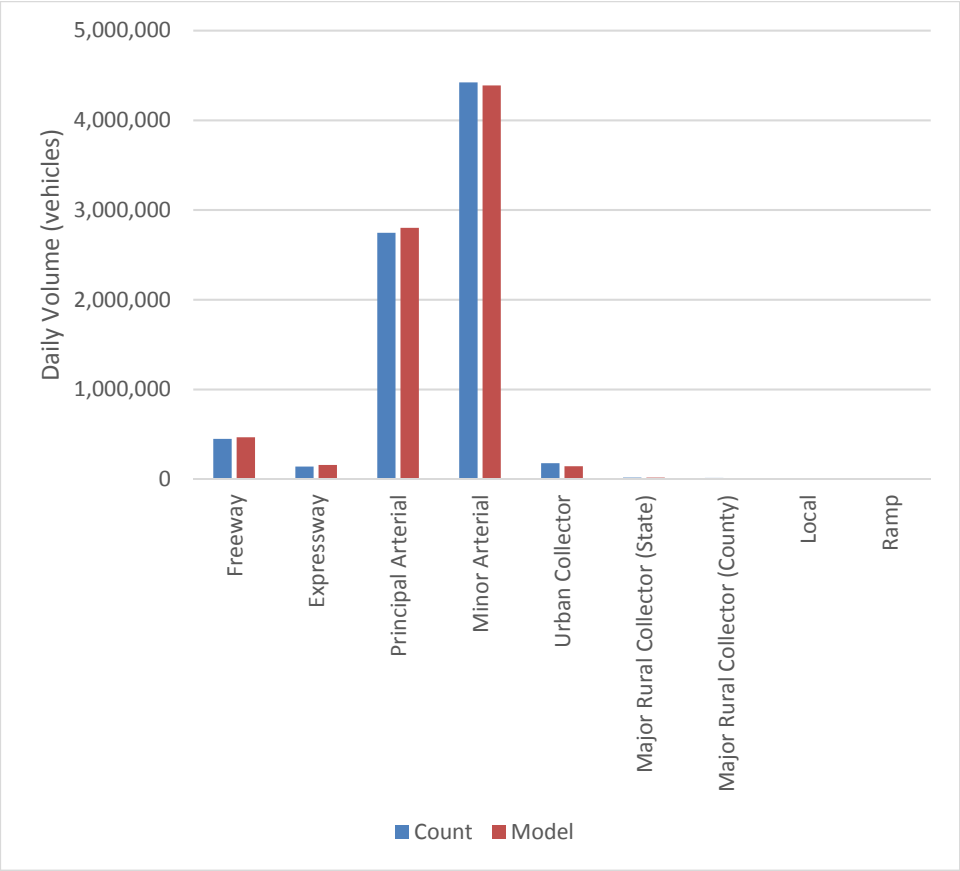


Figure 6. Performance by Facility Type

4. Performance by Area Type

Figure 7, **Table 12**, and **Figure 8** provide detail about the performance of the model by area type. Overall, the regional performance by land use density is well matched to observed counts.

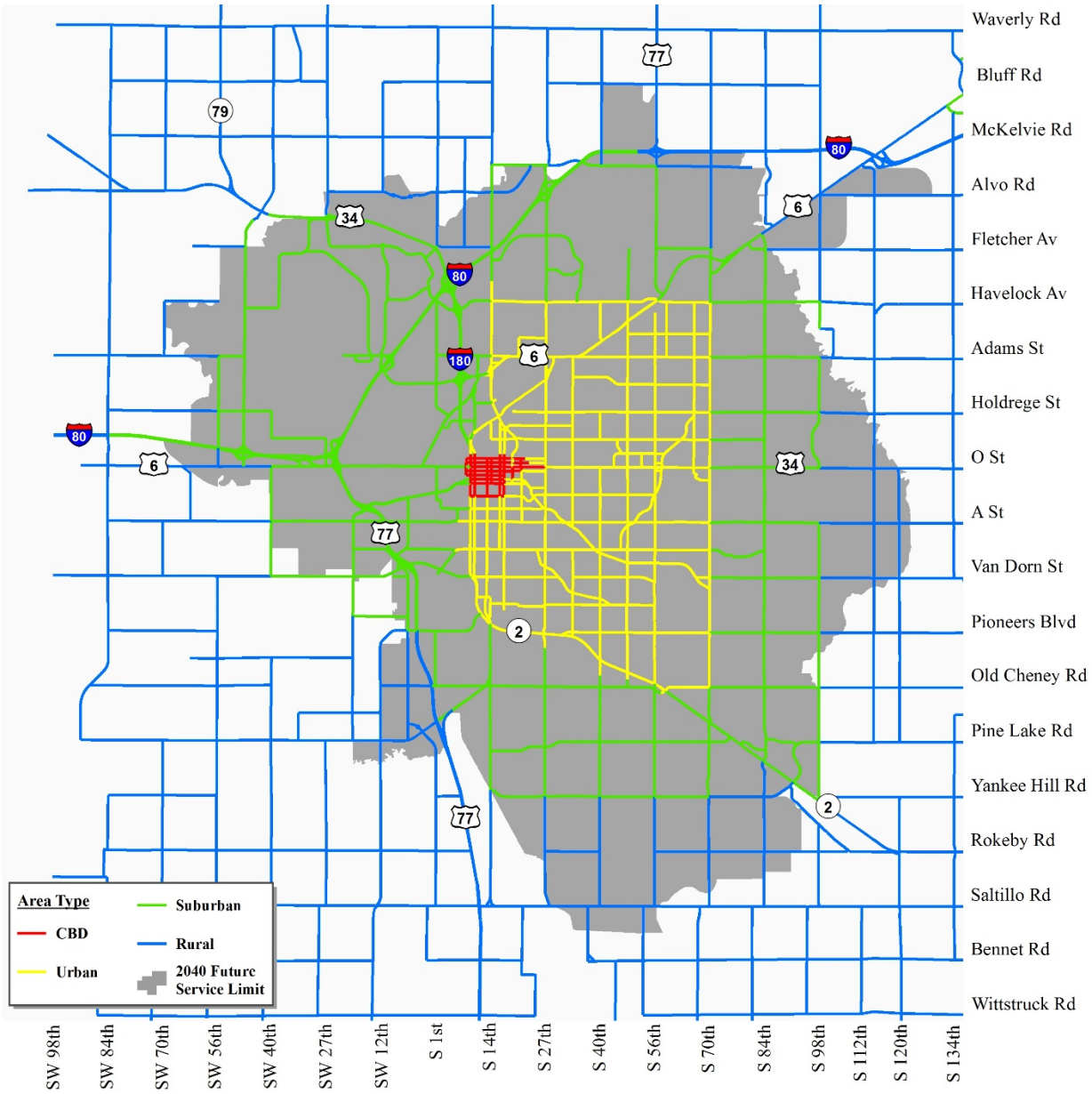


Figure 7. Model Link Area Type

Table 12. Performance by Area Type

Area Type	Number of Counts	2015 Count Total	2015 Model Total	Percent Difference	Root-mean-square Error
CBD	86	922,442	782,590	85%	42%
Urban	220	3,399,078	3,463,356	102%	30%
Suburban	131	2,176,222	2,240,321	103%	19%
Rural	52	376,957	397,936	106%	30%

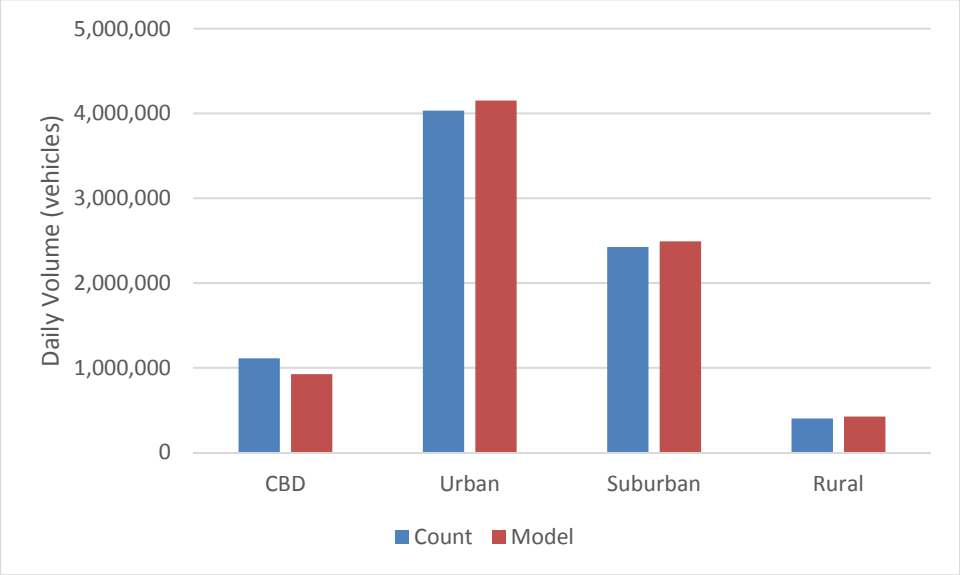


Figure 8. Performance by Area Type

III. Model Results

Following the calibration and validation of the base year travel demand model, the final model parameters were used along with the model inputs for the future planning horizons, 2026 and 2040, to develop future forecasts and congested locations maps. The 2026 and 2040 models incorporated committed projects as defined in **Table 1**.

As travel demand models are mathematical representations of the real world, the model can never be completely accurate when comparing the raw model forecasts to existing count data. The *National Cooperative Highway Research Program 765* (NCHRP 765) has established guidelines for accommodating these differences in order to develop future horizon forecasts which are adjusted. Using these guidelines, the 2026 and 2040 models were adjusted to develop future daily forecasts at all count station locations throughout the road network.

During the preparation of future forecasts for the 2026 and 2040 planning horizon, unique operational characteristics of the future South Beltway were incorporated into the traffic forecasting process. Following operations planning completed for the *Lincoln South Beltway Travel Demand Modeling Task Report*, manual adjustments were made to the future volumes to allocate future truck volumes away from Nebraska Highway 2 and towards the South Beltway. In 2040, 1,950 vehicles per day were re-routed to SH 2 based on the previous report. In order to use this methodology for 2026, the total volume using the South Beltway was prorated to determine 2026 truck volumes of 1,650 vehicles per day. Using the resulting existing, 2026, and 2040 daily forecasts and daily capacities defined in **Table 13,**

maps identifying locations of congestion within the transportation network are shown as **Figure 9**,

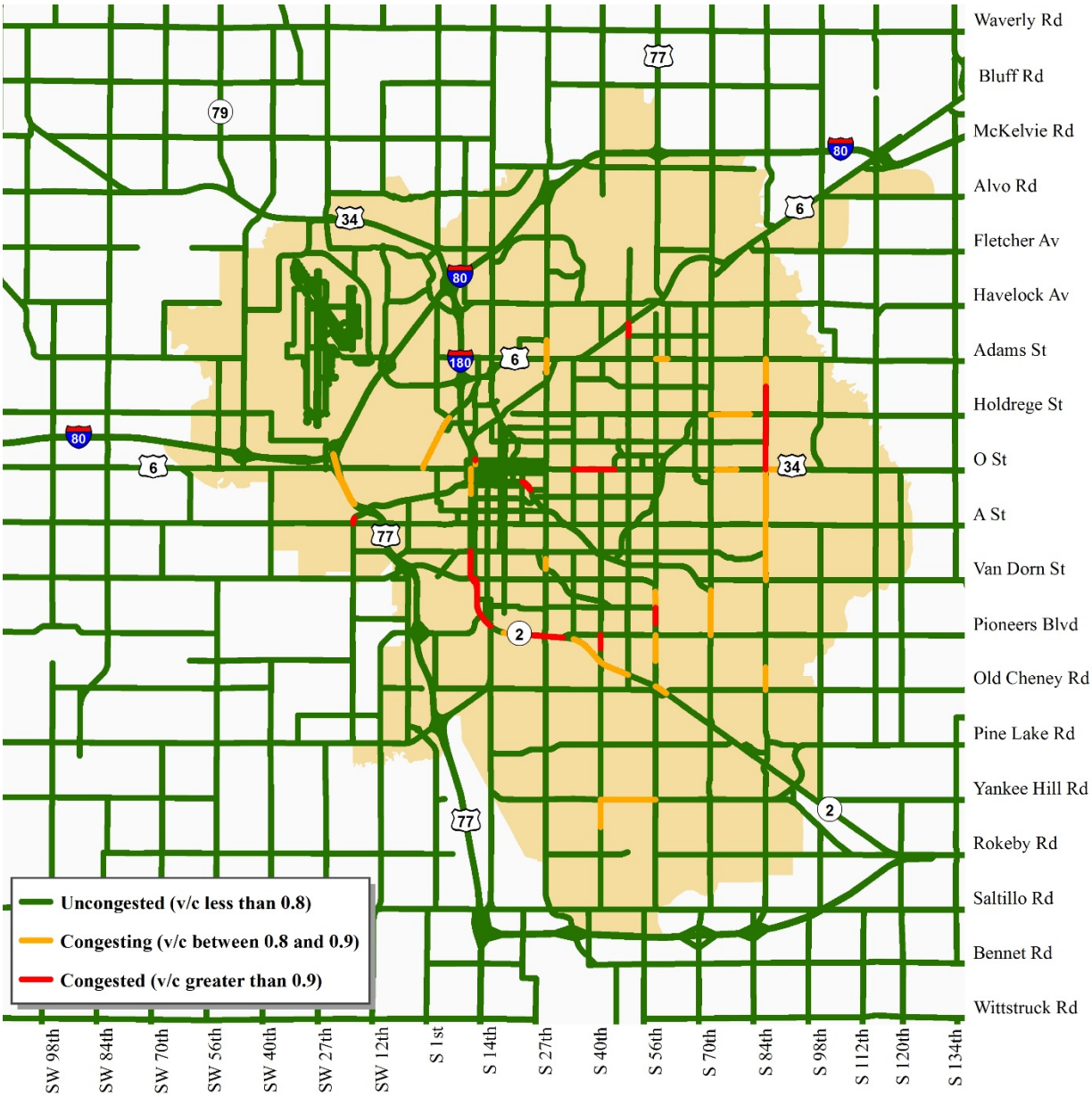


Figure 10, and **Figure 11**.

Table 13. Planning Level Daily Capacities (per Lane)

Functional Classification	Central Business District (CBD)	Urban	Suburban	Rural
Freeway	20,000	20,000	20,000	19,000
Expressway	11,000	12,000	12,000	12,000

Principal Arterial	9,300	10,800	11,200	11,200
Minor Arterial	7,400	8,600	9,000	9,000
Urban Collector	5,600	7,100	7,400	7,400
Major Rural Collector (State)	5,600	7,100	7,400	7,400
Major Rural Collector (County)	5,600	7,100	7,400	7,400
Minor Rural Collector	5,600	7,100	7,400	7,400
Others (Local)	5,200	6,600	6,900	6,900
Ramp	7,400	8,600	9,000	9,000
Freeway Ramp	9,300	10,800	11,200	11,200

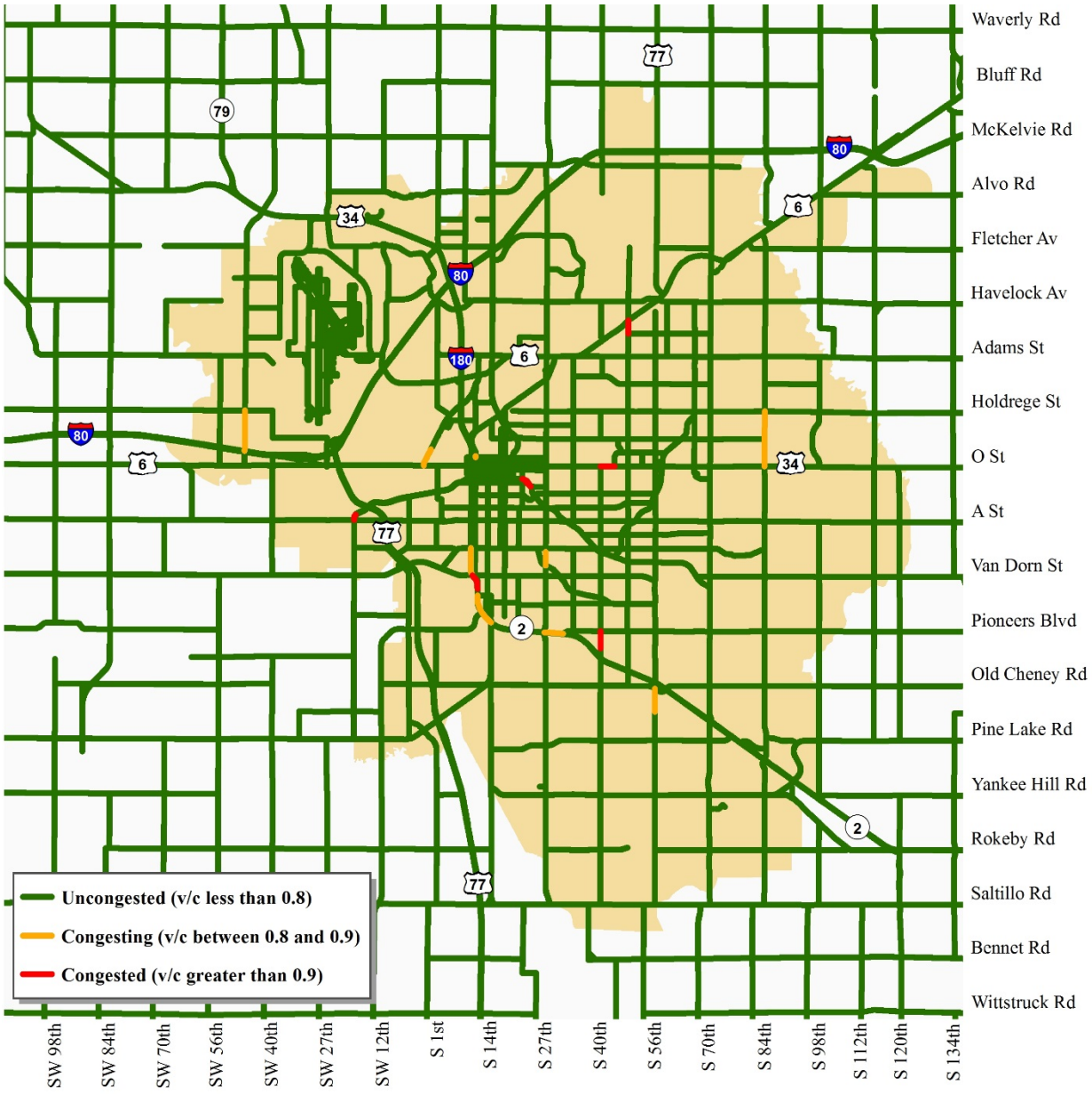


Figure 9. Existing Areas of Congestion

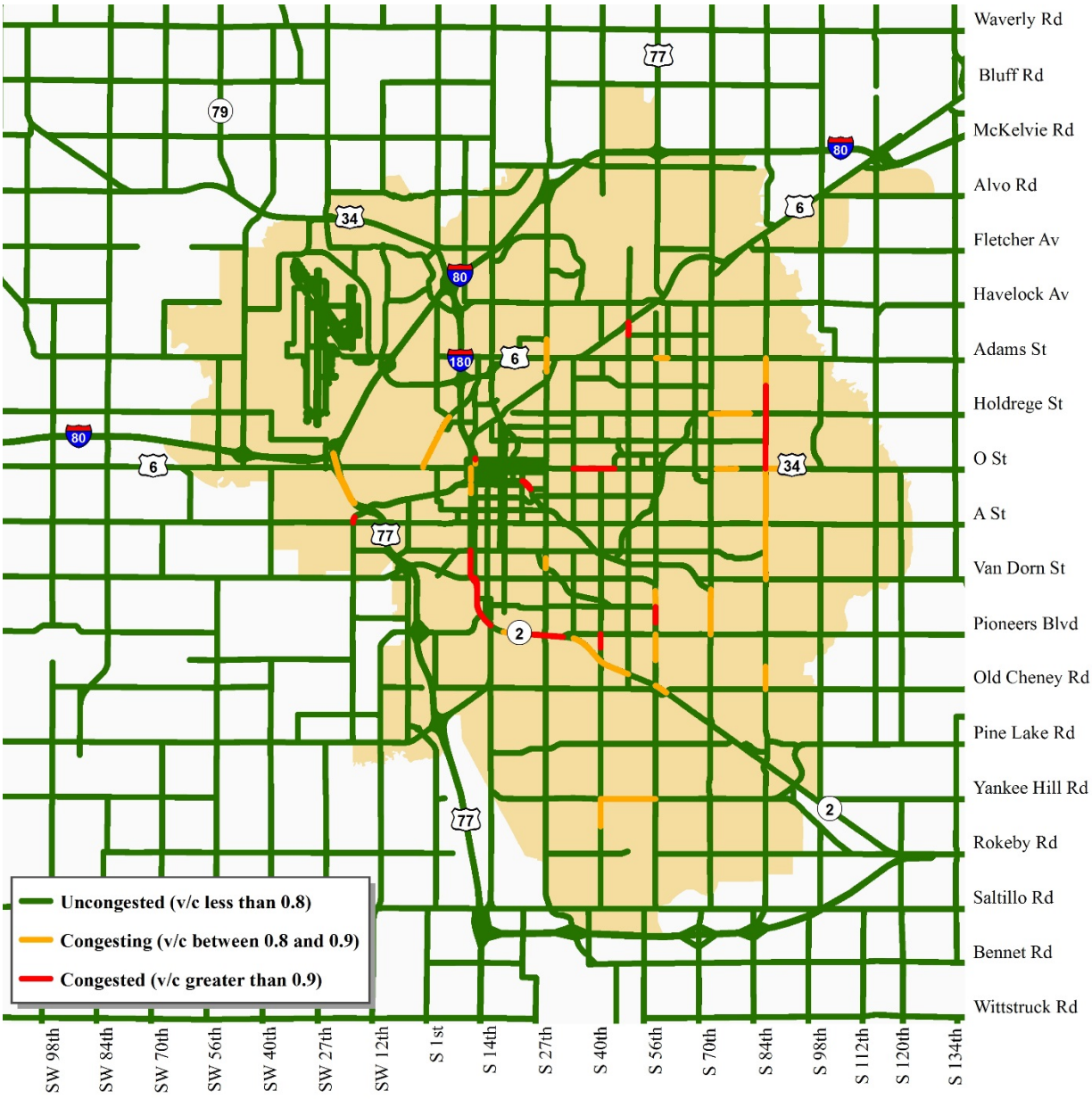


Figure 10. 2026 Existing Plus Committed Areas of Congestion

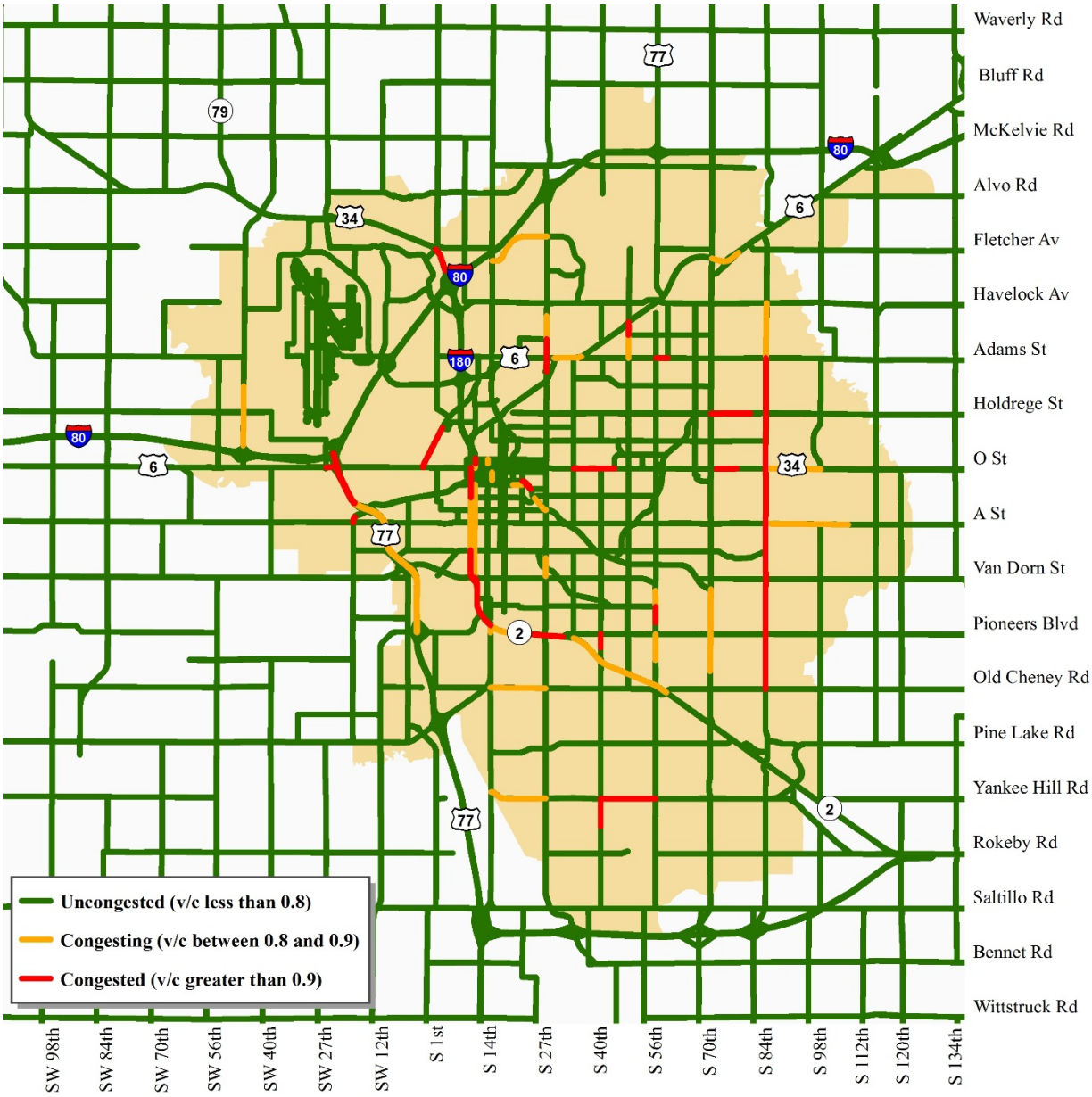


Figure 11. 2040 Existing Plus Committed Areas of Congestion

ATTACHMENT A. LINCOLN MPO TRAVEL MODEL USER'S GUIDE (AUGUST 2011)

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Lincoln Metropolitan Planning Organization

Travel Demand Model

User's Guide

LINCOLN MPO
METROPOLITAN PLANNING ORGANIZATION

August 2010

LSA

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This User's Guide provides instructions on operation of the Lincoln MPO Travel Model. Information is provided regarding installing the model, managing model scenario data, and running the model.

The model is run from the TransCAD software platform through a customized user interface. This interface provides access to custom calculations developed specifically for the Lincoln MPO. Scenario and file management is achieved through a scenario management system integrated into the custom user interface. A basic understanding of the TransCAD software program is required to maximize model performance. However, users unfamiliar with the software should be able to perform some modeling tasks with the assistance of this guide.

System Requirements

The model must be run on a computer running Windows XP or Windows 7 and the TransCAD software program. Specific system requirements are shown in Table 1.

The listed requirements are suggested minimums; a computer that does not meet these requirements may still succeed in running the model. Increased processor speeds, multiple processor cores, and additional memory will reduce the amount of time required to run the model. The disk space required for installation must be available on the drive where TransCAD has been installed. The disk space required for additional scenarios can be located on a local or network drive and must be available before attempting to run the model. However, model run times will be longer if the model is run from a network drive rather than a local drive.

Table 1: System Requirements

Operating System	Windows XP or Windows 7 *Note: A 64-bit operating system is recommended for all new machines that will be used to run TransCAD models.*
Processor	Intel Core 2 processor or later *Note: Multiple cores will significantly improve model run times.*
Memory	4GB – 12 GB
TransCAD Software	Version 5.0 *r4 Build 1890 or later is recommended, but older versions may work.*
Microsoft Office (including Access)	Version 2007 or later (Version 2003 will work with reduced functionality)
Disk Space (Installation only)	2 MB
Disk Space (Each scenario)	130 MB for each scenario

Installing the Model Add-In

To install the model, run the provided Setup.exe file. If the model has been previously installed, the installation program will update the model to the most current version. The installation program will not overwrite custom scenario lists created by the user.

The model setup file contains an option to install model data as well as the model add-in files. If data is selected for installation, data in the C:\Lincoln Model directory will be overwritten.

To access the Add-In, choose *Tools → Add-Ins Lincoln Model* from the TransCAD menu. Once the add-in has been used, *Lincoln Model* will be included in the list of recently used Add-Ins shown directly under the Tools menu.

The installation program does not provide an uninstall function. To uninstall the model, use the following steps:

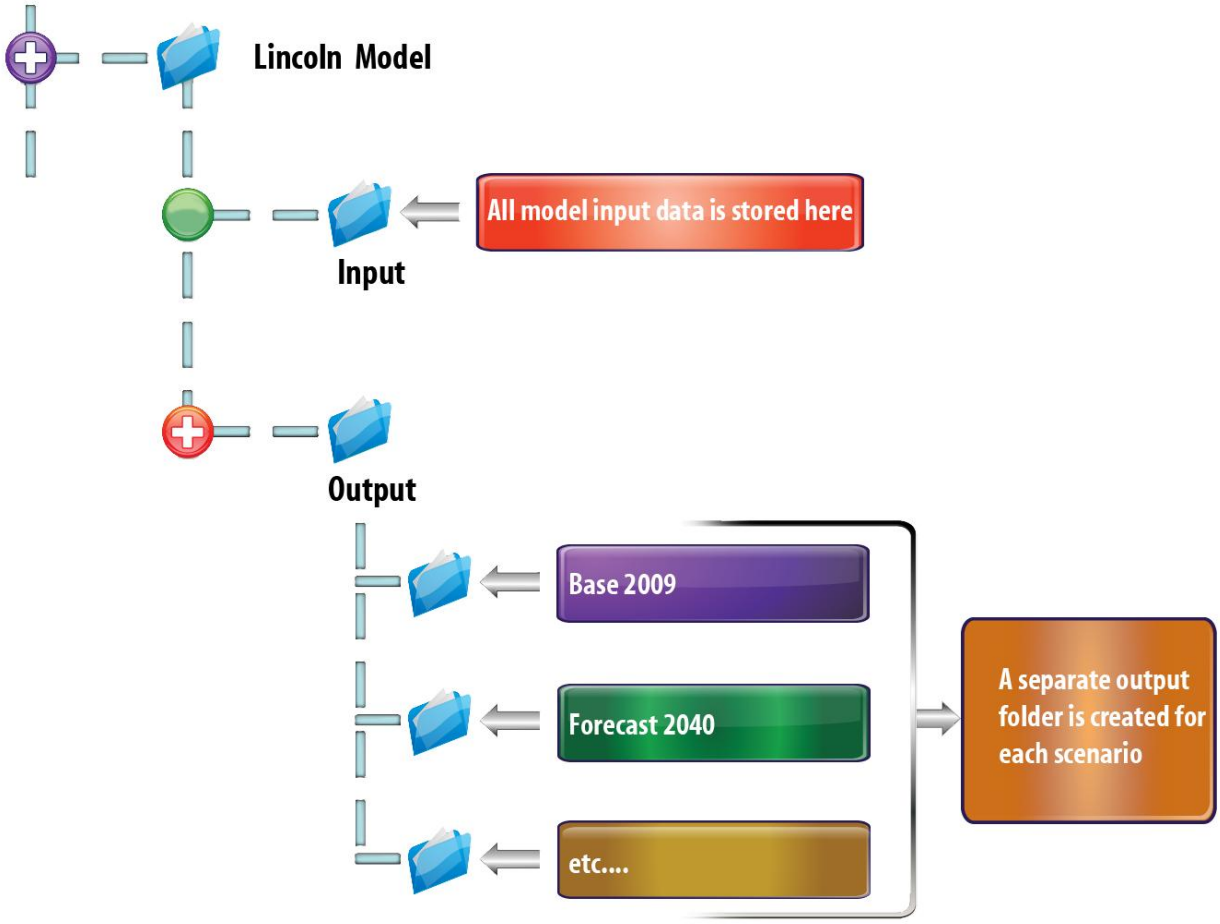
1. Delete the "Lincoln Model" folder from Program Files (Usually C:\Program Files\Lincoln Model or C:\Program Files (x86)\Lincoln Model on a 64 bit system).
2. Choose *Tools → Setup Add-Ins…* from the TransCAD menu and remove the entry for the Lincoln model.
3. Remove any data (as desired) from local or network drives.
4. Remove the LSA\Lincoln Model directory from the "All Users Application Data" folder *(Note this step is optional, as these files use very little disk space)*

Removal of the program files and user settings may delete scenario lists created by the user.

Directory Structure

The example directory tree shown in Figure 1 is structured to provide efficient and straightforward organization of travel model input and output files. However, TransCAD and the customized user interface are flexible to allow for nearly any directory structure.

Figure 1: Example Model Directory Tree



Running the Model

The model is controlled through a series of dialog boxes that allow the user to specify custom model run settings or to copy settings from a previously defined scenario. Users may also run the travel model, create reports and maps, and specify model run options. Steps required to complete a successful model run are described below.

Collecting the Required Data

To successfully run the model, various data files are required. Some input files are optional and will provide additional functionality. Each file is identified by a short keyword as shown in Table 2. All input files should be collected and placed in a model input directory. Input files will not be modified when the model is run.

Table 2: Model Input Files

ID	Description and Notes	Required / Optional
Network	The Roadway Geographic File	Required
TurnPen	A turn penalty file can be identified to enable specific turn penalties. If this file is not present, no turn prohibitions or penalties will be applied. If used, this file must be formatted as described in the TransCAD software documentation	Optional (recommended)
Database	The Model Database contains various information items and is further described later in this document	Required
TAZ	The TAZ geographic file is not used directly by the model, but must be included to support automated mapping	Required
KFAC	K-factor matrix file	Optional (not typically used)
SelQry	Select link/node query file. If this file is present, select link analysis will be performed when traffic assignment is run	Optional
MergeLog	Log file containing information that links the roadway network to the Lincoln/Lancaster GIS system	Optional

Creating and Running a Scenario

After the input data has been collected, a scenario must be defined from the model dialog box. Model scenarios are accessible from the scenario toolbox and contain information about the following:

- Input and output directories,
- Filenames,
- Network year/alternative,
- Data year/alternative,
- Individual alternatives, and
- Advanced settings and parameters.

Scenarios can be copied based on existing scenarios or can be created using default settings. Figures 2 through 6 show the scenario toolbox and editor used to manage scenarios along with annotations describing the available functions.

When creating or editing a scenario, use the steps listed below. ***It is recommended that these steps are performed in order***.

1. Specify a scenario name and identify the scenario input and output directories.
2. As necessary, identify input files by name. Most files will be found automatically, but some files may need to be located manually.
3. Once the status for all required files is shown as "Exists," edit the scenario settings on the General tab. Note that network and data year settings do not need to match. It is possible to run a scenario based on the 2009 roadway network and 2040 socioeconomic data.
4. *Optional:* Review the output filenames and modify if desired.
5. *Optional:* Review the advanced settings and modify if desired.

Warning: The Advanced tab in the Scenario Editor allows the user to edit values that are not often changed. The advanced interface does not prevent the user from entering invalid or inconsistent data, which may cause the model to crash or produce invalid results.

The model dialog box, shown in Figure 7, provides flexibility in how the model is run, but in most cases a simple approach can be taken.

- To run a standard, complete model run, start the model dialog box, create a scenario, and click on Step 1 – Prepare Networks. The model will be run with the standard default settings.
- To automatically create a performance report when the model run is complete, select the appropriate checkbox.
- If buttons are grayed out and cannot be used, input files may be missing or settings may be invalid.

Figure 2: The Scenario Toolbox

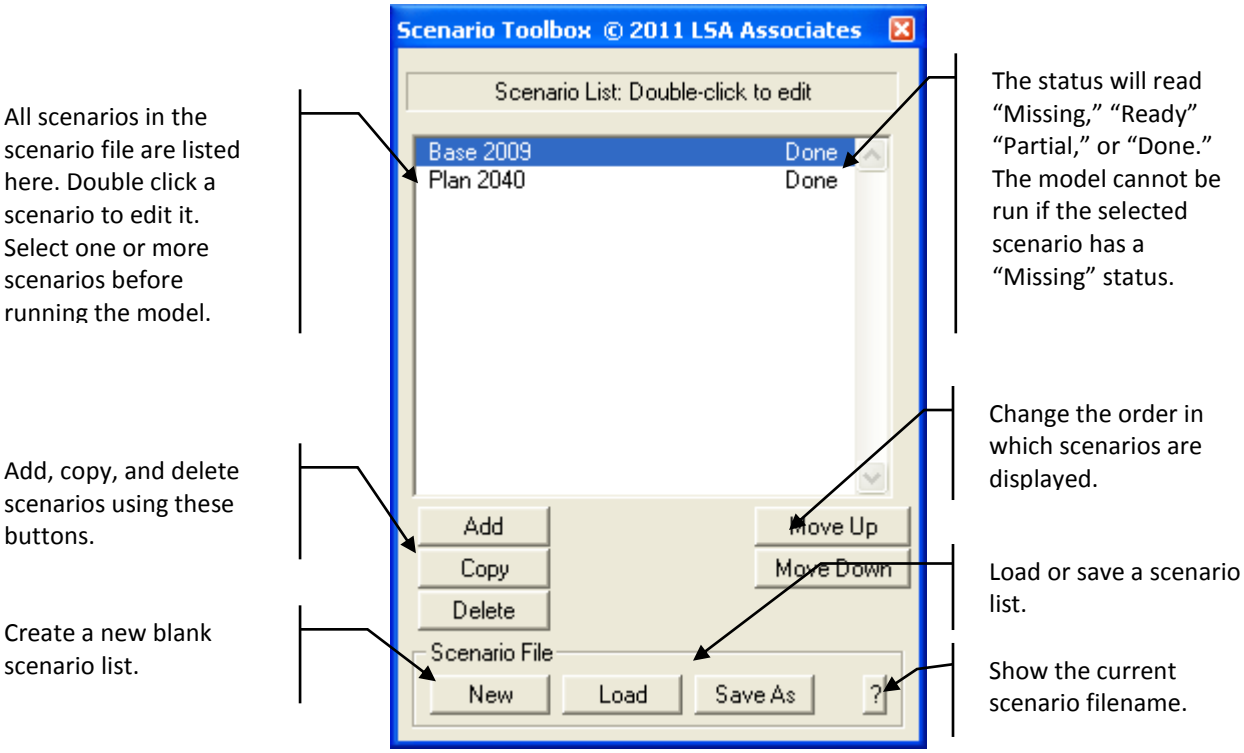
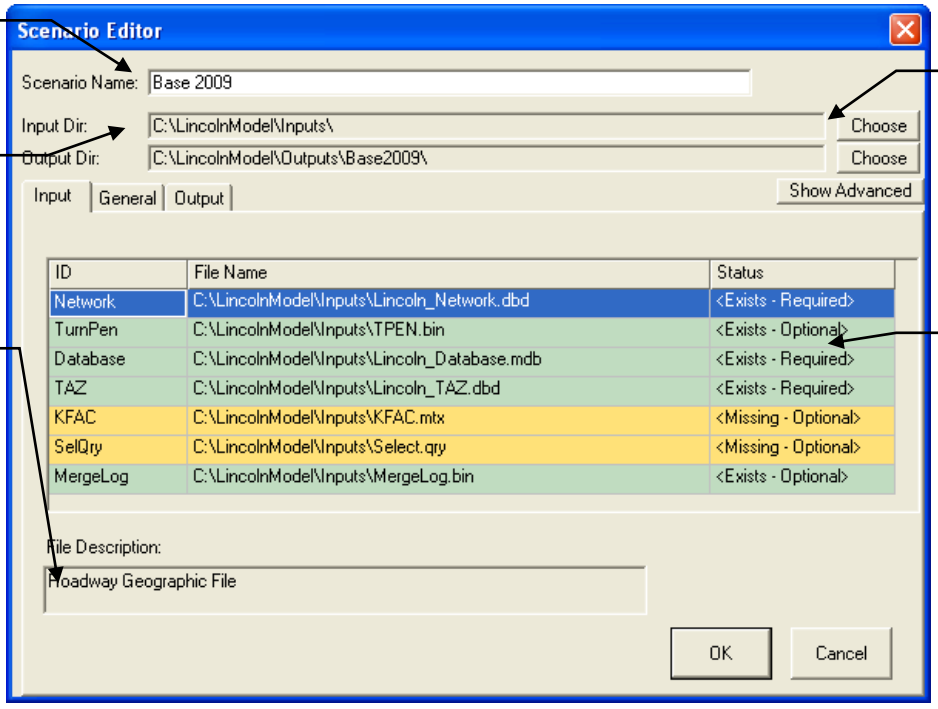


Figure 3: The Scenario Editor (Input Tab)

Enter a scenario name.

Identify the scenario directories.

When a file is selected, its description will be shown here.



All input files are searched for in the input directory when the input directory is changed.

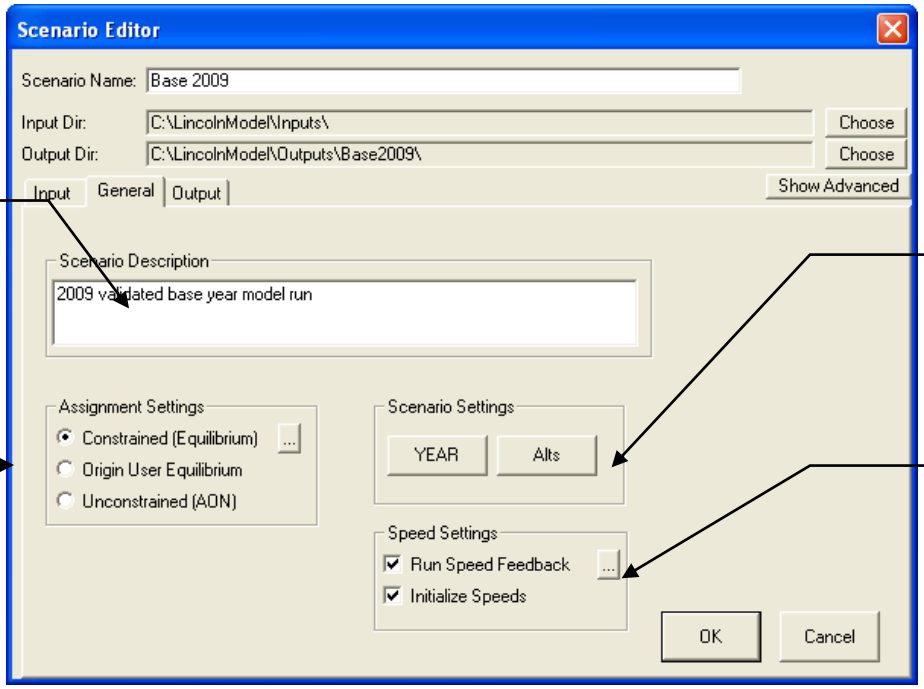
Filenames and file status are displayed here. Double-click an item to change the filename or location.

Figure 4: The Scenario Editor (General Tab)

A description of the scenario can be entered here.

Choose assignment settings.

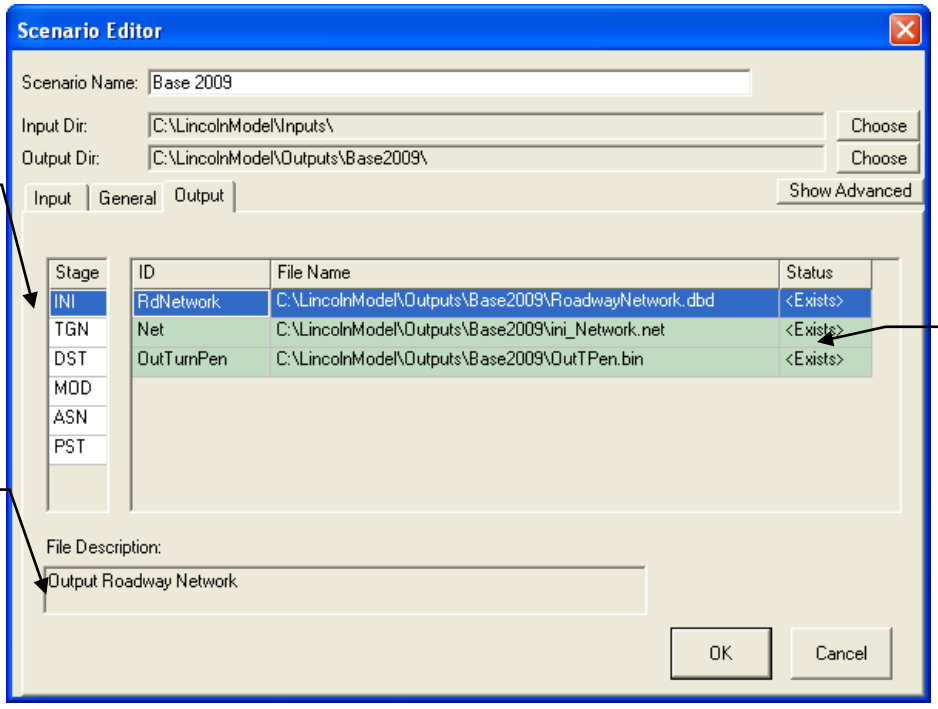
The default settings are appropriate for most uses.



Set the network year, data year, and individual alternatives.

Set speed feedback options.

Figure 5: The Scenario Editor (Output Tab)



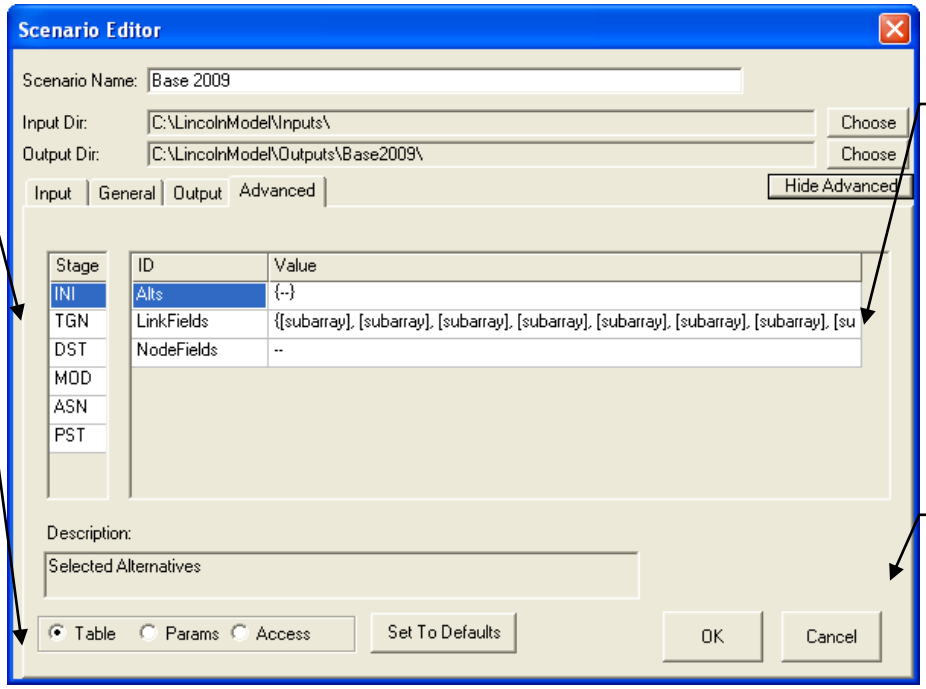
Different model stages are listed here. Files for the selected stage are shown.

When a file is selected, its description will be shown here.

Filenames and file status are displayed here. Double-click an item to change the filename or location.

Note: Files will be missing until the model has been run.

Figure 6: The Scenario Editor (Advanced Tab)



Different model stages are listed here.

Tables, Parameters, or Access Data (i.e., table names in the access database) can be selected here.

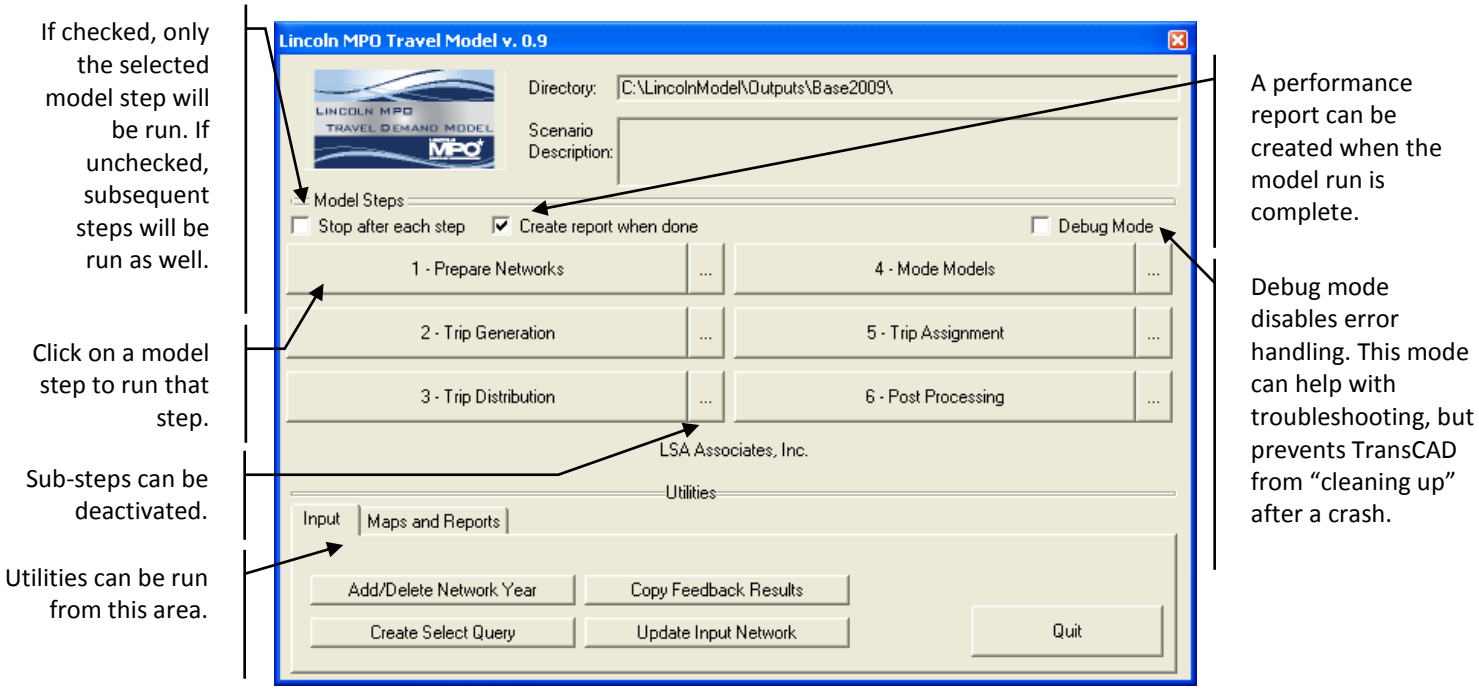
Available data is shown here. Some data can be edited directly in the grid. Arrays will be edited in a separate dialog.

Subarray data can be displayed by clicking in a cell and selecting Edit.

This button will reset all parameters currently shown (including subarrays) to default values.

Note: Advanced model parameters should not typically be changed.

Figure 7: The Model Dialog Box

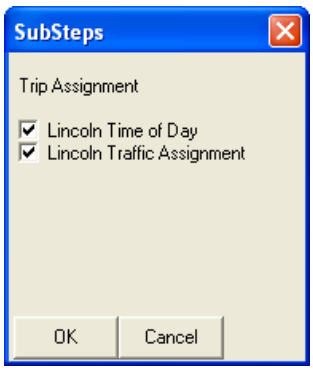


RUNNING SELECTED MODEL STEPS

The user interface can be set to run only selected model steps or sub-steps. To run only a single step, click the "Stop after each step" checkbox in the main model dialog box. When this box is checked, the selected step will be run, but subsequent steps will not. When this checkbox is cleared, subsequent steps will run automatically.

To exclude certain sub-steps or to run only selected sub-steps, the dialog box shown in Figure 8 can be used. By clicking on the ... button to the left of each model step, the user can enable or disable specific steps. The behavior of the "Stop after each step" checkbox is not changed when sub-steps are enabled or disabled.

Figure 8: Sub-Steps Dialog Box



Running Speed Feedback

Speed feedback can be enabled from within the scenario editor. When enabled, speed feedback will only be run if:

1. The model is *not* set to stop after each step, and
2. The model is started from Step 1, 2, or 3.

Otherwise, the model will be run as if the selected scenario does not have speed feedback enabled. When the model is run with speed feedback enabled, a file named "Feedback.txt" is created in the model output directory. This file is updated as the model runs and contains a history of the speed feedback convergence process. The file can be used to determine whether speed feedback has converged successfully or if additional iterations are needed. Furthermore, the file can be opened while the model is running to check speed feedback convergence progress in real time.

When performing alternatives analyses, it is often preferable to run the model without enabling speed feedback. However, trip distribution patterns must still be consistent with a baseline scenario (e.g., an existing plus committed model run). Running the travel model with speed feedback enabled also requires considerably more time than running the model with speed feedback disabled. The model can be run without speed feedback using speed feedback results from a previous model run to produce consistent trip distribution results. To do this, follow the steps listed below:

1. Perform a complete model run with speed feedback enabled.
2. Use the *Copy Feedback Results* utility to save resulting speeds to the input network file.
3. Create a new scenario that uses similar roadway and land use assumptions.
    a. The new scenario should reference the same network year as the original run.
    b. The new scenario may include network alternatives or changes to land use data.
4. Set the new scenario to run without speed feedback and without initializing speeds.
5. Run the new scenario.

Model Utilities - Input

The model dialog box includes several utilities that can be used to prepare model inputs. These utilities, described below, will only be available if all required input files for a scenario have been identified and are present.

Add/Delete Network Year

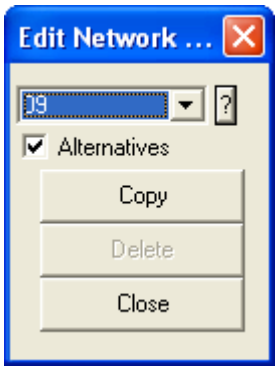
The model roadway network is designed to contain data for various distinct scenarios. This tool will allow network years to be added or deleted and can be operated as described below.

1. Select a model scenario that references an input network. The referenced input roadway network will be modified.
2. Click the *Add/Delete Network Year* button in the main model dialog box (Input tab); the dialog box shown in Figure 9 will appear.
3. **To add a network year:**
    a. Select a year from the drop-down list.

b. Click the *Copy* button. The tool will make an exact copy of the selected year. If the *Alternatives* option is enabled, you will be prompted to select alternatives to be included in the new network year.
c. Attributes for the new network year can be modified by opening the network file and using the tools available in the TransCAD software.

4. **To delete a network year:**
   a. Select a year from the drop-down list. Note that the base year network cannot be deleted.
   b. Click the *Delete* button. The tool will delete all data fields associated with the selected year.

Figure 9: Add/Delete Network Year Dialog Box



Network years can contain up to four digits. A recommended practice is to use a two to four digit code formatted as follows:

YYXX

Where YY represents the network year (e.g., 09 for 2009 or 40 for 2040) and XX is an optional descriptor (e.g., 09A, 09B, 40A, 40B).

CREATE SELECT QUERY

A select link or node query file (*.qry) can be created for a scenario using the Select Link/Zone Query Builder provided with the TransCAD software. This toolbox, accessed from *Planning → Assignment Utilities → Select Link/Zone Query Builder*, is explained in the TransCAD software documentation. This tool interactively guides creation of a query file. However it cannot be used to create a select zone query based on a node selection set. To create a select zone query based on a node selection set, use the *Create Select Query* tool following the steps listed below.

1. Add the attributes as needed to the input network node layer (e.g., use a subarea ID).
2. Create a scenario that references the modified input network and select this scenario.
3. Click the *Create Select Query* button in the main model dialog box (Input tab). The system will prompt the user if an existing select link/query file is specified for the selected scenario.
4. Enter a name for the new select zone query.
5. Select the query method:

   a. To or from: Track trips departing or arriving,
   b. From: Only track departing trips, or
   c. To: Only track arriving trips.
6. Enter a selection condition when prompted.
7. When prompted, choose whether or not to add an additional query to the query file.

Once the query file has been created, it can be viewed and edited using TransCAD's *Select Link/Zone Query Builder* or can be used as input to a travel model scenario.

Copy Feedback Results

This tool will copy speed feedback results from a completed model run to the input roadway network file. Copying speed feedback results will allow a subsequent model run to produce trip distribution results that are consistent with the completed model run, as described above in the section titled *Running Speed Feedback*.

Update Input Network

This tool will update the link facility type themes that are displayed when the roadway network is first opened. Link theme settings will be set to be consistent with the settings provided in the original model network.

Model Utilities – Maps and Reports

The model contains mapping and reporting utilities that can be used to produce additional model outputs and summary data. These tools, described below, will only be available if all selected scenarios have been run successfully and read "done" in the status column. Some of these utilities can only operate on one scenario at a time and will be disabled when multiple scenarios are selected.

Create Performance Report

This tool will allow the user to create a standard summary report for all selected scenarios. The user will be prompted to select performance report options prior to report creation.

Create Maps

This tool will create a set of standardized maps in the model output directory. One the utility completes, created maps can be opened from TransCAD.

Process Turns

The travel model saves turn movement information for selected intersections during the traffic assignment routines. No calibration or validation process has been performed to ensure that turn movements produced by the travel model are reasonable or realistic. Raw movement data should not be used directly for analysis, so a utility is provided to adjust data using processes defined in NCHRP-255. TransCAD also contains built-in utilities for estimating turn movements based on link flows. These estimates can be used to get a general sense of activity at an intersection. When using the built-in utility, turning movement counts should be compared to base year model results, as well as turning movement forecasts.

The Built-In Turn Movement Utilities

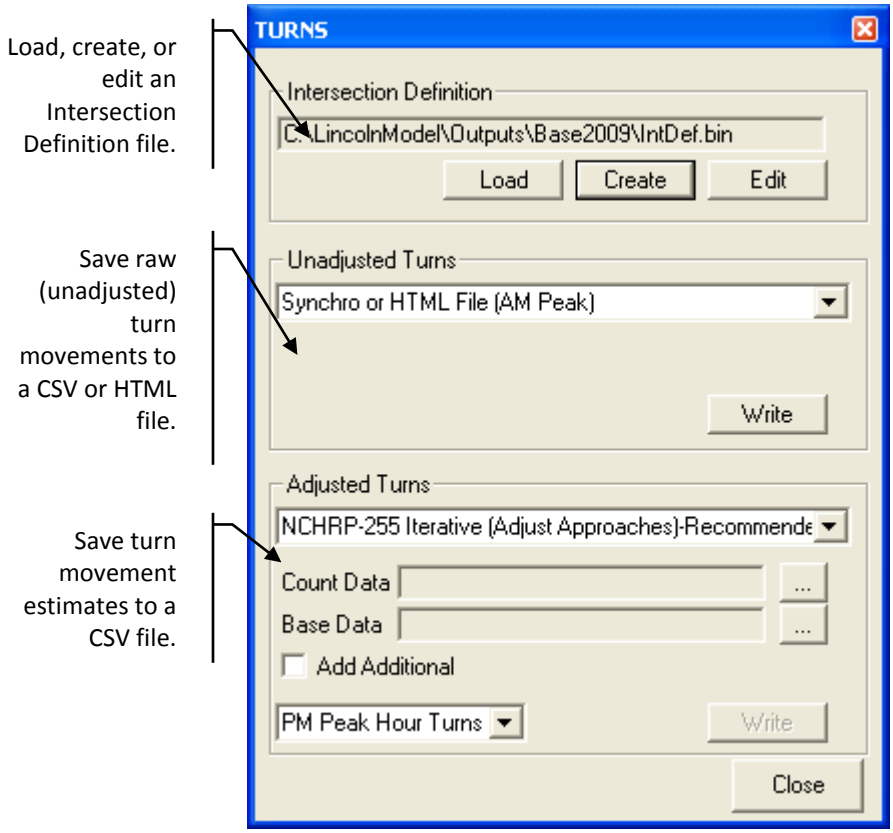
The built-in turn movement utility can be accessed after opening or creating a map that includes traffic assignment results (e.g. in a joined view). To view estimated turn movement results, click the intersection diagram tool in the main mapping toolbox:  and then select a node. After settings are entered in the dialog box, an intersection diagram will be created. For additional details on operation of this function, see the TransCAD program documentation.

Alternately, raw modeled turn movements can be viewed using the tool accessible from *Planning* → *Planning Utilities* → *Display Intersection Flows*. Modeled turn movement volumes for each assignment are saved in "AMTurns.bin", "PMTurns.bin" and "OPTurns.bin." Turn movements are only saved for intersections with a value in the INT_ID node field. When saving turn movements, each node with a value in the INT_ID field should contain a unique positive number.

Turn Movement Add-In

Operation of the intersection processing utility requires additional data and is only run for those intersections identified by the INT_ID field on the node layer. All intersections with a value in this field can be included in the analysis. This ID also serves as a link between the TransCAD network and information contained in other databases, such as a Synchro network. For functions requiring count data and to export data to in an external format, the INT_ID field on the node layer must match the node ID of intersections in a turn movement count file and a Synchro network. The turn movement processor is currently limited to intersections with three or four legs. To access turn movement add-ins, click the *Process Turns* button on the main model dialog box (Maps and Reports tab).

Figure 10: The Process Turns Dialog Box



Intersection Definition File

All turn movement functions require an intersection definition file that identifies the configuration of each intersection selected for analysis. A new intersection definition file can be created from the turn movement dialog box, or a previously created definition file can be loaded. Turn movement definition files reference INT_ID values and link ID values, so a new definition file must be created after certain input file modifications.

Once an intersection definition file is created, it should be verified for accuracy. For functions requiring existing traffic count data, the intersection leg definitions must match those in an input data file. Definition files should be checked manually to ensure that the correct legs are identified at each intersection. To do this, click the "Edit" button after creating an intersection definition file. If necessary, correct the intersection definition file by adjusting the definitions of each intersection as shown in Figure 11.

The turn movements utility cannot process intersections with more than 4 legs or with diagonal legs. To overcome this limitation, all intersection approaches must be renamed as N, S, E or W in a Synchro network and 5-legged intersections must be evaluated manually.

Figure 11: Editing the Intersection Definition File

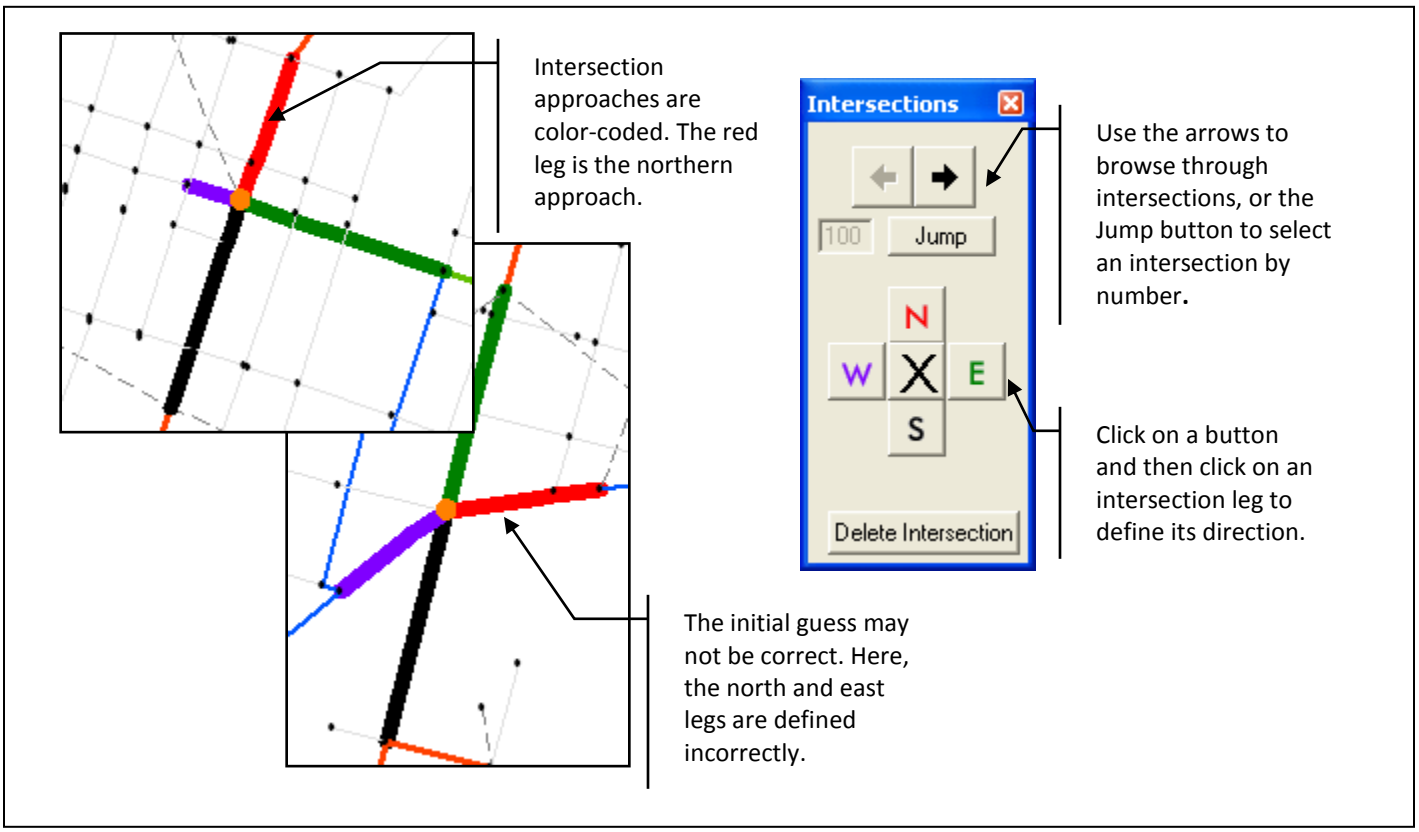
Unadjusted Turns

Unadjusted turn movements can be saved to a comma separated variable (.csv) file. This file can then be read using a program such as Excel or can be imported to Synchro. For import to Synchro, intersection ID numbers and approach directions must be consistent. When outputting adjusted turns for forecast scenarios, unadjusted turns from a base year (i.e., 2009) scenario are also required as an input file.

Adjusted Turns

The model can adjust turn movements using NCHRP-255 intersection procedures. Use the steps described below to export adjusted turn movement data to a CSV file that can be imported to Synchro.

1. **Identify intersections in the TransCAD Network:**
   Enter the intersection ID into the INT_ID field in the node layer of a TransCAD network. If a separate network is to be used for the calibrated base year model run, INT_ID values must be entered into this network as well. The INT_ID field should be cleared for nodes or intersections that are not present in the Synchro network.



2. **Run the base and forecast year travel model:**
   The base and forecast year model scenarios should be run in full with INT_ID information present in both networks.

3. **Create a base year intersection definition file:**
   Use the *Process Turns* utility to create an intersection definition file. Ensure that all intersection approaches are defined in a manner consistent with the Synchro file.

4. **Export the unadjusted base year model turn movements:**
   Save the turn movement data with a name that is easy to remember.

5. **Create a CSV file containing observed turn movement data:**
   This file must contain complete turn movement data for each intersection to be analyzed. The file can be created by exporting turn movement data from Synchro, or by modifying the unadjusted base year model turn movements file to contain turn movement count data.

6. **Load or create a forecast year intersection definition file:**
   In most cases, the file created for the base year can be re-used. If not, a new file must be created. If in doubt, use the *Edit* function to verify that a loaded intersection definition file is correct.

7. **Export the adjusted forecast turn movements:**
   CSV files containing base year count data and base year unadjusted modeled turn movements must be referenced. Exported turn movements can be loaded into Synchro or a spreadsheet program for additional analysis.

Once the above steps have been followed, an adjusted turns CSV file will be created, which contains turn movement forecasts based on observed turn movement counts and travel model forecasts. However, these forecasts are *estimates* and professional judgment should be used to interpret the results. Where intersection configurations change or where turn movement count data is suspect, manual intervention will be required. If more detailed information, such as a traffic study, is available, this information should be used in addition to or instead of these planning level forecasts.

Traffic Comparison Map

This tool will create a map that compares the results of two model scenarios. To use this tool:

1. Select a single completed scenario.
2. Click the *Traffic Comparison Map* button (Maps and Reports tab).
3. Select a completed scenario for comparison.

Model Database

The model requires a large and varied set of input data for each model run. Each step of the travel modeling process requires specific data items as inputs. The data is contained in three primary places:

- **Spatial Data:** The roadway line layer contains the supply side information used by the travel model. The TAZ layer is also input to the travel model, but zone data is not stored directly in the TAZ layer.

- **Model Database:** The model database contains socioeconomic data and other demand side information used by the travel model. The database also contains model parameters such as trip rates and other zonal data such as area type.

- **Scenario Manager:** Some model parameters are stored directly in the scenario manager. Aside from some notable exceptions, these parameters do not need to be changed in normal use of the model.

This chapter provides a detailed description of the data and parameters contained in the model database.

Database Approach

The Lincoln MPO Travel Model relies on a large amount of data and numerous parameters and lookup tables. The TransCAD software uses a table format to store this type of information. The TransCAD table format is relatively efficient, very stable, and allows for sufficient precision in storage of decimal numbers. This format, Fixed Format Binary (FFB), has been used to store all data output from the travel model. However, an Access database has been used to store the majority of data that is input to the model. The Access format has been used rather than the FFB format for the following reasons:

- The TransCAD table format cannot be read or edited except with the TransCAD software;

- The Access database can be used to store nearly all of the input data required for the travel model, eliminating the need to manage a large number of input files containing data for various model steps;

- SQL queries within the Access software can be used to convert data from a human-readable format into a format that is readily used by the travel model; and

- The Access database is designed to manage multiple data scenarios within a single consolidated database file.

The model has been designed to support both network and data scenarios. Network scenarios are stored in the TransCAD geographic line layer, while data scenarios are stored within the model database. An unlimited number of data scenarios can be maintained within a single database, but, in practice, it may be useful to maintain different databases for different purposes. For example, one

database could be maintained for the regional planning process, while a different database could be maintained for testing minor land use alternatives associated with proposed development.

The database contains some information that is static (does not change when a different data scenario is selected) and other data that is dynamic (varies by data scenario). The static and dynamic data items are listed below. A detailed description of each data item is provided in the sections that follow.

Static Data:

- Roadway Parameters (lookup tables by facility type and area type)
- Household Size, Income, and Worker Disaggregation Curves
- Trip Generation Rates (production and attraction rates)
- Friction Factors (gamma parameters)
- Terminal Times
- Mode Split Parameters
- Time of Day Parameters

Dynamic Data:

- Land Use Data
- Regional Bivariate Data (household size and income)
- Other TAZ Data (area type, parking cost, K-district)
- Special Generator Data
- External Station Data

Database Interface

When opened, the model database will present the user with a request to enable VBA macros. Once macros are enabled, the database interface form will appear. This form provides automated management of data scenarios and guided access to key datasets. The interface is annotated in Figure 12.

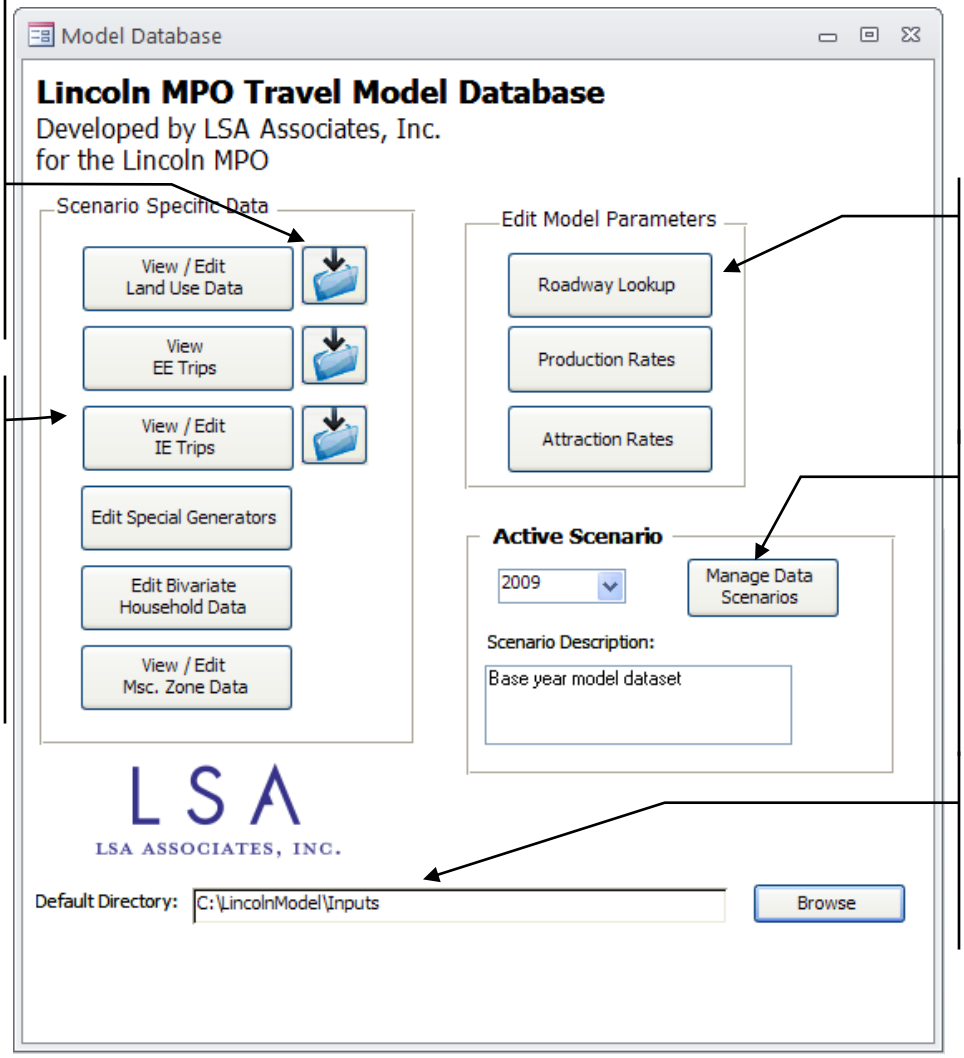
To modify dynamic data for a specific data scenario, set the active scenario to the desired year and open the scenario specific datasets from the main interface dialog box. Data can be edited directly in Access. Alternately, data can be copied from Access and pasted into Excel. Once data has been modified, it can be pasted back into the Access database.

Not all datasets can be accessed directly from the database interface form. Some datasets are only edited during a model update and re-calibration and can be accessed only by opening the data tables directly.

Figure 12: Access Database Form Interface

These buttons can be used to import data from a properly formatted spreadsheet. Example spreadsheets are provided.

These buttons will open data tables containing dynamic datasets. With the exception of EE data, these tables can be edited.



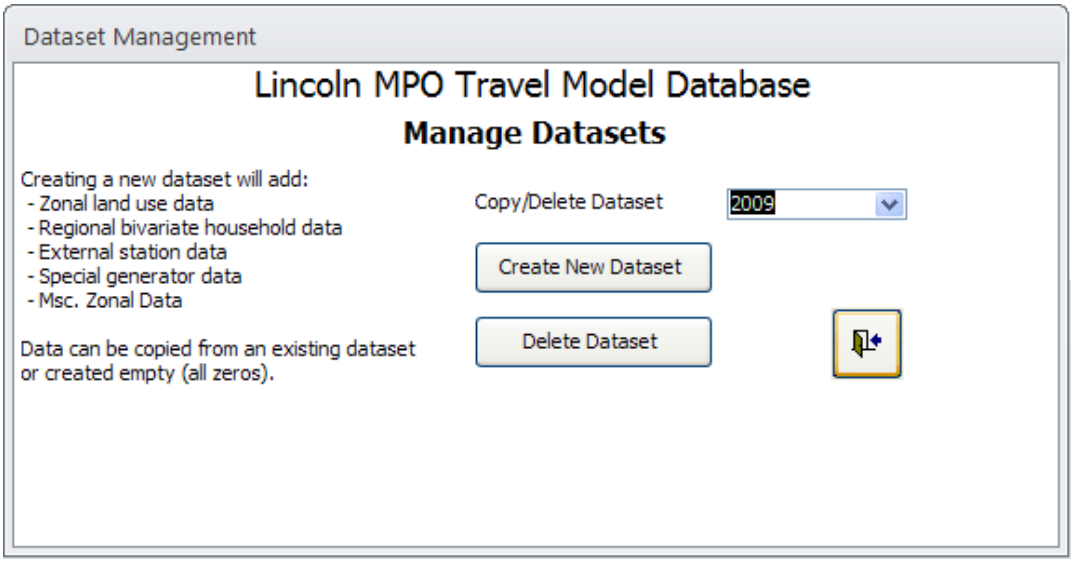
Use these buttons to interactively edit roadway lookups and trip rates.

Use this button to add or delete data scenarios. The active scenario and a description are also shown in this section.

When loading data, browsing will start from the default directory.

The user interface will copy dynamic datasets to a new data scenario, create a new blank data scenario, or delete an existing data scenario. The dialog box that provides this capability is accessed using the *Manage Data Scenarios* button and is shown in Figure 13. Once a new dataset has been created, land use data, special generator data, and external station data can be modified for the new scenario. Bivariate data can also be edited, but does not need to be changed in most cases.

Figure 13: Data Scenario Management



Database Tables

Information is stored within tables in the Access database file. A list of these tables and a description of their contents are included in Table 3. For some tables, SQL queries are used to convert data from a human-readable format to a format compatible with the model. SQL queries are also used to filter dynamic datasets to show only data for the selected year.

All tables that contain model data are prefixed with the letter "a." Queries based on tables use the same name as the source table, but include a suffix consisting of an underscore and a number (e.g., _1). Tables, queries, and forms prefixed with an x, y, or z are present only for use with the program interface and are not listed in Table 3.

Table 3: Access Database Tables

Table Name	Description
aRoadwayLookup	Contains roadway parameters by facility type and area type
aLandUseData	Contains land use data at the TAZ level
aZoneData	Additional TAZ data (e.g., area type, summary areas)
aDisaggIncome	Household income disaggregation curves
aDisaggSize	Household size disaggregation curves
aRegBivarPct	Regional bivariate distribution of households
aProductionRates	Production rates
aAttractionRates	Attraction rates
aSpecialGen	Special generator values
aEETrips	External/External trip table
aIETrips	Internal/External and Internal/External trip table
aFrictionFactors	Friction factor gamma parameters
aTerminalTime	Terminal time values by area type
aTransitParams	Transit mode split parameters
aBikeParams	Bicycle mode split parameters
aWalkParams	Walk mode split parameters
aLoadingFactors	Traffic assignment loading factors (1 for all periods)
aPeriodFactors	Directional daily to sub-period factors
aLOSCap	Daily planning-level level of service capacities

ATTACHMENT B. PERFORMANCE BY STATION

Street Name	From	To	2015 Count	2015 Model	Percent Difference
N.W. 48TH ST	W. ADAMS ST	W. HOLDREGE ST	10,725	8,709	81%
N.W. 48TH ST	W. HOLDREGE ST	I-80	13,257	17,425	131%
S. CODDINGTON AVE	W. A ST	W. SOUTH ST	8,920	9,706	109%
S. CODDINGTON AVE	HOMESTEAD EXPRWY	W. A ST	15,625	17,655	113%
HWY 77 / HOMESTEAD EXPRWY	W. O ST	ROSA PARKS WAY	35,760	42,548	119%
N.W. 12TH ST	KINGBIRD RD	W. ADAMS	12,190	17,005	140%
N.W. 12TH ST	W. ADAMS	I-80 E. RAMPS	14,960	16,143	108%
SUNVALLEY BLVD	LINE DR	WESTGATE BLVD	14,082	13,688	97%
N. 1ST ST	CORNHUSKER HWY	CHARLESTON ST	3,640	3,029	83%
N. 1ST ST	ADAMS ST	CORNHUSKER HWY	7,410	5,970	81%
N. 1ST ST	SUPERIOR ST	ADAMS ST	7,400	7,683	104%
HWY-55W, 14TH ST	HWY 2	CENTERPARK RD	24,560	25,005	102%
HWY-55W, 14TH ST	CENTERPARK RD	WARLICK BLVD/55W	17,661	19,812	112%
HWY 2	PIONEERS BLVD (W)	S. 14TH ST	36,480	40,865	112%
HWY 2	ARAPAHOE ST	PIONEERS BLVD (W)	37,097	37,940	102%
N. 9TH ST	R ST	Q ST	26,230	21,881	83%
N. 9TH ST	Q ST	P ST	29,810	20,347	68%
N. 9TH ST	P ST	O ST	24,610	19,211	78%
S. 9TH ST	O ST	N ST	26,670	20,208	76%
S. 9TH ST	M ST	L ST	25,530	22,193	87%
S. 9TH ST	L ST	K ST	24,945	21,824	87%
S. 9TH ST	K ST	G ST	19,430	17,476	90%
S. 9TH ST	D ST	A ST	16,430	14,048	86%
S. 9TH ST	A ST	SOUTH ST	17,100	12,597	74%
S. 9TH ST	SOUTH ST	VAN DORN ST	15,530	10,622	68%
S. 9TH ST	VAN DORN ST	HIGH ST	24,060	16,899	70%
S. 10TH ST	VAN DORN ST	HIGH ST	14,100	19,917	141%
S. 10TH ST	SOUTH ST	VAN DORN ST	15,340	13,375	87%
S. 10TH ST	A ST	SOUTH ST	16,960	15,260	90%
S. 10TH ST	D ST	A ST	17,330	17,095	99%
S. 10TH ST	K ST	G ST	19,930	20,784	104%
S. 10TH ST	L ST	K ST	21,235	24,048	113%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
S. 10TH ST	M ST	L ST	24,390	30,083	123%
S. 10TH ST	O ST	N ST	24,850	23,558	95%
N. 10TH ST	P ST	O ST	23,165	24,322	105%
N. 10TH ST	Q ST	P ST	25,545	25,385	99%
N. 10TH ST	T ST	Q ST	29,170	28,584	98%
N. 10TH ST VIADUCT	CHARLESTON ST	10TH ST	6,670	4,890	73%
N. 10TH ST	MILITARY RD	CHARLESTON ST	6,770	4,871	72%
N. 11TH ST	CORNHUSKER HWY	N. 10TH ST	18,002	16,246	90%
S. 13TH ST	BURNHAM ST	HWY 2	16,080	13,698	85%
S. 13TH ST	SOUTH ST	LAKE ST	12,830	11,452	89%
S. 13TH ST	A ST	SOUTH ST	9,660	10,895	113%
S. 13TH ST	L ST	K ST	4,990	8,321	167%
S. 13TH ST	M ST	L ST	5,150	8,649	168%
S. 13TH ST	N ST	M ST	4,440	4,350	98%
S. 13TH ST	O ST	N ST	4,150	5,335	129%
N. 13TH ST	P ST	O ST	3,440	3,613	105%
N. 13TH ST	Q ST	P ST	3,820	4,582	120%
S. 14TH ST	L ST	K ST	3,500	2,844	81%
S. 14TH ST	M ST	L ST	4,890	6,157	126%
S. 14TH ST	N ST	M ST	4,510	6,476	144%
S. 14TH ST	O ST	N ST	3,480	4,163	120%
N. 14TH ST	P ST	O ST	3,490	2,777	80%
N. 14TH ST	Q ST	P ST	3,930	2,273	58%
N. ANTELOPE VALLEY PKWY	S ST	Q ST	10,645	16,557	156%
N. ANTELOPE VALLEY PKWY	VINE ST	S ST	10,645	16,557	156%
N. ANTELOPE VALLEY PKWY	N. 17TH ST	VINE ST	15,714	24,299	155%
N. ANTELOPE VALLEY PKWY	SALT CREEK RDWY	N. 17TH ST	21,320	22,345	105%
N. ANTELOPE VALLEY PKWY	MILITARY RD	SALT CREEK RDWY	20,053	16,474	82%
N. ANTELOPE VALLEY PKWY	CORNHUSKER ACCESS RAMPS	MILITARY RD	16,977	11,570	68%
N. 14TH ST	ADAMS ST	CORNHUSKER HWY	12,950	9,061	70%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
N. 14TH ST	ATLAS AVE	ADAMS ST	12,300	10,079	82%
S. 16TH ST	A ST	SOUTH ST	7,300	5,493	75%
S. 16TH ST	D ST	A ST	7,340	4,032	55%
S. 16TH ST	K ST	G ST	8,430	6,078	72%
S. 16TH ST	L ST	K ST	9,830	8,103	82%
S. 16TH ST	M ST	L ST	11,100	5,875	53%
S. 16TH ST	N ST	M ST	4,220	5,875	139%
S. 16TH ST	O ST	N ST	6,975	5,878	84%
N. 16TH ST	P ST	O ST	8,590	5,506	64%
N. 16TH ST	Q ST	P ST	7,485	5,974	80%
N. 16TH ST	VINE ST	Q ST	7,990	1,908	24%
N. 16TH ST	X ST	VINE ST	4,260	1,370	32%
S. 17TH ST	VAN DORN ST	CALVERT ST	4,420	0	0%
S. 17TH ST	LAKE ST	VAN DORN ST	7,740	5,676	73%
S. 17TH ST	SOUTH ST	LAKE ST	9,460	7,004	74%
S. 17TH ST	A ST	SOUTH ST	8,300	7,881	95%
S. 17TH ST	K ST	G ST	9,850	8,122	82%
S. 17TH ST	L ST	K ST	12,645	5,022	40%
S. 17TH ST	M ST	L ST	13,680	3,250	24%
S. 17TH ST	N ST	M ST	16,110	5,235	32%
S. 17TH ST	O ST	N ST	14,470	4,908	34%
N. 17TH ST	P ST	O ST	11,015	2,648	24%
N. 17TH ST	Q ST	P ST	12,150	3,700	30%
N. 17TH ST	R ST	Q ST	9,660	3,604	37%
N. 17TH ST	VINE ST	R ST	9,120	3,400	37%
N. 17TH ST	X ST	VINE ST	3,450	2,202	64%
N. ANTELOPE VALLEY PKWY	Q ST	P ST	8,540	15,851	186%
N. ANTELOPE VALLEY PKWY	P ST	O ST	8,970	16,202	181%
S. ANTELOPE VALLEY PKWY	O ST	N ST	6,889	11,072	161%
S. ANTELOPE VALLEY PKWY	N ST	M ST	6,828	10,242	150%
S. ANTELOPE VALLEY PKWY	M ST	L ST	6,828	10,242	150%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
S. ANTELOPE VALLEY PKWY	L ST	K ST	4,275	4,556	107%
S. 27TH ST	OLD CHENEY RD	JANE LANE	25,070	27,075	108%
S. 27TH ST	TIERRA DR	OLD CHENEY RD	22,720	22,839	101%
S. 27TH ST	HWY 2	TIPPERARY TR	27,630	23,500	85%
S. 27TH ST	WOODS BLVD	HWY 2	22,870	18,930	83%
S. 27TH ST	VAN DORN ST	CALVERT ST	17,630	20,365	116%
S. 27TH ST	SHERIDAN BLVD	VAN DORN ST	18,200	20,290	111%
S. 27TH ST	SOUTH ST	SHERIDAN BLVD	19,380	26,287	136%
S. 27TH ST	A ST	SOUTH ST	20,500	28,710	140%
S. 27TH ST	CAPITOL PKWY	A ST	22,595	30,791	136%
S. 27TH ST	RANDOLPH ST	CAPITOL PKWY	23,695	31,699	134%
S. 27TH ST	J ST	RANDOLPH ST	23,690	36,034	152%
S. 27TH ST	N ST	J ST	24,060	36,199	150%
S. 27TH ST	O ST	N ST	23,700	44,780	189%
N. 27TH ST	P ST	O ST	24,000	42,356	176%
N. 27TH ST	Q ST	P ST	24,030	40,008	166%
N. 27TH ST	VINE ST	Q ST	27,130	35,876	132%
N. 27TH ST	Y ST	VINE ST	29,855	31,862	107%
N. 27TH ST	HOLDREGE ST	Y ST	29,810	28,324	95%
N. 27TH ST	THERESA ST	HOLDREGE ST	26,498	30,030	113%
N. 27TH ST	CORNHUSKER HWY	THERESA ST	31,000	32,616	105%
N. 27TH ST	FAIRFIELD ST	CORNHUSKER HWY	34,285	31,062	91%
N. 27TH ST	SUPERIOR ST	FAIRFIELD ST	30,995	39,904	129%
N. 27TH ST	TICONDEROGA DR	SUPERIOR ST	27,475	37,113	135%
N. 27TH ST	FOLKWAYS BLVD	TICONDEROGA DR	20,930	21,221	101%
S. 33RD ST	PIONEERS BLVD	HWY 2	7,030	10,617	151%
S. 33RD ST	A ST	NORMAL BLVD	4,170	5,365	129%
S. 33RD ST	D ST	A ST	8,060	8,827	110%
N. 33RD ST	HOLDREGE ST	Y ST	10,780	12,950	120%
N. 33RD ST	HUNTINGTON AVE	HOLDREGE ST	10,420	7,637	73%
N. 33RD ST	CORNHUSKER HWY	HUNTINGTON AVE	9,250	19,016	206%
N. 33RD ST	FOLKWAYS BLVD	SUPERIOR ST	9,840	9,217	94%
S. 40TH ST	OLD CHENEY RD	FAULKNER DR	21,092	18,466	88%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
S. 40TH ST	HWY 2	OLD CHENEY RD	19,955	21,696	109%
S. 40TH ST	PIONEERS BLVD	HWY 2	14,800	14,438	98%
S. 40TH ST	CALVERT ST	PIONEERS BLVD	14,100	15,168	108%
S. 40TH ST	VAN DORN ST	SHERIDAN BLVD	14,190	13,714	97%
S. 40TH ST	NORMAL BLVD	VAN DORN ST	14,210	15,614	110%
S. 40TH ST	SOUTH ST	NORMAL BLVD	9,080	11,157	123%
S. 40TH ST	SUMNER ST	SOUTH ST	10,040	7,715	77%
S. 40TH ST	A ST	SUMNER ST	9,350	6,990	75%
S. 40TH ST	D ST	A ST	8,910	7,616	85%
S. 40TH ST	RANDOLPH ST	D ST	8,640	6,053	70%
S. 40TH ST	O ST	RANDOLPH ST	6,980	6,106	87%
COTNER BLVD	S. 48TH ST	SUMNER ST	6,780	9,986	147%
COTNER BLVD	A ST	S. 48TH ST	8,550	12,640	148%
COTNER BLVD	RANDOLPH ST	VALLEY RD	7,353	13,321	181%
COTNER BLVD	N ST	RANDOLPH ST	11,388	13,203	116%
COTNER BLVD	O ST	N ST	11,650	13,203	113%
COTNER BLVD	P ST	O ST	7,600	10,641	140%
COTNER BLVD	HOLDREGE ST	STARR ST	13,210	16,640	126%
COTNER BLVD	LEIGHTON AVE	HOLDREGE ST	10,950	7,888	72%
COTNER BLVD	ADAMS ST	LEIGHTON AVE	8,990	5,943	66%
S. 48TH ST	VAN DORN ST	CALVERT ST	16,100	14,211	88%
S. 48TH ST	NORMAL BLVD	VAN DORN ST	18,270	24,394	134%
S. 48TH ST	SOUTH ST	NORMAL BLVD	15,238	14,498	95%
S. 48TH ST	SUMNER ST	SOUTH ST	16,410	12,031	73%
S. 48TH ST	COTNER BLVD	SUMNER ST	16,050	16,289	101%
S. 48TH ST	A ST	COTNER BLVD	15,370	13,635	89%
S. 48TH ST	O ST	RANDOLPH ST	18,280	15,841	87%
N. 48TH ST	R ST	O ST	23,045	19,108	83%
N. 48TH ST	VINE ST	R ST	25,820	21,696	84%
N. 48TH ST	HOLDREGE ST	VINE ST	26,370	21,582	82%
N. 48TH ST	LEIGHTON AVE	HOLDREGE ST	25,023	20,849	83%
N. 48TH ST	ADAMS ST	LEIGHTON AVE	18,180	19,108	105%
N. 48TH ST	FREMONT ST	ADAMS ST	17,670	16,324	92%
N. 48TH ST	CORNHUSKER HWY	FREMONT ST	20,020	16,051	80%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
N. 48TH ST	SUPERIOR ST	CORNHUSKER HWY	10,710	13,748	128%
N. 48TH ST	FLETCHER AVE	SUPERIOR ST	2,570	3,822	149%
S. 56TH ST	OLD CHENEY RD	LONDON RD	19,640	15,913	81%
S. 56TH ST	HWY 2	OLD CHENEY RD	19,660	25,078	128%
S. 56TH ST	ELKCREST DR	HWY 2	24,470	21,804	89%
S. 56TH ST	PIONEERS BLVD	ELKCREST DR	22,530	23,026	102%
S. 56TH ST	CALVERT ST	PIONEERS BLVD	25,270	22,295	88%
S. 56TH ST	VAN DORN ST	CALVERT ST	23,100	23,047	100%
S. 56TH ST	NORMAL BLVD	VAN DORN ST	23,620	17,041	72%
S. 56TH ST	SOUTH ST	NORMAL BLVD	18,965	15,062	79%
S. 56TH ST	SUMNER ST	SOUTH ST	17,730	11,854	67%
S. 56TH ST	A ST	SUMNER ST	15,760	16,264	103%
S. 56TH ST	RANDOLPH/COTNER	VALLEY RD	13,113	13,440	102%
S. 56TH ST	N ST	RANDOLPH/COTNER	9,687	14,604	151%
N. 56TH ST	R ST	P ST	10,070	14,176	141%
N. 56TH ST	VINE ST	R ST	11,405	13,889	122%
N. 56TH ST	HOLDREGE ST	VINE ST	12,820	12,209	95%
N. 56TH ST	LEIGHTON AVE	HOLDREGE ST	11,640	13,524	116%
N. 56TH ST	ADAMS ST	LEIGHTON AVE	10,240	6,434	63%
N. 56TH ST	FREMONT ST	ADAMS ST	6,480	6,471	100%
N. 56TH ST	LOGAN AVE	FREMONT ST	2,190	3,131	143%
LINK 55X / N. 56TH ST	FLETCHER AVE	CORNHUSKER HWY	11,909	7,643	64%
LINK 55X / N. 56TH ST	ARBOR RD	FLETCHER AVE	8,166	6,633	81%
LINK 55X / N. 56TH ST	I-80	ARBOR RD	11,197	9,520	85%
TOUZALIN AVE	FREMONT ST	ADAMS ST	2,760	5,718	207%
TOUZALIN AVE	HAVELOCK AVE	FREMONT ST	6,670	8,683	130%
S. 66TH ST	O ST	TAYLOR PARK DR	6,220	10,610	171%
N. 66TH ST	Q ST	O ST	9,680	17,638	182%
N. 66TH ST	FREMONT ST	COTNER BLVD	6,760	967	14%
S. 70TH ST	OLD CHENEY RD	STEVENS RIDGE RD	16,130	19,229	119%
S. 70TH ST	EDENTON RD	OLD CHENEY RD	25,210	22,759	90%
S. 70TH ST	PIONEERS BLVD	EDENTON RD	27,000	24,138	89%
S. 70TH ST	NORMAL BLVD	PIONEERS BLVD	30,500	32,594	107%
S. 70TH ST	VAN DORN ST	NORMAL BLVD	26,480	25,910	98%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
S. 70TH ST	SOUTH ST	VAN DORN ST	28,570	26,474	93%
S. 70TH ST	A ST	SUMNER ST	29,466	29,525	100%
S. 70TH ST	TETON DR	A ST	31,145	35,027	112%
S. 70TH ST	L ST	TETON DR	28,840	34,007	118%
S. 70TH ST	O ST	L ST	26,870	34,007	127%
N. 70TH ST	P ST	O ST	16,630	13,603	82%
N. 70TH ST	VINE ST	P ST	14,940	13,603	91%
N. 70TH ST	HOLDREGE ST	VINE ST	15,969	18,542	116%
N. 70TH ST	LEIGHTON AVE	HOLDREGE ST	12,800	16,242	127%
N. 70TH ST	ADAMS ST	LEIGHTON AVE	11,920	13,343	112%
N. 70TH ST	FREMONT ST	ADAMS ST	12,045	9,368	78%
N. 70TH ST	HAVELOCK AVE	FREMONT ST	10,920	7,805	71%
N. 70TH ST	COTNER BLVD NO.	HAVELOCK AVE	6,930	4,339	63%
S. 84TH ST	SOUTH ST	VAN DORN ST	28,240	25,431	90%
S. 84TH ST	A ST	SOUTH ST	27,250	26,377	97%
S. 84TH ST	O ST	A ST	26,960	29,073	108%
N. 84TH ST	VINE ST	O ST	31,500	34,255	109%
N. 84TH ST	HOLDREGE ST	VINE ST	30,570	34,294	112%
W. FLETCHER AVE	N.W. 12TH ST	N.W. 1ST ST	9,320	2,964	32%
W. FLETCHER AVE	N.W. 1ST ST	HWY-34	9,475	9,765	103%
SUPERIOR ST	N. 1ST ST	I-180	17,262	17,362	101%
SUPERIOR ST	N. 20TH ST	N. 27TH ST	24,430	24,571	101%
SUPERIOR ST	N. 27TH ST	N. 33RD ST	20,030	14,878	74%
SUPERIOR ST	N. 33RD ST	N. 40TH ST	24,615	22,113	90%
SUPERIOR ST	N. 40TH ST	N. 48TH ST	24,140	18,544	77%
SUPERIOR ST	N. 48TH ST	CORNHUSKER HWY	15,110	14,897	99%
HAVELOCK AVE	CORNHUSKER HWY	TOUZALIN AVE	19,990	22,223	111%
HAVELOCK AVE	N. 66TH ST	N. 70TH ST	10,210	11,911	117%
FAIRFIELD ST	N. 20TH ST	N. 27TH ST	6,860	564	8%
FREMONT	N. 48TH ST	N. 56TH ST	6,430	6,094	95%
FREMONT	N. 56TH ST	TOUZALIN AVE	6,910	5,625	81%
FREMONT	TOUZALIN AVE	N. 66TH ST	6,110	4,490	73%
W. ADAMS ST	NORTH PARK RD	N.W. 12TH ST	7,460	6,854	92%
ADAMS ST	N. 11TH ST	N. 14TH ST	6,590	8,576	130%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
ADAMS ST	N. 14TH ST	CORNHUSKER HWY / N. 17TH	5,980	4,289	72%
ADAMS ST	N. 48TH ST	N. 56TH ST	11,070	6,707	61%
ADAMS ST	N. 56TH ST	TOUZALIN AVE	11,060	5,668	51%
ADAMS ST	TOUZALIN AVE	N. 66TH ST	10,770	11,386	106%
ADAMS ST	N. 66TH ST	N. 70TH ST	9,930	9,619	97%
CORNHUSKER HWY	I-80 E. RAMPS	N 1ST ST	13,830	12,651	91%
CORNHUSKER HWY	N 1ST ST	I-180	18,512	20,617	111%
CORNHUSKER HWY-US6	N. 11TH ST	N. 14TH ST	27,061	26,942	100%
CORNHUSKER HWY-US6	N. 20TH ST	N. 27TH ST	30,200	33,032	109%
CORNHUSKER HWY-US6	N. 27TH ST	STATE FAIR PARK DR	28,410	39,249	138%
CORNHUSKER HWY-US6	STATE FAIR PARK DR	N. 33RD ST	34,700	47,851	138%
CORNHUSKER HWY-US6	N. 33RD ST	N. 35TH ST	28,460	26,792	94%
CORNHUSKER HWY-US6	N. 40TH ST	N. 48TH ST	19,114	20,144	105%
CORNHUSKER HWY-US6	N. 48TH ST	HAVELOCK AVE	17,273	20,634	119%
CORNHUSKER HWY-US6	HAVELOCK AVE	LINK 55X	18,970	15,274	81%
CORNHUSKER HWY-US6	LINK 55X	N. 70TH ST	14,382	14,425	100%
CORNHUSKER HWY-US6	N. 70TH ST	N. 82ND ST	12,580	13,044	104%
LEIGHTON AVE	N. 48TH ST	N. 56TH ST	4,870	6,724	138%
LEIGHTON AVE	N. 56TH ST	N. 66TH ST	4,670	6,365	136%
LEIGHTON AVE	N. 66TH ST	N. 70TH ST	3,400	6,493	191%
CHARLESTON ST	N. 4TH ST	N. 10TH ST	1,720	2,219	129%
HOLDREGE ST	N. 27TH ST	N. 33RD ST	13,220	3,633	27%
HOLDREGE ST	N. 33RD ST	N. 40TH ST	14,610	10,152	69%
HOLDREGE ST	N. 40TH ST	N. 48TH ST	14,210	10,139	71%
HOLDREGE ST	N. 48TH ST	N. 56TH ST	12,680	7,799	62%
HOLDREGE ST	N. 56TH ST	N. 66TH ST	10,530	8,534	81%
HOLDREGE ST	N. 66TH ST	N. 70TH ST	12,280	12,554	102%
HOLDREGE ST	N. 70TH ST	N. 84TH ST	11,100	10,775	97%
Y ST	N. 17TH ST	N. 27TH ST	4,660	3,766	81%
Y ST	N. 27TH ST	N. 33RD ST	2,700	0	0%
VINE ST	N. 14TH ST	N. 16TH ST	4,600	648	14%
VINE ST	N. 16TH ST	N. 17TH ST	7,015	648	9%
VINE ST	N. 17TH ST	N. ANTELOPE VALLEY PRKWY	9,170	1,845	20%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
VINE ST	N. ANTELOPE VALLEY PRKWY	N. 27TH ST	20,427	21,590	106%
VINE ST	N. 27TH ST	N. 33RD ST	19,255	13,134	68%
VINE ST	N. 45TH ST	N. 48TH ST	18,477	12,895	70%
VINE ST	N. 48TH ST	N. 56TH ST	13,640	16,133	118%
VINE ST	N. 56TH ST	COTNER BLVD	12,190	9,733	80%
VINE ST	N. 66TH ST	N. 70TH ST	8,210	8,203	100%
VINE ST	N. 70TH ST	N. 84TH ST	5,280	4,344	82%
R ST	N. 46TH ST	N. 48TH ST	6,840	15,811	231%
R ST	N. 48TH ST	N. 52ND ST	9,410	5,709	61%
R ST	N. 52ND ST	N. 56TH ST	8,780	6,125	70%
R ST	N. 56TH ST	COTNER BLVD	7,550	6,964	92%
Q ST	N. 9TH ST	N. 10TH ST	6,500	3,157	49%
Q ST	N. 10TH ST	N. 11TH ST	9,370	6,356	68%
Q ST	N. 11TH ST	N. 12TH ST	12,130	5,596	46%
Q ST	N. 13TH ST	N. 14TH ST	11,390	9,429	83%
Q ST	N. 14TH ST	N. 16TH ST	8,745	5,821	67%
Q ST	N. 16TH ST	N. 17TH ST	8,025	9,887	123%
Q ST	N. 17TH ST	N. 18TH ST	5,130	9,791	191%
P ST	N. 8TH ST	N. 9TH ST	3,260	5,369	165%
P ST	N. 9TH ST	N. 10TH ST	8,125	6,440	79%
P ST	N. 10TH ST	N. 11TH ST	8,500	5,377	63%
P ST	N. 11TH ST	N. 12TH ST	7,470	4,554	61%
P ST	N. 12TH ST	N. 13TH ST	8,780	3,226	37%
P ST	N. 13TH ST	N. 14TH ST	8,010	4,195	52%
P ST	CENTENNIAL MALL	N. 16TH ST	6,940	4,689	68%
P ST	N. 16TH ST	N. 17TH ST	5,965	5,157	86%
P ST	N. 17TH ST	N. 18TH ST	4,640	4,106	88%
P ST	N. 19TH ST	N. 27TH ST	3,240	2,352	73%
W. O ST	N.W. 27TH ST	HOMESTEAD EXPRWY/W INT	17,920	23,856	133%
W. O ST	HOMESTEAD EXPRWY/E INT	W. 20TH ST	19,250	22,649	118%
O ST	3RD ST	9TH ST	24,320	20,921	86%
O ST / HWY 34	9TH ST	10TH ST	21,386	16,519	77%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
O ST / HWY 34	10TH ST	11TH ST	18,700	15,166	81%
O ST / HWY 34	11TH ST	12TH ST	17,970	15,166	84%
O ST / HWY 34	12TH ST	13TH ST	21,148	14,081	67%
O ST / HWY 34	13TH ST	14TH ST	18,560	16,279	88%
O ST / HWY 34	14TH ST	CENTENNIAL MALL	19,270	15,187	79%
O ST / HWY 34	16TH ST	17TH ST	22,235	15,737	71%
O ST / HWY 34	17TH ST	18TH ST	21,803	15,728	72%
O ST / HWY 34	21ST ST	27TH ST	30,775	14,566	47%
O ST / HWY 34	27TH ST	33RD ST	33,960	41,829	123%
O ST / HWY 34	44TH ST	48TH ST	34,010	29,149	86%
O ST / HWY 34	48TH ST	52ND ST	35,870	37,151	104%
O ST / HWY 34	56TH ST	COTNER BLVD	34,600	39,967	116%
O ST / HWY 34	COTNER BLVD	LYNCREST DR	37,570	46,143	123%
O ST / HWY 34	63RD ST	66TH ST	33,170	37,556	113%
O ST / HWY 34	66TH ST	70TH ST	32,010	37,677	118%
O ST / HWY 34	70TH ST	84TH ST	26,370	38,928	148%
O ST / HWY 34	84TH ST	ANTHONY LN	10,033	11,940	119%
N ST	S. 10TH ST	S. 11TH ST	5,420	3,161	58%
N ST	S. 11TH ST	S. 12TH ST	6,670	2,716	41%
N ST	S. 12TH ST	S. 13TH ST	4,240	3,605	85%
N ST	S. 13TH ST	S. 14TH ST	4,530	2,620	58%
N ST	CENTENNIAL MALL	S. 16TH ST	2,700	307	11%
N ST	S. 16TH ST	S. 17TH ST	2,230	304	14%
M ST	S. 11TH ST	S. 12TH ST	9,160	6,012	66%
M ST	S. 12TH ST	S. 13TH ST	8,810	6,622	75%
M ST	S. 13TH ST	S. 14TH ST	4,980	2,324	47%
M ST	S. 14TH ST	CENTENNIAL MALL	5,360	2,004	37%
M ST	S. 16TH ST	S. 17TH ST	3,340	1,984	59%
L ST	S. 9TH ST	S. 10TH ST	7,315	8,429	115%
L ST	S. 10TH ST	S. 11TH ST	11,810	14,464	122%
L ST	S. 11TH ST	S. 12TH ST	11,680	14,056	120%
L ST	S. 13TH ST	S. 14TH ST	13,180	13,728	104%
L ST	S. 14TH ST	S. 16TH ST	14,830	17,041	115%
L ST	S. 16TH ST	S. 17TH ST	13,390	19,498	146%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
L ST	S. 17TH ST	S. 18TH ST	13,390	17,726	132%
K ST	S. 9TH ST	S. 10TH ST	14,705	13,182	90%
K ST	S. 10TH ST	S. 11TH ST	12,970	9,919	76%
K ST	S. 11TH ST	S. 12TH ST	15,500	11,137	72%
K ST	S. 13TH ST	S. 14TH ST	16,270	16,139	99%
K ST	S. 14TH ST	S. 16TH ST	15,120	13,295	88%
K ST	S. 16TH ST	S. 17TH ST	16,680	15,554	93%
K ST	S. 17TH ST	S. 18TH ST	14,130	18,654	132%
K ST	S. ANTELOPE VALLEY PARKWAY	S. 21ST ST	16,633	15,901	96%
ROSA PARKS WAY	HOMESTEAD EXPRWY	S. FOLSOM ST	14,760	14,283	97%
ROSA PARKS WAY	S. FOLSOM ST	S. 9TH ST	16,600	17,532	106%
J ST	CAPITAL PKWY	S. 27TH ST	4,385	3,490	80%
CAPITOL PKWY	S. 21ST ST	J ST	29,810	27,861	93%
CAPITOL PKWY	J ST	RANDOLPH ST	25,425	27,329	107%
CAPITOL PKWY	RANDOLPH ST	S. 27TH ST	25,430	27,009	106%
CAPITOL PKWY	S. 27TH ST	D ST (E)	25,340	27,917	110%
CAPITOL PKWY	D ST (E)	A ST	25,150	27,917	111%
CAPITOL PKWY	A ST	S. 33RD ST	23,902	23,176	97%
RANDOLPH	S. 23RD ST	CAPITOL PKWY	4,900	9,608	196%
RANDOLPH	CAPITOL PKWY	S. 27TH ST	5,205	9,481	182%
RANDOLPH	S. 27TH ST	S. 33RD ST	6,390	8,894	139%
RANDOLPH	S. 33RD ST	S. 40TH ST	6,600	6,656	101%
RANDOLPH	S. 40TH ST	S. 48TH ST	6,780	6,106	90%
RANDOLPH	S. 48TH ST	S. 56TH ST	3,282	2,992	91%
A ST	CODDINGTON AVE	S.W. 14TH ST	6,930	1,944	28%
A ST	S. 3RD ST	S. 9TH ST	7,000	5,411	77%
A ST	S. 9TH ST	S. 10TH ST	7,250	9,357	129%
A ST	S. 13TH ST	S. 16TH ST	9,200	15,604	170%
A ST	S. 16TH ST	S. 17TH ST	9,220	13,705	149%
A ST	S. 17TH ST	S. 20TH ST	9,521	10,486	110%
A ST	S. 20TH ST	S. 27TH ST	9,960	12,852	129%
A ST	S. 27TH ST	CAPITOL PKWY	12,213	10,926	89%
A ST	CAPITOL PKWY	S. 33RD ST	14,209	15,614	110%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
A ST	S. 33RD ST	S. 40TH ST	11,340	13,158	116%
A ST	S. 40TH ST	S. 48TH ST	9,820	11,108	113%
A ST	COTNER BLVD	S. 56TH ST	11,280	7,046	62%
A ST	S. 56TH ST	S. 70TH ST	15,805	9,323	59%
A ST	S. 70TH ST	S. 84TH ST	12,320	9,487	77%
A ST	S. 84TH ST	SMOKEY HILL RD	2,550	3,010	118%
NORMAL BLVD	S. 33RD ST	SUMNER ST	23,902	28,541	119%
NORMAL BLVD	SUMNER ST	SOUTH ST	23,902	28,541	119%
NORMAL BLVD	S. 48TH ST	S. 56TH ST	17,860	15,068	84%
NORMAL BLVD	S. 56TH ST	VAN DORN ST	16,040	16,014	100%
W. SOUTH ST	CODDINGTON AVE	FOLSOM ST BYPASS	3,790	1,595	42%
SOUTH ST	S. 10TH ST	S. 13TH ST	14,080	3,624	26%
SOUTH ST	S. 13TH ST	S. 16TH ST	17,690	9,103	51%
SOUTH ST	S. 17TH ST	S. 20TH ST	17,850	11,507	64%
SOUTH ST	SHERIDAN BLVD	S. 27TH ST	14,480	11,340	78%
SOUTH ST	S. 27TH ST	S. 33RD ST	13,470	11,218	83%
SOUTH ST	NORMAL BLVD	S. 40TH ST	12,750	8,839	69%
SOUTH ST	S. 40TH ST	COTNER BLVD	13,300	12,784	96%
SOUTH ST	COTNER BLVD	S. 48TH ST	8,780	2,799	32%
SOUTH ST	S. 48TH ST	S. 56TH ST	9,210	5,598	61%
SOUTH ST	S. 56TH ST	S. 70TH ST	9,450	5,140	54%
SHERIDAN BLVD	SOUTH ST	S. 27TH ST	3,230	7,031	218%
SHERIDAN BLVD	S. 27TH ST	VAN DORN ST	4,830	13,029	270%
VAN DORN ST	PARK BLVD	S. 9TH ST	14,060	17,814	127%
VAN DORN ST	S. 9TH ST	S. 10TH ST	4,740	11,570	244%
VAN DORN ST	S. 13TH ST	S. 17TH ST	7,250	9,113	126%
VAN DORN ST	S. 17TH ST	S. 20TH ST	7,840	4,066	52%
VAN DORN ST	S. 20TH ST	S. 27TH ST	5,850	4,066	69%
VAN DORN ST	S. 27TH ST	SHERIDAN BLVD	4,380	3,167	72%
VAN DORN ST	S. 33RD ST	S. 40TH ST	4,680	4,100	88%
VAN DORN ST	S. 40TH ST	S. 48TH ST	5,420	2,200	41%
VAN DORN ST	S. 48TH ST	S. 56TH ST	7,090	8,812	124%
VAN DORN ST	NORMAL BLVD	S. 70TH ST	7,720	4,647	60%
VAN DORN ST	S. 70TH ST	S. 84TH ST	8,510	9,653	113%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
PIONEERS BLVD	S. 33RD ST	S. 40TH ST	9,626	10,301	107%
PIONEERS BLVD	S. 40TH ST	S. 48TH ST	11,610	10,548	91%
PIONEERS BLVD	S. 48TH ST	S. 56TH ST	11,420	11,336	99%
PIONEERS BLVD	S. 56TH ST	S. 70TH ST	16,355	19,048	116%
PIONEERS BLVD	S. 70TH ST	LUCILE DR	18,190	14,543	80%
PIONEERS BLVD	LUCILE DR	S. 84TH ST	15,006	14,543	97%
HWY 2	S. 14TH ST	S. 20TH ST	33,340	40,412	121%
HWY 2	S. 20TH ST	SOUTHWOOD DR	41,037	43,118	105%
HWY 2	SOUTHWOOD DR	S. 27TH ST	34,220	43,118	126%
HWY 2	S. 27TH ST	PIONEERS BLVD	38,780	38,257	99%
HWY 2	PIONEERS BLVD	S. 33RD ST	28,160	24,584	87%
HWY 2	S. 33RD ST	S. 40TH ST	31,397	35,201	112%
HWY 2	S. 40TH ST	S. 48TH ST	31,164	30,804	99%
HWY 2	S. 48TH ST	S. 56TH ST	28,479	33,243	117%
HWY 2	S. 56TH ST	OLD CHENEY RD	27,657	26,256	95%
HWY 2	OLD CHENEY RD	S. 70TH ST	19,940	28,024	141%
OLD CHENEY RD	TIPPERARY TR	S. 27TH ST	23,040	19,170	83%
OLD CHENEY RD	S. 27TH ST	S. 40TH ST	21,910	17,764	81%
OLD CHENEY RD	S. 40TH ST	S. 48TH ST	23,860	19,634	82%
OLD CHENEY RD	S. 48TH ST	S. 56TH ST	21,470	21,144	98%
OLD CHENEY RD	S. 56TH ST	HWY 2	20,130	21,436	106%
OLD CHENEY RD	HWY 2	S. 70TH ST	15,748	20,905	133%
OLD CHENEY RD	S. 70TH ST	S. 77TH ST	12,490	21,144	169%
HWY 55-A	W. O ST	W. A ST	2,364	2,423	103%
HWY 55-A	W. A ST	W. VAN DORN ST	2,066	1,858	90%
HWY 55-A	W. VAN DORN ST	W. PIONEERS BLVD	2,066	2,437	118%
HWY 55-A	W. OLD CHENEY RD	W. DENTON RD	2,159	1,534	71%
HWY 79	W. BLUFF RD	W. MCKELVIE RD	3,443	3,562	103%
HWY 79	W. MCKELVIE RD	HWY 34	3,596	3,684	102%
S. CODDINGTON AVE	W. SOUTH ST	W. VAN DORN ST	7,230	4,504	62%
N.W. 1ST ST	W. FLETCHER AVE	W. HIGHLANDS BLVD	8,940	7,927	89%
N.W. 1ST ST	W. HIGHLANDS BLVD	W. SUPERIOR ST	15,170	16,698	110%
HWY 77 / HOMESTEAD EXPRWY	W. VAN DORN ST	W. PIONEERS BLVD	20,070	19,836	99%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
HWY 77 / HOMESTEAD EXPRWY	W. PIONEERS BLVD	W. OLD CHENEY	21,926	21,200	97%
HWY 77 / HOMESTEAD EXPRWY	W. OLD CHENEY	HWY 55-W	10,960	10,819	99%
HWY 77	YANKEE HILL RD	ROKEBY RD	9,578	14,548	152%
HWY 77	ROKEBY RD	SALTILLO RD	10,712	13,813	129%
HWY 77	SALTILLO RD	BENNET RD	15,499	17,871	115%
HWY 77	WITTSTRUCK RD	ROCA RD	15,173	17,562	116%
N. 14TH ST	FLETCHER AVE (W)	FLETCHER AVE (E)	11,020	9,698	88%
N. 14TH ST	FLETCHER AVE (E)	MORTON ST	10,530	10,251	97%
S. 14TH ST	ABERDEEN AVE	PINE LAKE RD	22,271	15,499	70%
S. 14TH ST	PINE LAKE RD	YANKEE HILL RD	13,010	17,683	136%
N. 27TH ST	ARBOR RD	I-80 N RAMPS	3,510	3,481	99%
N. 27TH ST	I-80 N RAMPS	I-80 S RAMPS	9,970	9,288	93%
S. 27TH ST	JANE LANE	PINE LAKE RD	20,330	23,213	114%
S. 27TH ST	PINE LAKE RD	YANKEE HILL RD	17,430	19,821	114%
S. 27TH ST	YANKEE HILL RD	ROKEBY RD	8,540	6,321	74%
S. 40TH ST	FAULKNER DR	PINE LAKE RD	19,300	17,077	88%
S. 40TH ST	PINE LAKE RD	YANKEE HILL RD	9,500	8,335	88%
S. 40TH ST	YANKEE HILL RD	ROKEBY RD	2,650	1,321	50%
HWY 77	MILL RD	WAVERLY RD	8,714	8,602	99%
HWY 77	WAVERLY RD	BLUFF RD	8,598	9,151	106%
HWY 77	BLUFF RD	I-80	7,907	10,004	127%
S. 56TH ST	LONDON RD	PINE LAKE RD	15,980	16,462	103%
S. 56TH ST	PINE LAKE RD	YANKEE HILL RD	13,530	15,453	114%
S. 70TH ST	STEVENS RIDGE RD	HWY-2	14,880	19,868	134%
S. 70TH ST	HWY-2	PINE LAKE RD	15,410	19,831	129%
N. 84TH ST	FLETCHER AVE	HAVELOCK AVE	16,340	16,759	103%
N. 84TH ST	HAVELOCK AVE	ADAMS ST	23,060	24,059	104%
N. 84TH ST	ADAMS ST	LEIGHTON AVE	26,850	32,464	121%
N. 84TH ST	LEIGHTON AVE	HOLDREGE ST	28,380	33,012	116%
S. 84TH ST	VAN DORN ST	FIRETHORN LN	25,615	23,584	92%
S. 84TH ST	FIRETHORN LN	PIONEERS BLVD	25,350	26,126	103%
S. 84TH ST	PIONEERS BLVD	AUGUSTA DR	24,270	24,897	103%
S. 84TH ST	AUGUSTA DR	OLD CHENEY RD	25,660	24,534	96%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
S. 84TH ST	OLD CHENEY RD	PINE LAKE RD	19,845	15,159	76%
S. 84TH ST	PINE LAKE RD	EIGER DR	18,040	10,809	60%
HWY 34	N.W. 105TH ST	N.W. 84TH ST	4,925	4,883	99%
HWY 34	HWY 55-M	N.W. 70TH ST	6,472	6,160	95%
HWY 34 / PURPLE HEART HWY	HWY 79	N.W. 40TH ST.	9,148	9,868	108%
HWY 34 / PURPLE HEART HWY	N.W. 40TH ST.	HWY 55C/NW 31ST ST	10,825	13,053	121%
HWY 34 / PURPLE HEART HWY	HWY 55C/NW 31ST ST	N.W. 27TH ST	19,866	13,389	67%
HWY 34 / PURPLE HEART HWY	N.W. 27TH ST	N.W. 12TH ST	14,215	16,748	118%
I-180	W. FLETCHER AVE	I-80	22,670	27,845	123%
I-180	I-80	SUPERIOR ST	30,672	25,788	84%
I-180	SUPERIOR ST	CORNHUSKER HWY	33,117	33,632	102%
I-180	CORNHUSKER HWY	9TH ST TERMINATION	32,316	39,407	122%
FLETCHER AVE	N. 14TH ST	ROCKFORD DR	9,560	3,532	37%
W. HIGHLANDS BLVD	N.W. 12TH ST	N.W. 1ST ST	8,490	8,770	103%
HAVELOCK AVE	N. 70TH ST	N. 84TH ST	7,445	8,529	115%
HAVELOCK AVE	N. 84TH ST	N. 98TH ST	550	1,004	183%
ADAMS ST	N. 82ND ST	N. 84TH ST	7,480	10,223	137%
ADAMS ST	N. 84TH ST	N. 87TH ST	2,610	6,182	237%
HOLDREGE ST	N. 84TH ST	N. 86TH ST	8,569	12,400	145%
W. O ST	W. 98TH ST	W. 84TH ST	2,748	2,720	99%
W. O ST	W. 84TH ST	W. 63RD ST	4,558	5,124	112%
W. O ST	W. 63RD ST	W. 56TH ST	4,955	6,173	125%
W. O ST	W. 56TH ST	N.W. 48TH ST	5,477	6,361	116%
O ST / HWY 34	ANTHONY LN	98TH ST	6,045	4,393	73%
O ST / HWY 34	98TH ST	112TH ST	5,596	4,183	75%
O ST / HWY 34	112TH ST	120TH ST	5,514	9,982	181%
O ST / HWY 34	134TH ST	148TH ST	5,837	8,762	150%
W. A ST	S.W. 27TH ST	CODDINGTON AVE	8,490	5,903	70%
W. VAN DORN ST	S FOLSOM ST ACCESS RD	HOMESTEAD EXPRWY	8,990	7,830	87%
W. VAN DORN ST	HOMESTEAD EXPRWY	PARK BLVD	18,524	19,835	107%
VAN DORN ST	S. 84TH ST	S. 98TH ST	1,130	1,045	93%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
W. PIONEERS BLVD	S. FOLSOM ST	HWY 77	2,920	1,991	68%
W. PIONEERS BLVD	HWY 77	S. 1ST ST	3,170	235	7%
PIONEERS BLVD	S. 84TH ST	S. 98TH ST	2,920	3,476	119%
W. OLD CHENEY RD	S. FOLSOM ST	HOMESTEAD EXPRWY	1,180	91	8%
W. OLD CHENEY RD	HOMESTEAD EXPRWY	S. 1ST ST	11,640	9,955	86%
OLD CHENEY RD	S. 77TH ST	S. 84TH ST	8,700	18,052	207%
OLD CHENEY RD	S. 84TH ST	S. 98TH ST	8,830	5,828	66%
PINE LAKE RD	S. 14TH ST	RIDGE RD	17,133	16,338	95%
PINE LAKE RD	RIDGE RD	S. 27TH ST	21,819	18,060	83%
PINE LAKE RD	S. 27TH ST	S. 32ND ST	22,470	24,793	110%
PINE LAKE RD	S. 32ND ST	S. 40TH ST	22,690	24,684	109%
PINE LAKE RD	S. 40TH ST	BEAVER CRK LN	19,360	25,177	130%
PINE LAKE RD	BEAVER CRK LN	S. 56TH ST	18,150	23,169	128%
PINE LAKE RD	S. 56TH ST	S. 70TH ST	13,530	14,842	110%
PINE LAKE RD	S. 84TH ST	S. 91ST ST	5,809	2,708	47%
YANKEE HILL RD	S. 14TH ST	S. 27TH ST	8,010	3,224	40%
YANKEE HILL RD	S. 27TH ST	S. 40TH ST	9,910	10,533	106%
YANKEE HILL RD	S. 40TH ST	S. 56TH ST	6,135	4,627	75%
HWY 2	S. 70TH ST	PINE LAKE RD	23,876	26,939	113%
HWY 2	S. 98TH ST	S. 120TH ST	14,213	17,402	122%
HWY 2	S. 120TH ST	S. 134TH ST	12,484	17,020	136%
HWY 2	S. 134TH ST	S. 148TH ST	13,490	16,549	123%
HWY 2	S. 148TH ST	HWY 43	11,866	16,549	139%
I-80	W. COUNTY LINE	N.W. 48TH ST	38,593	37,615	97%
I-80	N.W. 48TH ST	O ST OFF RAMP	47,611	51,867	109%
I-80	O ST OFF RAMP	HWY 77 / HOMESTEAD EXPRWY	42,139	45,046	107%
I-80	HWY 77 / HOMESTEAD EXPRWY	CORNHUSKER HWY	50,370	53,010	105%
I-80	CORNHUSKER HWY	I-180	42,205	45,127	107%
I-80	I-180	N. 27TH ST	49,966	47,172	94%
I-80	N. 27TH ST	HWY 77	47,567	46,798	98%
I-80	HWY 77	N. 84TH ST	33,529	40,040	119%
CORNHUSKER HWY-US6	N. 84TH ST (E)	N. 98TH ST	20,406	19,758	97%
CORNHUSKER HWY-US6	N. 98TH ST	N. 112TH ST	18,358	18,568	101%

Street Name	From	To	2015 Count	2015 Model	Percent Difference
CORNHUSKER HWY-US6	N. 112TH ST	I-80	18,837	19,653	104%
CORNHUSKER HWY-US6	I-80	AMBERLY RD	12,798	16,239	127%
CORNHUSKER HWY-US6	N. 141ST ST	N. 148TH ST	8,583	10,224	119%
CORNHUSKER HWY-US6	N. 148TH ST	WAVERLY RD	6,062	6,010	99%
W. SUPERIOR ST	N.W. 1ST ST	N. 1ST ST	17,230	16,698	97%
I-80 ON-RAMP	O ST	I-80	2,393	5,460	228%
SALT CRK RDWY	N. 14TH ST	N. ANTELOPE VALLEY PRWY	14,630	8,445	58%
SALT CRK RDWY	N. 27TH ST. ACCESS RD.	N. ANTELOPE VALLEY PRWY	10,676	13,177	123%
SALT CRK RDWY	N. 27TH ST. ACCESS RD.	N. ANTELOPE VALLEY PRWY	1,609	1,596	99%
N. 14TH ST	W. MCKELVIE RD	W. WAVERLY RD	3,800	3,152	83%
WAVERLY RD	N. 56TH ST	N. 70TH ST	2,000	508	25%
WAVERLY RD	N. 70TH ST	N. 134th ST	1,500	515	34%
S. 120th ST	A ST	O ST	1,000	26	3%
A ST	S. 82ND ST	S. 120TH ST	1,600	2,484	155%
OLD CHENEY RD	S. 96TH ST	S. 120TH ST	2,800	729	26%
OLD CHENEY RD	S. 120TH ST	S. 148TH ST	2,100	485	23%
PINE LAKE RD	S. 96TH ST	S. 110TH ST	1,900	586	31%
YANKEE HILL RD	S. 54TH ST	S. 68TH ST	3,900	2,738	70%
SALTILLO RD	S. 82ND ST	S. 120TH ST	1,100	129	12%
SALTILLO RD	S. 68TH ST	S. 82ND ST	3,100	1,107	36%
SALTILLO RD	S. 25TH ST	S. 68TH ST	6,700	3,059	46%
SALTILLO RD	S. 12TH ST	S. 25TH ST	9,000	5,027	56%
W. SALTILLO RD	S.W. 14TH ST	S. 12TH ST	1,100	1,789	163%
S. FOLSOM ST	W. OLD CHENEY RD	W. PIONEERS BLVD	2,900	11	0%
W. PIONEERS BLVD	HWY 77	RR CROSSING	2,600	640	25%
W. A ST	S.W. 42ND ST	S.W. 29TH ST	2,000	4,617	231%
N.W. 84TH ST	W. O ST	W. ADAMS ST	900	709	79%

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