

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF LANCASTER COUNTY, NEBRASKA

COMPREHENSIVE PLAN AMENDMENT NO.)
23001, TO AMEND THE 2050 LINCOLN-)
LANCASTER COUNTY COMPREHENSIVE) RESOLUTION NO. R-23-0026
PLAN TO ADD THE MAJOR STREETS AND)
RIGHT-OF-WAY MAP AND ASSOCIATED)
TEXT)

WHEREAS, the Lincoln-Lancaster County Planning Department (“Planning Department”) wishes to amend the 2050 Lincoln-Lancaster County Comprehensive Plan to add the “Major Streets and Right-of-Way Map” and associated text;

WHEREAS, the addition of the “Major Streets and Right-of-Way Map” and associated text is a continuation of the “Right-of-Way Standards Map” that was included in the 2040 Comprehensive Plan;

WHEREAS, the Planning Department recommends approval of Comprehensive Plan Amendment No. 23001, concluding that the proposed “Major Streets and Right-of-Way Map” and associated text, which is attached hereto as Attachment A, and which is incorporated herein by this reference, is referenced in the City of Lincoln Subdivision Ordinance (26.23.040), and is needed to determine right-of-way needs when new subdivisions are proposed adjacent to major streets;

WHEREAS, on April 5, 2023, the Lincoln-Lancaster County Planning Commission (“Planning Commission”) held a public hearing regarding Comprehensive Plan Amendment No. 23001;

WHEREAS, on April 5, 2023, the Planning Commission agreed with the Planning Department staff recommendation and voted 8-0 to recommend approval of Comprehensive Plan Amendment No. 23001;

WHEREAS, on May 2, 2023, the Lancaster County Board of Commissioners held a public hearing regarding Comprehensive Plan Amendment No. 23001;

WHEREAS, on May 2, 2023, the Lancaster County Board of Commissioners agreed with the Planning Commission recommendation and voted to approve Comprehensive Plan Amendment No. 23001;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Commissioners of Lancaster County, Nebraska, that the 2050 Lincoln-Lancaster County Comprehensive Plan be amended by adopting the "Major Streets and Right-of-Way Map" and associated text.


DATED this 2nd day of May, 2023, in the County-City Building, Lincoln, Lancaster County, Nebraska.


BY THE BOARD OF COUNTY
COMMISSIONERS OF
LANCASTER COUNTY, NEBRASKA

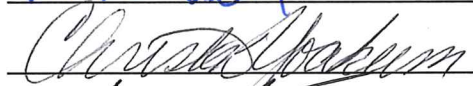
APPROVED AS TO FORM
this 2nd day of May, 2023.




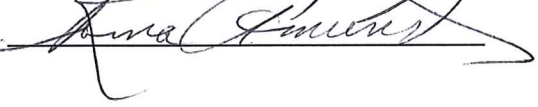
Deputy County Attorney
for Pat Condon
Lancaster County Attorney











Attachment "A"

PROPOSED AMENDMENTS:

Amend the 2050 Lincoln-Lancaster County Comprehensive Plan as follows:

E9: Transportation

Planning for the Transportation Needs of 2050

(following “*The 2050 Needs Based Plan*” section)

Major Streets and Right-of-Way Considerations

Right-of-Way (ROW) widths for selected major street segments are shown in Figure E9.a.

Major Streets

The major streets identified in Figure E9.a include arterials from the [Existing Functional Classification](#) designations in the Long Range Transportation Plan (LRTP) along with future arterial streets within the PlanForward2050 Growth Tiers boundary. Other major streets shown on the map are interstates/expressways from the Existing Functional Classification map in the LRTP.

Descriptions of each street type per the LRTP are as follows:

Principal Arterials: This functional class of street serves the major portion of inter- community and intra-community traffic movement within the urban area. Principal arterials are designed to carry high traffic volumes. Facilities within this classification such as Superior Street or 84th Street can provide direct access to adjacent land, but such access is incidental to the primary functional responsibility of moving traffic within the system.

Minor Arterials: This functional class serves trips of moderate length such as Vine Street between 17th and 70th Street or Cotner Boulevard between South and 70th Streets. Minor arterials offer a lower level of mobility than principal arterials. This class interconnects with and augments principal arterials, distributes traffic to smaller areas, and provides some direct land access. Minor arterial streets are designed to carry moderate to heavy traffic volumes and provide the largest coverage of transit routes within the city.

Interstate and Expressway: These are divided, limited access facilities with no direct land access. Freeways such as I-80 do not have at-grade crossings or intersections. Expressways such as Nebraska Highway 77 are similar to freeways except that they may have cross streets that intersect at-grade and access is either fully or partially controlled. Freeways and expressways provide the highest degree of mobility typically serving higher traffic volumes and longer trip lengths.

Right-of-Way

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

Within Lincoln’s future Growth Tiers I, II and III, a public ROW width of 120 feet for any potential future arterial street is considered the standard for this Plan. This may include, but is not necessarily limited to, the existing section and half-section line roads in these future Growth Tiers. Any ROW obtained to extend or otherwise complete the section line road system in the future growth area should also be done at this standard.

There are instances – mostly but not always in newer areas – where trails are to be placed along an arterial street. This may occur in order to provide trail connections and to allow safe trail crossings at arterial streets. When a future trail or bike lane is designated along an arterial roadway, the corridor should be expanded by six (6) additional feet on the side where the trail will be located. This additional ROW should be obtained in advance of development.

Modifications to existing or proposed right-of-way are typically noted with the implementation of roundabout intersections. In most cases, ROW needed for exclusive right-turn lanes at intersections can now be lessened on the

approaches due to the less intrusive footprint of roundabout intersection approaches.

Additional considerations are needed at some intersection roundabout corners however due to the circular intersection characteristics which can identify more ROW needs due to the offset required on approaches to control vehicle entry speeds.

(insert map in new “*Major Streets and Right-of-Way Considerations*” section)

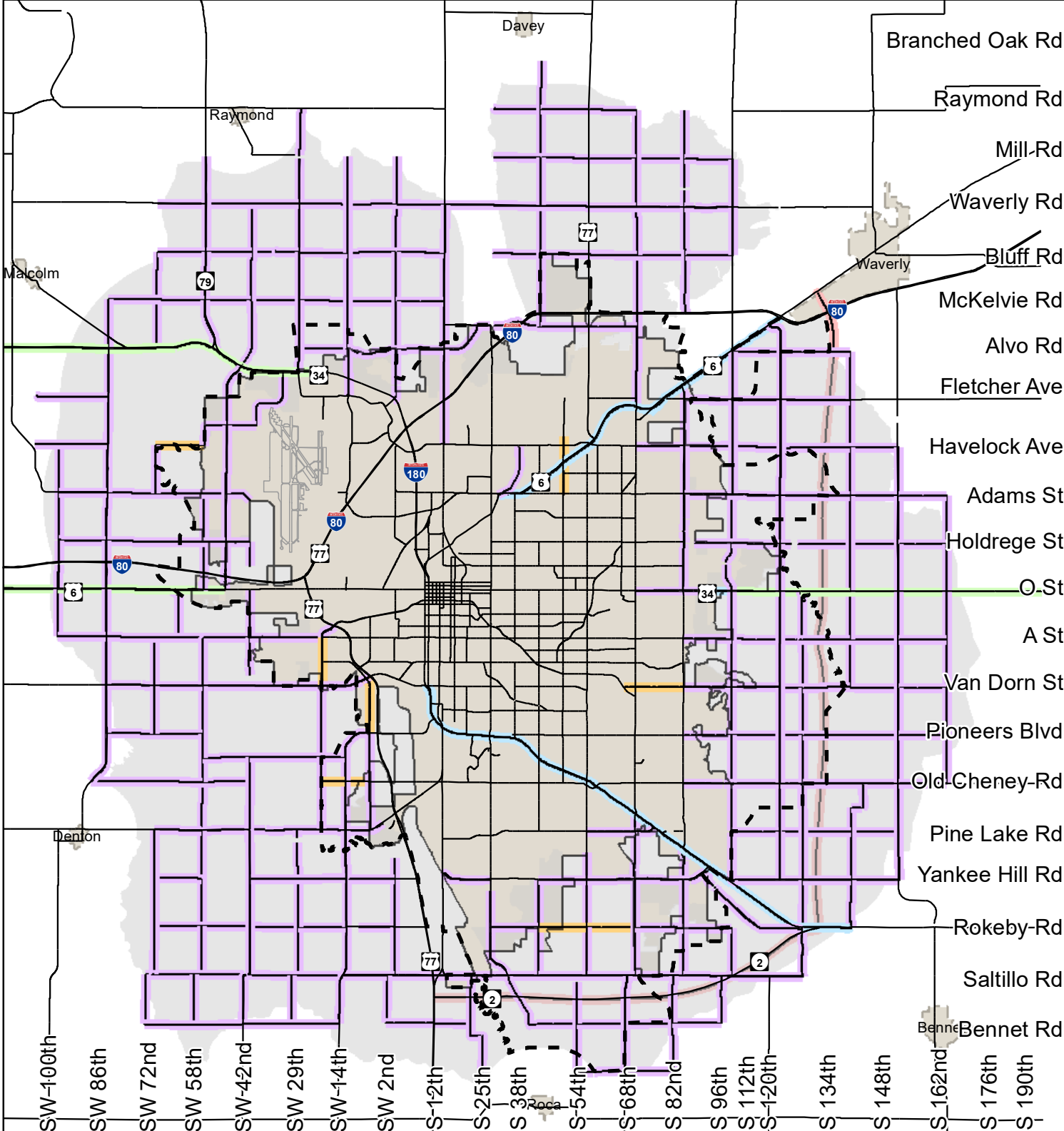
Figure E9.a: Major Streets and Right-of-Way Map

(update number for the following figures as shown, also update figure number references in paragraph text and Table of Contents)

Figure E9.b: LRTP Resource Allocation (\$M)

Figure E9.c: Fiscally Constrained Capital Projects

Figure E9.d: Priority Trail Projects



Future Major Streets and ROW Map

- Major Streets
 - - - Future Service Limit
 - Tier III Growth Tiers
- | ROW Standards | |
|---------------|--------|
| | 100 ft |
| | 120 ft |
| | 140 ft |
| | 200 ft |
| | 300 ft |

All alignments shown are for conceptual purposes. Final alignments and other design details are subject to change.

