ACHIEVE

ACHIEVE LEXINGTON

The *Achieve* Section of "*The Lex-Plan 2013*" builds upon the previous chapters by describing the various plan elements that will be used to manage *future* growth and development. Using the vision, goals, objectives and policies previously established, this section will help readers understand how and where Lexington will grow as the result of the community's future vision. Managing and guiding future change can be accomplished in many ways, with varying degrees of public and private influence. This chapter aims to develop an understanding that provides appropriate public guidance that encourages and facilitates intelligent and sustainable growth patterns with enough flexibility to allow the market to fluctuate and respond to its changing demands and influences.

The process of achieving the shared vision for the community depends upon the realization of several components. Each component, by itself, represents and identifies improvements or changes that will differentiate Lexington in twenty years. The various components can be separated based upon the following ideas:

Population Projections

For a complete analysis of population projections please refer back to the *Profile Section* of this plan. The following projections show a realistic population growth from the modest growth of the past decade to the more robust growth spurt experienced in the 1990's.

Due to the uncertainty of economics and the unknown future, these indicate different scenarios that may be encountered in Lexington through the year 2030.

The population projections for Lexington are as follows:

	LOW	MEDIUM	HIGH
2020	10,537	11,253	11,458
2030	11,064	12,378	12,833

Table: 37: Population Projections, Lexington, 2020, 2030

ACHIEVE | lexington

Future Land Use

The component focuses on the development of Lexington as it expands and redevelops within the corporate limit as well as its extraterritorial jurisdiction. The existing land use conditions and analysis were covered in the previous *Profile Section* of "*The Lex-Plan 2013*".

lexington

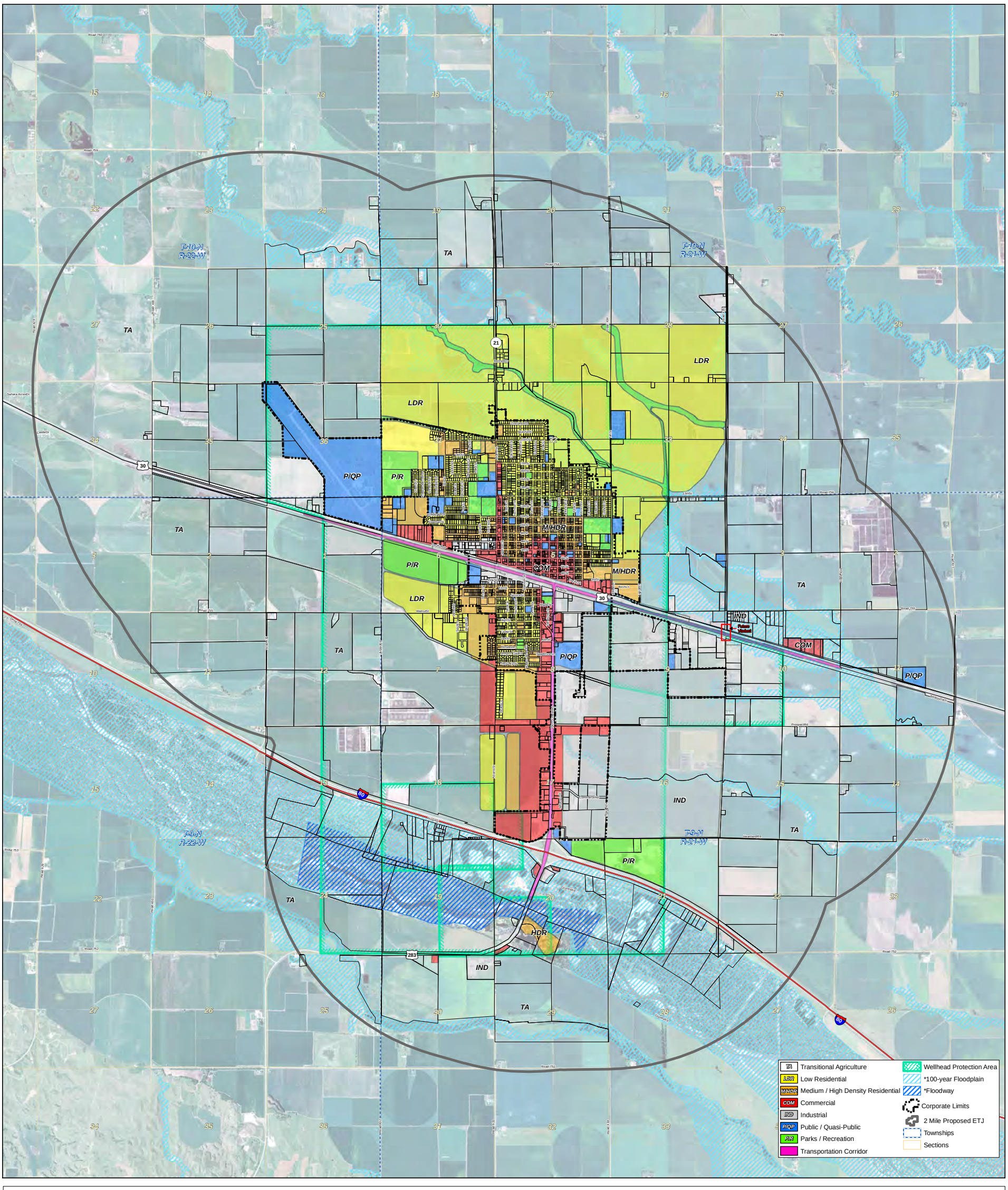


Figure 27: Future Land Use Map, Lexington

City of Lexington

Dawson County, Nebraska

Future Land Use Map

0 3,900 7,800 Feet N

Created By: SMS
Revised by: MBG
Date: 6/17/2013
Software: ArcGIS 10
File: 100999

***The100-Year Floodplain shown on this map are a generalized representation of the Floodplain boundaries shown on the following FIRM panels in the 31073C series: 0050A, 0075A adopted on 8/4/2005, panel in the 31137C series: 0025C adopted on 1/16/2008, panels in the 31047C series: 0442C, 0461C, 462C, 475C, 450C, 0650C, 0625C, 0444C, 0464C, 0463C, 0626C, 0435C adopted on 5/3/2011. The above mentioned FIRM panels must be referred to for interpretation of Floodplain areas.**

"The Lex-Plan 2013"

Land Use Designations

A. Transitional Agriculture (TA)

The Transitional Agriculture land use area is intended to accommodate continued agriculture uses, while allowing for residential development. These areas are located outside the corporate limits where transition is appropriate between existing agriculture uses and more dense development. Characteristics of the TA category include:

Location in areas outside the corporate limits where City services (water and sanitary sewer) will be difficult and/or costly to provide.

Location in areas outside the corporate limits determined to have unique or sensitive natural areas, including stream corridors, tree stands, floodplain, wetlands, and natural habitat areas.

Accessory buildings are at a scale between typical suburban development and farm buildings.

Uses within this area include agricultural uses (except livestock feeding operations), wineries, single-family residential, churches, parks/recreation/ open space, and associated accessory uses.

B. Low Density Residential (LDR)

The Low Density Residential land use area is intended for typical suburban scale residential development densities. This category represents one of the most common residential land use types, and is located throughout town and in the one-mile zoning jurisdiction. Characteristics of the LDR category include:

Locations throughout town to provide convenient access to transportation routes, commercial areas, jobs, schools, parks and recreation areas, and public services.

Accessory structures should be limited in size to reinforce the pedestrian scale of neighborhoods.

Pedestrian connectivity will be important; the public sidewalk and trail system should provide adequate opportunities for residents to walk t o destinations or for enjoyment.

The area will include densities ranging from one to four dwelling units per acre.

Uses within this area include single- and two-family residential dwellings, public and quasi-public uses, parks, group homes, and home occupations.

C. Medium Density Residential (MDR)

The Medium Density Residential land use area is intended to provide higher residential densities than LDR, but still commonly found within urban neighborhoods. This area will also have a significant role as a transitional use between most commercial areas and lower density residential development. Characteristics of the MDR category include:

Locations throughout town where uses can serve as transitions that buffer and/or screen lower density residential uses from commercial uses and major streets.

All areas should provide a mixture of housing styles, types, and occupancy levels in order to meet the housing needs and socio-economic abilities of all residents.

Neighborhood parks and open spaces should be included in all new developments and provided with access to the City's Trail System.

Pedestrian connectivity will be important; the public sidewalk system should provide adequate opportunities for residents to walk to destinations or for enjoyment.

The area will include densities ranging from three to 10 dwelling units per acre.

Uses within this area include single- and two-family residential dwellings, public and quasi-public uses, group homes, and home occupations.

D. High Density Residential (HDR)

The High Density Residential land use area is intended to accommodate denser residential development. This area would support apartment complex-types development, or a mixture of townhomes and apartments. The location of this area is intended to act as a buffer between more intensive commercial uses and lower density residential uses. Characteristics of the HDR category include:

Location where uses can serve as a transition between lower density residential areas and commercial uses.

Location in areas adequately served by transportation facilities, and near abundant employment opportunities.

Opportunities for outdoor recreation and open space will be an important design element.

Pedestrian connectivity with and between developments shall be required through use of the public sidewalk and trail systems, such pedestrian opportunities will compensate for the density of development.

The area will include densities ranging from nine to 15 dwelling units per acre.

Residential alternatives should be allowed, including units with varying numbers of bedrooms, and live/work units.

Uses within the area include single-, two-, and multi-family dwellings, with a focus on group homes, multiple-family and multiple-story structures.

E. Commercial (COM)

The Commercial land use includes the community's downtown and other areas that encompass all retail, office and service uses. Commercial uses may vary widely in their intensity of use and impact, varying from low intensity offices, specialty shops, and indoor storage to more intensive uses such as gas stations, restaurants, grocery stores, sales and service, or automobile repair. The lots in the downtown area are usually small and the area offers higher pedestrian access. Parking in the downtown area is handled by on-street parking while other commercial areas have parking lots that are often shared by adjacent uses.

Each area designated as commercial in the land use plan may not be appropriate for every commercial zoning district. The appropriateness of a commercial district for a particular piece of property will depend on a review of all the elements of the Comprehensive Plan. The Commercial land use includes the Central Business District, General Commercial, and Highway Commercial.

Characteristics of the COM category include:

Central Business District

General Commercial

Highway Commercial

Central Business District

Located in original downtown, the intensity of particular uses suited to the character of the surrounding area.

Neighborhood should be served by small-scale commercial developments, providing uses that serve the convenience and daily needs of nearby residents, while offering a destination cultural flare.

Pedestrian scale and orientation will be an important design consideration for commercial businesses of all types. Pedestrian linkage of this area to other neighborhoods shall be incorporated through sidewalk and trail connections.

The design and exterior surface treatments should reinforce existing development patterns consistent with the character of the area and of Lexington.

Landscaping, fences, and walkways should be used to screen and buffer commercial uses from residential uses; the scale of which should be appropriate to the relationship between the uses.

Uses within this area do not include those generally associated with big box stores, large open parking lots, or industrial uses, such as warehousing/distribution, manufacturing and production, etc.

E. Commercial (COM)

General Commercial

Located throughout town, the intensity of particular uses suited to the character of the surrounding area.

Larger, more intense commercial developments located nearer to major streets.

Neighborhoods should be served by small-scale commercial developments, providing uses that serve the convenience and daily needs of nearby residents.

Pedestrian scale and orientation will be an important design consideration for commercial projects of all sizes. Commercial areas shall be connected by residential neighborhoods through sidewalks and/or community trails.

The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with the character of Lexington.

Landscaping, berms, fences, and setbacks should be used to screen and buffer commercial uses from residential uses; the scale of which should be appropriate to the relationship between the uses.

Uses within this area do not include those generally associated with big box commercial uses or industrial uses, such as storage, warehousing/ distribution, manufacturing and production, etc.

Highway Commercial

Located throughout town along major corridors, the intensity of particular uses suited to the character of the surrounding area.

Larger, more intense commercial developments located nearer to major streets.

Neighborhoods should be served by small-scale commercial developments where appropriate, providing uses that serve the convenience and daily needs of nearby residents.

Pedestrian scale and orientation will be an important design consideration for commercial projects of all sizes. Commercial areas should be connected to other neighborhoods where possible through sidewalks and/or community trails.

The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with the character of Lexington.

Landscaping, berms, fences, and setbacks should be used to screen and buffer commercial uses from residential uses; the scale of which should be appropriate to the relationship between the uses.

Uses within this area do not include those generally associated with industrial uses, such as warehousing/distribution, manufacturing and production, etc.

F. Industrial (IND)

The Industrial land use area includes both light and heavy industrial designations. Location is important, as proximity to major streets and railroad can help ensure heavy traffic avoids residential areas and prominent pedestrian activity centers. Careful consideration shall be given before designation of any industrial uses so as not to encroach upon or conflict with less intrusive uses or destroy important new corridors. The light land use area is intended to accommodate smaller, less intensive industrial uses, compared to those that are larger and have more intensive industrial activity.

Characteristics of the IND category include:

Light Industrial

Locations that cater to the specific needs of the user, providing a level of water, sewer, and electrical capacity, closeness to major transportation routes, and lot sizes necessary to accommodate initial development and potential future expansions.

Uses shall emit a minimal amount of noise, odor, waste, and other operational by-products.

Significant landscaping and buffering should be used to screen Light Industrial uses from view of nearby residential areas, other conflicting land uses and important view corridors.

The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with the character of Lexington.

Uses within this area include warehousing, distribution, light manufacturing, production companies, and employment centers.

Heavy Industrial

Locations that cater to the specific needs of the user, providing a level of water, sewer, and electrical capacity, closeness to major transportation routes, and lot sizes necessary to accommodate initial development and potential future expansions.

Uses shall emit a minimal amount of noise, odor, waste, and other operational by-products or take measures to contain such impacts in-site.

Significant landscaping and buffering should be used to screen Heavy Industrial uses from view of nearby residential areas, other conflicting land uses, important view corridors, major streets, and pedestrian activity centers; certain use components should be screened from view off-site, such as delivery and pick-up areas, outdoor storage, and trash receptacles; fences should not be used alone to provide screening.

The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with the character of Lexington.

Uses within this area include warehousing, distribution, manufacturing, and production companies.

G. Public/Quasi-Public (P/QP)

The Public/Quasi-Public land use areas are intended to provide easy, convenient access for residents the common activities of daily life. However, the areas identified on the map tend to be already developed with uses specific to this category. The reason for this is that speculation with respect to future public and quasi-public uses can artificially inflate the underlying land value to the detriment of the city finances and community residents. In addition, not all existing or proposed public and/or quasi-public land uses are identified by way of Public/Quasi-Public Land Use designation since these uses are typically allowed outright or by conditional use in varying residential and commercial zoning districts. Characteristics of the P/QP category include:

Locations dispersed throughout town, near activity centers and major streets.

Locations that provide an opportunity to share facilities between uses, such as library, park, community center, or post office.

Uses within this area include public facilities, municipal properties, and schools.

Structures should model appropriate architectural design elements, high quality construction techniques, and appropriate materials and finishes.

I. Transportation Corridor

The *Transportation Corridor* use area is an overlay intended to follow Highway 30 and Highway 283 through Lexington's Corporate Limits and Extraterritorial Jurisdiction. Uses in this corridor would be allowed through the underlying land use designation but building orientation, increased landscaping, design guidelines, and use of frontage roads are encouraged.

H. Parks / Recreation (P/R)

The Parks and Recreation land use area accommodates those undeveloped properties that are intended to benefit the public by remaining undeveloped as open space or parks. However, many of the areas identified tend to be already developed with uses specific to this category. The reason for this is that speculation with respect to future public and quasi-public uses can artificially inflate the underlying land value to the detriment of the city finances and community residents. In addition, not all existing or proposed parks, recreation, and open space land uses are identified by way of Parks and Recreation Land Use designation since these uses are typically allowed outright or by conditional use in varying residential and commercial zoning districts. Characteristics of the P/R category include:

Locations that are dispersed throughout the community for easy access, or are important and appropriate to the function served.

Uses within this area include parks, passive and active recreation areas, ball fields, trails, and natural areas, as well as drainage and flood control structures such as detention or retention facilities, drainage swales, and floodplain areas.

URBAN DESIGN

Corridor Enhancement

As the front door to a community, a corridor's first impression on visitors is crucial, as it will either draw them into a town, or encourage them to continue on their way. Usually utilitarian in appearance, these access routes are an opportunity for small towns and can be significantly improved by modest aesthetic improvements such as trees and shrub plantings, attractive lighting, and trails and sidewalks. Interstate 80 is lined with small towns similar to Lexington, but by implementing these simple improvements along key corridors, such as Plum Creek Parkway and Highway 30, Lexington can enhance its reputation for being a destination and draw travelers off the beaten path and further into the community.

Plum Creek Parkway Entrance Streetscaping

As the primary gateway into the City of Lexington, the I-80 exit for Plum Creek Parkway should provide an enjoyable experience and draw people toward the heart of the town. The first crucial step in this process will be enhancing the initial view from Interstate 80. Landscaping along the Interstate 80 corridor will help draw attention to the exit as a destination, and a sculpted and landscaped berm will provide an appealing buffer to the sand and gravel pits located just north of the interstate on the east side of the exit.

With their prominent location on Plum Creek Parkway, Walmart, NDOR, and the Military Museum will benefit from additional landscaping, dramatically increasing the 'curb' appeal to visitors and providing a sense of place and community pride. A new trail will connect the existing trail along Plum Creek Parkway to a proposed recreation area on the current site of the gravel and sand pits.

As can be seen in the image of proposed improvements to Plum Creek Parkway, the experience for pedestrians and bikers utilizing the trail could be greatly enhanced by implementing some of these modest improvements. Similar streetscape elements such as landscaping, lighting, and wayfinding will further beautify Lexington's 'front door' as visitors travel north along the corridor.

Corridor Enhancements: Plum Creek Parkway Streetscape

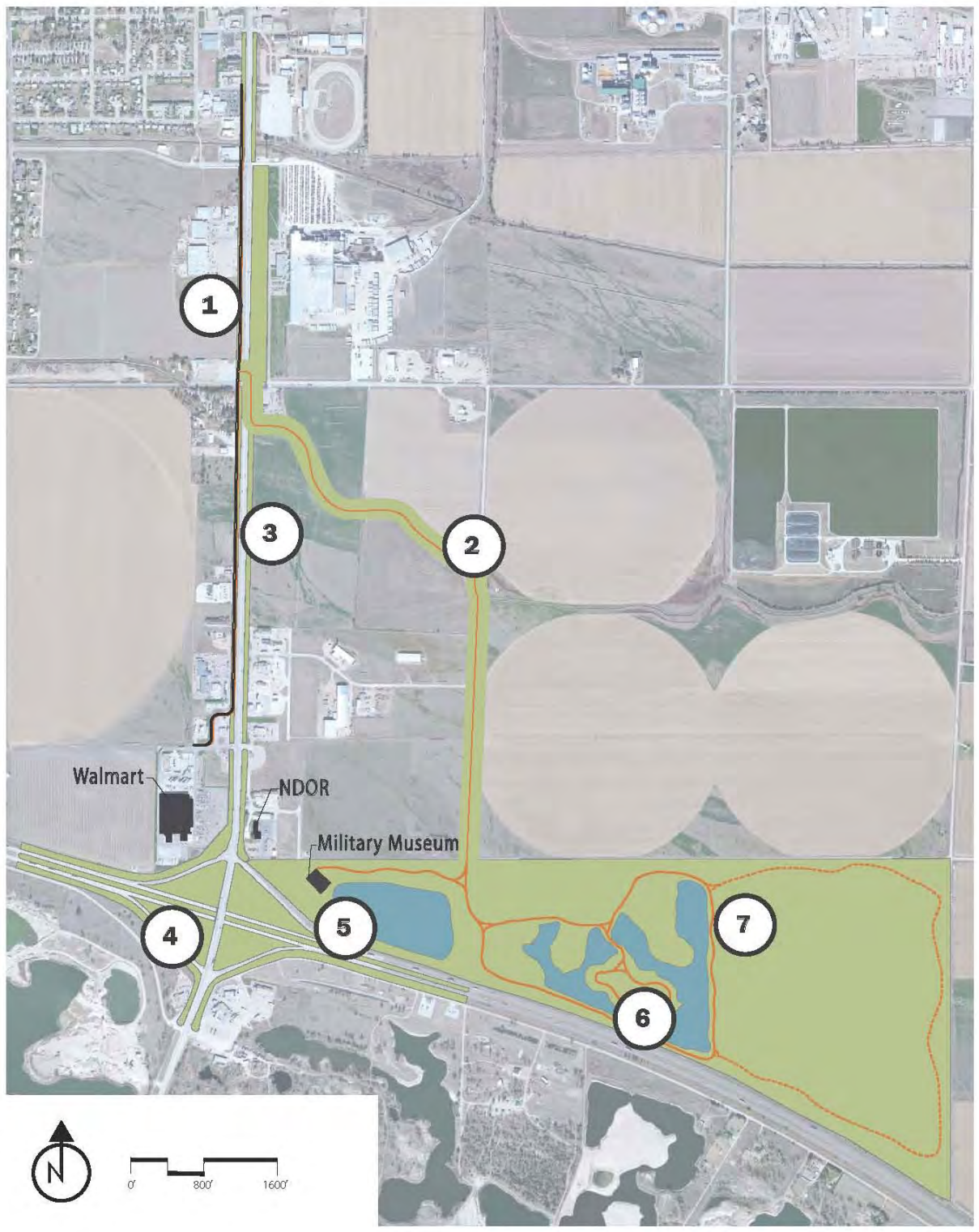
Native plantings, fencing, and a meandering trail along the Plum Creek Parkway create an attractive community entrance.

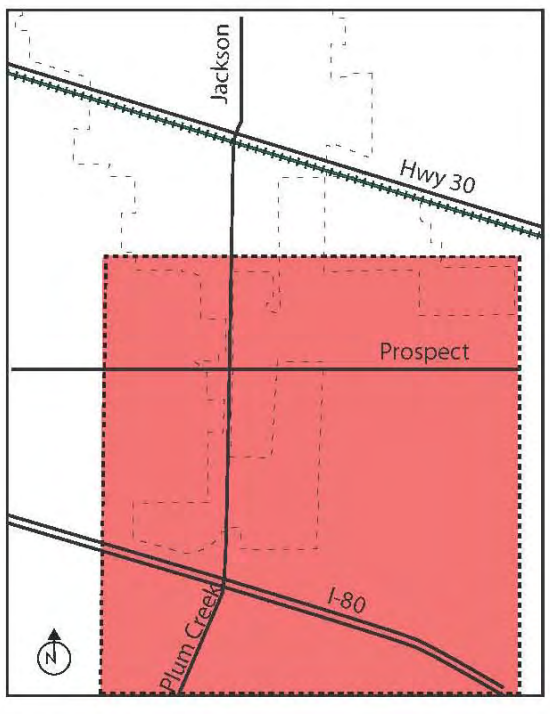
Existing Conditions along Plum Creek Parkway

Proposed Improvements to Plum Creek Parkway

Corridor Enhancements: Plum Creek Parkway Entrance Streetscaping

1. Existing Trail
2. New Trail
3. Enhanced Streetscape
4. I-80 ROW Landscaping
5. Landscaped Grounds
6. Sculptured and Landscaped Berm
7. Future Recreation Area Phase 1 & 2





LOCATION MAP

Figure 28: Plum Creek Parkway Entrance, Lexington

Existing Conditions along Highway 30

Proposed Improvements to Highway 30

Figure 29: Highway 30 Diet

Highway 30 Road Diet

The Highway 30 Corridor is another ideal gateway to implement streetscape enhancements in order to create a more appealing experience for visitors coming from the east and west. By implementing a 'road diet,' whereby the number of lanes is reduced, which allows for enhanced landscaping, sidewalks, and lighting along the highway, the corridor can become appealing to pedestrians and bicyclists, as well as vehicular traffic.

Downtown Gateway

The viaduct over the railroad lines is a major landmark for the community. Sculptural elements, such as colored LED lights on the grain elevators and Jackson Street Bridge help establish a sense of place and could be incorporated to create an iconic gateway into Downtown Lexington.

Corridor Enhancements: Downtown Gateway

Colored LED lights on the Jackson Street bridge and grain elevators create an iconic entrance to downtown Lexington

Figure 30: Downtown Gateway, Lexington

Greenfield Development

Lexington has two areas outside of town that are ideal for new development. These developments will fit in with the existing urban fabric of the town, connecting the new growth seamlessly with the existing neighborhoods. While building on the residential character of Lexington's existing neighborhoods, they will provide new centers for their respective neighborhoods. Mixed uses, such as apartments built above retail and office space, are encouraged, as well as a diversity of housing types. The sites are also no larger than a ¼ mile across, making everything in the neighborhood within a comfortable 5 minute walk.

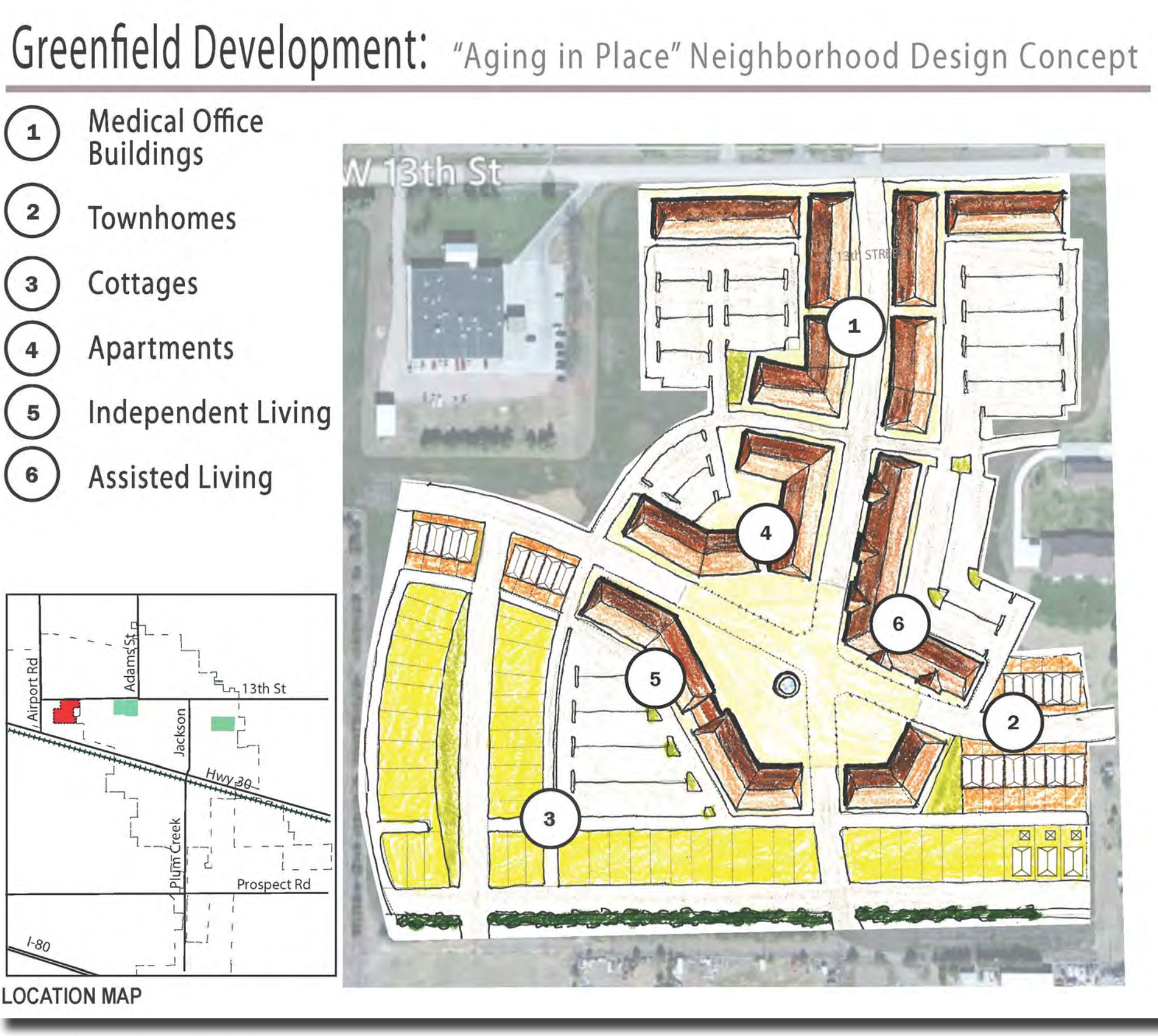


Figure 31: "Aging in Place" Neighborhood Design, Lexington

"Aging in Place" Neighborhood Design Concept

Strategically located to the west of the hospital, the northwest greenfield site provides senior residents with an entire spectrum of living options, including cottages, townhomes, apartments, independent living, and assisted living care facilities. This combination of living options allows residents to age in place, transitioning to new residential typologies as they require additional care, without having to leave their neighborhood. Medical offices on site and the new hospital facilities in close proximity provide convenient, quick access for residents' healthcare needs. The creation of a central plaza allows the residents to interact and gather, strengthening the sense of community for the entire neighborhood as they transition from one stage of life to another.

Greenfield Development: Southwest Neighborhood Design Concept

1. Neighborhood Square
2. Mixed Use Buildings
3. Apartments
4. Townhomes
5. Single Family Houses
6. Estate Homes
7. Greenway

LOCATION MAP

Figure 32: Southwest Neigborhood Design, Lexington

Southwest Neighborhood Design Concept

A Traditional Neighborhood Development (TND) that implements the ideas of connectivity and walkability is proposed for an undeveloped tract of land in southwest Lexington. Framed by mixed use and apartment buildings, a public neighborhood square anchors the northeast portion of the site. The neighborhood boasts a wealth of housing typologies including townhomes, single family cottages, and larger estate lots, which are connected by a grand boulevard running north to south. The development provides access with streets to the north and east, connecting to the existing urban fabric of Lexington. A small drainage ditch runs adjacent to the southern border of the site, best suited for siting walking trails and open space for the neighborhood.

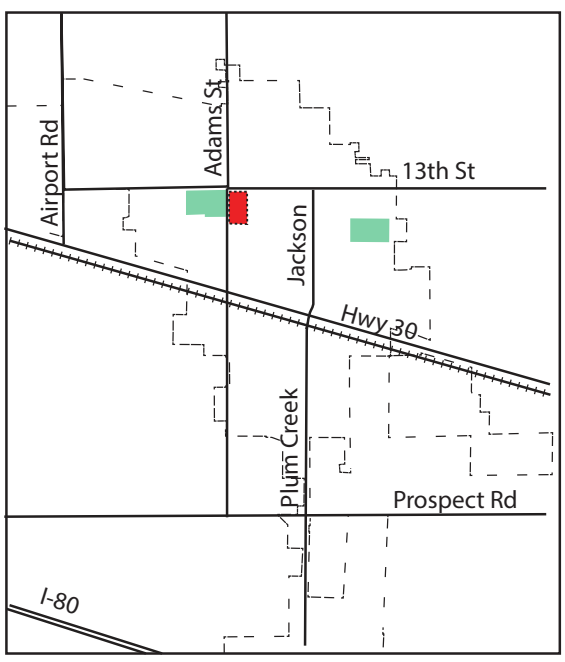
INFILL DEVELOPMENT

Lexington contains many opportunities to develop within the existing boundaries of the town. Redeveloping these areas creates an opportunity for more activity and community growth in the heart of Lexington. Additionally, infill development will occur within existing neighborhoods as the housing stock ages and homes need to be rebuilt. As infill occurs, guidance should be provided to ensure that new development is contextual with the existing neighborhood fabric.

Infill Development: Adams Street Redevelopment

Redevelopment Area

1. Proposed Market Plaza
2. New Park/Playground
3. School Additions



LOCATION MAP

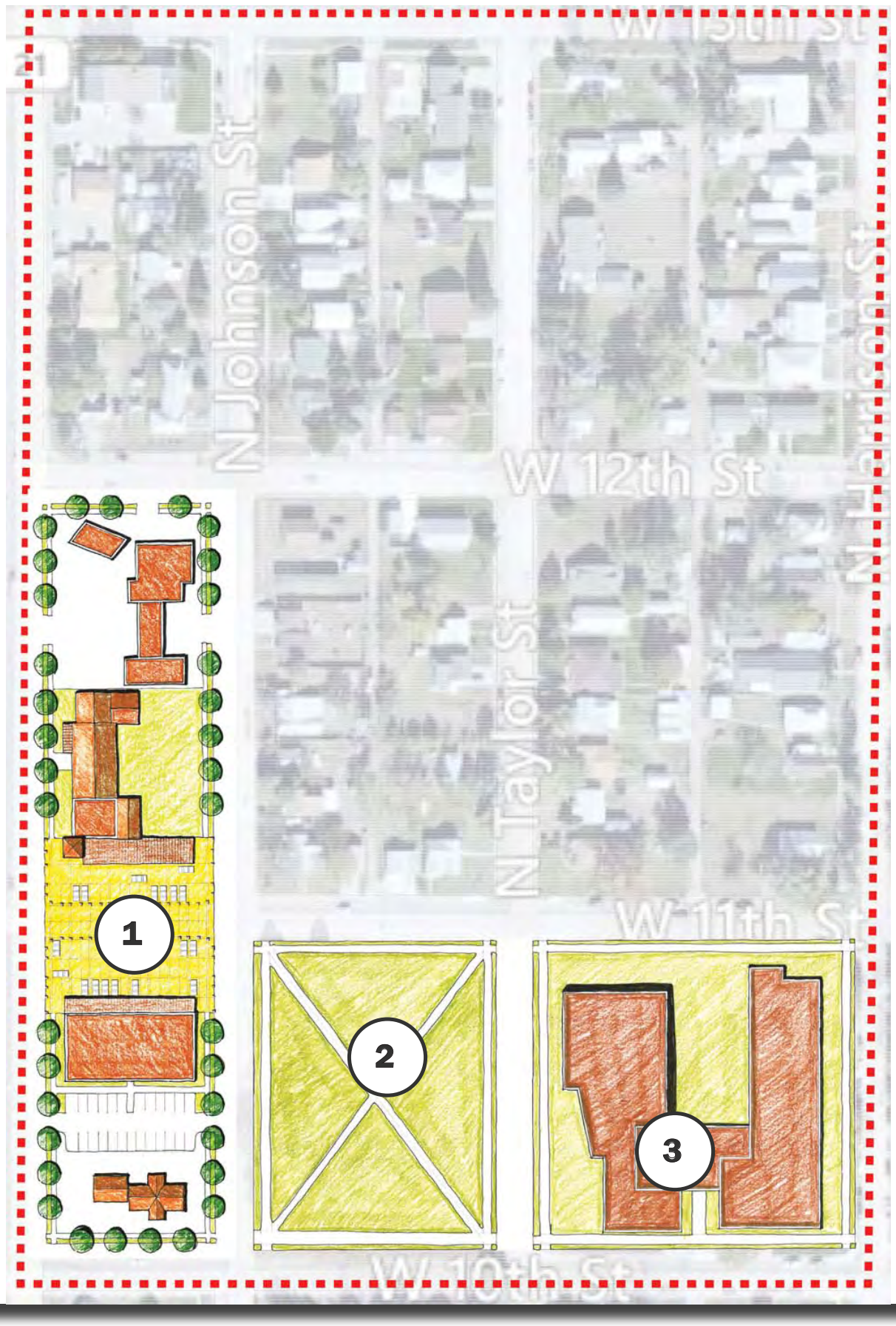
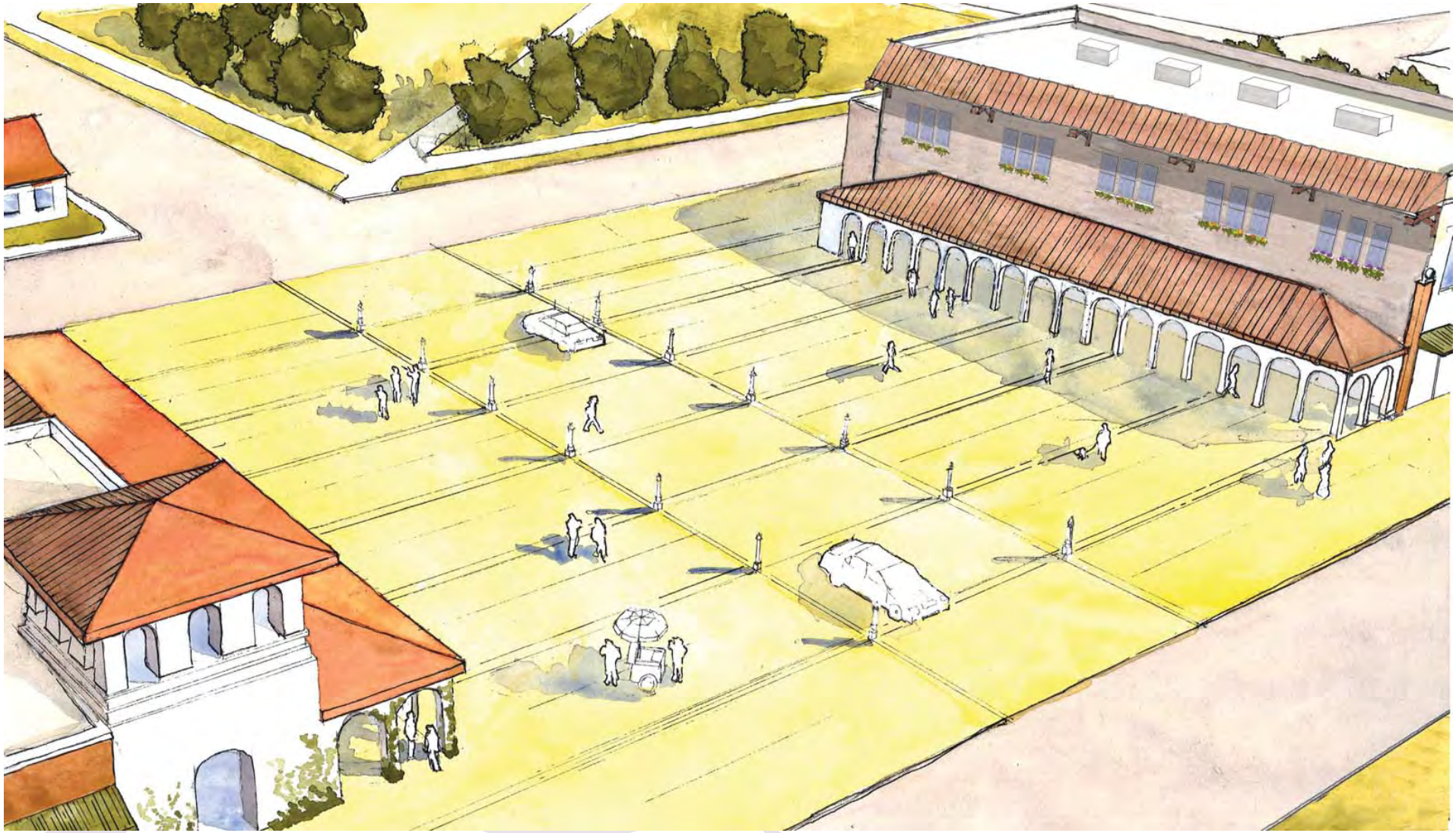


Figure 33: Adams Street Redevelopment, Lexington

Adams Street Redevelopment

One area of opportunity is the Adams Street Redevelopment Area, which is bounded by 13th Street on the north, 10th Street on the south, Adams Street on the west, and Harrison Street on the east. The redevelopment area includes an expansion of Bryan Elementary School, a new joint use park, and a new plaza on 11th Street between Johnson Street and Adams Street. Eleventh Street will continue to function as a vehicular street; bollards will separate vehicular traffic from pedestrian while a different paving texture will delineate the plaza. The space will function as a 'parking plaza,' where a grid pattern on the ground plane demarcates drive aisles and parking stalls. The space can also be closed off to vehicles, allowing for street vendors, food trucks, farmers market and other programmed activities to take place on the plaza. Arcades on the buildings fronting the plaza could provide a place for temporary stores and other 'pop up' shops to set up, creating an incubator space for small businesses. A new mixed use building is proposed on the south side of the plaza, helping to define the space while fulfilling the need for more high quality apartment type housing in Lexington. Neighborhood residents will provide a critical mass of people, helping to make the plaza a vibrant, active space.

Infill Development: Market Plaza Concept



Rendering of proposed plaza

Flex House Concept

A Flex House is a single-family housing typology that provides a manageable introduction to home ownership. At initial construction, the finished living area starts at only 900 square feet, but is expandable through a series of phases to include additional living space totaling over 2000 square feet. The first stage is a typical single family dwelling consisting of two bedrooms and one bathroom. An unfinished basement and attic with plumbing, electrical, and heating and air conditioning systems roughed in provides the opportunity for easy expansion into the basement and second story during stage two. This allows for the total square footage of the house to be more than doubled as homeowner needs increase and resources become available. The final stage allows for the addition of a two car garage and two additional bedrooms.

The Flex House concept addresses several housing needs in Lexington. First and foremost, it provides affordable, owner-occupied housing. Another benefit is that they can be built on a single infill lot to replace a single dilapidated home in a stable neighborhood, or several could act as a catalyst to revitalize a troubled area, providing a versatile option for the City of Lexington.

Infill Development: Flex House Concept

Figure 34: Flex House, Urban Design, Lexington

Typical City Block Redevelopment Concept

The two block area directly north of City Hall provides a 'typical' opportunity for more dense family housing. Two options serve as prototypes that could be utilized throughout the community when the opportunity for redevelopment presents itself.

Block option 1 shows multifamily housing opportunities including a courtyard apartment and an apartment building fronting onto a public park. The community green space creates a public amenity, providing a place for neighborhood activity and resident interaction.

Block option 2 focuses on single family development, ranging from higher density townhomes to flex houses and cottages fronting a pocket park. This option allows the existing church on the northeast corner to remain an active element of the community. Flex homes are an appropriate typology for these blocks because they can replace houses individually, neither displacing current residents nor requiring a major redevelopment. This model allows for incremental growth as both family size and income allow. The central pocket park provides a great central gathering space for not only cottage residents, but for the entire surrounding neighborhood.

Over time, the properties within the area will redevelop to create more activity in the community, as well as give visitors a reason to make Lexington a destination along Interstate 80. The continued change and energy will not only encourage visitors to come back, but will also help Lexington develop a sense of place and community pride.

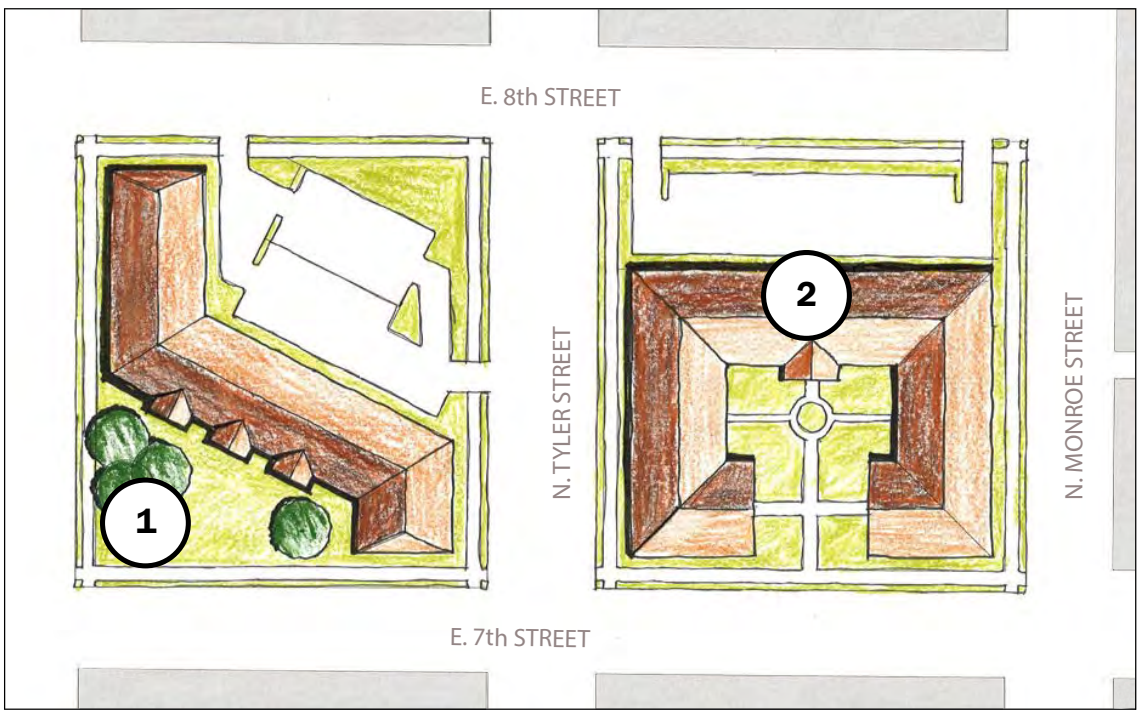
Infill Development: Typical City Block Redevelopment Concept

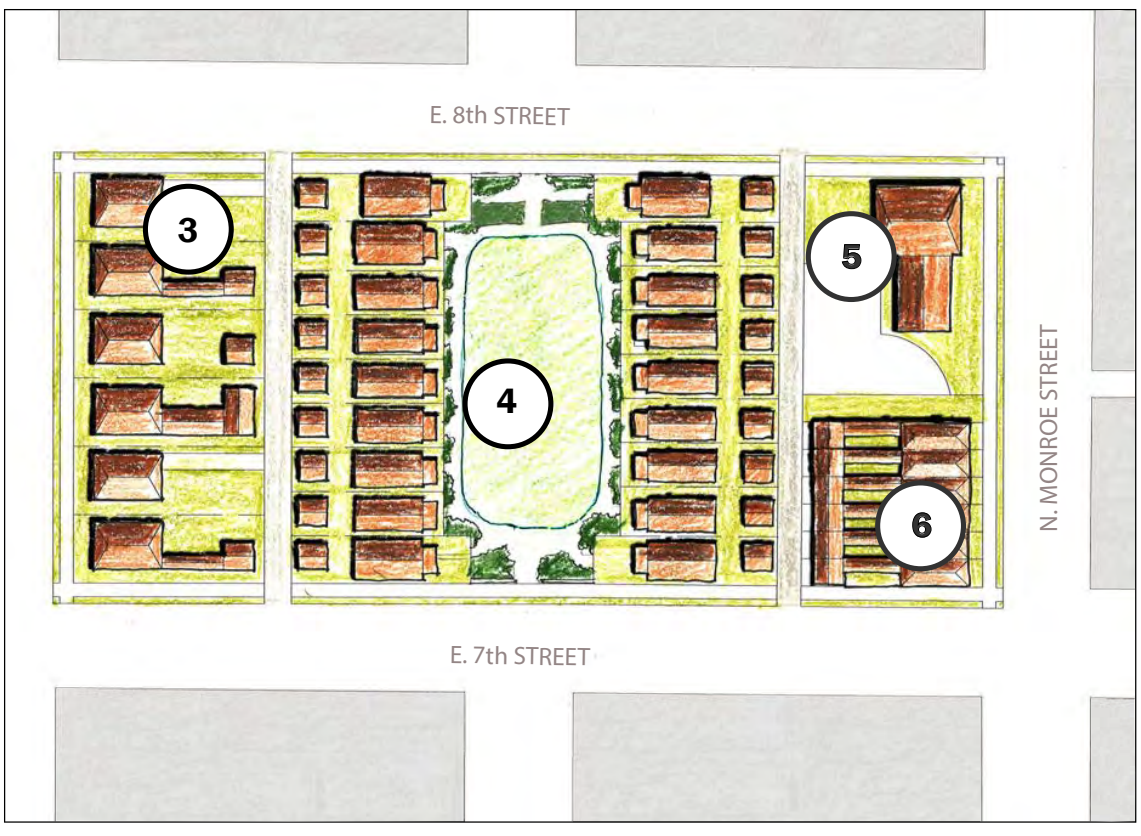
BLOCK OPTION 1

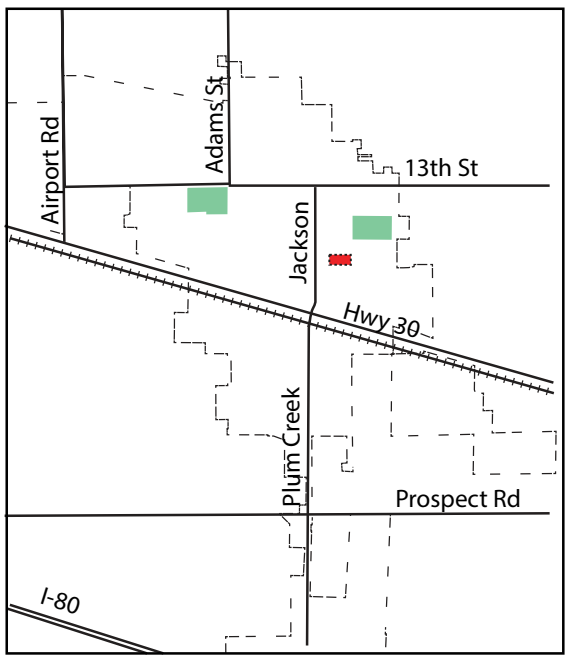
1. Apartments fronting open space
2. Courtyard Apartments

BLOCK OPTION 2

3. Flex Homes
4. Cottages facing pocket park
5. Existing Church
6. Townhomes







LOCATION MAP

Figure 35: Typical City Block Redevelopment Options, Lexington

PARKS AND RECREATION

PARK AND RECREATION PLAN

The Lexington Parks and Recreation portion of "*The Lex-Plan 2013*" will create a tool for the City for developing priorities regarding the improvement of existing facilities and the expansion of the overall parks system.

An estimated 100 acres of land in the City of Lexington are currently used for parks and recreational complexes. This acreage does not include school parks described herein but represents only 1.02 acres of park land per 100 people in the community currently. Based on the 2010 census population of 10,230, the current park land is about 50 percent less than the planning standard of two acres per 100 people. The City maintains a wide range of park types from natural reserves to dedicated parks with playground equipment and ball fields, however, an increased effort to expand park and recreation land area needs to remain a continued focus during the next 20-30 year planning period.

Throughout the planning period of this Comprehensive Plan, the City of Lexington must develop additional park and recreation facilities in conjunction with population increases and, at the same time, upgrade existing facilities. Planning Standards indicate that the City will need to develop at least 100 more acres of park and recreational land by 2030. Such parks and recreational land should be linked to each other and the various public facilities in the community by linear trails.

During the discussions about an updated Lexington Comprehensive Plan, a desire was expressed to go into greater detail regarding the park and recreation system and the City's Parks and Trails Plan. This plan was developed under the direction of the Comprehensive Development Plan Steering Committee, with the assistance of a special focus group made up of local athletic and recreation organizations, as well as the ideas and comments that came out of the Town Hall meetings, a charrette process and other various focus groups.

Based upon public input, current conditions, notable deficiencies, and future growth projections of Lexington, a Park Service Area Map (Figure 45) and Trails Concept Map (Figure 52) have been created, along with a list of recommendations for each existing and proposed park and recreational facility.

Existing Park and Facility Conditions

The City of Lexington manages eight park facilities, including the skate park and family aquatic center, which are located within two of the City parks. This section has a listing of the condition and capacity of all these facilities along with photos of the facilities. Table 38 lists the nationally accepted standard criteria for how the various types of parks and recreation facilities in Lexington were classified. In addition to the park facilities, the City maintains a trail system, currently in a relatively early stage of development.

Classification	General Description	Location Criteria/ Service Area	Size Criteria
Mini-Park	Used to address limited, isolated or unique recreational needs.	Less than a ¼ mile distance in residential setting.	Between 2500 sq. ft. and one acre in size.
Neighborhood Park	Basic unit of the park system and serves as the recreational and social focus of the neighborhood. Focus is on informal active and passive recreation.	¼ to ½ mile distance and uninterrupted by non-residential roads and other physical barriers.	5 acres is considered minimum size. 5 to 10 acres is optimal.
School Park	Depending on circumstances, combining parks with school sites can fulfill the space requirements for other classes of parks, such as neighborhood, community, sports complex, and special use.	Determined by location of school district property.	Variable – depends on function.
Community Park	Serves broader purpose than neighborhood park. Focus is on meeting community-based recreation needs, as well as preserving unique landscapes and open spaces.	Determined by the quality and suitability of the site. Usually serves two or more neighborhood and ½ to 3 mile distance.	As needed to accommodate desired uses. Usually between 30 and 50 acres.
Large Urban Park	Serve a broader purpose than community parks and are used when community and neighborhood parks are not adequate to serve the needs of the community. Focus is on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces.	Determined by the quality and suitability of the site. Usually serves the entire community.	As needed to accommodate desired uses. Usually a minimum of 50 acres, with 75 or more acres being optimal.
Natural Resource Areas	Lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering.	Resource availability and opportunity.	Variable.
Greenways	Effectively tie park system components together to form a continuous park environment.	Resource availability and opportunity.	Variable.
Sports Complex	Consolidates heavily programmed athletic fields and associated facilities to larger and fewer sites strategically located throughout the community.	Strategically located community-wide facilities.	Determined by projected demand. Usually a minimum of 25 acres, with 40 to 80 acres being optimal.
Special Use	Covers a broad range of parks and recreation facilities oriented toward single-purpose use.	Variable – dependent on specific use.	Variable.
Private Park/ Recreation Facility	Parks and recreation facilities that are privately owned yet contribute to the public park and recreation system.	Variable – dependent on specific use.	Variable.

Source: Parks, Recreation, Open Space and Greenway Guidelines. A Project of the National Recreation and Park Association and the American Academy for Park and Recreation Administration. A Publication of the National Recreation and Park Association. James D. Mertes, Ph.D., CLP and James R. Hall, CLP

Table: 38: Parks and Recreation Facility Classifications

EXISTING PARKS AND RECREATION

Park System Analysis and Service Area

CENTENNIAL PARK

Washington Street and Hwy. 30
1.5 acres

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)			X		X		Turf dry, trees planted throughout park
Play Areas			X		X		Large open green space
Sports Fields							None at this location
Sports Courts							None at this location
Walks/Trails			X		X		Path through park
Play Equipment							None at this location
Structures							None at this location
Picnic Facilities							No picnic table at this location
Drinking Water							None at this location
Restrooms							None at this location
Parking							On street parking only
Lighting			X		X		Lights along walkway
Benches			X		X		Benches along trail
Signage			X		X		Has a sign located toward east end.
Miscellaneous			X		X		Memorial

Source: JEO Consulting Group, Inc., 2013

Table: 39: Centennial Park, Lexington

Figure 36: Centennial Park, Lexington

Park System Analysis and Service Area

WATER TOWER PARK

Madison Street and Hwy. 30

0.25 acre

Park Component	Condition (Poor/Fair/Good)			Capacity (Under/At/Over)			Notes
Vegetation (Trees, shrubs, turf)			X		X		Turf dry (non-irrigated); Medium trees; well maintained; trees identified
Play Areas		X				X	Small green space for simple games
Sports Fields							None at location
Sports Courts							None at location
Walks/Trails							None at location
Play Equipment							None at location
Structures			X		X		Picnic shelter
Picnic Facilities		X			X		Picnic tables at park, does have trash cans
Drinking Water							None at location
Restrooms							None at location
Parking							On Street parking in commercial district, specific facilities are not needed
Lighting							No lights other than street lights
Benches			X		X		Bench in the park
Signage							No park sign but does have City welcome sign

Source: JEO Consulting Group, Inc., 2013

Table: 40: Water Tower Park, Lexington

Figure 37: Water Tower Park, Lexington

Park System Analysis and Service Area

ARBOR PARK

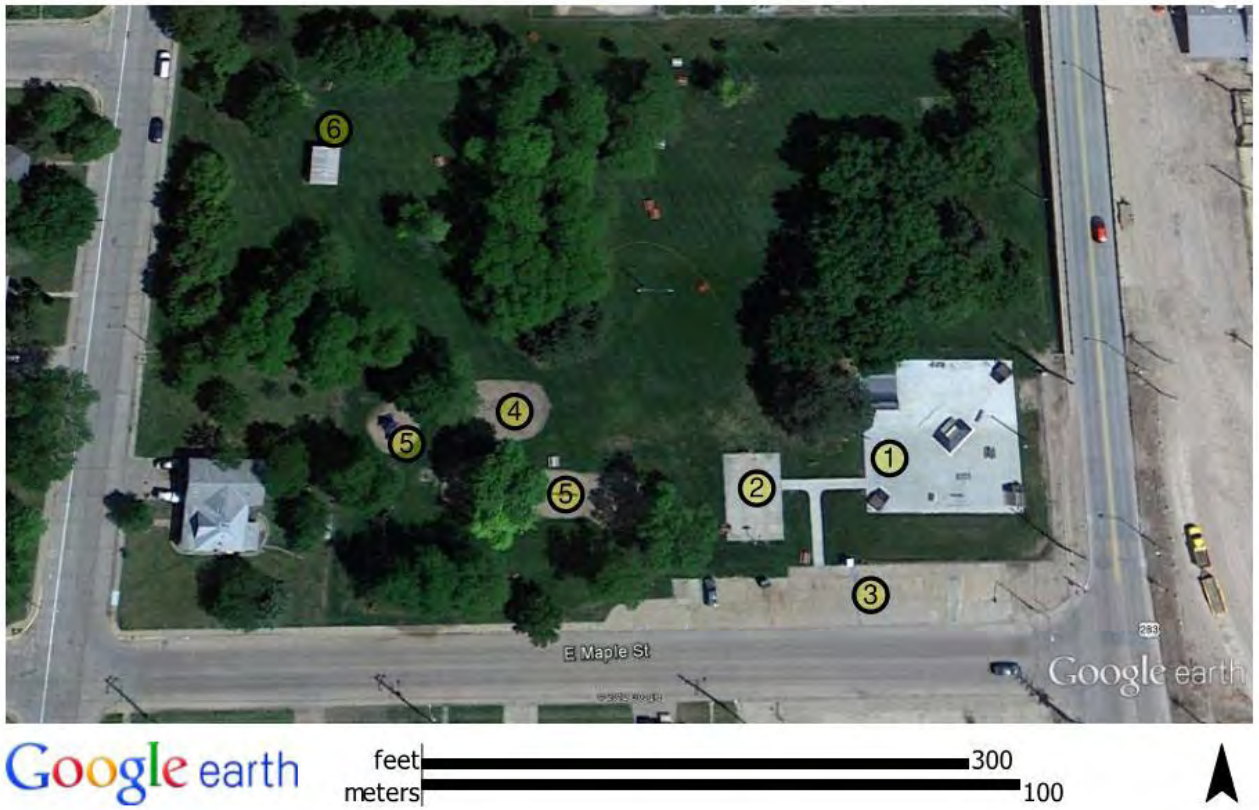
Maple Street and Washington Street
4.0 acres

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)		X			X		Turf dry, lots of large old growth trees
Play Areas			X		X		Open green space
Sports Fields							None at this location
Sports Courts			X		X		Basketball Court and skate park
Walks/Trails		X		X			Sidewalk runs the perimeter
Play Equipment		X			X		1 Play structure, 2 swing sets, 2 climbing structures
Structures		X			X		1 Picnic shelter
Picnic Facilities		X			X		Numerous Picnic tables, grills and trash cans
Drinking Water	X					X	Hydrant only
Restrooms		X				X	One portable toilet
Parking		X				X	Small off street parking in southeast corner of park
Lighting		X		X			Pole lights at skate park
Benches			X		X		At various locations around the park
Signage		X			X		Sign located in park

Source: JEO Consulting Group, Inc., 2013

Table: 41: Arbor Park, Lexington

Arbor Park



Google earth

feet 300
meters 100

LEGEND

1. Skate Park
2. Basketball Court
3. Parking
4. Swing Set
5. Play Structures
6. Picnic Shelter

Figure 38: Arbor Park, Lexington

Park System Analysis and Service Area

OAK PARK

Oak Street and Madison Street
3.2 acres

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)			X		X		Turf dry, mature trees planted near play structure and picnic areas
Play Areas			X		X		Large open greenspace
Sports Fields		X			X		1 softball/baseball field (unlighted and no dugouts), 2 portable soccer goals
Sports Courts		X			X		2 basketball courts
Walks/Trails		X			X		Sidewalk around park
Play Equipment			X		X		Large play structure, 2 swing sets, merry-go-around and jungle gym
Structures		X				X	1 picnic shelter
Picnic Facilities		X			X		picnic tables, 1 grill and trash cans
Drinking Water	X					X	Hydrant only
Restrooms	X				X		1 permanent restroom and 1 portable toilet
Parking		X			X		On-street parking only, does have bike rack
Lighting							None at location
Benches		X			X		Benches near play structure
Signage			X		X		Park sign on north side

Source: JEO Consulting Group, Inc., 2013

Table: 42: Oak Park, Lexington

Oak Park

Google earth

feet 300
meters 90

LEGEND

1. Restrooms
2. Basketball Courts
3. Play Structure
4. Ballfield
5. Picnic Shelter

Figure 39: Oak Park, Lexington

Park System Analysis and Service Area

PIONEER PARK
15th Street and Lincoln Street
2.1 acres

Park Component	Condition			Capacity			Notes
	Poor/Fair/Good			Under/At/Over			
Vegetation (Trees, shrubs, turf)			X		X		Turf dry, mature trees throughout park
Play Areas			X		X		Large open green space
Sports Fields							None at location
Sports Courts		X			X		1 basketball court
Walks/Trails							Perimeter sidewalk
Play Equipment		X			X		Large play structure, 2 swing sets
Structures		X			X		1 picnic shelter
Picnic Facilities		X			X		Picnic tables, 2 grills, trash cans
Drinking Water	X					X	Hydrant only
Restrooms	X				X		1 permanent restroom and 1 portable toilet
Parking							On-street parking
Lighting							None at location
Benches			X		X		Benches at edge of the play structure
Signage			X		X		Located in southeast corner
Miscellaneous			X		X		Memorial

Source: JEO Consulting Group, Inc., 2013

Table: 43: Pioneer Park

Pioneer Park

Google earth

feet 300
meters 90

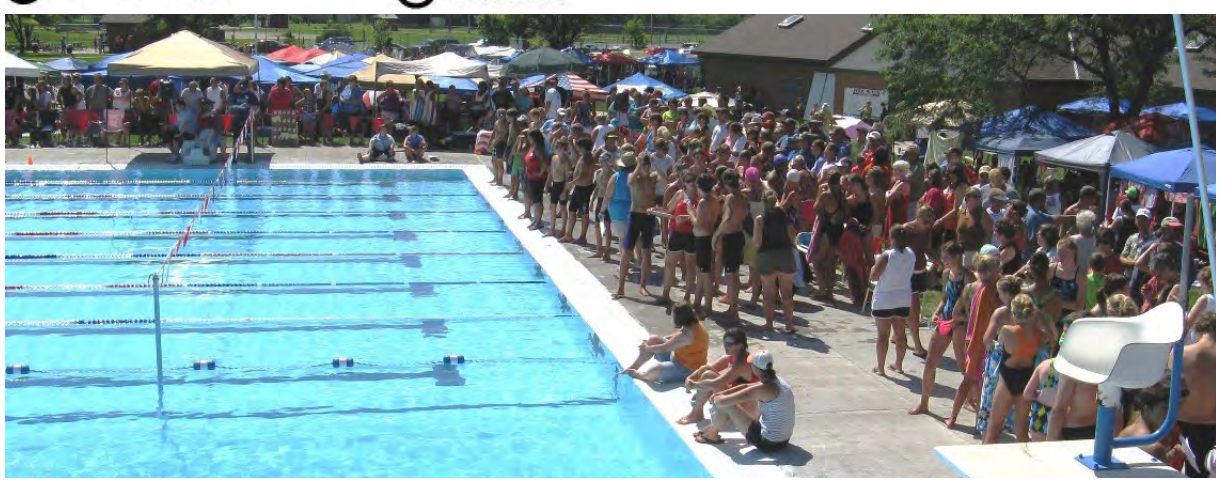
LEGEND

1. Restrooms
2. Play Structure
3. Swing Set
4. Basketball Court
5. Picnic Shelter

Figure 40: Pioneer Park, Lexington

Park System Analysis and Service Area

Figure 41: Kirkpatrick Memorial Park



Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)		X			X		Turf dry, lots of large old trees, some new trees
Play Areas		X			X		Several areas of open green space
Sports Fields	X				X		1 lighted softball/baseball field without dugouts
Sports Courts		X			X		6 lighted tennis courts (3 lighted), 1 sand volleyball in Aquatic Center compound
Walks/Trails	X			X			Gravel roadway, concrete walkways, perimeter sidewalks
Play Equipment		X			X		1 play structure, 1 swing set
Structures			X		X		Maintenance building, picnic shelter with restrooms, concession stand with restrooms (Tennis Assoc. building), 1 smaller picnic shelter, 1 gazebo
Picnic Facilities			X		X		Picnic tables, trash cans, and 1 barbeque grill
Drinking Water	X					X	Hydrants only
Restrooms		X			X		2 permanent restrooms, 3 portable toilets
Parking			X			X	1 large off-street parking lot
Lighting		X			X		Lighted parking lot, the courts and the field
Benches			X		X		Throughout park
Signage		X			X		Sign in park on east side by driveway
Miscellaneous			X		X		Family Aquatic Center is located in the park, County museum and lake are adjacent to park

Source: JEO Consulting Group, Inc., 2013

Table: 44: Kirkpatrick Memorial Park, Lexington

KIRKPATRICK MEMORIAL PARK
11th Street and Taft Street
29.1 acres

Park System Analysis and Service Area

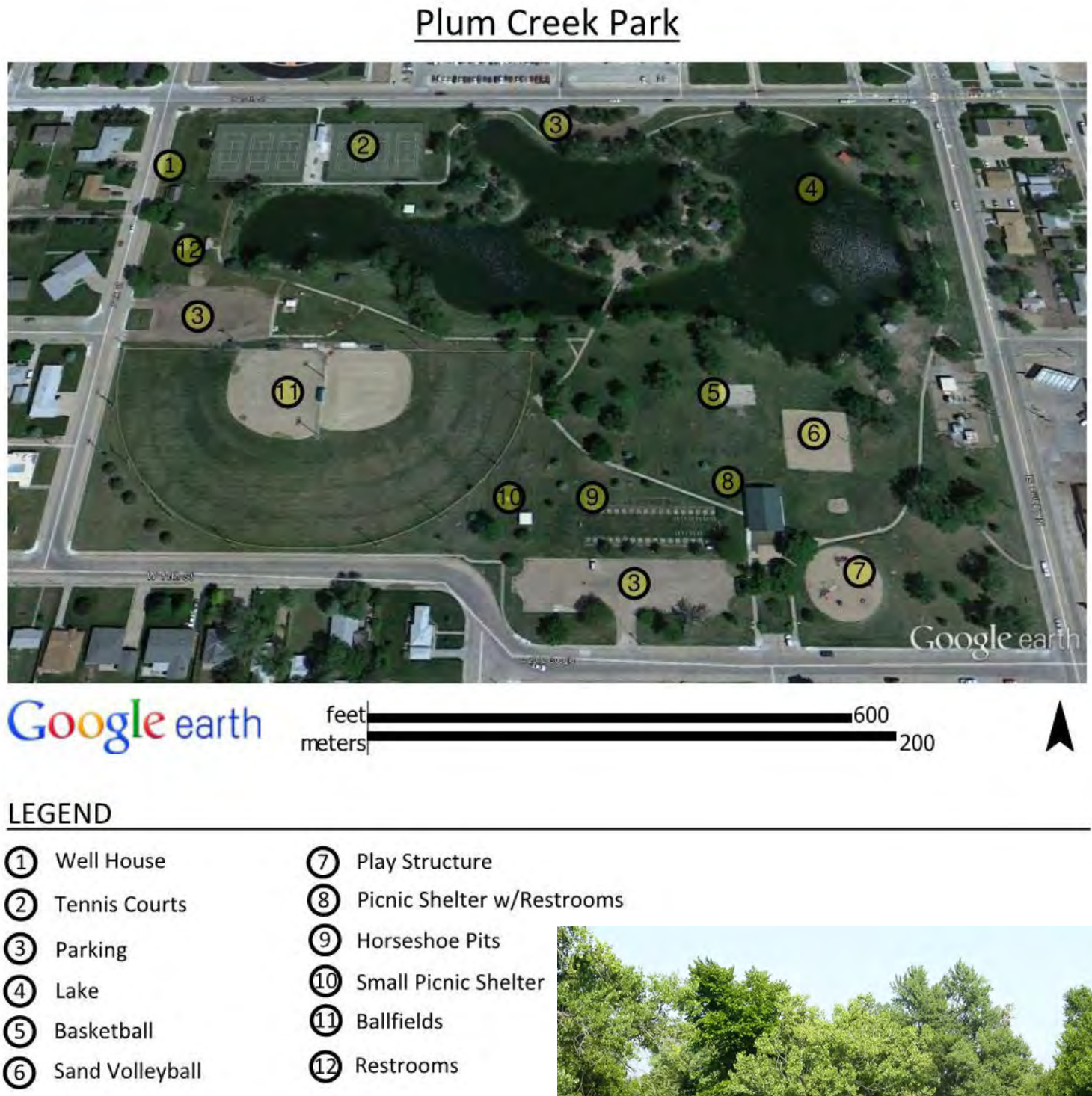


Figure 42: Plum Creek Park, Lexington

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)		X			X		Turf dry, lots of large old trees, some new trees
Play Areas		X			X		Several areas of open green space
Sports Fields	X				X		1 lighted softball/baseball field without dugouts
Sports Courts		X			X		6 lighted tennis courts (3 lighted), 1 sand volleyball in Aquatic Center compound
Walks/Trails	X			X			Gravel roadway, concrete walkways, perimeter sidewalks
Play Equipment		X			X		1 play structure, 1 swing set
Structures			X		X		Maintenance building, picnic shelter with restrooms, concession stand with restrooms (Tennis Assoc. building), 1 smaller picnic shelter, 1 gazebo
Picnic Facilities			X		X		Picnic tables, trash cans, and 1 barbeque grill
Drinking Water	X					X	Hydrants only
Restrooms		X			X		2 permanent restrooms, 3 portable toilets
Parking			X			X	1 large off-street parking lot
Lighting		X			X		Lighted parking lot, the courts and the field
Benches			X		X		Throughout park
Signage		X			X		Sign in park on east side by driveway
Miscellaneous			X		X		Family Aquatic Center is located in the park, County museum and lake are adjacent to park

Source: JEO Consulting Group, Inc., 2013

Table: 45: Plum Creek Park, Lexington

PLUM CREEK PARK
13th Street and Adams Street
23 acres

SCHOOL FACILITIES PARKS AND RECREATION

Park System Analysis and Service Area

Elementary schools are considered neighborhood parks. The middle school and high school do not have playground equipment like the elementary schools but could be considered mini parks or sports complexes. For purposes of this plan the middle and high school will be given a condition and capacity report, however only the middle school park will be considered an existing mini-park.

Bryan Elementary
11th Street and Harrison Street

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)		X			X		Turf dry
Play Areas	X				X		Going through remodel
Sports Fields							None at this location
Sports Courts							No outdoor court
Walks/Trails							None at this location
Play Equipment			X		X		1 large play structure
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							None at this location
Parking			X		X		Paved parking lot
Lighting							None at this location
Benches							None at this location
Signage		X			X		School sign

Source: JEO Consulting Group, Inc., 2013

Table: 46: Bryan Elementary School Park, Lexington

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)		X			X		Turf dry
Play Areas		X			X		Large open green space
Sports Fields		X			X		1 goal post, 1 backstop, shot put & discus pads
Sports Courts		X		X			Hard surface play court
Walks/Trails							None at this location
Play Equipment			X		X		2 play structures
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							None at this location
Parking			X		X		Paved parking lot
Lighting							None at this location
Benches			X		X		Located near play structures
Signage		X			X		School sign

Source: JEO Consulting Group, Inc., 2013

Table: 47: Pershing Elementary Park, Lexington

Park System Analysis and Service Area

Morton Elementary
506 Morton Street

Park Component	Condition			Capacity			Notes
	Poor/Fair/Good			Under/At/Over			
Vegetation (Trees, shrubs, turf)		X			X		Turf dry
Play Areas	X				X		Going through remodel
Sports Fields							None at this location
Sports Courts							No outdoor court
Walks/Trails							None at this location
Play Equipment			X		X		1 large play structure
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							None at this location
Parking			X		X		Paved parking lot
Lighting							None at this location
Benches							None at this location
Signage		X			X		School sign

Source: JEO Consulting Group, Inc., 2013

Table: 48: Morton Elementary Park, Lexington

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)		X			X		Turf dry
Play Areas		X			X		Large open green space
Sports Fields	X				X		1 soccer field, 1 backstop in poor condition
Sports Courts		X			X		2 basketball courts
Walks/Trails	X				X		Dirt track
Play Equipment			X		X		2 play structures, tires and other playground equipment
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							None at this location
Parking		X				X	Paved parking lot out front
Lighting							None at this location
Benches							None at this location
Signage		X			X		School sign

Source: JEO Consulting Group, Inc., 2013

Table: 49: Sandoz Elementary Park, Lexington

LEXINGTON MIDDLE SCHOOL
1100 North Washington Street

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)		X			X		Turf dry, irrigated sports fields
Play Areas		X				X	None other than sports fields
Sports Fields			X		X		Track, 1 football field (lighted)
Sports Courts			X		X		4 outside basketball courts
Walks/Trails							None at this location
Play Equipment							None at this location
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							None at this location
Parking			X		X		Paved parking lot
Lighting			X		X		Field lighting and street lighting
Benches							None at this location
Signage			X		X		School sign

Source: JEO Consulting Group, Inc., 2013

Table: 50: Lexington Middle School Facilities

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)			X		X		Turf dry, irrigated sports fields
Play Areas			X		X		Green space/Practice fields
Sports Fields			X		X		Track/football stadium, track, practice fields
Sports Courts							None at this location
Walks/Trails							None at this location
Play Equipment							None at this location
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							In stadium
Parking			X		X		Paved parking lot
Lighting			X		X		Stadium lighting and street lighting
Benches							None at this location
Signage			X		X		School Sign

Source: JEO Consulting Group, Inc., 2013

Table: 51: Lexington Senior High School Facilities

Park System Analysis and Service Area

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)		X			X		Turf dry
Play Areas			X		X		Open green space located in Kirkpatrick Memorial Park
Sports Fields							None at this location
Sports Courts			X		X		Sand volleyball court
Walks/Trails							None at this location
Play Equipment			X		X		Large sand box within fence
Structures			X		X		Bath house, Concession stand
Picnic Facilities			X		X		3 shelters with picnic tables
Drinking Water			X		X		Drinking fountain
Restrooms			X		X		Permanent restrooms
Parking			X		X		Paved parking lot
Lighting			X		X		Pool area is lit
Benches			X		X		Lounge chairs surrounding the pool
Signage		X			X		Sign located in northwest corner

Source: JEO Consulting Group, Inc., 2013

Table: 52: Aquatic Center, Lexington

Aquatic Center
10th Street and Monroe Street

Park System Analysis and Service Area

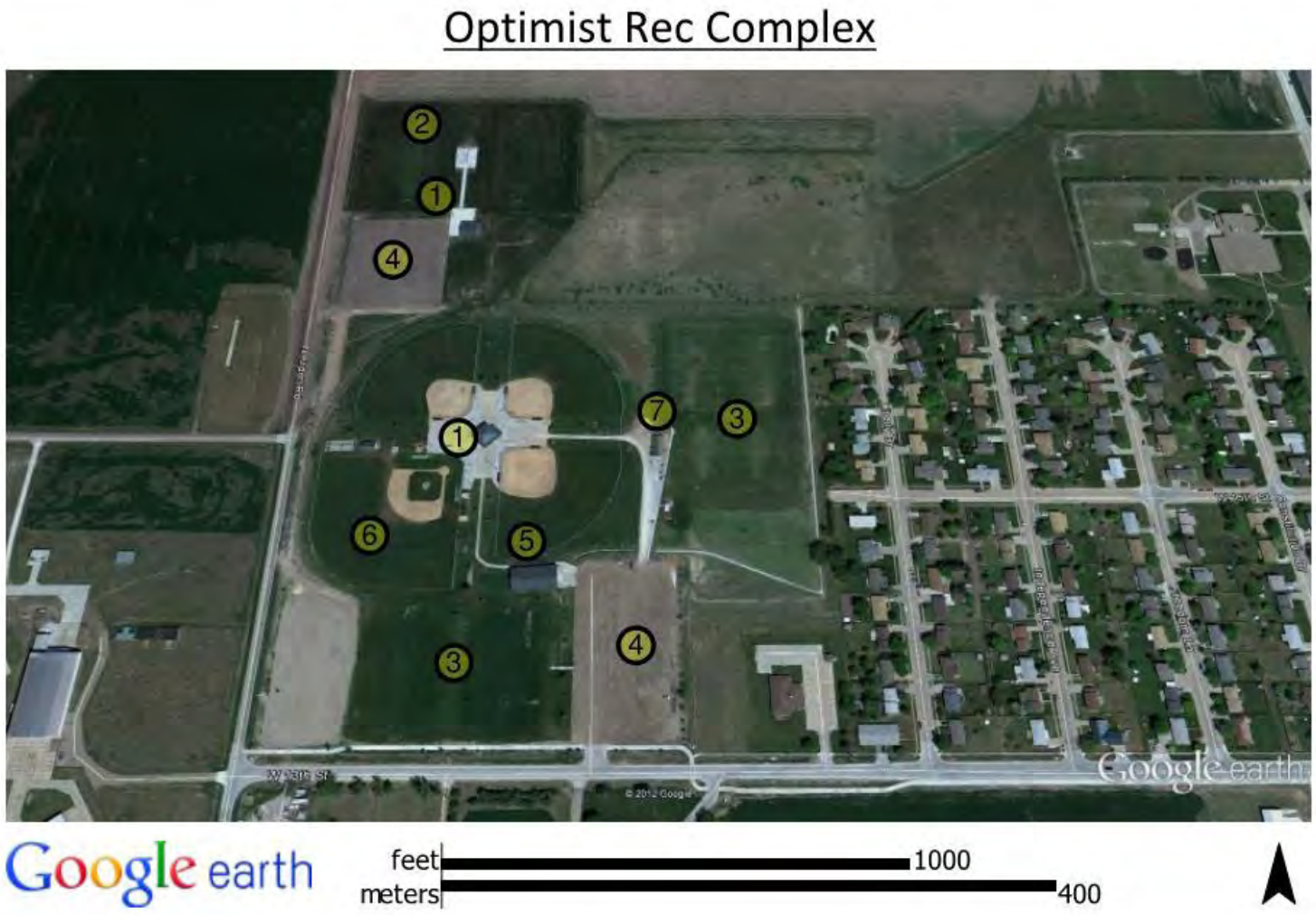


Figure 43: Optimist Recreational Complex, Lexington

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)			X		X		Irrigated fields
Play Areas			X	X			Open green space
Sports Fields			X	X			2 regulation soccer fields, 5 soccer fields of various sizes, 1 lighted baseball field, 3 lighted softball fields
Sports Courts			X		X		Indoor hitting facility
Walks/Trails			X	X			Running through the complex
Play Equipment		X			X		1 structure inside ball field complex
Structures			X		X		Concession stands, outside batting cages, maintenance building
Picnic Facilities							None at this location
Drinking Water			X		X		Drinking fountains near restrooms
Restrooms			X		X		3 Permanent restrooms, including one in hitting facility. Portable toilets available during play season.
Parking		X			X		2 gravel parking lots
Benches			X		X		Bleachers along fields
Signage			X		X		Monument sign

Source: JEO Consulting Group, Inc., 2013

Table: 53: Optimist Recreation Complex, Lexington

Optimist Recreation Complex
13th Street and Airport Road
35.9 acres

Existing Trails

There are a number of bicycle and pedestrian trails in and around the City of Lexington including sidewalks, on-road bicycle facilities and off-road paths. Existing on-street bicycle lanes connect to the north-south, off-road bicycle and pedestrian path just south of U.S. 30 and continue over the highway by means of a grade-separated pedestrian and bicycle path. Figure 44 shows existing on-road and off-road bicycle and pedestrian facilities in the City of Lexington. Additional information on trails in Lexington is found in the Transportation Plan.

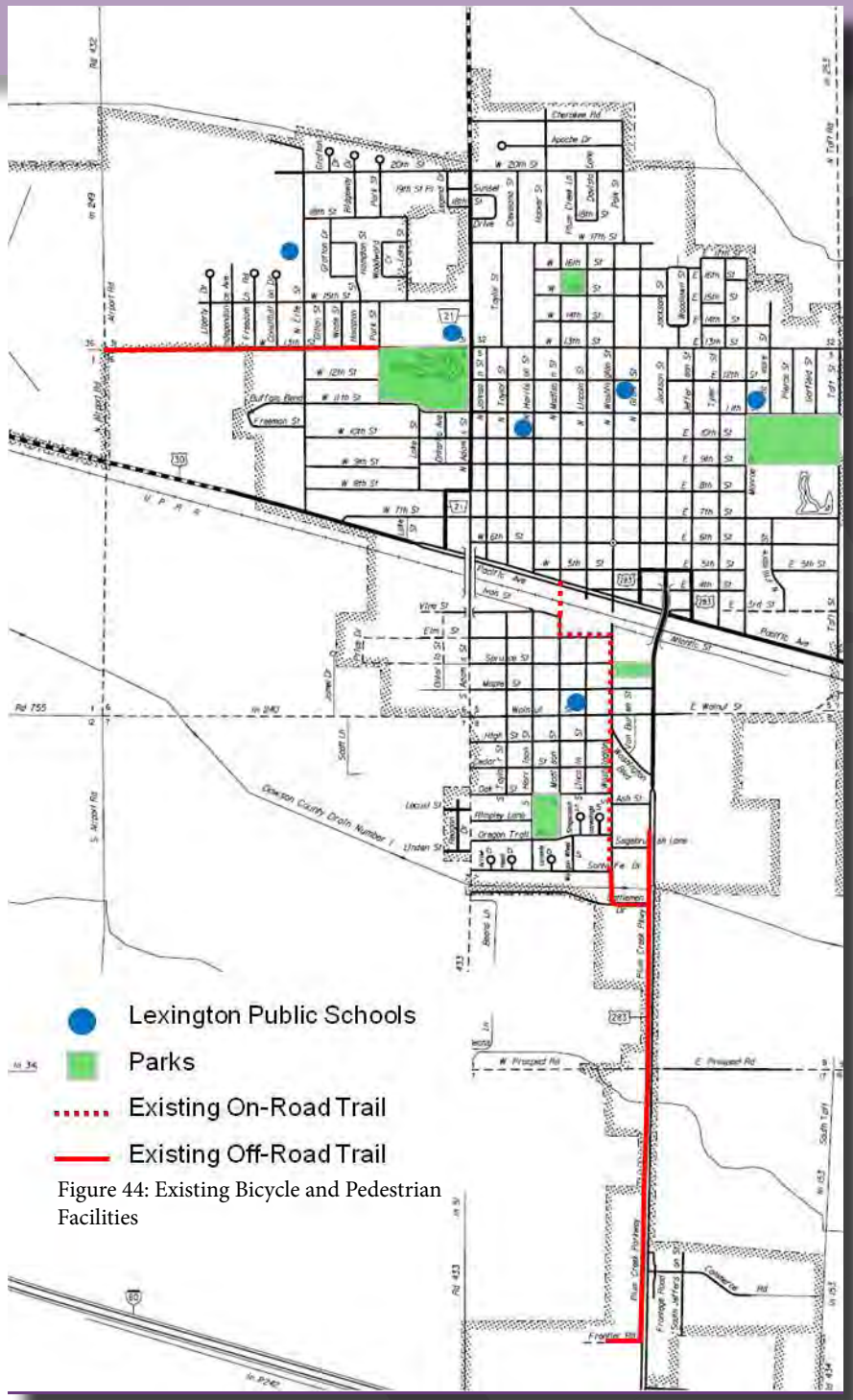


Figure 44: Existing Bicycle and Pedestrian Facilities

Parks and Recreation Recommendations

Recommendation for Lexington's park and recreation system are based upon a number of factors, including:

National standards

Recreational opportunities and plans

Identified needs and desires of the City of Lexington

Community input has shown that Lexington residents who attended the focus group workshops and town hall meetings are somewhat satisfied with the amount and quality of the existing facilities, programs, and activities available, but there is room for improvement and expansion. Recommendations are provided for existing and proposed parks, and additional recreation opportunities such as improvements to the lakes, expanded trails, and adding an indoor recreational facility.

These recommendations may change over time, but will provide a basis for developing individual park master plans/layouts and developing the City's Parks Action Plan. Implementing such recommendations will improve and expand park and recreation facilities and activities for all residents of the City of Lexington and the surrounding area.

The Park Service Area Map, Figure 45, shows existing and proposed parks, along with the service areas for mini-parks, neighborhood parks, community parks, and urban/regional parks. Park locations are centralized inside the service areas. Locations of the proposed parks as shown on the maps are approximate. Parks are shown in the general area where the facilities may be located. These proposed locations may shift or be altered when the planning and development of subdivisions or roadways becomes more detailed. Likewise, the type of a park may change based upon changing situations.

N-2
N-3
N-4
C-1
N-1
N-5
N-6
N-9
N-8
N-7
R-1

Park Service Areas

- Regional Park 3-Mile Radius Service Area
- Community Park 1-Mile Radius Service Area
- Neighborhood Park 1/2 Mile Radius Service Area
- Mini Park 1/4 Mile Radius Service Area

Note: Dashed lines represent proposed park facilities

Legend

- 2-Mile Extraterritorial Jurisdiction
- Corporate Limits

Lexington Parks and Rec Facilities

- Recreational Complex & Regional Park
- Community Park
- Neighborhood Park & Elementary School Park
- Mini Park & Middle School Park

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Figure 45: Park Service Area Map, Lexington

City of Lexington
Dawson County, Nebraska
Park Service Area Map

N

0 2,200 4,400 8,800 Feet

Created By: SMS
Date: April 2013
Software: ArcGIS 10
File: 100999

JEO CONSULTING GROUP INC

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"The Lex-Plan 2013"

Required and Optional Facilities, Amenities, and Services

When new development occurs and there is to be a park incorporated within the new development, this table will serve as a guide for the City as to what should be put in the park based on the type of park that is being built. These required and optional choices are displayed in the following table and are divided into three categories, including:

Park and Recreation Facilities, such as play structures and basketball courts
Park and Recreation Amentities, such as security lighting and drinking fountains
Park and Recreation Services, such as reservation requirements and maintence

Required and optional facilities, amenities, and services are to serve as a guide for the City of Lexington. It is the responsibility of the City to determine which facilities, amenities, and services are or are not feasible in existing and proposed parks. The required facilities are recommended for existing parks, but due to physical limitations and space constraints they may not be added. In proposed parks, future demand for certain facilities, amenities, and services and the recreational preferences of users may change over time. Therefore, these guidelines may change or be revised to respond to the future demand of Lexington residents. Each park will be looked at individually to determine the physical capacity of providing basic requirements and to determine needs and wants of residents served by that park. Each park is different and these differences will be considered when determining which facilities will be included in each park. The City shall strive to provide the basic requirements in all of its parks and careful consideration shall be given to each proposed park and trail through the City's approval of such facility.

Even though the list of facilities, amenities, and services is extensive, it is likely other items not listed will be requested to be included in the park and recreation system. Each new facility and service requested shall be analyzed according to public demand, site/location criteria, operating implications, and other relevant criteria.

Possible Facilities	Mini-Park	Neighborhood Park	Community Park	Large Urban/ Regional Park	School-Park	Special Use Facility	Sports Complex	Trail / Greenway
Park and Recreation Facilities								
Play Equipment/Structures	**O**	**R**	**R**	O	**R**	O	O	O
Open Play Area	**R**	**R**	**R**	**R**	**R**	O	O	O
Soccer Fields	-	O	O	O	O	O	O	-
Softball Fields	-	O	O	O	O	O	O	-
Baseball Fields	-	O	O	O	O	O	O	-
Paved Multi-use Areas	O	**R**	**R**	O	**R**	O	O	-
Tennis Courts	O	O	O	O	O	O	O	-
Basketball Courts	O	O	O	O	O	O	O	-
Volleyball Courts	O	O	O	O	O	O	O	-
Multi-Purpose Trails	O	**R**	**R**	**R**	**R**	O	O	O
Picnic Facilities (shelters)	**R**	**R**	**R**	**R**	O	O	O	O
Special/Unique Features	O	**R**	**R**	**R**	O	O	O	O
Natural Areas	O	O	O	**R**	O	O	O	O
Trees/Shaded Areas	**R**	**R**	**R**	**R**	**R**	O	**R**	**R**
Special Use Facilities	-	O	O	O	O	**R**	O	O
Swimming Pool		O	O	O	O	O	O	-
Aquatic Center	-	-	O	O	O	O	O	-
Wading Pool	O	O	O	O	O	O	-	-
Ice Skating Park	-	O	O	O	O	O	-	-
Amphitheater/Outdoor Gathering Area	-	O	O	O	O	O	-	O
Arboretum/Botanical Gardens	-	O	O	O	-	O	O	O
Fine Arts Facility/Public Art Displays	-	-	O	O	-	O	-	O
Community Centeror Indoor Rec.	-	O	O	O	O	O	O	-
Camping Facilities (RV facilities)	-	-	-	O	-	O	-	-
Dog Park	-	-	O	O	-	O	-	O
Horseshoes	O	O	O	O	O	O	O	-
Disc/Frisbee Golf	-	O	O	O	O	O	O	O
Roller Hockey	O	O	O	O	O	O	O	-
Football/Rugby Field	-	-	O	O	O	O	O	-
Outdoor or Exercise Circuit	-	O	O	O	O	O	O	O
Skating Facility (indoor/skateboard)	-	O	O	O	-	O	O	O
High-Risk Area	-	-	O	O	-	O	O	-
Golf Course	-	-	O	O	-	O	O	O
Youth Sports Complex	-	O	O	O	-	O	O	-
Competitive Sports Facility	-	-	O	O	-	O	O	-
Park and Recreation Amentities								
Security Lighting	**R**	**R**	**R**	**R**	**R**	**R**	**R**	**O/R***
Activity Lighting	O	O	**R**	O	O	O	**R**	-
Public Telephone	O	O	R	R	R	R	R	O
Off Street Parking	O	**R**	**R**	**R**	**R**	**R**	**R**	**O/R***
Bike Racks	**R**	**R**	**R**	**R**	**R**	**R**	**R**	**O/R***
Restrooms	O	**R**	**R**	**R**	**R**	O	R	**O/R***
Drinking Fountains	**R**	**R**	**R**	**R**	**R**	**R**	**R**	**O/R***
Benches	**R**	**R**	**R**	**R**	**R**	**R**	**R**	**R**
Picnic Tables	O	**R**	**R**	**R**	O	O	**R**	O
Signage	**R**	**R**	**R**	**R**	**R**	**R**	**R**	**R**
Information Kiosks	-	-	O	O	-	O	O	O
ADA Accessibility	**R**	**R**	**R**	**R**	**R**	**R**	**R**	**R**
Park and Recreation Services								
Security**	**R**	**R**	**R**	**R**	**R**	**R**	**R**	**R**
Emergency Telephone Service	O	O	O	O	O	O	O	O
Reservations for Facility Use (shelters, group picnics, sportsleauges, for-profit use)	**R**	**R**	**R**	**R**	**R**	**R**	**R**	-
Activities/Facilities for Groups, Companies, Teams	-	O	R	R	O	O	**R**	O
Special Events (programs, concerts, fairs)	O	O	O	O	O	O	O	O
Facilities and Grounds Maintenance	**R**	**R**	**R**	**R**	**R**	**R**	**R**	**R**

R : Required Facility/Service

O : Optional Facility/Service

(Dashes): Not Appropriate

***** : Optional for Greenway, Required for Trail

****** : May include, but not listed to, police patrols, private security, neighborhood watches, park design, to eliminate hidden places, structure design and lighting, and /or location markers on trail.

Note: This does not preclude the addition of the other unlisted facilities and services as optional.

Table: 54: Required and Optional Facilities and Services.

Park and Trail Recommendations

Mini Parks

It is the goal of Lexington to provide the required facilities and services where possible in existing and proposed parks. There are two small parks within Lexington's jurisdiction and the Lexington Middle School that are classified as mini-parks. Additional mini-parks are not recommended because many new single-family homes end up offering their own play equipment and facilities that act in a similar manner as mini-parks. The following recommendations pertain to the existing mini-park.

As general guidelines, mini-parks should strive to include the following:

a site between 2,500 square feet to one acre

a service area of a maximum ¼ mile radius

a site with a less than 4% slope

a site that takes advantage of vegetation and other natural resources of the area

a site that is located in residential areas

Existing Mini Parks

Centennial Park

Maintain agreement with Railroad to allow park on right-of-way.

Develop park master plan/layout through public input.

Provide additional aesthetic and identification amenities where feasible.

Provide ADA accessibility and ADA facilities where feasible.

Connect park to adjacent commercial businesses and downtown with trails.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54 on page 162*).

Water Tower Park

Develop park master plan/layout and/or planting plan through public input.

Provide additional aesthetic and identification amenities where feasible.

Provide ADA accessibility and ADA facilities where feasible.

Continue to provide basic requirements that are feasible and optional additions that are desired (*See Table 54*).

Lexington Middle School Park

(See also School Parks)

Develop joint use agreements between the school district and City that would establish rules and criteria.

Work with the school district to develop park master plan/layout with public input.

Provide aesthetic and identification amenities and rules of play.

Provide ADA accessibility and ADA facilities where feasible.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54*).

Neighborhood Parks

It is the goal of the City of Lexington to provide the required facilities and services where possible in existing and proposed neighborhood parks. There are nine proposed neighborhood parks and these are to be built as they are needed due to the expansion of the City. Neighborhood parks should be the backbone for the City's park and recreation system comprising the vast majority of park space within the City.

As general guidelines, neighborhood parks should strive to have the following:

a site of approximately five to ten acres

a service area with a maximum ½ mile radius

not more than 50% of the site should have a slope greater than 4%

a site that takes advantage of vegetation and other natural resources of the area

a site located in primarily residential areas

Existing Neighborhood Parks

Arbor Park

Develop park master plan/layout through public input.

Provide aesthetic and identification amenities.

Provide ADA accessibility and ADA facilities where feasible.

Connect park to adjacent commercial businesses and residential neighborhoods with trails.

Provide basic feasible requirements and desired optional additions (*See Table 54 on page 162*).

Pioneer Park

Develop park master plan/layout through public input.

Replace or make improvements to existing restrooms.

Provide aesthetic and identification amenities.

Provide ADA accessibility and ADA facilities where feasible.

Connect park to adjacent residential neighborhoods with trails.

Provide basic feasible requirements and desired optional additions (*See Table 54*).

Oak Park

Develop park master plan/layout through public input.

Replace or make improvements to existing restrooms.

Provide aesthetic and identification amenities.

Provide ADA accessibility and ADA facilities where feasible.

Connect park to adjacent residential neighborhoods with trails.

Provide basic feasible requirements and desired optional additions (*See Table 54*).

Neighborhood Parks

Park and Trail Recommendations

Existing Neighborhood Parks

Bryan Elementary School Park
(See also School Parks)

Develop joint use agreements between the school district and City that would establish rules and criteria.

Work with the school district to develop park master plan/layout with public input.

Provide aesthetic and identification amenities and rules of play.

Provide ADA accessibility and ADA facilities where feasible.

Provide basic requirements that are feasible and optional additions that are desired **(***See Table 54 on page 162***).**

Morton Elementary School Park
(See also School Parks)

Develop joint use agreements between the school district and City that would establish rules and criteria.

Work with the school district to develop park master plan/layout with public input.

Provide aesthetic and identification amenities and rules of play.

Provide ADA accessibility and ADA facilities where feasible.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54*).

Pershing Elementary School Park
(See also School-Parks)

Develop joint use agreements between the school district and City that would establish rules and criteria.

Work with the school district to develop park master plan/layout with public input.

Provide aesthetic and identification amenities and rules of play.

Provide ADA accessibility and ADA facilities where feasible.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54*).

Sandoz Elementary School Park
(See also School Parks)

Develop joint use agreements between the school district and City that would establish rules and criteria for equipment and facilities on school grounds.

Work with the school district to develop park master plan/layout with public input.

Provide aesthetic and identification amenities and rules of play.

Provide ADA accessibility and ADA facilities where feasible.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54*).

Proposed Neighborhood Parks

The following proposed Neighborhood Parks will be labeled starting with N.

The fitting name for the first Neighborhood Park is N-1.

lexington

N-1 (Sandoz Park)

Park to be located next to Sandoz Elementary School.

Approve proposed master plan shown in Figures 46 and 47 and includes the following amenities and changes:

Construct an outdoor classroom
Incorporate trails throughout park
Build a climbing hill
Establish areas of native grasses and trees for education, screening and windbreak purposes.
Construct a gazebo for shade and shelter and locate benches

Develop a planting/tree plan for the park.

Provide additional aesthetic and identification amenities.

Provide ADA accessibility and ADA facilities where feasible.

Connect park with adjacent residential development with trails.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54 on page 162*).

ACHIEVE

Figure 46: Sandoz Park Proposed Master Plan, Lexington

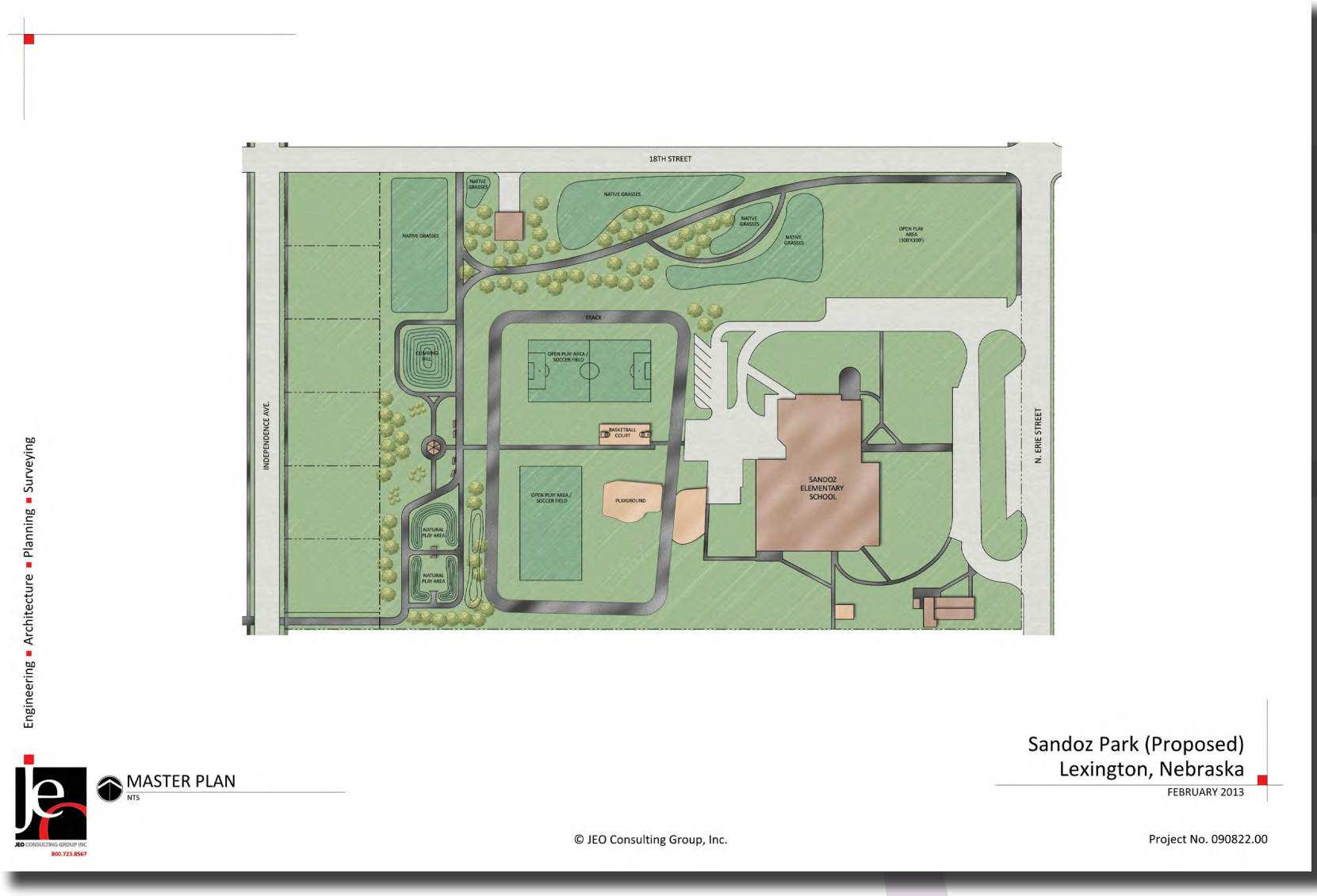


Figure 47: Sandoz Park Proposed Master Plan, Lexington

ACHIEVE

Proposed Neighborhood Parks

The following proposed neighborhood parks are labeled on the Park Service Area Map and have dashed yellow boundaries (*See Figure 45 on page 159*).

N-2; N-3; N-4; N-5; N-6; N-7; N-8; N-9

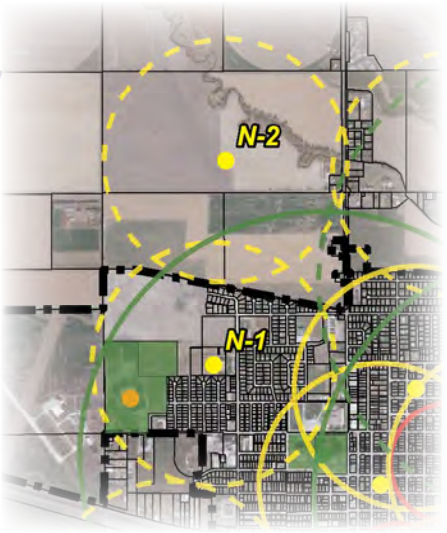
Develop park master plan/layout through public input.

Provide aesthetic and identification amenities.

Provide ADA accessibility and ADA facilities where feasible.

Connect park with adjacent residential development with trails.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54 on page 162*).



Community Parks

Community Parks

As previously stated it is the goal of the City of Lexington to provide the required facilities and services where possible in existing and proposed parks. Plum Creek Park and Kirkpatrick Memorial Park are the only existing community parks and there is only one additional park of this size recommended at this time.

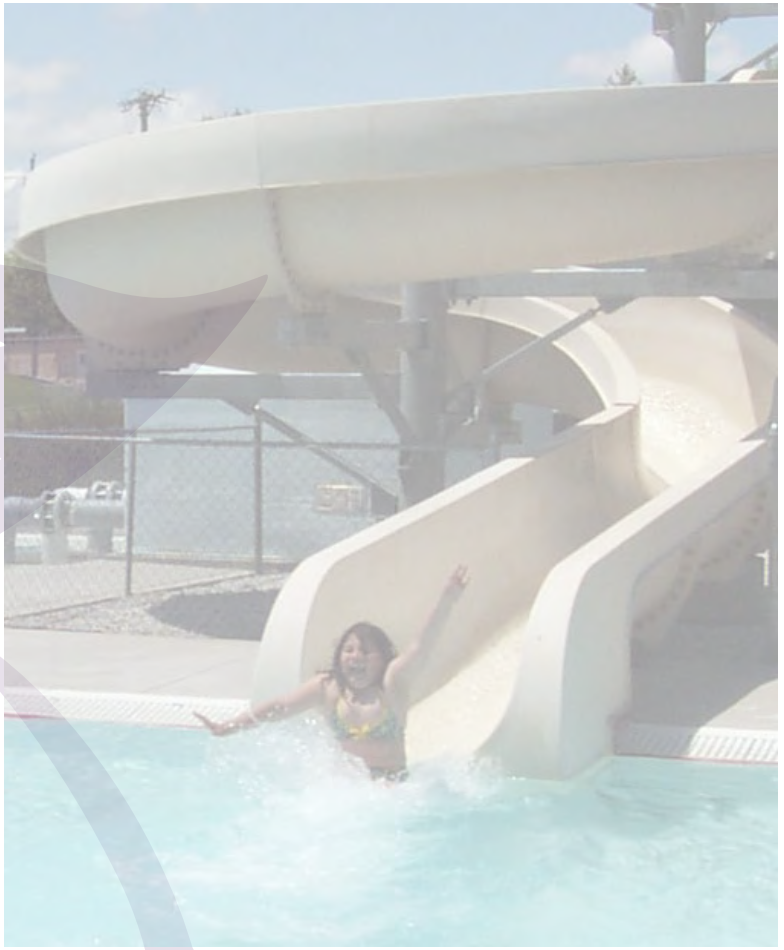
As general guidelines, community parks should strive to have the following:

a site of approximately 30 to 50 acres

a service area with a maximum 3 mile radius, typically a one to two mile radius

surrounding land uses are primarily residential

located adjacent to arterial or collector street(s)



Kirkpatrick Memorial Park

Approve proposed master plan shown in Figures 48 and 49 and includes the following amenities and changes:

Increase the size of the main parking lot, locate a second parking lot off of East 7th Street, and provide for on-street parking.

Change loop road to a wide trail for walking and function deliveries and eliminate vehicular access from street.

Eliminate east/west service road and access relocated maintenance facility through parking lot.

Locate large and small dog parks.

Provide access to the adjacent lake with pier and paddle boat dock amenities.

Locate a basketball court east of the large parking lot.

Remove the ball field.

Construct a climbing hill that will be large enough and accessible for a sledding hill.

Provide areas for native grass and plant interpretation or arboretum.

Provide area for a disc golf course (relocate from Plum Creek Park).

Construct trails throughout park to connect amenities.

Provide a play structure for children 2-5 years old and complement the existing play equipment and those found at the neighboring elementary school.

Locate additional picnic shelters and more shade trees throughout park.

Develop a planting/tree plan for the park.

Provide additional aesthetic and identification amenities where feasible.

Provide ADA accessibility and ADA facilities where feasible.

Connect park to adjacent residential neighborhoods with trails.

Make improvements to tennis courts as needed.

Consider utilizing water reuse from pool to irrigate park ground and supplement water to lake.

Develop joint use agreements between the County Historical Society and City that would establish rules and criteria for the use of the lake.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54 on page 162*).

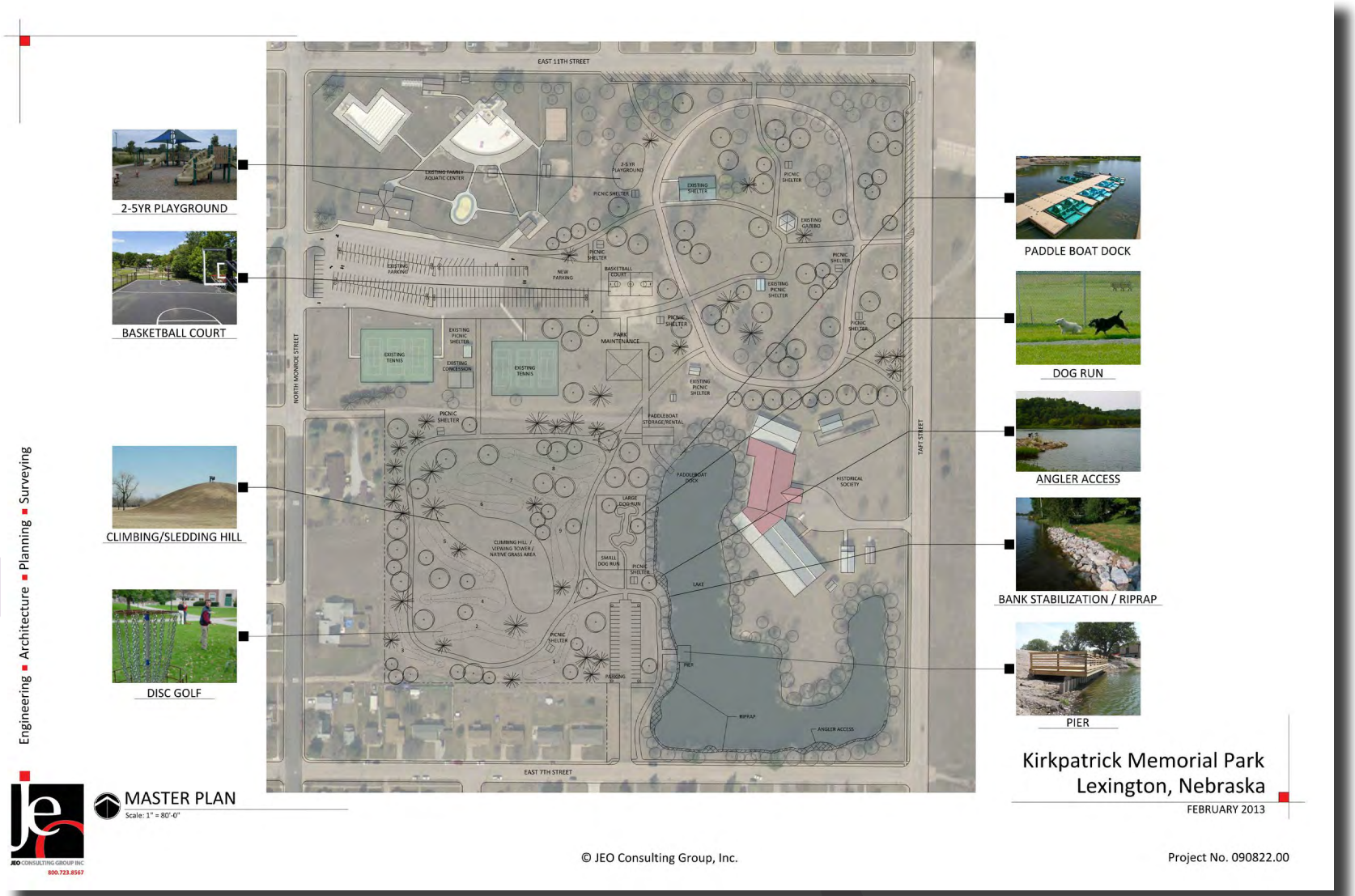


Figure 48: Kirkpatrick Memorial Park proposed Master Plan, Lexington

Kirkpatrick Memorial Park

Figure 49: Kirkpatrick Memorial Park proposed Master Plan Lexington

Plum Creek Park

Approve proposed master plan shown in Figures 50 and 51 and includes the following amenities and changes:

Eliminate horseshoe pits and RV parking.

Increase size of main parking area.

Remove disc golf (relocated to Kirkpatrick Memorial Park).

Increase size of play structure and include a separate structure for children 2-5 years of age with poured rubber for surfacing.

Make improvements to the lake, including bank stabilization, angler access pads, opening two north areas up through use of a bridge or culvert, beach, and ADA access. Also look at small dock for paddle boat use.

Locate an outdoor classroom on the island to be utilized by the school district and residents.

Construct an interactive water feature in the park.

Remove the two ball fields and locate multi-play areas for baseball, softball, soccer, football, and other activities or functions.

Locate an indoor multi-use recreational structure for activities and events.

Provide 10-foot trails throughout park that are marked.

Utilize existing buildings in park for maintenance structures where possible.

Locate on-street parking along Park Street.

Locate additional picnic shelters and more shade trees throughout park.

Develop a planting/tree plan for the park.

Replace or make improvements to existing restrooms on west end of the park.

Provide additional aesthetic and identification amenities where feasible. Park identification signs should be located in the northeast and southwest corners of the park.

Provide ADA accessibility and ADA facilities where feasible.

Connect park to adjacent residential neighborhoods, commercial businesses and schools with trails.

Replace fencing on west tennis courts.

Make improvements to restrooms.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54 on page 162*).

ACHIEVE

Figure 50: Plum Creek proposed Master Plan, Lexington

Figure 51: Plum Creek proposed Master Plan, Lexington

Proposed Community Park

C-1

Develop park master plan/layout with public input and locate a community park northeast of Lexington in the floodplain area west to southwest of the Greenwood Cemetery to provide such park amenities to this area as it develops into single-family residential uses.

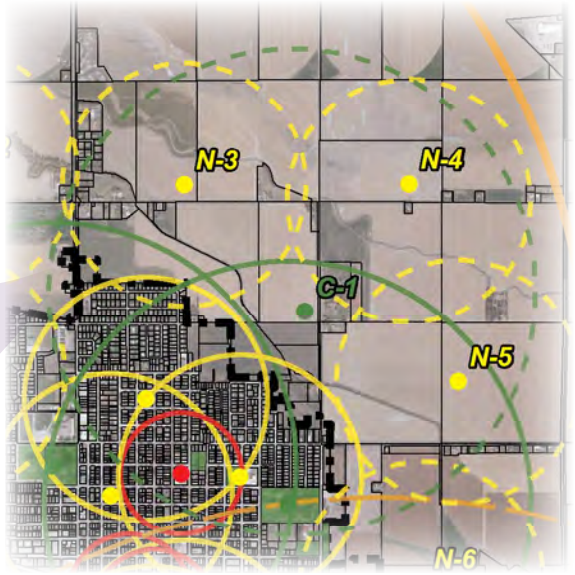
Work with the NRD to provide possible flood control in park.

Provide aesthetic and identification amenities.

Provide ADA accessibility and ADA facilities where feasible.

Connect park to adjacent developments with trails.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54 on page 162*).



The proposed community park is larger than proposed neighborhood parks and labeled on the Park Service Area Map with a dashed green boundary (*See Figure 45 on page 159*).

Proposed Community Park

Special Use Facilities

It is the goal of the City of Lexington to provide the required facilities and services where possible in existing facilities. There is one proposed special use facility, an indoor recreation center. The facility is shown on Figure 45 in a specific location however could be placed anywhere the City deems to be feasible.

As general guidelines, special use facilities should strive to have the following:

size of the site is variable

a service area that is community-wide

surrounding land uses are variable

Indoor Multi-Purpose Facility

Proposed

Develop a plan/layout through public input for such facility.

Suggested amenities include athletic field with turf, walking track, fitness space and restrooms.

Provide aesthetic and identification amenities around the facility.

Provide ADA accessibility and ADA facilities where feasible.

Locate facility within Plum Creek Park to take advantage of infrastructure, central location, and relationship to high school.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54 on page 162*).

Family Aquatic Center

Existing

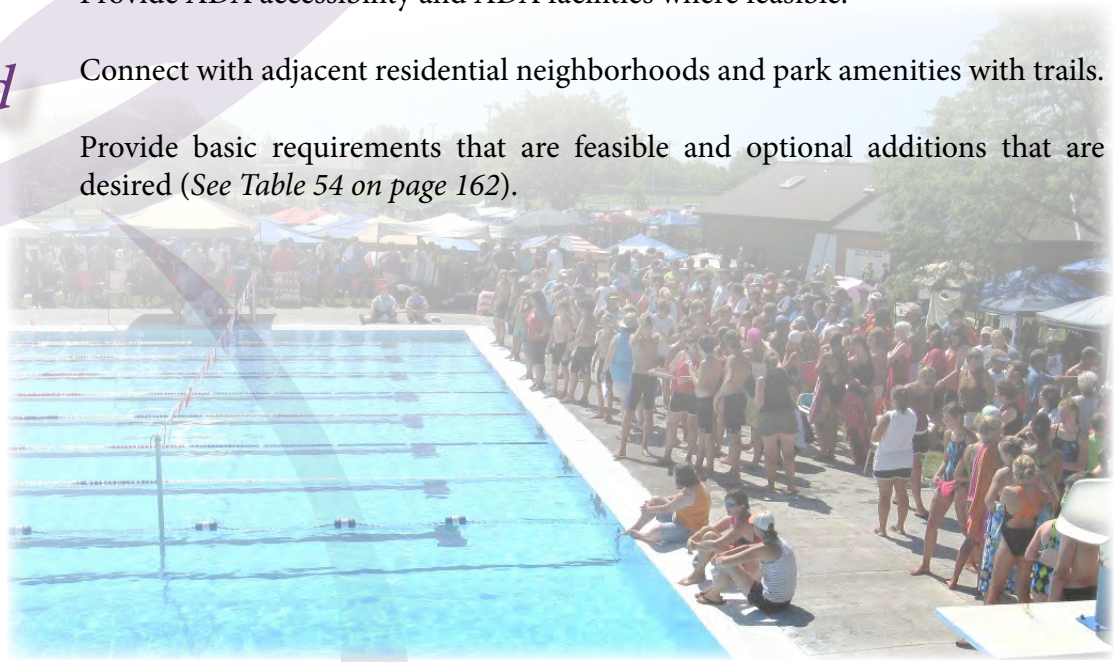
Provide aesthetic and identification amenities.

Remove drop slide from lap pool and replace with diving board.

Provide ADA accessibility and ADA facilities where feasible.

Connect with adjacent residential neighborhoods and park amenities with trails.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54 on page 162*).



Large Urban/Regional Parks

The existing Sports Complex serves the community as the only regional park (See existing Sports Complexes). In striving to provide recreational opportunities to Lexington's entire jurisdiction, the City has an opportunity to develop a regional park with the existing sand pit lake southeast of Lexington once the sand and gravel operation has ceased. This location is shown in Figure 45 on page 159.

As general guidelines, regional parks should strive to have the following:

a site of approximately 50 to 100+ acres

a service area of the entire community and surrounding rural areas

surrounding land uses are primarily agricultural/open space

located adjacent to arterial or collector street(s)

Proposed

Proposed Large Urban/Regional Park

R-1

Develop park master plan/layout with public input to transform the existing sand pit lake southeast of Lexington along the north side of Interstate 80 into a regional park.

Provide aesthetic and identification amenities.

Provide ADA accessibility and ADA facilities where feasible.

Connect park to adjacent developments with trails.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54 on 162*).

Sports Complexes

The existing Sports Complex serves the community as the only regional park (See existing Sports Complexes). In striving to provide recreational opportunities to Lexington's entire jurisdiction, the City has an opportunity to develop a regional park with the existing sand pit lake southeast of Lexington once the sand and gravel operation has ceased. This location is shown in Figure 45.

As general guidelines, regional parks should strive to have the following:

a site of approximately 50 to 100+ acres

a service area of the entire community and surrounding rural areas

surrounding land uses are primarily agricultural/open space

located adjacent to arterial or collector street(s)

Existing

Optimist Recreation Complex

Review and alter existing park master plan/layout with public input, by expanding and making improvements.

Provide aesthetic and identification amenities.

Provide ADA accessibility and ADA facilities where feasible.

Connect park with adjacent residential development with trails.

Provide basic requirements that are feasible and optional additions that are desired (*See Table 54 on page 162*).

School Parks

The guidelines for school-parks are listed in Table 54: Required and Optional Facilities and Services. For the proposed school-parks, it is the goal of the City to work with the school district to provide the required facilities and services where possible. Adjacent land to the proposed school sites may be required to supply required facilities and services to fulfill provisions of a neighborhood park without building an additional park. These needed provisions may include parking areas, play sets for toddlers, drinking fountains, and restrooms. The goal is not to duplicate facilities but make the recreational use of the land more efficient.

As general guidelines, school parks should be constructed as neighborhood parks or in conjunction with neighborhood parks and should strive to have the following:

size of the site is variable (typically around five acres)

service area is variable (typically ½ mile radius)

a site that takes advantage of the trees and other natural resources of the area

located primarily in residential zoned areas

Sites that include schools should be large enough to accommodate school needs and neighborhood park uses, where feasible. A committee of City personnel and representatives of the school district should be established to discuss joint use facilities, joint maintenance possibilities, and joint improvement possibilities to maximize community use of facilities. The committee should also establish a process whereby new schools that may fall under formal joint use agreements are planned and designed jointly by the school district and the City. Master plans for each school park should be developed through public input by such committee.

Existing School Parks can be found with Neighborhood Parks in *Profile* Section.

Trails

Lexington shall consider linking its existing park and recreation areas with linear trails. Such trails should also connect to public facilities and residential developments throughout the community and within the two-mile extraterritorial jurisdiction. Connections by trails will provide safe pedestrian routes to schools, parks, public facilities, and shopping areas. As Lexington grows and expands its corporate limits, drainage ways and streams are recommended to be developed as both common areas and multi-purpose recreational trails. In addition, the City of Lexington should look at connecting to a regional trail system and connect the City to other communities, residential developments, and recreational developments such as Johnson Lake. Figure 52 identifies the Trails Concept Map for the City of Lexington. This map or plan illustrates both the existing and proposed trails and the connections made to existing public facilities and a possible regional trail. Although the map identifies a number of proposed trails there may be additional ones desired and their exact locations may vary depending upon developments, drainage improvements, etc.

As sidewalks need repairs or as streets and highways are improved, consideration shall be made to incorporate and construct the trails system as proposed on Lexington's Trail Map. In addition, as the City grows and subdivisions are platted, such developments shall incorporate trails that will benefit their development and connect to other community facilities as identified in the Trails Map. These trails can be a combination of concrete, asphalt, or crushed limestone, but shall be all ADA accessible and constructed to standards that allow for safe pedestrian and bicycle use.

Additional recommendations regarding trails (on-road and off-road facilities), sidewalks, and pedestrian ways are provided in the Transportation Plan.

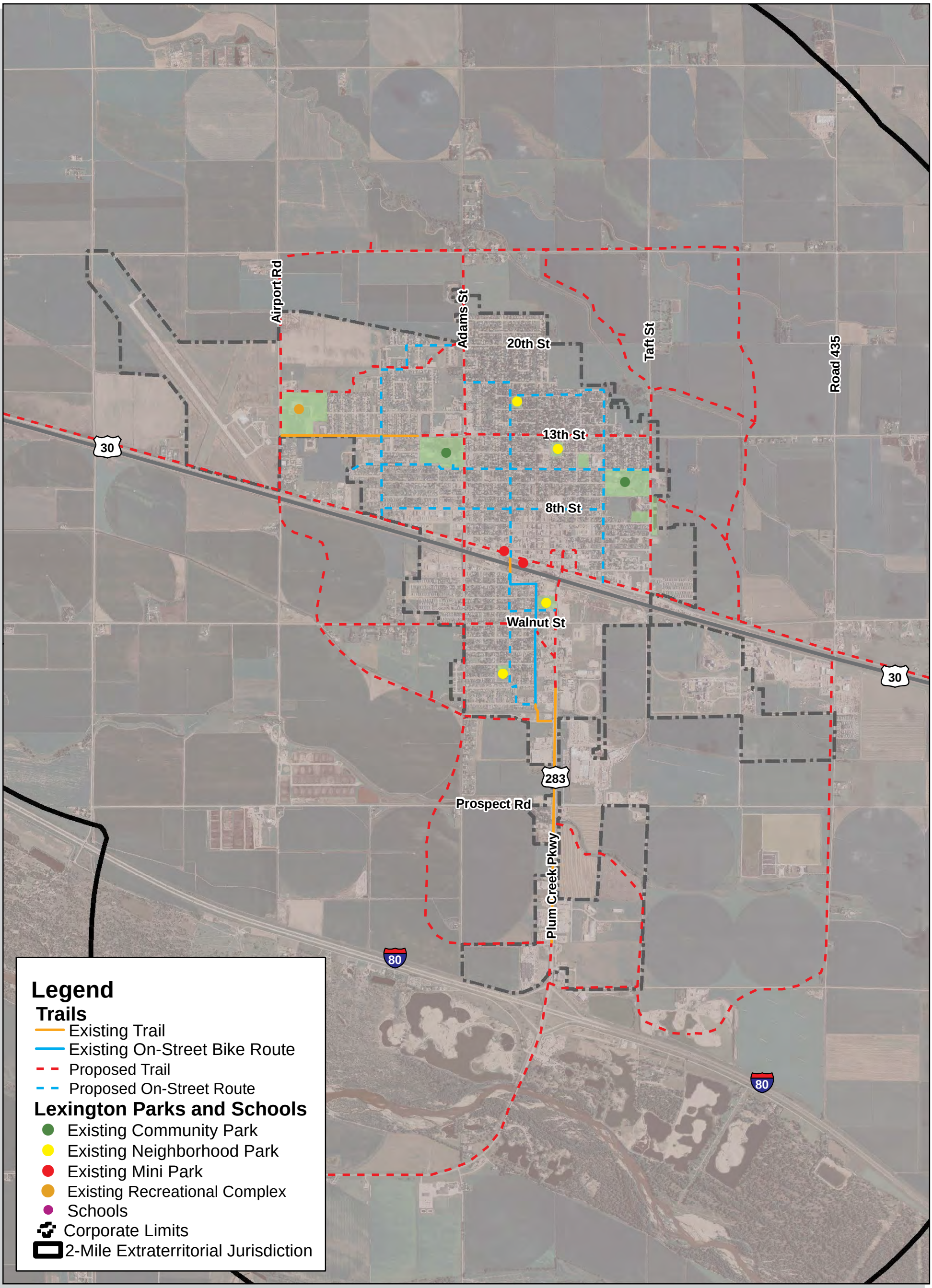


Figure 52: Trails Concept Map

City of Lexington
Dawson County, Nebraska

Future Bicycle / Pedestrian System

N

0 1,500 3,000 6,000 Feet

Created By: JWC
Date: June 2013
Software: ArcGIS 10
File: 100999

This map was prepared using information from record drawings supplied by JEO and/or other applicable city, county, federal, or public or private entities. JEO does not guarantee the accuracy of this map or the information used to prepare this map. This is not a scaled plat.

JEO CONSULTING GROUP INC

HDR

Green Streets

Green streets are streets designed to extend a park-like appearance through the community and serve to create an interconnected network of parks, recreation areas, schools, and other civic facilities. Green streets should be designed or redesigned when feasible to have one or more of the following elements:

One or more rows of trees along both sides of the roadway (along City right-of-way or on private property)

One or more rows of trees down the center of the street/roadway located within islands.

Space for wide sidewalks or off-street trails on one or both sides of the roadway

No overhead utility wires that interfere with the growth of overstory trees

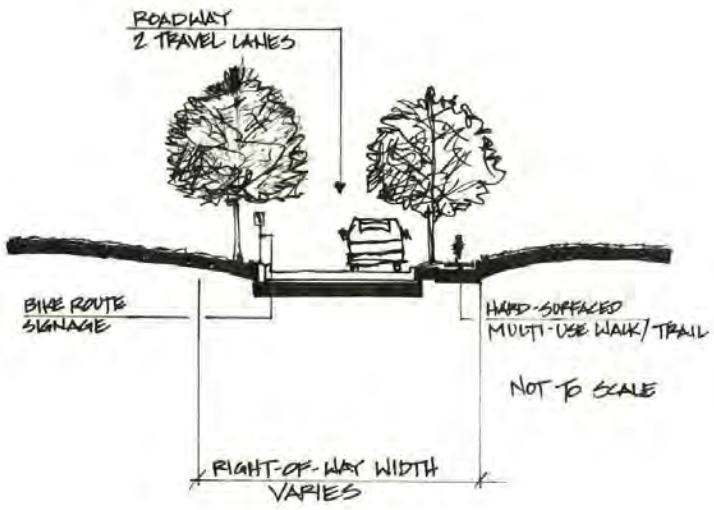


Figure 53: Neighborhood Green Street Section (Typical)

Green streets may include signage, benches, nodes, and landscaping. Existing street right-of-way widths would dictate specific design on a street-by-street basis. Figures 53, 54, and 55 show typical cross-sections of the three types of green streets. The hierarchy of green streets is neighborhood, secondary, and primary green streets. Neighborhood green streets are through streets within a neighborhood, secondary green streets are traffic collector routes, and primary green streets are major traffic arteries. Figure 55 shows an alternative cross-section with plant material in the center of the street.

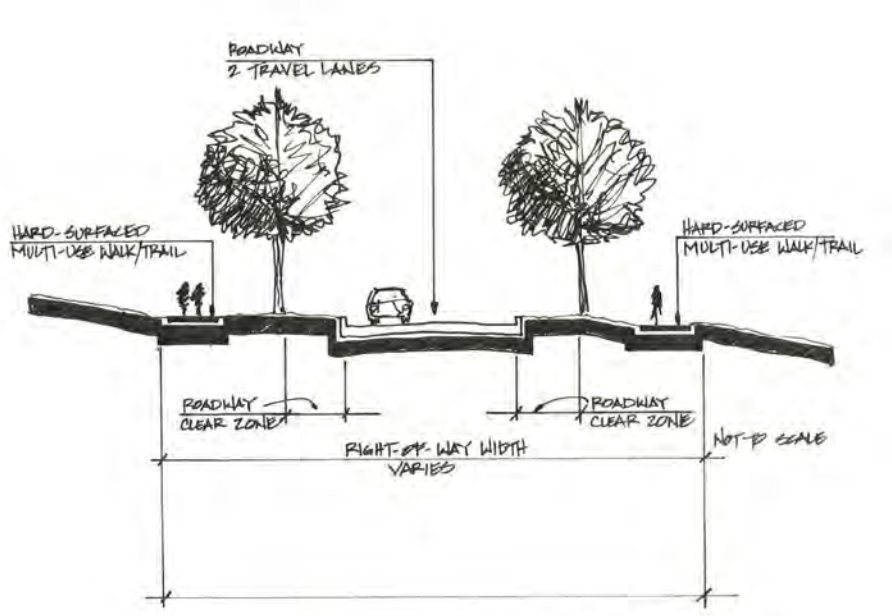


Figure 54: Secondary Green Street Section (Typical)

All proposed street trees should have approval by City staff on species type and location regarding all existing and proposed infrastructure. Tree height near power lines and root systems near sewer and water lines shall be considered. All proposed green streets should be planned/designed accordingly with all existing or proposed utilities. With typical green street sections, the existing walk on both sides of the street should be widened to eight feet, extending it toward the street. If there is less than two feet remaining between the widened walk and the curb, it is recommended this strip also be paved, since an area less than two feet wide could likely not be maintained efficiently and effectively in grass or any other plant material. An additional five-foot easement should be acquired from adjoining private property, if necessary, in which street trees should be planted. Trees should be located three feet from the edge of the walk, spaced at approximately forty-foot intervals. Allowances should be made for existing items in the R.O.W., such as driveways or fire hydrants. In summary, green streets that cannot follow the typical sections should include the following, starting from the street curb:

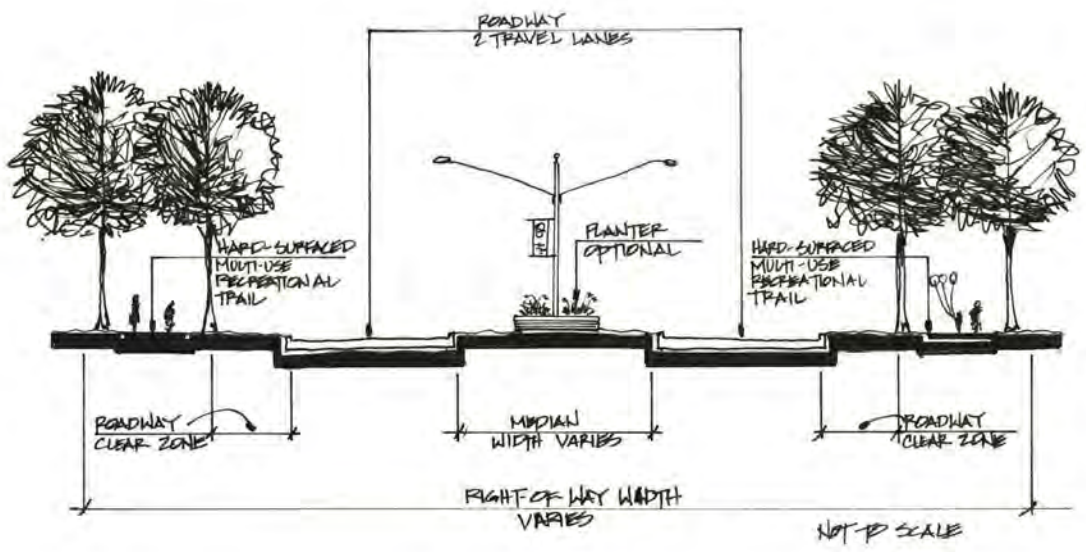


Figure 55: Primary Green Street Section

Grass strip, if more than two feet between curb and walk (if less than two feet from street to walk, strip should be paved)

Eight-foot wide walk

Five-foot easement, in which street trees are planted three feet from the walk

Implementation of designated green streets in Lexington would ensure that the tree-lined streets become part of the landscape throughout the City. It would also help create a pedestrian and bicycle movement network through the City that would link parks and public recreational areas together as a continuous, interconnected system. The City should consider implementation of such green streets where feasible.

Park Land Dedication/Fee

New Development Dedication and/or Fee

As a way of assuring adequate land is available for new parks and facilities and that all existing and new recreational amenities are properly maintained, the City of Lexington should implement a policy for the dedication of land for such parks and facilities and a park fee in-lieu of such dedication.

When there is a new subdivision platted within Lexington's jurisdiction, the City may require either a dedication of parkland (for parks, trails, open space, or other recreational facilities) and/or a park dedication fee. Such dedication policy should also be made part of the Lexington Subdivision Regulations. Logistics of the recreational facility type and its exact location should be determined through the pre-application meetings of the platting process. The parcel of ground to be dedicated or the amount of fee to be paid will be negotiated and written into the subdivision agreement. Master plans for such parks and facilities should be laid out at time of preliminary plat and approved at time of final platting and prior to execution/filing of final plat. Any required park development fees should be submitted to the City at the time of final platting and placed into the City's established park fund. Such funds should be used for the acquisition of land, development, and maintenance of Lexington's park system.

When deciding whether or not the developer should dedicate land, pay the fee, or both, the City and developer shall consult the Park Service Area Map and the Trails Concept Map within this Plan. If there is a future park, trail, open space, or other recreational facility located in whole or in part of the new subdivision, the City may require that the subdivider dedicate land for such improvements. Development and maintenance of each park, trail, etc. shall be determined in the individual subdivision agreements. Any land that is dedicated should be buildable land (non-floodplain or non-floodway designated ground or areas of less than 15% slope) and be of sufficient size for the type of park or recreational facility designated in this plan.

Dedication of such parkland and fees described above may be determined by the size and type of subdivision development. Land dedication in subdivision developments should be as follows:

Residential developments shall dedicate 10% of buildable land.

Commercial developments shall dedicate 10% of buildable land.

Industrial developments shall dedicate 10% of buildable land.

As a minimum, developers should dedicate the maximum required parkland area for the type of park and/or recreational facility identified, unless negotiated to a smaller amount with the City Council through the platting process and subdivision agreement approval. The remaining acres of un-dedicated land falling within the required percentages listed above should be evaluated with a per acre park development fee set forth by the City of Lexington.

If the Parks and Trails Plan does not identify a proposed park or facility in the platted area and the subdivider is directed to provide the City with fee payment in lieu of parkland dedication, then such subdivider should pay a park development fee based upon a set multiplier determined by the City. Such fee should be based on gross total acres of development at time of platting and shall be paid prior to execution of the final plat.

Subdivisions of mixed use developments or planned unit developments should dedicate parkland or pay a park development fee based upon the amount individually zoned land. If land in the subdivision is utilized by multiple uses (residential, commercial, industrial) without different zoning, then the higher amount of parkland dedication or park development fee should be required for entire subdivision.

Park Maintenance

The City should adopt a maintenance policy for each level of park and facility. A maintenance standards schedule could be developed that places each park and recreational facility into one of three levels for maintenance. Level 1 would be the most intense level of care, with Level 3 being the most natural and least maintenance intense areas. For example, mini-parks should be maintained higher than some greenways. The park department may not only create levels within the system but also may create levels of care with individual parks. For example, the park entry and sports fields may be Level 1, the majority of the park may be Level 2, and the creek or wooded area may be Level 3. A maintenance policy and detailed scheduling may include the following areas **of** service within each park or recreational facility:

- **Lawn care**
- **Sports turf care**
- **Litter control**
- **Lighting**
- **Hard/multi-purpose surfaces maintenance**
- **Graffiti control**
- **Repairs**
- **Inspections**
- **Tree and shrub care**
- **Native grass care and control**
- **Floral care (perennials and annuals)**
- **Restroom maintenance**
- **Ball field maintenance and preparation**
- **Fence and gate construction and repairs**
- **Playground maintenance**
- **Trails**
- **Waterway management**
- **Drainage structures**
- **Pedestrian bridges**
- **Retaining walls**
- **Site amenities (picnic tables, goals, etc.)**
- **Picnic shelters (including reservations)**
- **Signage**
- **Unique/Special Features (historical, natural, etc.)**
- **Concessions**

Policies should also be adopted to address signage and color schemes for parks and recreational facilities located within Lexington's jurisdiction. Signs are recommended to be of the same style and color for all Lexington parks so that they represent one park system. Suggested colors for park shelter, playground structure, benches, etc. should include greens, tans, browns, and maroon colors. Such colors are less obtrusive to the park environment. All park plans with proposed subdivisions shall be submitted for approval, including all proposed structures, materials, and colors.

Transportation System Plan

Existing Transportation Profile

Lexington's current transportation system allows for a variety of modes and vehicular types, including automobiles, bicycles, air service, railroad and public transit. The following section offers a more detailed description of Lexington's existing transportation system.

Primary Highways

There are currently four major highways in the study area. These four primary highways allow for higher traffic volumes and aim to increase mobility in and around the Lexington Area.

Interstate 80: I-80 is the only interstate highway in the study area. It runs east-west and abuts Lexington on its southern border. I-80 connects to the local roadway network via its intersection with north-south route U.S. 283.

U.S. 30: Locally known as Pacific Street, U.S. 30 runs east-west through Lexington bisecting the study area into two smaller regions, north and south. Union Pacific Railroad runs parallel to the highway and limits access from U.S. 30 to the southern part of Lexington, with the exception of two at-grade crossings bordering the east and west edges of the study area. However, U.S. 30 does serve as a primary route to the northern part of the Lexington Area.

U.S. 283: Locally known as Plum Creek Parkway, U.S. 283 is the principal route between the City of Lexington and I-80. In addition, it serves as one of two main access points connecting the north and south portions of the study area with an above-grade crossing over U.S 30 and the Union Pacific Railroad.

NE-21: NE-21 allows highway access into the study area from the north and is discontinued once it intersects U.S. 30. The highway also serves as a main intercity route as it provides accessibility to local roads, notably the Adams Street viaduct, that serve both north and south regions of the surrounding Lexington Area.

Major Intercity Routes

There are several major routes that permit traffic flow throughout Lexington by distributing traffic to smaller roads while also connecting to the larger roadways mentioned above (e.g., I-80).

There are five north-south routes and three east-west routes in the Lexington Area that are considered major intercity routes:

North-South

Adams Street: Adams Street is one of two primary links connecting north and south Lexington. Adams Street turns into NE-21 north of U.S. 30 and serves as a major passageway in and out of Lexington.

Jackson Street: Jackson Street is the second link which connects the north and south regions of Lexington. U.S. 283 turns into Jackson Street just north of U.S 30 and is a major distributer of I-80 traffic into the City of Lexington.

Taft Street: Taft Street runs along the eastern edge of Lexington's city limit and collects inbound traffic from U.S. 30 and distributes such traffic to smaller, local roads.

Erie Street: Erie Street collects traffic from U.S. 30 and allows access to local streets as well as access to the major east-west route, 13th Street, to move traffic throughout Lexington.

Airport Road, like Erie Street, collects traffic from U.S. 30 and allows access to local streets. While currently on the edge of the city, Airport Road is gaining relevance as residential and recreation amenities are expanding in the northwest.

East-West

Prospect Road. Prospect Road sits approximately halfway between I-80 and U.S. 30. It serves Adams Street which allows access across U.S. 30 into the center of Lexington.

Cattlemens Drive. Cattlemens Drive collects traffic from U.S. 283 (and subsequently I-80), and primarily serves Adams Street which, as previously mentioned, allows access to local roads in the northern and southern areas of Lexington.

13th Street. 13th Street serves as a major route for intercity traffic. It collects and distributes traffic to and from every major north-south route explained above, allowing traffic to move east-west throughout the study area. The airport, hospital, and several schools and parks abut 13th Street, or are within a block.

Federal Functional Classifications

Functional classification is the process by which streets and highways are grouped into classes or systems, according to the character of service they are intended to provide. The brief explanations of the federal functional classifications and the corresponding map, Figure 56, which pertain to Lexington's current classifications:

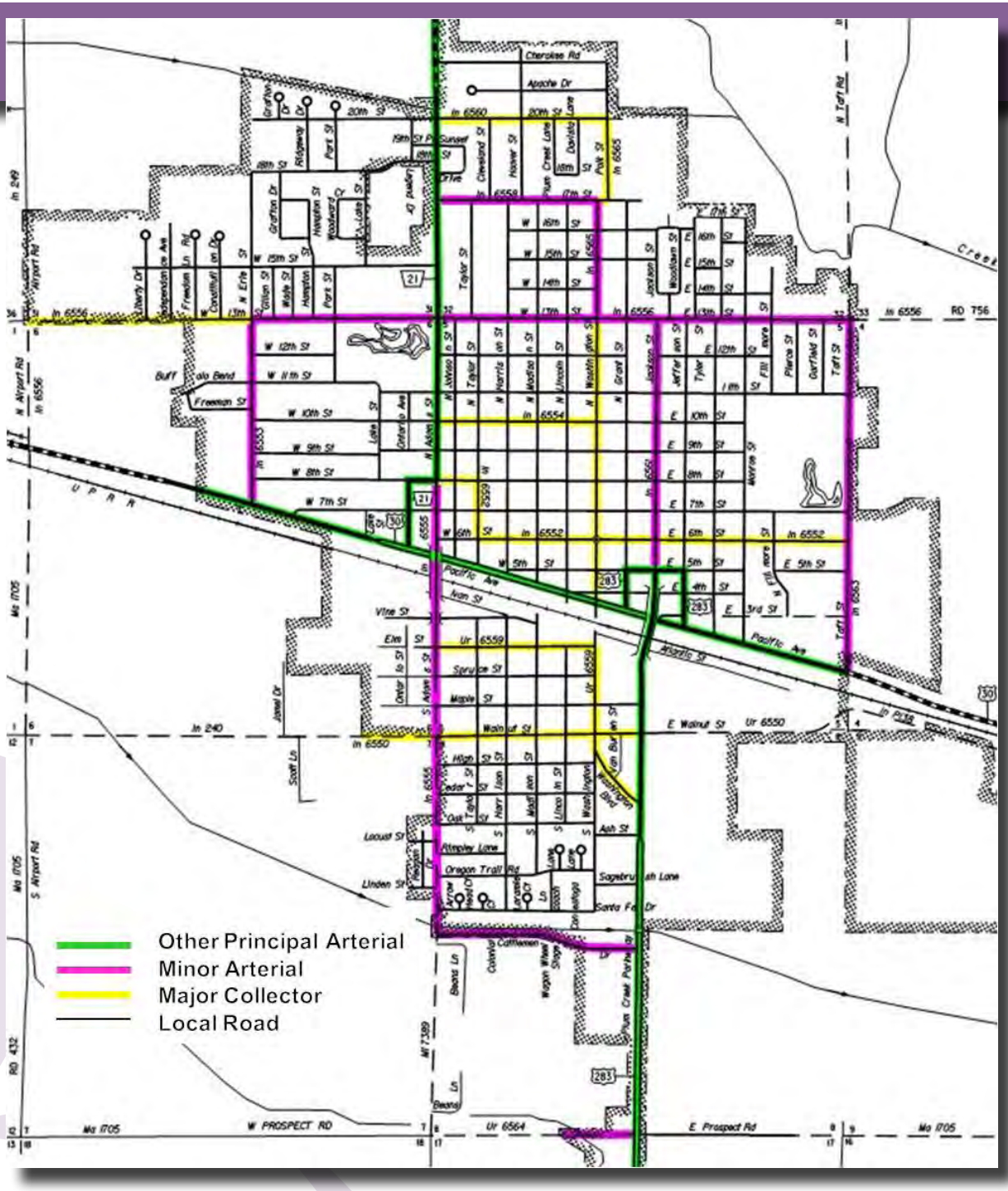


Figure 56: Roadways within the study and the existing federal functional classification

Interstate (e.g., I-80): A divided, limited access facility with no direct land access and no at-grade crossings or intersections. Interstates are intended to provide the highest degree of mobility serving higher traffic volumes and longer trip lengths.

Other Principal Arterial (e.g., U.S. 30): Permit traffic flow through urban areas and between major destinations. Principal arterials carry a high proportion of the total urban travel, since movement and not necessarily access is the primary function.

Minor Arterial (e.g., Adams Street, Cattlemens Drive): Collect and distribute traffic from principal arterials and interstates to streets of lower classification, and, in some cases, allow traffic to directly access destinations. Access to land use activities is generally permitted, but is oftentimes consolidated, shared, or limited to larger-scale users.

Major Collector (e.g., 6th Street, Washington Street): Provide for land access and traffic circulation within and between residential neighborhoods and commercial and industry areas, as well as distribute traffic movements from these areas to arterial streets. Collectors do not typically accommodate long through trips and are not continuous for long distances.

Local Road: Offer the lowest level of mobility and highest level of local property access. Local streets typically make up the largest percentage of street mileage and provide direct access to adjacent land uses.

Traffic Volumes

Average daily traffic (ADT) volumes in the study area collected for existing conditions in 2009 by the Nebraska Department of Roads are shown in Figure 57.

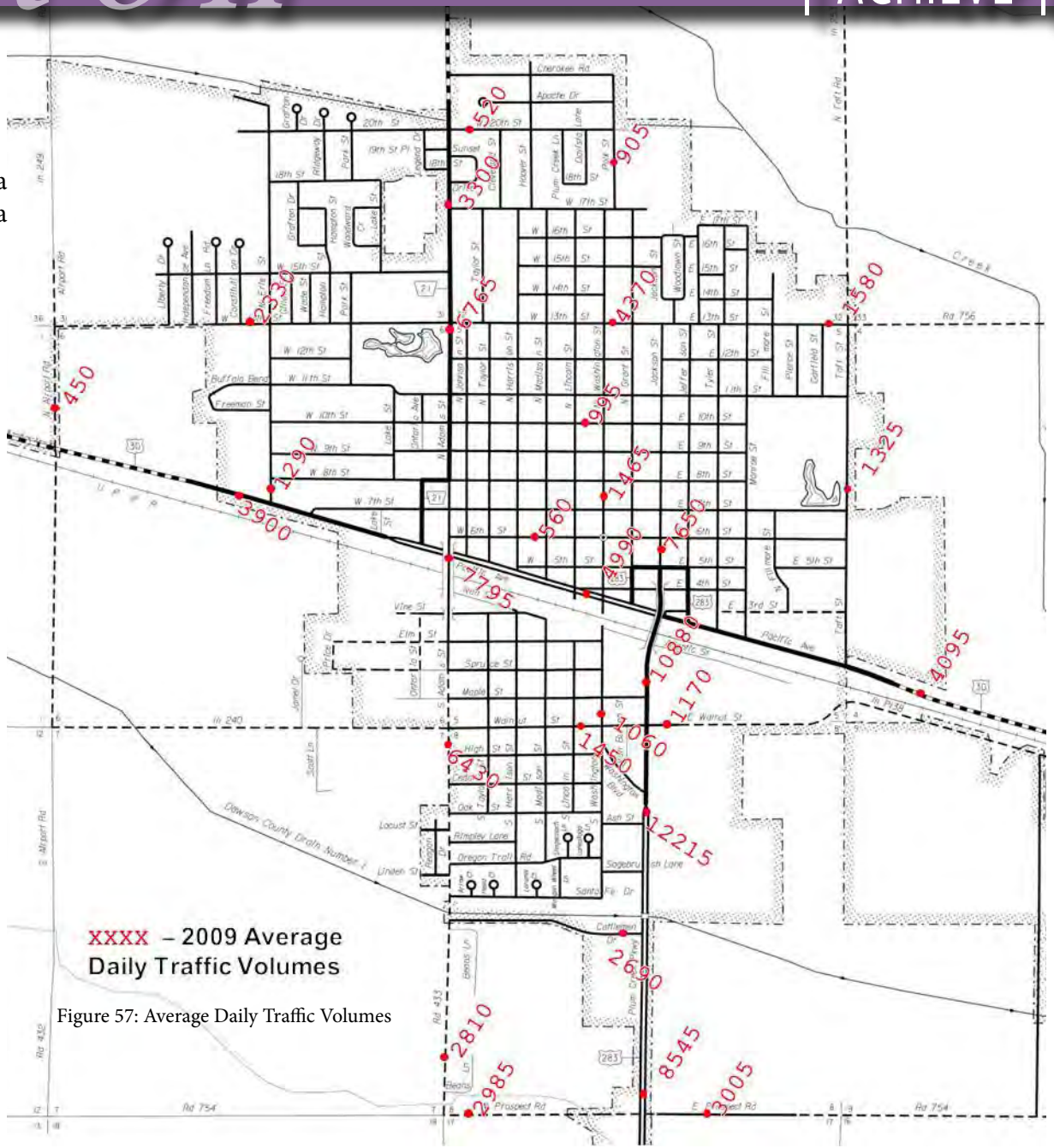


Figure 57: Average Daily Traffic Volumes

Major Bridges

There are two major bridges in the Lexington Area, both of which are used to cross over U.S. 30 as well as the Union Pacific Railroad tracks.

The easternmost bridge in Lexington is served by Jackson Street on the north, and U.S. 283 on the south, allowing direct access to and from I-80.

The bridge on the western side of Lexington is located on Adams Street, an arterial road, which turns into NE-21 just north of the bridge.

Bicycle and Pedestrian Facilities

There are a number of bicycle and pedestrian facilities in and around the Lexington Area including sidewalks, on-road bicycle facilities and off-road paths.

Figure 5 shows existing on-road and off-road facilities in the Lexington Area.

On-Road Facilities. On-Road facilities, such as paved shoulders or bicycle lanes exist in certain areas of Lexington in order to provide connectivity to off-road facilities. Altogether there is about one mile of on-road facilities.

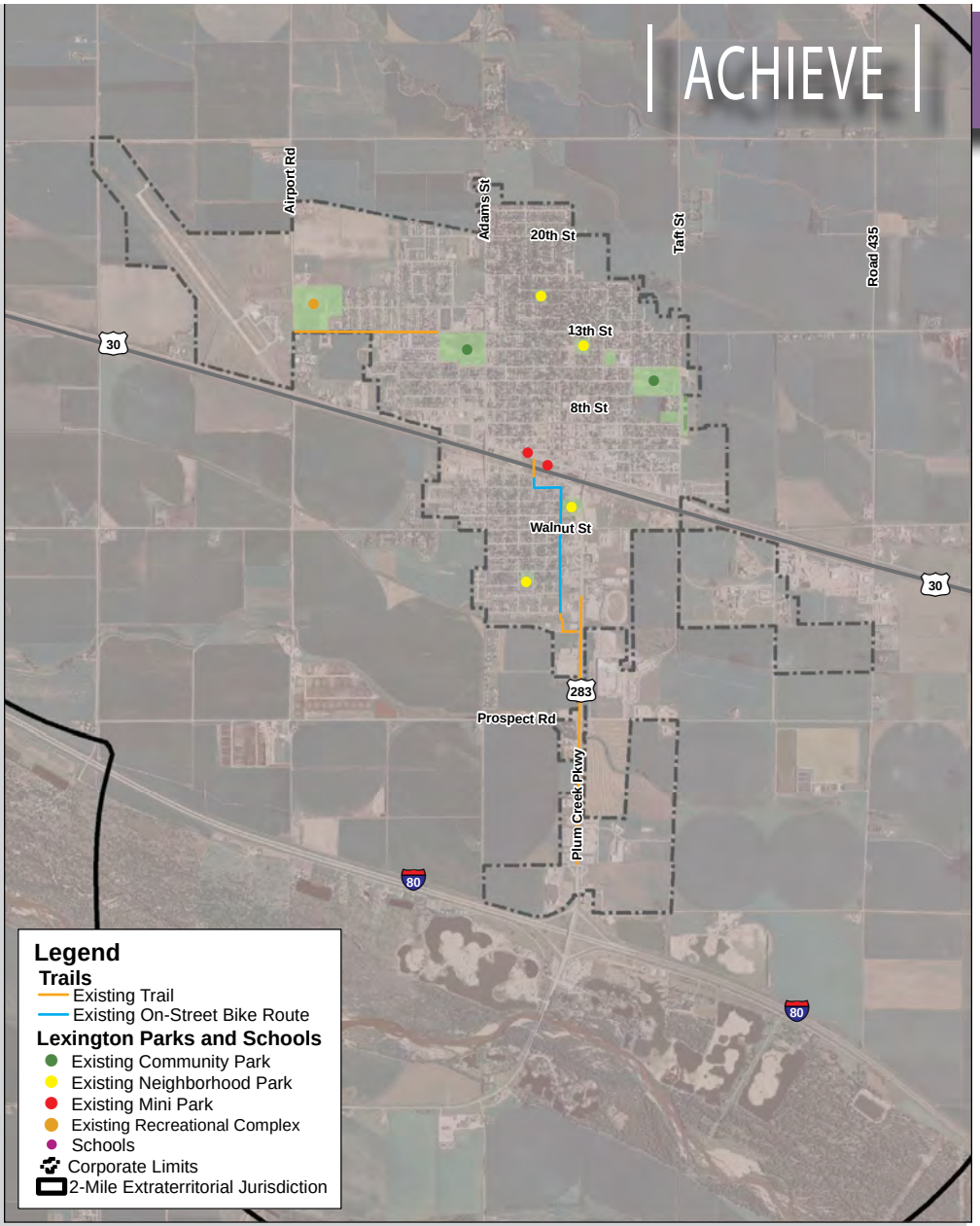


Figure 58: Bicycle and Pedestrian Facilities

City of Lexington

Dawson County, Nebraska

N

0 1,500 3,000 6,000 Feet

Existing Bicycle / Pedestrian System

Created By: JWC
Date: June 2013
Software: ArcGIS 10
File: 100999

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Off-Road Facilities. Off-road facilities in Lexington are mostly comprised of shared-use paths for pedestrian and bicycle usage. Currently there are just under three miles of off-road paths in the area, most of which are adjacent to arterial roads. There are two main segments of off-road facilities. The longer of the two runs north-south, starting a quarter mile north of I-80, and stops just south of U.S. 30. The second segment, which is approximately one mile in length, runs east-west (adjacent to 13th street) from Airport Road to Plum Creek Park.

Off-Road

lexington

Air Service

The Lexington Area is currently served by Jim Kelly Field for air-related transportation services. Jim Kelly Field is located at 13th Street and Airport Road and is directly accessible from U.S. 30. Most air-travel to and from Jim Kelly field occurs seasonally from June to August and remains within a 40 mile radius of the Lexington Area.

There are two existing runways at Jim Kelly Field. The larger runway, with dimensions of 5,497 feet long by 100 feet wide, is paved with concrete and is currently in excellent condition. The second runway is 3,200 feet long by 250 feet wide and remains unpaved. Because of limited space, these two runways do not provide room for any future improvements. However, there is space for a third runway (4,600' x 75'), in which future plans indicate construction within the next 20 years. Source: Lexington, Nebraska Airport Layout Plan, 2011.

Railroad

The study area is currently served by a single, major railroad, Union Pacific. The railroad tracks run east-west, adjacent to U.S. 30, bisecting Lexington into two sections, north and south. Currently, more than 100 freight trains run through Lexington daily.

There are two at-grade crossings anchoring the east and west borders of the study area. The at-grade crossing to the east is on County Road 435. The at-grade crossing to the west is on Airport Road. Both crossings allow north-south access across the railroad tracks for vehicular traffic.

Public Transit

Lexington and surrounding areas in Dawson County are served by Reach Your Destination Easily (R.Y.D.E.) Transit. R.Y.D.E. is a public transit system that operates in seven central Nebraska counties. In Dawson County, the R.Y.D.E. system is operated from the Grand Generation Center at 407 East 6th Street in Lexington. R.Y.D.E. offers public transportation to medical appointments, shopping areas, congregate dinners, and social activities in Dawson County Monday through Friday, 8 AM to 5 PM.

"The Lex-Plan 2013"

FUTURE TRANSPORTATION PLAN

Future Transportation Plan

Future Travel Changes

Demands on the future transportation system are forecast based on the future development patterns identified in the Comprehensive Plan's land use planning elements. Transportation systems not only move people and goods, but they also shape the natural and built environment, guide how communities develop, and influence quality of life. The planning process recognizes that transportation and land use development influence one another. The type, location and intensity of land development directly influences travel across a study area. Conversely, the type, location, and level of transportation system access and mobility impacts land use development patterns. Thus, the transportation element of this plan is intrinsically connected to the land development portions of the Lexington Comprehensive Plan.

The Lexington Travel Model

As a part of the Lexington Comprehensive Plan and Transportation Plan, the Lexington travel demand model has been updated. The travel demand model is a tool that is used to evaluate how people travel. The model, a computer application, estimates travel based on two main sets of input data:

1) **Lexington land uses, specifically where people in live, work, go to school and shop.**

2) **Lexington transportation infrastructure, specifically the street system.**

The model is a set of parameters and equations that are adjusted to capture the relationships between these two input data sets in Lexington. When applied, the model evaluates the interaction of the provided land use and street system information. The model can be used to predict answers to these questions:

How does travel change under different land use scenarios?
For instance, we have tested the future Lexington Comprehensive Plan land development scenario and forecast how traffic volumes change across the community.

How does travel change when different improvements or adjustments are made to the roadway network?
An example would be evaluating how traffic volumes change if a new street is added, or if an existing, congested street is widened.

Automobile travel is the primary mode of travel in Lexington. The travel demand model was set up to estimate motor vehicle travel on the roadway network. The model does not estimate bicycle, pedestrian or transit usage.

Applying the model to estimate future travel first requires that the model is validated to current, observed travel conditions. Model validation was completed by adjusting the model parameters so that it provided travel estimates that reasonably reflected observed traffic levels/patterns.

Future Travel Patterns

The Lexington Travel Model was applied using the 2035 land development scenario from the Comprehensive Plan, in combination with the "existing-plus-committed" (E+C) Lexington roadway network. The 2035 E+C roadway network assumes the current street / roadway system is not improved beyond those projects programmed in the current One & Six Year Street Improvement Plan. The Street Improvement Plan is documented in the "Future Street and Roadway System" section of this Chapter.

The amount of growth anticipated for the Lexington Area by 2035 is:

An increase of 1,590 households or 40% increase between 2010 and 2035.

An increase of 1,758 jobs or 26.1% increase between 2010 and 2035.

The anticipated changes in households and employment between 2010 and 2035 are shown in Figures 60 and 61. The new housing and employment growth is illustrated by Traffic Analysis Zone (**TAZ**) boundaries, the basic geography unit of the travel demand model.

Figure 62 documents the existing and forecast 2035 E+C network trip volumes for Lexington. The 2035 traffic forecasts were developed by the travel model, based on the 2035 household and employment levels documented above and the E+C roadway network. For the Lexington area as a whole, the following travel changes are forecast:

- **Trip Growth:** The number daily number of trips that are made across the Lexington area (called "trip generation") is projected to increase by 36% between 2010 and 2035.

- **Vehicle-Miles Traveled (VMT) Growth:** VMT is the total length of all trips made in Lexington, and is a simple calculation of the number of area trips multiplied by their trip length. VMT is projected to increase by 41% between 2010 and 2035. This increase in VMT is related to the average trip length.

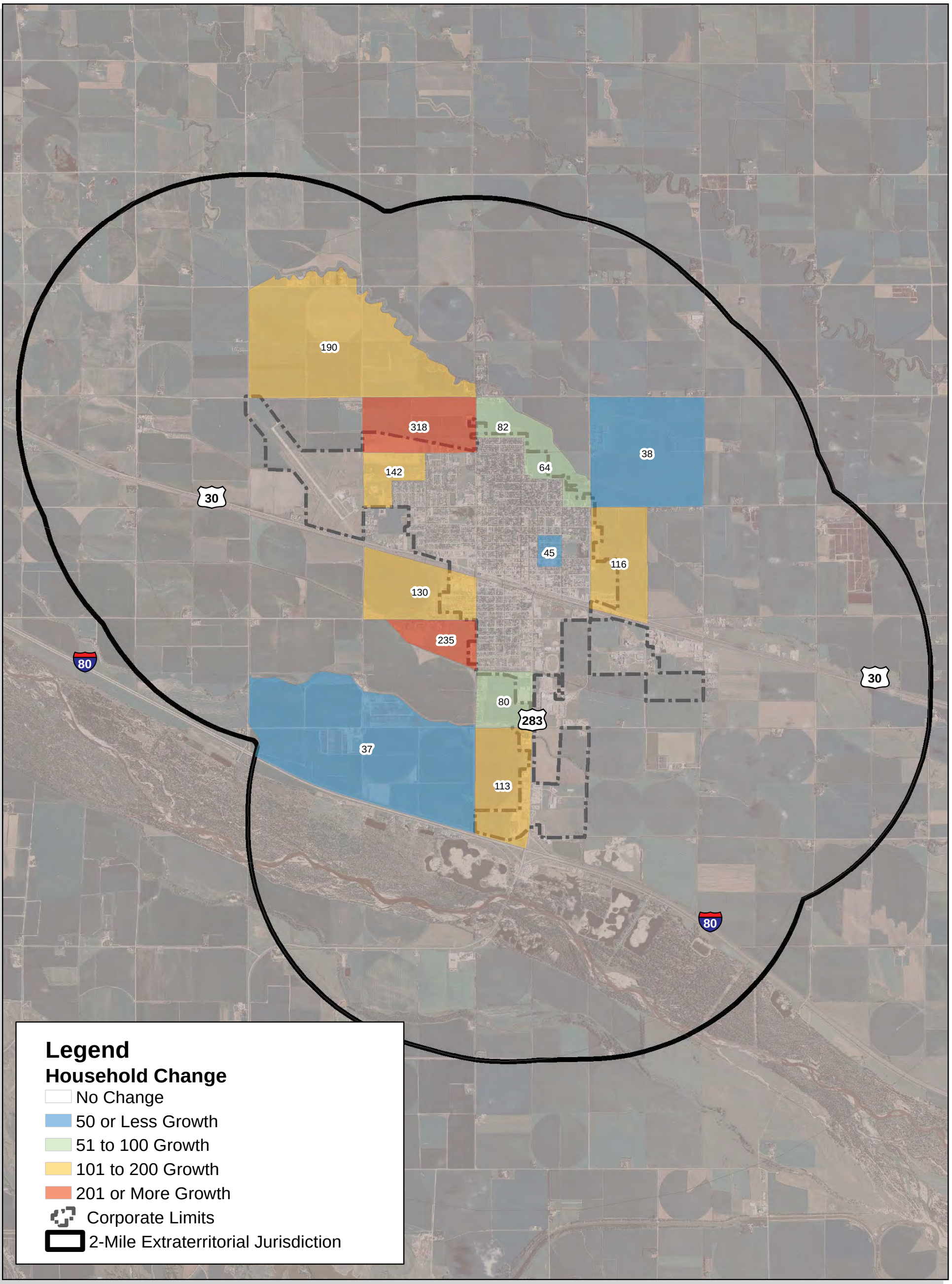

Figure 59: Future Housing

City of Lexington

Dawson County, Nebraska

2010 to 2035 Household Change

N

0 2,500 5,000 10,000 Feet

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File: 100999

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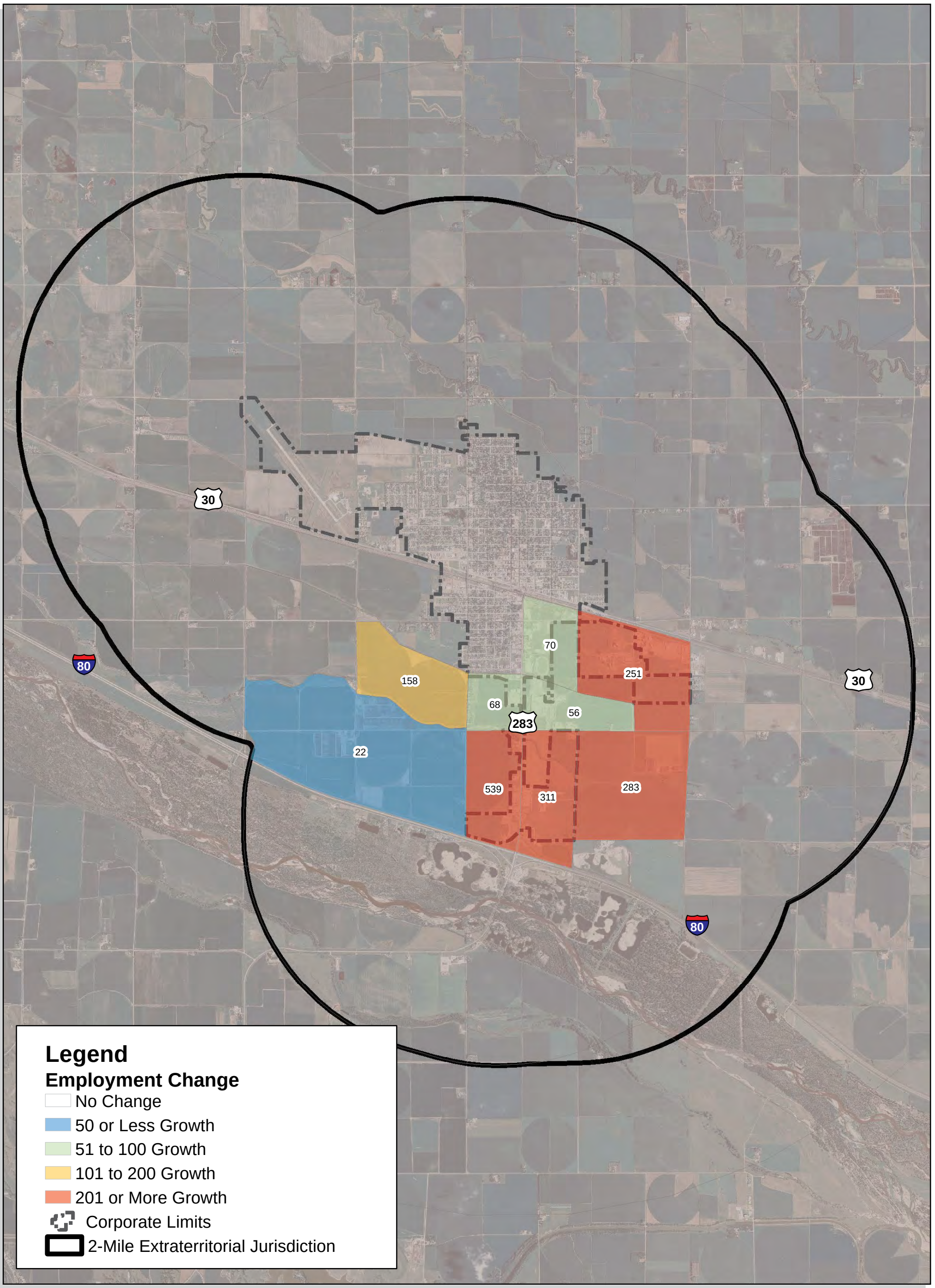

Figure 60: Job Growth

City of Lexington
Dawson County, Nebraska

2010 to 2035 Employment Change

N

0 2,500 5,000 10,000 Feet

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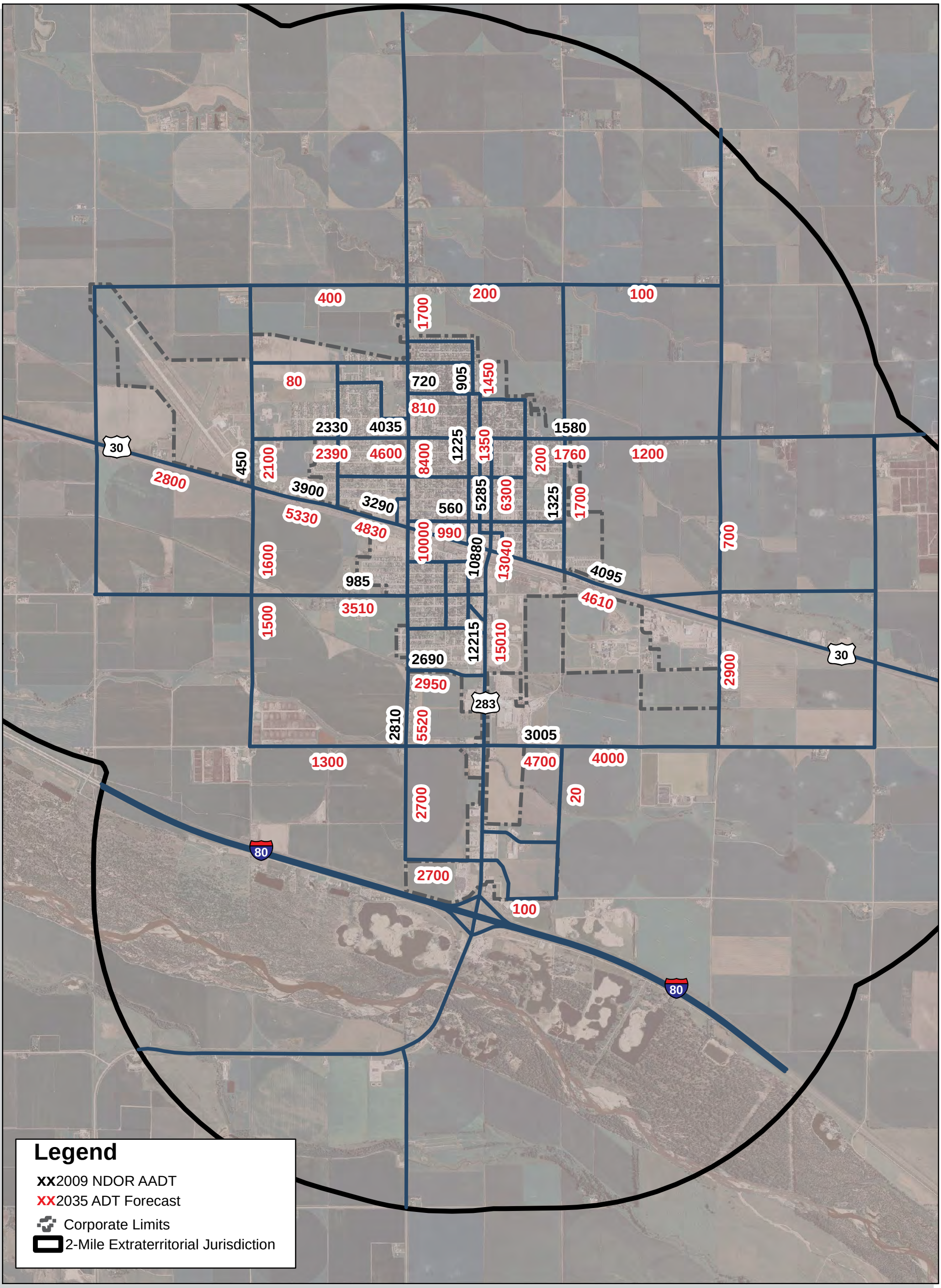

Figure 61: Existing and Future Volumes

City of Lexington
Dawson County, Nebraska

2009 to 2035 Daily Traffic Levels

N

0 1,800 3,600 7,200 Feet

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Date: June 2013
Software: ArcGIS 10
File: 100999

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Future Street System

Roadway System Issues

There are limited traffic operations issues in Lexington, from the perspective of excessive travel delays or congestion. There are, however, opportunities to improve connectivity or address stakeholder-identified transportation deficiencies through the transportation plan. Those issues raised by Stakeholders for the roadway system include:

Identification of a truck route for regional trucking traffic into / through Lexington

Truck routes should be identified for both the existing and future system. The near-term truck route should be an appropriate route based on the existing street and roadway system. A future long-term truck route should also be identified, to take advantage of planned improvements to the Lexington street network.

Grade-Separated Crossings of the Union Pacific Mainline Railroad Tracks

Lexington has grown on both sides of the UP mainline tracks. There are approximately 20,000 daily motor vehicle trips that cross the railroad in the study area. The main crossings through the heart of Lexington are grade separated structures over the tracks. A third roadway-rail grade separation, a County Road 435 bridge over the railroad tracks, is included in the current City of Lexington street improvement plan and is expected to be constructed in the next few years.

Implementation of a Coordinated Wayfinding Signage System

There was interest from stakeholders in providing a coordinated wayfinding system providing signage for the major civic uses and visitor attractions in the Lexington area.

Traffic Safety on Streets around Schools

Stakeholders have identified issues with traffic safety and signage on streets around schools. Safe Routes to School (SRTS) has been a traditional funding source to improve safety for children walking / biking to school, with $1 million in annual funding for SRTS projects and programs in Nebraska. In 2007, Lexington implemented a SRTS program called the Street and Bicycle Safety Program that provided student and parent education and training of volunteer crossing guards around the four elementary schools. The program was run by the Lexington Community Fitness Initiative (CFI). The future of SRTS program in Nebraska is undecided under the recent MAP-21 Federal Transportation funding legislation. Under MAP-21, funding for SRTS eligible programs have been merged into a flexible funding program called "Transportation Alternatives." SRTS projects will compete against other projects for funding. Thus, although possible, funding sources for safety improvements around schools are slightly more uncertain.

Downtown Brick Streets

Lexington has several historical brick streets in the downtown area. Public opinion is mixed on the streets, with some motorists complaining about the uneven and noisy surface. Other stakeholders have pointed out that the brick streets provide effective traffic calming, forcing vehicles to drive at a slower speed improving vehicular and pedestrian safety, while adding character to the downtown area.

Lexington Street Improvement Plan

The City of Lexington maintains a *One & Six Year Street Improvement Plan* that is updated on an annual basis. The Street Improvement Plan represents the programmed street and trail projects that have identified funding sources and are anticipated to be constructed / implemented; the list is broken down into a 1-year list and a 6-year list. The draft 2013-2018 Lexington Street Improvement Plan includes several projects that maintain, reconstruct, or add new infrastructure to the street and roadway system.

The proposed projects programmed in the 2013 ***one-year plan*** include:

Paving improvements to the following street segments:

Heartland Road from Frontier Road to Heartland Drive.
Jackson Street from 8th Street to 13th Street.
Airport Road north to the corporate limits.
Jeffery Road south of Prospect Road.

Reconstruction of all or part of the following street segments:

6th Street and Jackson Street reconstructions, including new center left turn lanes and will allow for future 6th/Jackson traffic signal.
13th Street from Adams Street to Park St (includes Lighting Improvements).
Grant Street from 7th Street to 8th Street to improve sight distance and storm sewer.

New infrastructure projects include:

The grade separation of County Road 435, including a new bridge over the UP Railroad and US Highway 30.
This project is listed in two phases; it is currently undergoing design and environmental documentation.

Lexington Street Improvement Plan

The proposed projects programmed in the 2013 ***six-year plan*** include:

Paving improvements to the following street segments:

Walnut Street near US Highway 283 to ½ mile east.
Ontario Street from 9th Street to 10th Street.
6th Street from Lincoln Street to Taylor Street.
South Adams Street from Prospect Street to Frontier Street.
CED Addition residential street paving (includes sewer improvements)

Reconstruction of all or part of the following street segments:

Taft Street from 6th Street to 13th Street.
Taylor Street storm sewers from US Highway 30 to 8th Street.
20th Street and Polk Street, including new lighting.
Monroe Street from 10th Street to 13th Street.

New infrastructure projects include:

The extension of 18th Street from Adams Street to Lake Street.
The extension of Frontier Road from Plum Creek Parkway to Adams Street.
The extension of 20th Street from Erie Street to Airport Road.
The extension of Independence Street from north of 15th Street to 20th Street.

Other projects, including:

Bridge replacement over city drainage ditch ½ mile east of US Highway 30 and Taft Street.
Miscellaneous ADA Sidewalk Improvements.
Adams Street Lighting and Box Culvert Improvements.
Erie Street lighting improvements, US Highway 30 to 13th Street.
Miscellaneous Street Panel Replacement Projects.
Various Trail Paving Projects from Trail Master Plan.

Improved Wayfinding Opportunities

Stakeholders have identified the desire for an improved wayfinding signage system to direct travelers to civic and tourist destinations in Lexington. While the Transportation Plan is too broad in scope to provide a detailed Wayfinding Plan for Lexington, it does provide an opportunity to lay out a scope and planning process for a Lexington Wayfinding Plan.

The various elements to the Wayfinding Plan approach could include:

Develop a wayfinding vision, including establishing the goals of the wayfinding system. In general, the wayfinding plan should provide:

A coordinated and comprehensive signage system.

Directions to key destinations from major gateways to Lexington.

Limited signage to key locations, to reinforce the importance of each sign.

Establish and define the destinations that the wayfinding system needs to support. Surveys, interviews with stakeholders, or other methods might be used as the means of establishing the destinations to include in the wayfinding system.

Organize the destinations into a hierarchy or groupings, with different signage classes for each grouping of destinations.

Work with stakeholders to develop a signage typology for Lexington. These varying sign types will relate back to the wayfinding goals, and will include the different functional groupings of signs. An example of a sign typology system is provided in Figure 63.

Document the current Lexington directional signage inventory. This establishes the current directional sign conditions in Lexington, providing a baseline for the types of signage additions / changes that need to be implemented.

Develop a consistent sign branding approach that meets the Lexington wayfinding vision. This includes identifying the appropriate signage graphics, lettering fonts, and directional symbology.

Develop a Wayfinding Implementation Policy that covers:

Sign placement location guidelines.

Regulation of the types of destinations eligible for signage.

Identification of program funding.

Jurisdictional requirements for signage on City, County, State facilities.

Hold a system design workshop, where stakeholders identify the primary gateways into Lexington, and the likely routes by which travelers will access the various destinations. This task will lay the framework for potential signage locations and identify the implementation corridors.

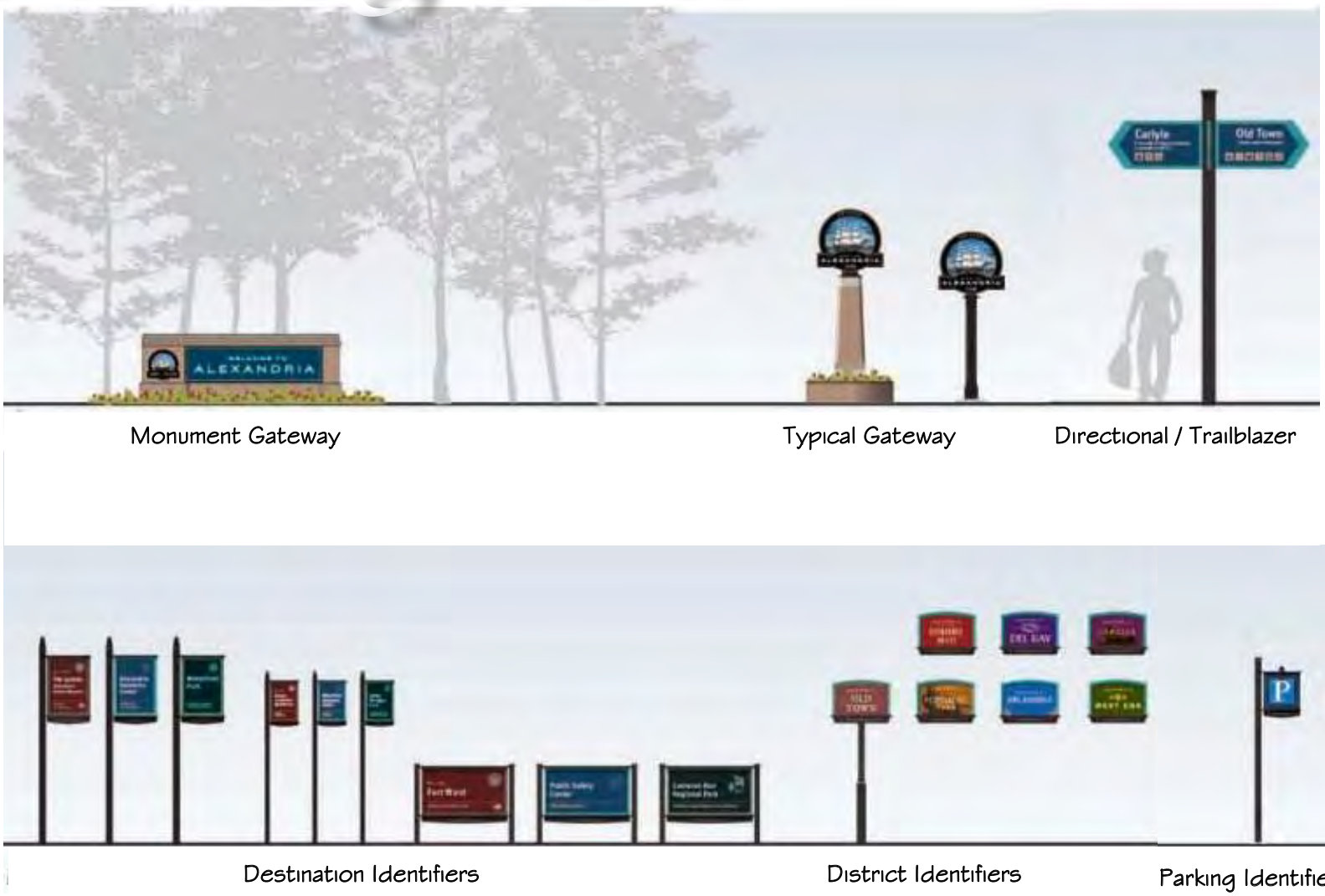
Develop a detailed implementation plan for the wayfinding system. The wayfinding system will include the appropriate locations for sign placement by identifying:

Consistency of existing wayfinding signage. Make recommendations for removal, modification or maintenance of current signage.

Sign placement by corridor. Many variables will affect sign placement, including the presence of other regulatory signs, the presence of obstructions such as trees, street furniture, utilities, etc., and travel speeds in the corridor.

Cost estimates by element.

Funding plan to support implementation.



Source: **City of Alexandria, VA Wayfinding Program Design Guidelines**

Figure 62: Wayfinding Examples

Future Freight System

The efficient movement of freight is an essential component of the Lexington transportation system, as the movement of goods within and through the study area affects several key industries, including manufacturing, retail, and agriculture. The Lexington Transportation Plan addresses Freight by identifying the critical elements of the transportation system that support freight movement, and minimize conflicts between freight movement, quality of life, and other modal systems.

Truck Routes

Lexington stakeholders have identified the need for through truck routes in the city. To be effective, truck routes need to be continuous, direct, and have sufficient pavement and geometrics designed to meet truck travel requirements. Figure 65 identifies the draft truck route plan for Lexington, which provides direct through travel for traffic on US Highway 30 and US Highway 283.

As noted in Figure 65, the truck routes are broken into two phases:

short-term

Short-term routes:

These are routes that can support truck traffic through Lexington with the current street and roadway system.

long-term

Long-term routes:

These are routes that include planned, currently incomplete street and roadway corridors that could support truck travel oriented away from the core of Lexington. One key street and roadway network improvement that is required for the long-term route on the east side of Lexington to be implemented is the County Road 435 Bridge over the UP railroad tracks.

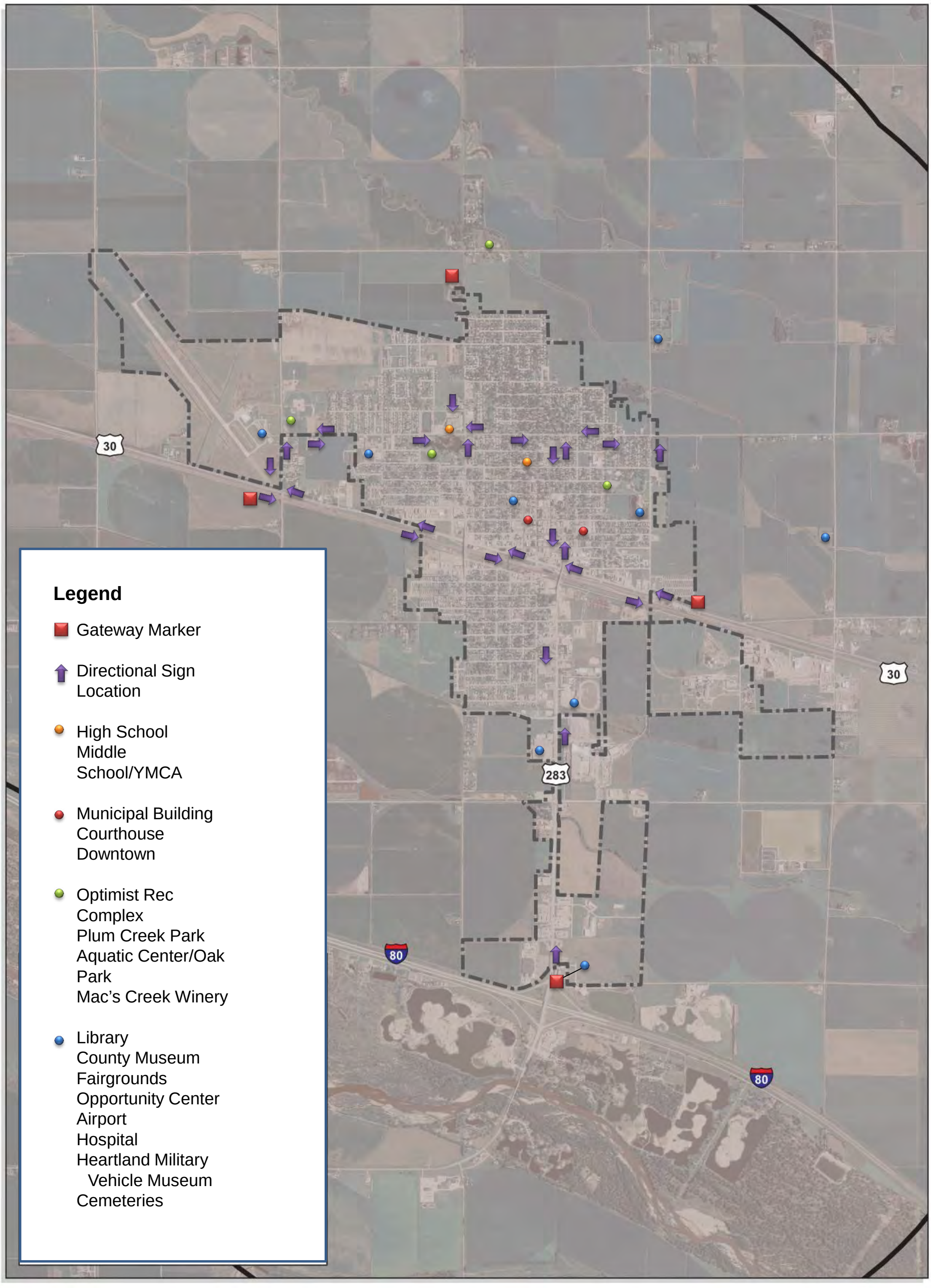


Figure 63: Potential Wayfing Map, Lexington

City of Lexington
Dawson County, Nebraska

Potential Wayfinding Signage System

N

0 1,500 3,000 6,000 Feet

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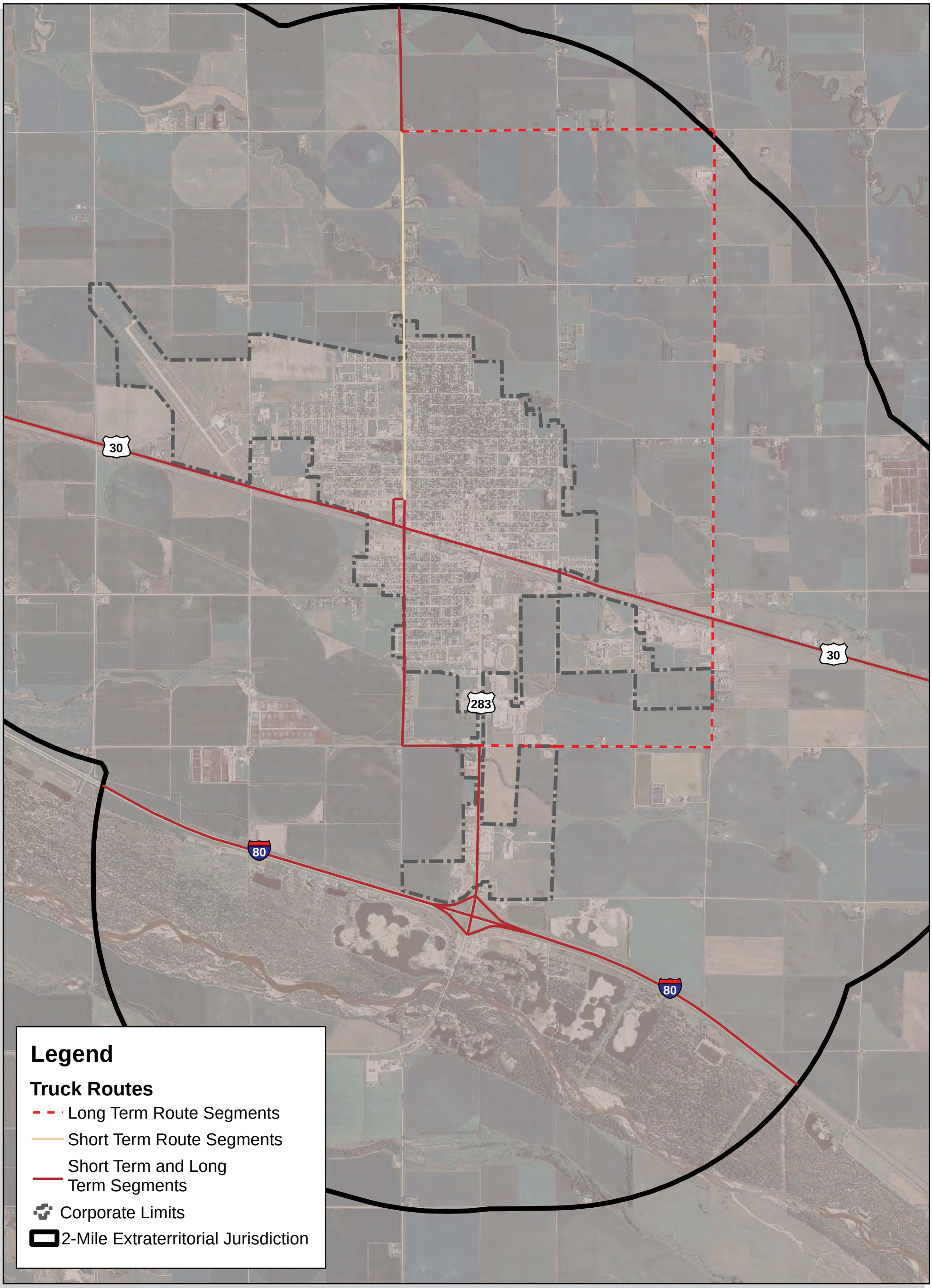

Figure 64: Possible Truck Routes through Lexington

City of Lexington
Dawson County, Nebraska

Short-Term / Long-Term Truck Routes

N

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Railroad Crossings

Conflicts and train noise related to the street-rail crossings have been identified as an issue by stakeholders. Lexington lies along one of the busiest segments of the Union Pacific (UP) Railroad mainline. This part of the UP carries more than 135 trains a day and is part of one of the longest sections of triple track in the United States. A focus area of the Transportation Plan relative to freight rail is the rail crossings. At grade rail crossings are of particular concern, as these are locations where there is the potential for conflicts between vehicle/pedestrian/bicyclist and train activities. Additionally, noise from train horns affects some residents of Lexington area, as trains must sound their horn when approaching a public road crossing of the rail tracks. Figure 66 illustrates the current at-grade and grade separated rail crossings of the UP mainline in the Lexington area.

Lexington has significantly reduced the number of at-grade rail crossing through the city over the years and currently has very few at-grade crossings of the UP Mainline through the core of the city. Arterial corridors that provide grade-separated bridges over the Union Pacific mainline are:

Adams Street Bridge.

The Plum Creek Parkway / Jackson Street Bridge.

The Madison Street pedestrian bridge also provides a key non-motorized grade-separated crossing of the UP tracks.

The County Road 435 is currently an at-grade crossing of the UP tracks, but a grade separation is programmed near term improvement in City's *Street Improvement Plan*.

The remaining at-grade crossings of the Union Pacific mainline in the study area include:

County Road 429.

County Road 430.

County Road 431.

Airport Road.

County Road 436.

County Road 437.

"Union Pacific in Nebraska", Union Pacific Railroad. www.up.com/cs/groups/public/documents/up_pdf_nativedocs/pdf_nebraska_usguide.pdf

Railroad Crossings

Trains are required to sound their horns within 15 to 20 seconds of crossing a public roadway at-grade, but never more than ¼ mile away from the at-grade crossing. While this leaves over two miles of rail tracks through the heart of Lexington where train horns do not directly sound, train horns are currently required t o sound as they approach crossings on the edges of Lexington. Noise from train horns was an issue identified by Lexington stakeholders.

Automated wayside horns can be a substitute for the locomotive horn at crossings equipped with flashing lights and gates. The automated horns are beneficial because they are acoustically targeted at the crossings to give the proper warning to approaching vehicles and pedestrians, but produce less ambient noise for adjacent neighborhoods.

Quiet Zones are railroad segments where trains are not required to sound the horn at railroad crossings. Quiet Zones are granted in locations where rail crossing(s) meet a certain level of safety. There are several requirements to qualify for a quiet zone, including that each crossing must have at least one Supplementary Safety Measures (SSMs). Potential SSMs that a community can consider include :

Temporary (Time of Day) or Permanent Closure of a Public Highway-Rail Grade Crossing.

Four-Quadrant Gate System.

Gates with Roadway Medians or Channelization Devices.

One Way Street with Gate(s).

A detailed assessment of safety risk is required to qualify for a quiet zone. For a crossing or series of crossings to qualify, it must be demonstrated that the crossing, without a train horn sounding, has a lower crash risk than the national average. The types of crossings currently in place in Lexington are illustrated in Figure 66.

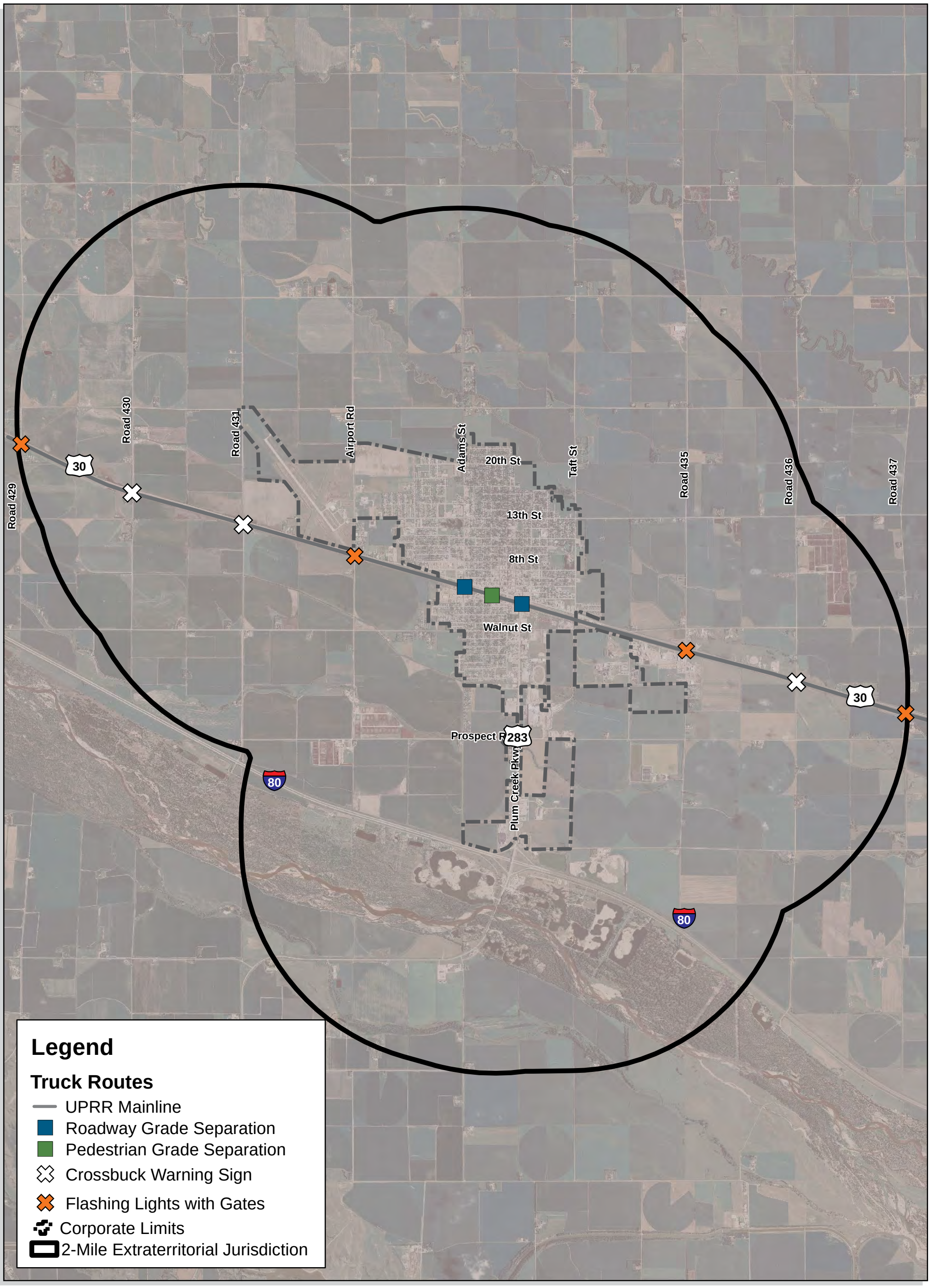

Figure 65: Railroad Crossings

City of Lexington
Dawson County, Nebraska

Current Rail Crossings and Crossing Types

N

0 2,500 5,000 10,000 Feet

Created By: JWC
Date: June 2013
Software: ArcGIS 10
File: 100999

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Future Transit System

Transit Issues

The Lexington area demand-response (also known as "dial-a-ride") transit service, the Dawson County Handi Bus, serves the Lexington area the following times each week:

Monday: 8:30 AM and 4:00 PM.
Wednesday: 8:30 AM and 1:30 PM.
Friday: 8:30 AM and 4:00 PM.

In addition to these hours of community operation on Mondays, Wednesdays, and Fridays, Handi Bus provides lunch rides to/from Grand Generation Center between 11:00 AM and 1:30 PM on Tuesdays and Thursdays. The other weekday time slots are used in other towns around Dawson County. No communities receive Saturday, Sunday, or evening service. The fare for most trips is $1, and trips are only made in and around the City limits.

Handi Bus operates two (2) minibuses with a capacity of 14, two (2) of those seats configured for handicap accessibility. Ridership for the entire County system is currently approximately 1,500 boardings per month, with an estimated half of those trips (750) provided in and around Lexington. Handi Bus is available to all community members, but the majority of Handi Bus trips are provided to disabled and senior riders. Another large portion of the trips in the Lexington area are work trips to the Tyson plant.

The main issue raised regarding demand-response service in Lexington is that it is only offered certain days of the week.

Currently, negotiations are underway between DCHB and Reach Your Designation Easily (RYDE). The Kearney-based transportation company may assume the responsibilities of Dawson County's services. If this happens, the schedules, services, and designations may change. This can be a great opportunity to expand services to residents. Currently RYDE serves Buffalo County and their current schedules and designations are listed on their website. http://www.mnca.net/ryde.html.

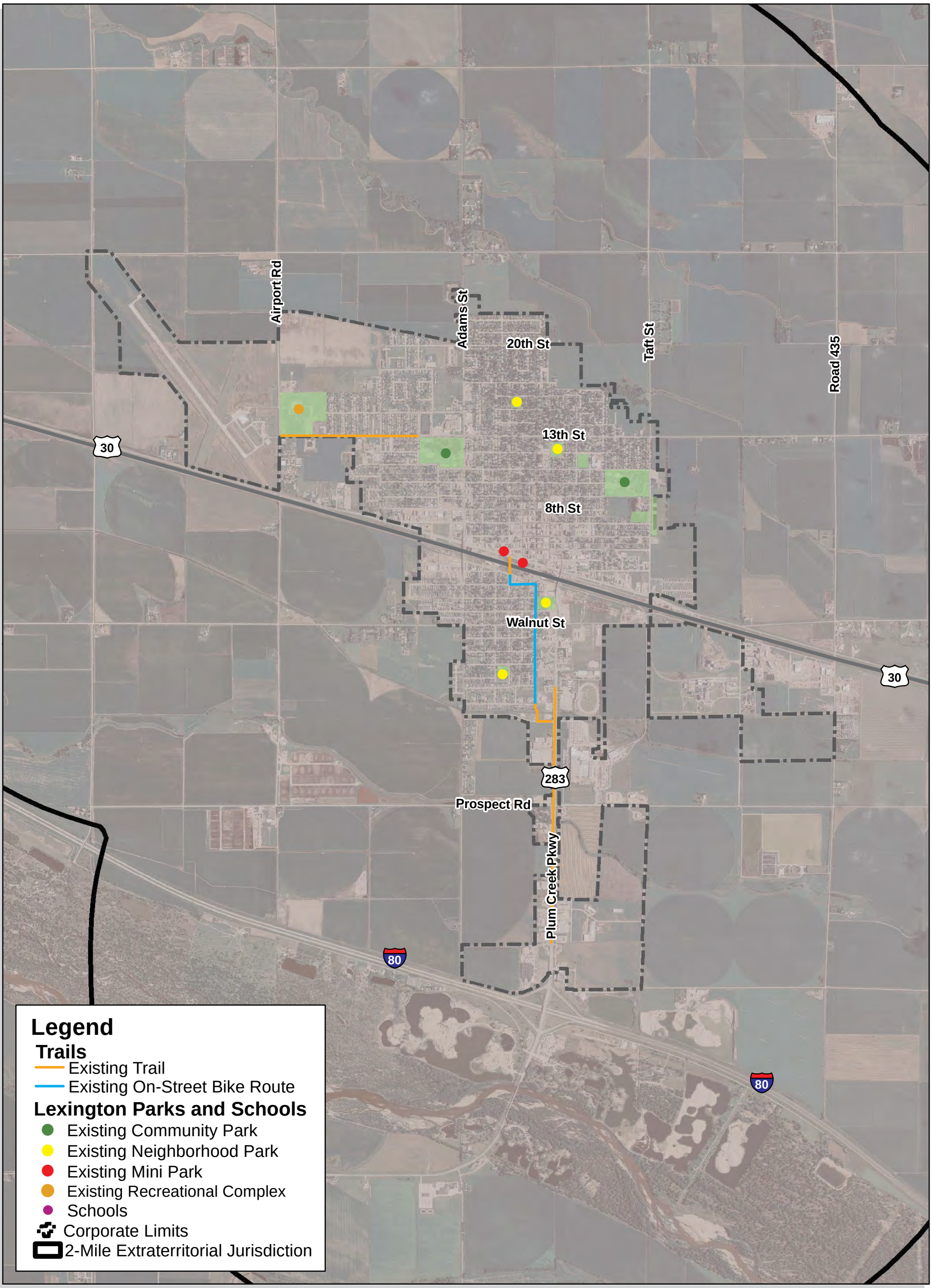

Figure 66: Current Bike & Pedestrian map, Lexington

City of Lexington
Dawson County, Nebraska

Existing Bicycle / Pedestrian System

N

0 1,500 3,000 6,000 Feet

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Date: June 2013
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File: 100999

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Future Transit Options

The current transit service-type, demand-response transit, is likely appropriate for Lexington for the foreseeable future. However, in discussions with the current transit provider, it is believed that there is demand for additional service hours in Lexington. Handi Bus is limited in that a county-wide service with only two vehicles controls the level of service that they can offer. If additional vehicle capacity were available in the future, the expansion of Lexington demand-response service should be explored. The first potential step would be to evaluate the expansion of the hours of operation on Wednesdays, and consider offering Tuesday and Thursday service to the Lexington area.

Future Complete Bicycle and Pedestrian Network

Too often in the past, many communities have considered mobility solely from the perspective of vehicular traffic, and how to increase speed and decrease travel time via automobile. This one-sided approach to mobility planning has historically pushed pedestrian and non-vehicular mobility to locations outside of the street environment, in turn limiting the viability of bicycle travel as a practical travel option within the community.

In discussions with Lexington public and stakeholders, a primary transportation system objective was to provide bicycle and pedestrian system connections between some key uses in the city, including trails, parks, schools, and civic institutions. The current trail and bicycle system is shown in Figure 67. Sidewalks are an essential part of the Lexington transportation system, because regardless of travel mode (car, bike, transit, walking) at some point during every trip we are a pedestrian. This need is supported by the extensive sidewalk system that connects most neighborhoods across Lexington.

Future Complete Bicycle and Pedestrian Network

In addition to the stakeholder-identified need for a more comprehensive bike and pedestrian system, specific issues identified by stakeholders include:

Enhancing existing bike paths / trails by adding trees and benches.

Adding bike racks downtown to provide amenities that encourage biking around town.

It is recognized that weather limits the year-round attractiveness of bicycle and pedestrian travel for some community members; rain, snow, and ice covered streets and trails will dissuade many commuters from walking or biking to destinations. However, offering a wide range of non-motorized travel options provides Lexington one means to enhance the quality of life and travel options for its citizens. A "complete streets" approach to the Lexington multimodal network provides an integrated, connected network with access for all modes of travel on the current and planned Lexington street and roadway system. This balanced approach acknowledges that corridors provide bicycle, pedestrian and transit accessibility to different levels; some roadways will continue to emphasize vehicular travel while others will provide on-street bicycle facilities, and accommodate safe pedestrian travel and crossings. The key is to provide a safe and connected network for all modes of travel.

To enhance the existing bike trail and robust sidewalk network, there are several tools available to the Lexington community as it plans for a complete bicycle network. This section describes the various options available to Lexington as different tools and strategies are considered to address the bike and pedestrian connectivity needs of the community.

Available Bicycle / Pedestrian Tools

There are several strategies that can be used to improve the bicycle and pedestrian network in Lexington. In general, these strategies can be placed into one of two categories:

Off-street strategies, such as shared-use paths (trails).

On-street strategies, as part of a shared lane, dedicated bicycle lane or paved shoulders.

Off-Street Strategies

Off-street, shared-use paths (or trails as they are often called) are pedestrian and bikeways that are physically separated from motorized vehicle traffic by an open space, boulevard, or a barrier. Vehicular traffic cannot travel along shared use paths. Shared use paths provide a dedicated segment for recreation and travel for walkers, runners, bicyclists, skaters and other non-motorized users. Lexington has a shared use path that runs for approximately 1.5 miles along Plum Creek Parkway.

Often in an urban setting like Lexington, shared-use paths are provided adjacent to existing roadways within the public right-of-way. Shared-use paths can also be within their own exclusive right-of-way, where available. There are some limitations to implementing off-street paths adjacent to roadways in an urban setting.

Right-of-way limitations: Shared-use paths are generally 10 to 14 feet wide. Add in the separation required between the street and path, and this often exceeds the available public right-of-way adjacent to streets.

Bicyclist safety: Shared-use paths adjacent to roadways with cross-streets and driveways increase the level of bicycle-vehicle conflicts, leading to increased safety concerns. Vehicles turning from / to cross-streets often do not notice or expect bicycle traffic on the sidepath, as they are often looking at the street for vehicular conflicts (not looking at the sidepath). There are multiple other safety concerns with sidepath bicycle travel that increase the average crash rates for bicycle travel on sidepaths compared to on-street travel.

Due to these limitations, it would be nearly impossible to provide a sufficiently comprehensive and connected travel network for the city entirely with shared use paths. In corridors where dedicated off-street path right-of-way cannot be provided, it is beneficial to consider supplementing off-street paths with a robust on-street bicycle network.

Available Bicycle / Pedestrian Tools

On-Street Bicycle Strategies

The majority of the community destinations which stakeholders wish to connect via bicycle and pedestrian facilities are located within already developed parts of Lexington. All of these key uses are adjacent to the street network. Streets and public right-of-ways account for approximately 30 percent of the land used in Lexington. Thus, the street network is an extensive, untapped resource that can provide enhanced bicycle and pedestrian connectivity across the community.

Bicycling is allowed and occurs on all types of streets and roadways, even if there are no special treatments to accommodate such as lanes, signage, striping, or designations to support bicycling. In many cases, streets in good repair can have limited conflicts for bicyclists and can provide a good bicycling environment without any bike-supportive facilities. In other cases, providing the needed bicycle facilities may make sense for the community. Thus, the appropriate type of on-street bicycle application can vary from corridor to corridor. The types of bicycle applications that can be used on-street include dedicated bicycle lanes and shared facilities, such as shared lanes, wide outside lanes, or wide paved shoulders.

Bicycle Lanes

Bicycle lanes, commonly known as bike lanes, are a portion of a roadway cross-section that has been designated for bicycle use by striping, signing and pavement markings. They are one-way facilities that typically carry bicycle travel in the same direction as the adjacent vehicular travel lane.

Dedicated bike lanes are an appropriate consideration when preferential or exclusive bicycle right-of-way is required. Along many collector and arterial streets, conflicts arise between bicyclists and motor vehicles, whether they be traveling or parked. In these cases, it is often beneficial to provide bike lanes to facilitate safe bicycle travel. By placing bicyclists in dedicated parts of the roadway cross-section, bike lanes provide bicyclists a more visible position to motorists that are entering and leaving the roadway.

On-Street Bicycle Strategies

Bicycle Lanes (con't)

The general characteristics of bike lanes are noted below:

Bike lane widths should generally be a minimum 4'-5' of dedicated width , depending on the presence of curb and gutter.

Bike lanes should be a wider 6 to 7 feet adjacent to a narrow parking lane to provide bikes more space outside of the "door zone" where parked vehicles doors may open.

In high-activity bike areas, wider bike lanes of 6 to 8 feet allow bikes of varying speeds to pass one another.

Along higher-speed and high-volume roadways, wider lanes also provide more lateral clearance for bicyclists.

Bike lanes are located to the right of vehicular travel lanes. If on-street parking is present, bike lanes are typically located between the travel lanes and the on-street parking area.

Bike lanes should not include raised pavement markings, rumble strips or rough utility covers for bicycle safety reasons.

Bike lanes are typically most-effectively marked by pavement markings, and some limited signs. The AASHTO guide notes that in cluttered urban settings, particularly with on-street parking, signage can be obstructed and go unnoticed by bicyclists and motorists. Typical signage might include a "Bike Lane Ahead" and a "Bike Lane Ends" to provide advanced warning to bicyclists.

Source: AASHTO Guide for Planning, Design, and Operation of Bicycle Facilities.

On-Street Bicycle Strategies

Shared Lanes

Shared lanes are lanes that bicycles use with vehicular traffic, and can be marked or unmarked. Typically, on local streets with low traffic volumes and low travel speeds, no special design considerations are required for bicycle travel. On more major roadways, shared lanes are typically 14 to 15 feet wide to provide sufficient width for vehicles to pass bicycles traveling in the same direction. When sufficient width is present to provide dedicated bike lanes or paved shoulders, these are the preferred treatments for bicycle travel.

Shared lanes are typically signed with "Share the Road" or "Bicycles May Use Full Lane" signs. Shared lane markings, often called "sharrows," alert motorists to the presence of bicyclists, while providing the following benefits to bicyclists:

Reinforces bicycle direction of travel.

Provides lateral guidance to bicyclists, discouraging riding within the "door zone," encouraging bicyclists to be out in traffic for visibility and encourages motorists to give bicyclists more space when passing.

Discourages sidewalk bicycling, which is typically more dangerous than riding in the street.

Bicycle Parking

Like automobiles, bicycles require a place to be parked at their destination. Providing convenient and visible bike parking at large bike trip destinations can be an essential element of a successful city-wide bicycle system. Policies for establishing a reasonable, unobstructed location for bike parking are common in bike-friendly towns and cities. Policies generally are in place to ensure reasonable parking availability, bike parking is actually usable and maintainable, and that bike parking does not conflict with pedestrian, vehicular and emergency access needs. Bicycle parking comes in a variety of forms and options, including the traditional bike rack, covered bike parking, and bike lockers. There are several resources available for planning and implementing bicycle parking, including the document *Bicycle Parking Guidelines*.

On-Street Bicycle Strategies

Bicycle Parking

A simplified planning process for implementing a Lexington bike parking system might include:

Identify current and planned bicycle routes and priority bike parking locations along those routes.

Determine the anticipated demand for bike parking at the priority parking locations, estimating the likely duration of parking demands, and identifying what type of bike parking that would address those needs.

Engage with property owners / stakeholders at priority locations and understanding their concerns, how pedestrian and vehicle access and circulation happens at the property, and discussing the potential benefits to their business.

Conduct a site evaluation of high-priority bike parking locations to identify visible, easily accessible locations that do not conflict with pedestrians, vehicular parking or emergency vehicle access.

Identify a bike parking configuration that fits within the site, while still meeting the design requirements for a range of bicycle types, while allowing the bike frame to be fully secured onto the bike rack via a range of lock mechanisms.

Estimate costs for bike parking.

Determine an appropriate cost sharing / funding arrangement to pay for bike parking.

On-Street Bicycle Strategies

Bike Sharing

Bike sharing is a transportation program that provides point-to-point bicycle "borrowing" between designated, self-service bike stations. Bike sharing is becoming more popular across the country as many communities are looking at cost-effective and innovative ways to increase mobility for their citizens. In some situations, a bike sharing program fits that need.

Most bike sharing programs include a fleet of bicycles and a network of bike-borrow stations. The station networks are set-up as a point-to-point system where users can rent / borrow a bike at one station and return it another station in the system. The system is typically set up with stations at high bicycle trip origins and destinations. The benefit of the system is that it allows residents and visitors access to bicycle trips in areas where those trips make sense. Bike share users do not need to buy, store, and maintain a bicycle; the bike share program does that for them.

Bike sharing programs are often organized at the local level by a non-profit organization, or are set up and run by private companies. The factors that limit the success of bike sharing programs are typically similar to those of biking in general. Locations that are not hospitable to biking are not good areas to locate bike sharing stations. Generally, in locations where there is little bicycling happening, a bike sharing program will not change that component of the culture.

A bike sharing program might eventually be a good option in Lexington to augment a robust bicycle network, once established. As the community expands its network of off-street trails and on-street bike facilities, it should evaluate how much demand there is on the system, and where the highest concentrations of bike trips are being made. At that point, it might make sense to initiate a bike sharing program at that point in the future.

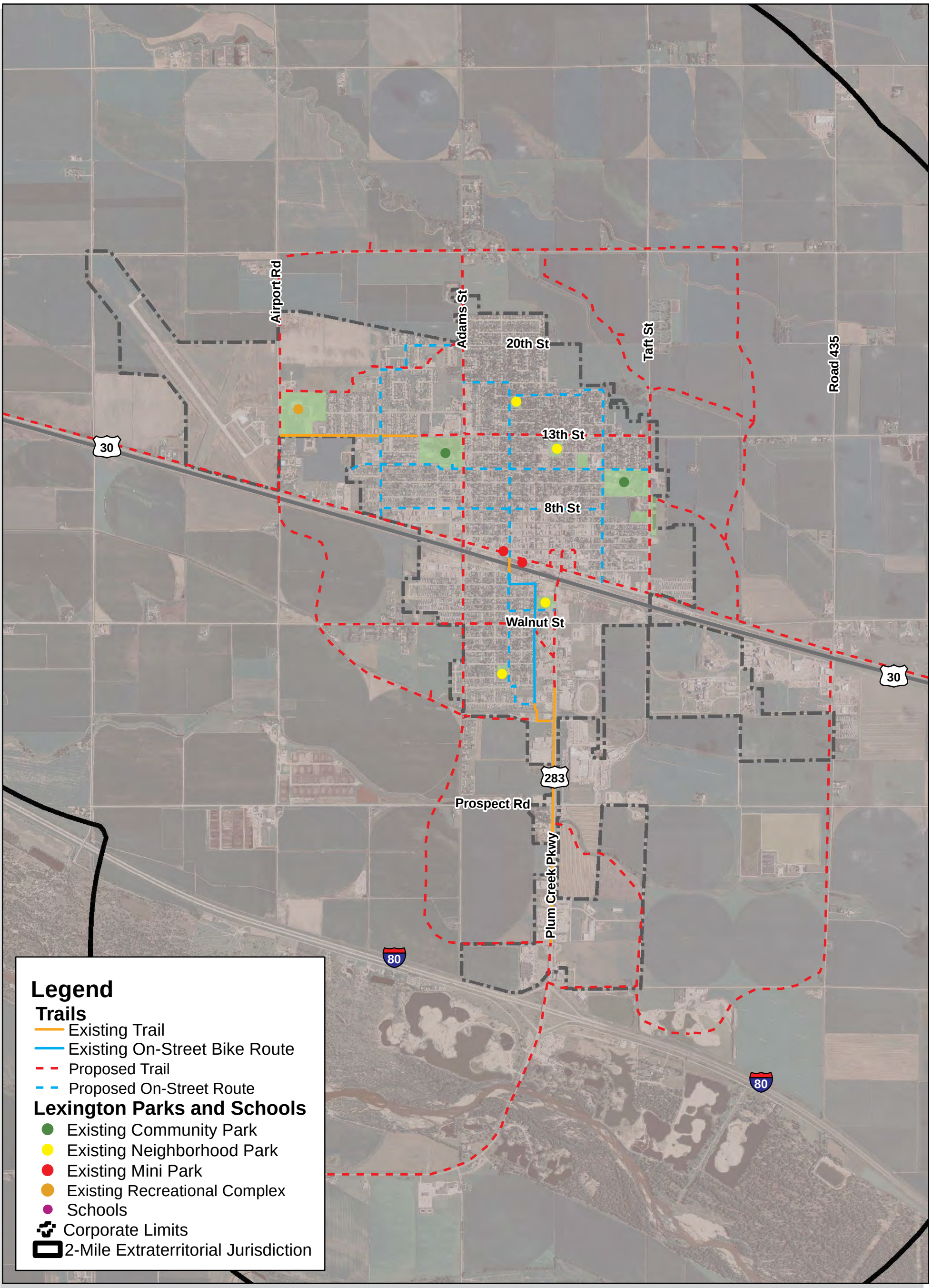

Figure 67: Future Bicycle and Pedestrian System, Lexington

City of Lexington
Dawson County, Nebraska

Future Bicycle / Pedestrian System

N

0 1,500 3,000 6,000 Feet

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