



Appendix B

Public Engagement Summaries

B1. PUBLIC INVOLVEMENT SUMMARY – PHASE 1

Phase 1 of the Lincoln MPO's Long Range Transportation Plan (LRTP) and Lincoln Mobility Plan focused on understanding how people travel today, identifying barriers and needs, and establishing the region's long-term transportation goals. Engagement was conducted through a combination of online tools, in-person events, stakeholder outreach, and coordinated communications efforts. A full public engagement summary for Phase 1, including all written comments received, can be found here: [Phase 1 Engagement Summary](#).

Engagement Reach and Participation

Online Engagement (At-a-Glance)

Community members engaged heavily with the project website and interactive map. Online activity included:

- **2,089** page views
- **953** unique visitors
- **700** total contributions
- **163** contributors
- **434** map posts
- **236** quick poll responses
- **1,023** engagements in total
- Visitors included **13 Spanish**, **4 Arabic**, and **1 Somali** participant
- **415** document downloads
- **16** engagements from the Comprehensive Plan page

These metrics show strong interest and broad participation across the region, in multiple languages.

In-Person Outreach

To ensure accessible, inclusive engagement, the project team partnered with the City and participated in a wide range of community events. In-person engagement included:

- **95** attendees at the Public Open House
- **79** conversations at *Lincoln Unites*
- **122** at the *Latino Festival*
- **49** at the *Gateway Food Truck Festival*
- **16** at a *Holmes Lake* pop-up event
- **26** during *Nacho Ride bicycling event*
- **6** at a *Planning Commission briefing*
- Additional outreach at Hickman *Trunk-or-Treat* and Belmont Treat Street

This diverse event mix helped reach families, students, trail users, cyclists, transit riders, and community members who might not typically participate in traditional planning processes, and events were dispersed across much of the study area.

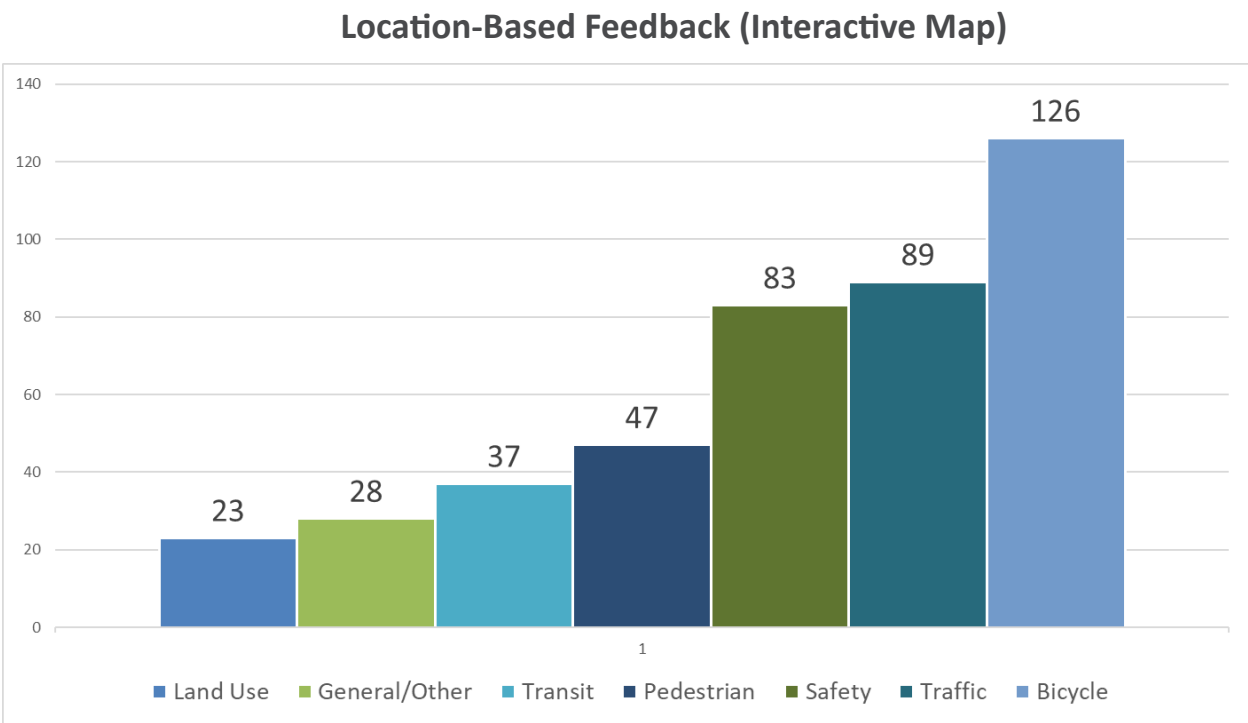
Coordinated Communications Effort

To broaden awareness and ensure consistent messaging, the MPO distributed a City press release and mailer, shared content on social media, and supported project outreach through their communication channels.

An Agency Communications Package was produced, enabling surrounding communities, the County, partner agencies, and advocacy groups to share updates across their networks.

This layered approach expanded regional reach and helped minimize confusion with other planning initiatives.

What We Heard: Key Themes



Community members placed more than 430 map pins, identifying issues and opportunities related to safety, bicycling, traffic, pedestrian access, and transit. The largest categories were:

- Bicycle (126 pins)
- Traffic (89 pins)
- Safety (83 pins)

Feedback was received from locations throughout the city, with clusters along major corridors and in growing neighborhoods. Many locations featured multiple overlapping concerns—indicating multimodal needs at the same place (e.g., safety + bike + pedestrian).

Comments from around the region:

- Bennet 1
- Firth 1
- Hickman 3
- Malcolm 1
- Raymond 1
- Roca 9
- Walton 3
- Waverly 3

Geographic Patterns by Area

Southeast Lincoln (211 pins)

Strongest concentration overall. Comments centered on multimodal safety, neighborhood access, and corridors such as Normal Blvd/A Street and 70th Street.

Northeast Lincoln (99 pins)

Feedback around Vine Street, 48th Street, and Highway 6 highlighted trail connectivity and congestion.

Southwest Lincoln (40 pins)

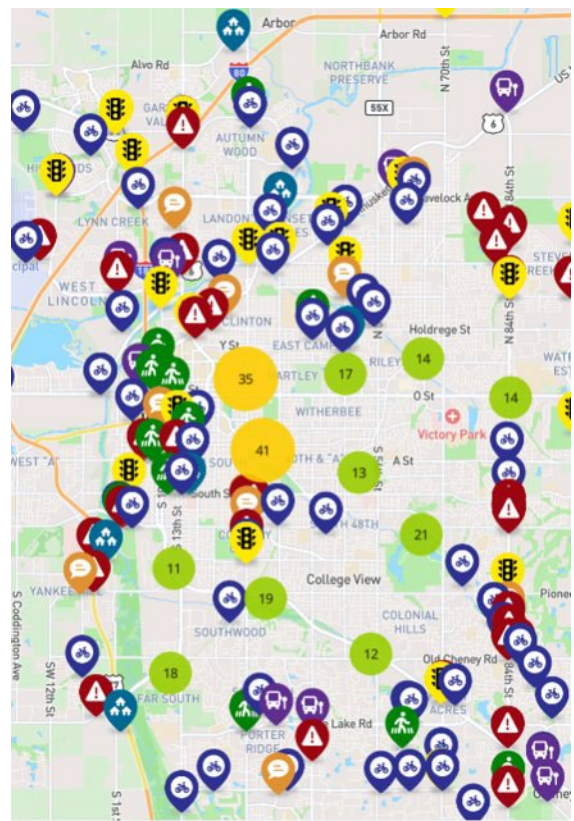
Residents pointed to pedestrian safety at intersections and neighborhood traffic calming.

Northwest Lincoln (32 pins)

Feedback concentrated near downtown and West Adams Street emphasized transit access and bike network connections.

Outside Lincoln Metro (15 pins)

Smaller clusters from Malcolm, Waverly, Hickman, and other locations emphasized regional transit and safe cycling routes connecting into Lincoln.



High-Concentration Corridors and Locations

Participants repeatedly identified priority areas, including:

- **27th and Nebraska Parkway:** Safety, trails, roundabouts
- **48th–70th / A–O–Normal corridor:** Bike access, crosswalks, redevelopment
- **84th Street corridor:** Sidewalks, trails, safety
- **Warlick / US-77 / Beltway:** Regional trail access

- **Downtown/Haymarket:** Bike/scooter conflicts, pedestrianization
- **North 27th / Cornhusker / Fallbrook:** Safety and capacity
- **Havelock & East neighborhoods:** Bike network and TOD interest
- **Regional towns and county:** Transit and trail extensions

These corridors will help inform future scenario development and project prioritization.

Across the map, bicycling and trails were a major focus. People highlighted spots where existing trails feel incomplete or hard to access, places where on-street bike routes feel uncomfortable, and opportunities to link neighborhoods, parks, schools, and Downtown with continuous, low-stress bikeways. Several comments pointed to trail crossings at busy streets, noting challenges with visibility, long signal waits, or conflicts with turning vehicles. Others simply expressed appreciation for recent trail and bikeway investments and suggested similar treatments in more locations.

Safety and comfort for people walking and rolling came up frequently. Comments described difficult crossings near schools, parks, neighborhood commercial areas, and trail connections—especially where traffic speeds may be too high, sight lines are limited, or there is no marked crosswalk, beacon, or sidewalk. People also pointed out places where sidewalks are missing, too narrow, in poor condition, or impacted by overgrown vegetation, parked scooters, or standing water. A number of pins referenced specific intersections where crashes, “almost hit” experiences or other near misses shape how comfortable people feel traveling.

Many pins addressed traffic operations, street design, and road conditions. Participants noted locations with congestion, complicated intersections, or possible speeding; some referenced existing or potential roundabouts, turn lanes, or interchange designs. Others focused on pavement quality, potholes, gravel roads within city limits, and bridge or roadway projects that appear to be unfinished or overdue. These comments were not limited to one area of Lincoln—they appeared on older streets, newer corridors, and regional highways and expressways.

Another strong theme was transit and regional connectivity. Comments ranged from local issues (limited east-west bus options, stop access, or hours of service) to bigger ideas such as mobility hubs, bus rapid transit corridors, shuttle or commuter service to nearby communities, and even future rail or light rail connections. Several pins also connected transportation and land use, pointing to large parking areas, strip commercial nodes, or key trail junctions as places where mixed-use, walkable development could strengthen neighborhoods and make non-auto travel more practical.

Finally, a set of comments reflected broader quality-of-life and equity concerns. Participants noted the shift of services and jobs to south Lincoln, the importance of protecting natural resources and trails, and the need for safe, comfortable travel options for children, older adults, and people with limited access to a car. Others raised emerging issues such as e-bike and scooter speeds, trail etiquette, and consistency between public and private school crossings.

Taken together, the map pins show a community that is highly engaged with the details of the transportation system. People are paying close attention to specific locations, but their comments reinforce many of the same main ideas seen elsewhere during engagement: safer and more comfortable spaces to walk and bike, reliable and connected transit, streets that feel right-sized for their context, and land use patterns that support a variety of travel choices.

Safety Category (Sub Themes)

Bicycle and Pedestrian Safety: Safety concerns for people walking and biking were among the most frequently raised issues. Participants pointed to trail crossings where sightlines are limited, motorists fail to yield, and high-traffic streets make it difficult to reach parks, schools, or trail connections. Several comments highlighted the need for grade-separated crossings, clearer markings, and vegetation trimming to improve visibility. Others noted conflicts on trails—from ATVs to e-bikes and scooters traveling at higher speeds—indicating a desire for safer shared-use spaces, particularly where children walk or ride.

Infrastructure Condition and Maintenance: Poor pavement quality, deteriorating sidewalks, gravel road segments, and construction-related issues appeared consistently across comments. Residents described these conditions as contributing directly to unsafe experiences for drivers, cyclists, and pedestrians. Maintenance gaps—such as potholes, cracked sidewalks, standing water, and inconsistent trail surfaces—were seen as reducing comfort and predictability, especially along major corridors and connections to key destinations.

Intersection Safety: Intersections emerged as notable points of stress, with feedback ranging from frequent crashes to confusing traffic patterns or uncontrolled movement through intersections. People cited challenges at both neighborhood intersections and high-volume corridors, sometimes noting a mismatch between traffic demand and the existing control—whether that meant a need for stop signs, roundabouts, flashing beacons, or better sightlines. Several locations were described as “long-standing problems” with repeated collisions or close calls, reinforcing intersections as a key safety focus.

Lane Configuration and Design Conflicts: Comments reflected several situations where roadway layout contributes to confusion or risky interactions. These included concerns about how turn lanes function, the removal or addition of lane space, and areas where drivers, cyclists, and pedestrians end up competing for the same space. Residents noted that inconsistent or outdated layouts—such as narrow lanes, missing turn lanes, or center lanes used improperly—can create operational friction and elevate crash risk. The overarching theme was that lane configuration influences user behavior and perceived safety.

Roadway Safety: People also flagged broader corridor-level issues, particularly on streets with heavy traffic volumes or high speeds. Comments referenced a need for improved shoulders, lighting, and crossings on rural-edge roadways; attention to fast-moving traffic on arterial roads; and adjustments to signals or geometry where development has increased traffic demand. Many of these concerns centered on corridors that serve as key connectors across the city, where safety challenges occur over long segments rather than at single points.

Speeding and Traffic Calming: Speeding was a common thread across several neighborhoods and corridors, with residents noting that wide or multi-lane streets can encourage higher speeds than posted limits. Areas near schools, parks, and mixed-use districts were identified as particularly sensitive. Feedback suggested that roadway design—such as lane width, lack of buffers, or long, straight segments—can unintentionally promote fast driving, prompting calls for design features that naturally slow traffic and make driver behavior more predictable.

Traffic Category (Sub Themes)

Intersection Configuration: Many comments focused on how intersections are laid out. People frequently mentioned specific locations where they feel roundabouts, updated interchange designs, or other changes could help traffic flow more smoothly and reduce confusion. Opinions about roundabouts varied, but overall the feedback underscores that intersection design has a big impact on how safe and efficient streets feel.

Lane Configuration and Capacity: Several comments pointed to places where lanes or turn movements don't seem to match current traffic levels. Residents noted long backups, difficult turns, and bottlenecks along key corridors, and suggested changes such as added turn lanes, additional through lanes, or new connections and overpasses. In general, people highlighted spots where the existing layout feels out of step with how much and how often people are traveling today.

Pedestrian and Bicycle Accessibility: Within the traffic comments, some feedback emphasized making busy streets easier and more comfortable to walk and bike along. Suggestions included improving crossings, adding trail or sidepath connections, and rethinking lane space so sidewalks and walking areas feel wider and more inviting near shops and activity centers. These comments point to a desire to balance vehicle movement with access for pedestrians and bicyclists.

Roadway and Lane Configuration (Corridor-Level): A smaller set of comments focused on “big picture” changes to how certain roads function. These ranged from ideas about realigning streets and adding connector roads, to limiting access in some locations so key corridors can operate more like through routes or freeways. The common theme is looking at how roadway design and access points along a corridor work together, not just at single intersections.

Safety and Speed Management: Residents also raised concerns about locations where speeding, congestion, or lane behavior feel unsafe. Feedback included areas where drivers travel faster than feels comfortable for nearby homes, schools, and businesses, as well as corridors that seem chronically backed up. Some comments pointed to places where small layout changes (such as turn restrictions, medians, or speed limit adjustments) might help with traffic calming and driver predictability.

Traffic Signals, Signage, and Control: Finally, many comments dealt with how signals and signs are timed and placed. People noted turn arrows with durations that are too short, signal buttons that don't work as expected, and locations where additional signs or signals might make movements clearer and crossings feel safer. Together, this feedback highlights how day-to-day operations—signal timing, turn restrictions, and signage—shape the overall driving experience as much as the physical layout of the road.

Expand Regionally: Many participants expressed interest in expanding transit beyond Lincoln's city limits. Comments included enthusiasm for regional bus service to nearby communities, commuter connections to Omaha, and even longer-term visions for regional rail. These ideas reflect a desire for more travel options between Lincoln and surrounding towns—especially for commuting, school, and access to major destinations.

Route Connectivity / Orientation (Where You Can Get): People shared many ideas about how the bus network could better connect key destinations without requiring a downtown transfer. Suggestions included more east-west routes, corridor-based service on Nebraska Parkway, and new crosstown connections linking neighborhoods to major employers, hospitals, and shopping areas. Several comments highlighted challenges in reaching bus stops safely or crossing busy streets to access transit. Others suggested considering trolleybuses or new transit technologies as ways to make transit more appealing and accessible.

Route Frequency (When You Can Get There): Participants frequently asked for more frequent service and longer hours—especially evenings—to make transit usable for commuting, late work shifts, or activities after 8 p.m. Some also argued that bus lanes or transit priority could help buses move faster and make transit a more

efficient alternative to driving. Comments emphasized that reliability and frequency matter as much as having a route nearby.

Train / Bus Stations / Hubs: A large share of comments focused on bigger, visionary ideas for future mobility hubs across Lincoln—ranging from neighborhood-scale mobility nodes to light rail or train stations supporting transit-oriented development. People suggested potential locations for park-and-ride hubs, multimodal transfer points, and connections to trails or employment areas. While these ideas extend beyond near-term planning, they highlight strong public interest in long-term, high-quality transit corridors and more walkable, mixed-use centers anchored by transit access.

Bicycle Category (Sub Themes)

Amenities & Trail Surface Types: Many comments focused on the quality and experience of the trail system itself. People asked for more natural-surface and mountain bike options, better trail maintenance (including mile markers, drainage, and smoother surfaces), and more supportive amenities such as water bottle refill stations and secure bike parking. Riders also suggested adding single-track segments alongside existing paved trails to serve a wider range of users.

BikeLNK Stations: Participants expressed strong interest in expanding Lincoln’s bikeshare system. Suggestions included placing new BikeLNK stations at SouthPointe, trailheads, neighborhood nodes, and key commercial areas to make bikeshare a more practical option for short trips and first-/last-mile connections.

Connectivity From/To: Connectivity was one of the most common themes. Riders highlighted missing trail links, neighborhood access gaps, and barriers that make it difficult to connect between MoPac, Billy Wolff, Jamaica North, Deadman’s Run, and other major corridors. People requested better north–south routes, more connections to schools, parks, and commercial hubs, and grade-separated crossings or tunnels at busy locations—especially along 27th, O Street, and Yankee Hill. Several comments also emphasized the importance of regional links to Lancaster County, Branched Oak, and nearby communities.

Function/Design of On-Street Facilities: Many comments addressed the comfort and design of on-street bicycle routes. Riders noted places where bike lanes are blocked, inconsistent, or feel unsafe due to high speeds or lack of physical protection. Suggestions included protected bike lanes, bike boulevards, traffic calming on local streets, and clearer markings or separation—particularly on routes like 13th, 14th, 17th, 33rd, 44th, and 63rd. Some comments recommended redesigning streets to give bikes priority or consolidating cycling traffic onto lower-stress corridors.

Paved Trails & Paved Sidepaths: Trail continuity and expansion were frequent requests. People asked to extend existing trails, fill short but problematic gaps, widen narrow segments, and build new paved sidepaths along high-travel corridors such as 70th, Yankee Hill, Nebraska Parkway, and O Street. Riders also identified opportunities for new or improved trail access to destinations like Holmes Lake, Colonial Hills, Southeast Community College, and business districts.

Safety at Crossings: Safety concerns were among the most urgent issues raised. Riders identified multiple intersections where fast traffic, limited sight lines, or inadequate crossings make biking stressful or dangerous. Specific suggestions included flashing beacons, no-right-turn-on-red restrictions, median refuges, better signal timing, and redesigns of major junctions (e.g., Vine, 27th, N Cotner, Sun Valley/West O). Many comments noted

close calls or collisions, especially at trail-street intersections, and emphasized the need for safer crossings for children and families.

Pedestrian Category (Sub Themes)

Intersection & Crossing Signals and Flashing Beacons: Many comments pointed to challenges at intersections where pedestrians feel unprotected or overlooked. People noted long signal wait times, crossing buttons that don't reliably trigger traffic responses, and drivers turning through crosswalks despite walk signals. Several locations were highlighted as good candidates for rectangular rapid flashing beacons, pedestrian-activated signals, or modified turn movements to reduce conflicts. There was also interest in using mid-block crossings and better signal timing to shorten walking distances and prevent situations where cars stop for an empty crosswalk because pedestrians crossed during gaps rather than waiting for slow signals.

Neighborhood & School Connectivity: Participants frequently emphasized the importance of safe routes to schools, parks, and everyday destinations. Comments described places where children and teens cross busy streets without pedestrian-friendly design, as well as parks that are effectively only reachable by car. Others noted missing amenities—like restrooms along popular walking routes—that make longer walking trips less practical. Overall, this theme reflects a desire for neighborhoods where walking feels safe and direct, particularly for children and families.

Sidewalk & Sidepath Gaps: A large share of the feedback pointed to missing or inadequate pedestrian infrastructure. People identified stretches with no sidewalk at all, narrow or deteriorating sidewalks, areas with drainage problems, and gaps between existing segments that force pedestrians into the street or onto grass. These gaps occur both in newer suburban areas and along older corridors like Vine, O Street, S. Cotner, and various local connectors. Improving continuity—and providing buffers where sidewalks sit immediately next to fast traffic—emerged as a consistent need.

Environmental Protection & Conservation: A small but meaningful set of comments focused on preserving and highlighting Lincoln's natural assets. Several participants emphasized planting more trees, restoring green corridors, and ensuring that prairies, wetlands, and wildlife areas—like Nine Mile Prairie and Spring Creek Prairie—are fully considered in long-range planning. These comments reflect a desire to embed environmental stewardship into transportation and land-use decision-making.

Infrastructure Conditions: Residents noted several locations where roadway or pavement quality needs improvement. Issues included potholes, resurfacing needs, incomplete paving on rural edges of the city, and bridge projects that feel long-delayed. Some commenters also pointed out older neighborhoods with aging infrastructure that may require more sustained reinvestment. Overall, these insights highlight the importance of balancing new projects with maintenance of existing assets.

Intersection & Signal Improvements: A recurring theme involved outdated or insufficient traffic signals and intersections that feel confusing or difficult to navigate. People requested updated signal equipment, new traffic lights at busy or constrained corners, improved visibility at rail crossings, and more modern, coordinated signal systems. Many comments connected these concerns to safety—suggesting that modest operational improvements could make a measurable difference for drivers, pedestrians, and cyclists.

Multimodal Accessibility & Connectivity: Participants also shared broader ideas about making the city easier to navigate for all travel modes. Common topics included fixing gaps in the trail and sidewalk system, creating safer crossings of major roads, improving access to parks and sports complexes, and planning for mobility nodes that

better integrate bikes, scooters, motorcycles, transit, and walking. Some comments also addressed day-to-day accessibility concerns—such as blocked sidewalks, missing infrastructure, or locations where walking or biking access is limited even though destinations are nearby.

Community Values and Vision

LRTP & Mobility Plan Goals Poll

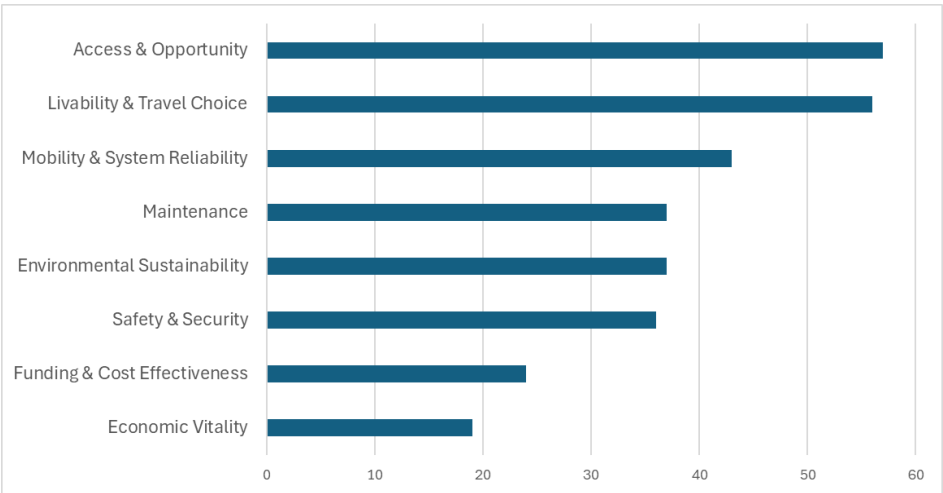
Residents were asked to prioritize transportation goals for both plans:

LRTP (Long Range Transportation Plan)

Top goals:

- Access & Opportunity
- Livability & Travel Choice
- Mobility & System Reliability

Environmental sustainability, safety, and maintenance also ranked highly. The vote breakdown included:

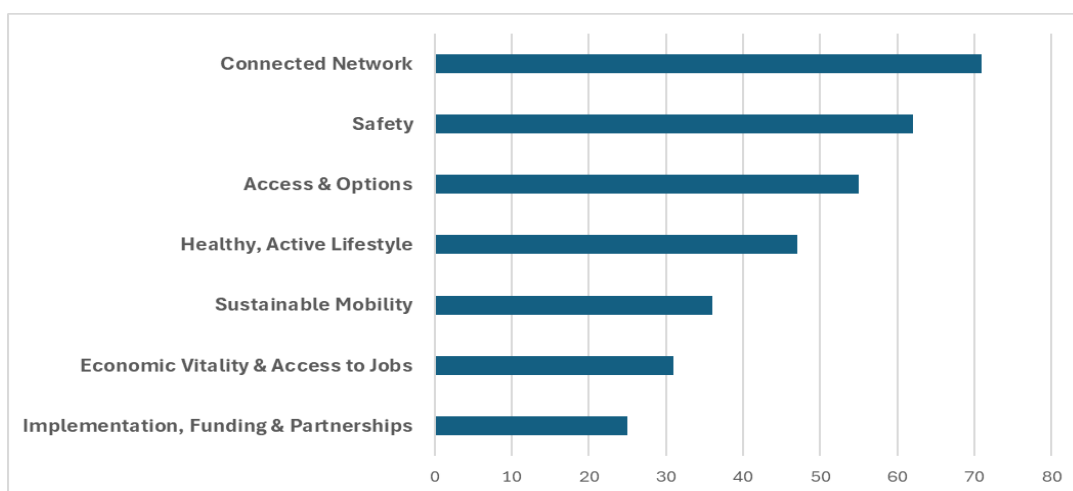


Mobility Plan

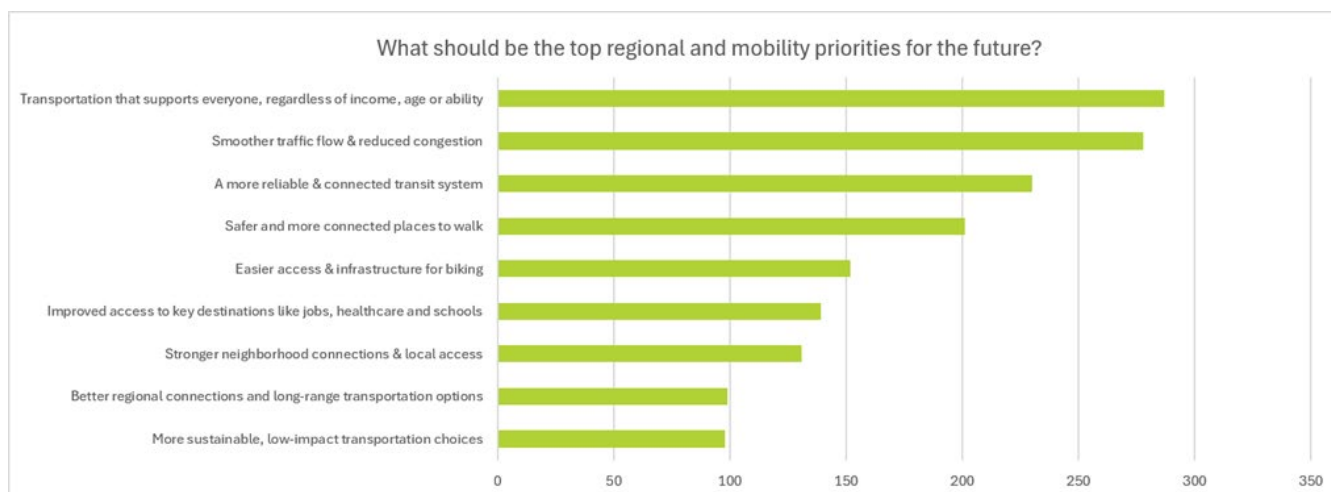
Top goals:

- Connected Network
- Safety
- Access & Options
- Healthy, Active Lifestyle

This alignment shows strong public interest in a safer, more connected, multimodal future. The vote breakdown included:



Top Regional Transportation Priorities



Across online engagement and in-person pop-ups using a marble game to indicate priorities, participants consistently emphasized that the region's transportation future should focus on people, safety, and reliable options. The combined results show that the community's top priorities are:

- Transportation that supports everyone—regardless of age, ability, or income—was the highest-rated priority overall.
- Smoother traffic flow and reduced congestion, along with a more reliable and connected transit system, also ranked near the top.
- Many participants emphasized better bike access and infrastructure, and safer, more connected places to walk.
- People also highlighted the need for improved access to jobs, healthcare, and schools, more sustainable travel choices, and stronger neighborhood connections.
- Rounding out the list, residents expressed interest in better regional connections and long-range travel options.

Together, these results show strong community interest in a transportation system that is safe, connected, reliable, and accessible to everyone—with improvements that support everyday travel as well as long-term regional mobility.

Community Values and Vision

In addition to map-based feedback, the public shared their broader values and aspirations through several open-ended questions that were used jointly for the Long Range Transportation Plan and the Comprehensive Plan update. These questions explored how people want transportation to *feel* in 2050, what they *value most* about Lincoln today, and what they most want to *see improved* as the region grows.

In ONE Word: How should transportation *feel* in 2050?

Hundreds of one-word responses revealed a remarkably consistent vision for the future.

The most common word—by far—was **“Safe.”** Participants repeated it more than any other theme, emphasizing safety for *people walking, biking, rolling, and driving*. Other frequently used words included:

- Connected, Seamless, Efficient
- Bikeable, Walkable, Multimodal
- Modern, Forward-thinking, Sustainable
- Inclusive, Accessible, Pleasant

Many responses were emotionally expressive (“kind,” “equitable,” “community”), while others were infrastructure-focused (“roundabouts,” “trains,” “trails”).

Together, these responses describe a future transportation system that is easy, safe, connected, and designed for people—not just cars. Residents want options, predictability, and a network that matches the mobility choices they imagine for the next generation.

What People Like Best Today

When asked what they like most about their community, residents overwhelmingly highlighted:

- **Trails, biking, and outdoor access:** Lincoln’s trail system emerged as the community’s most cherished asset. People referenced its connectivity, beauty, access to parks, and the ability to reach destinations without a car.
- **Safe, friendly neighborhoods:** Many participants described Lincoln as “safe,” “peaceful,” “welcoming,” and “a small town with big-city amenities.” The city’s human scale and neighborhood character were repeated themes.
- **Parks, green space, and natural areas:** Holmes Lake, Wilderness Park, Pioneers Park, and the overall park system were cited repeatedly. Residents value proximity to nature and recreational amenities.
- **Walkability and multimodal access:** Several people noted they can walk or bike to businesses, schools, downtown, or groceries via local streets and trails.
- **Community spirit and culture:** Many praised Lincoln’s people—friendly neighbors, diverse cultures, and a supportive community that “shows up” for one another.

These strengths align directly with the Comprehensive Plan's broader goals around neighborhood identity, parks, livability, and quality of life.

What People Want to See Improved

Responses to this question were passionate and detailed, revealing strong priorities for both transportation and community development. The leading themes included:

Active transportation & connectivity (overwhelming top theme): Residents want more protected bike lanes, more continuous trail connections, safer crossings, and a stronger citywide bike/ped network. Examples included:

- "More safe ways to walk and bike around town."
- "Protected bike lanes."
- "Better trail connectivity outside Lincoln."
- "Safe travel for pedestrians and bicyclists" (repeated dozens of times).

Safety culture & reduced car dominance: People expressed a desire for slower arterials, safer intersections, cultural change, and a shift away from car-first design. Common phrases included "reduced speeds," "less car-centric," "safety for all modes," and "more emphasis on people, not cars."

Transit improvements: Residents asked for:

- More frequent and reliable service
- BRT along 27th and O Streets
- Later evening hours
- Regional transit connections
- Infrastructure that treats transit as essential, not optional

Several even mentioned bringing back streetcars or introducing rail.

Roads and infrastructure maintenance: Participants pointed to potholes, pavement quality, missing links in sidewalks and trails, and better coordination of construction closures.

Neighborhood design and mixed use: People expressed a desire for:

- Mixed-use corridors
- More walkable centers
- Places to gather without spending money
- Less "asphalt maze" development

This is where the transportation plan and Comprehensive Plan most directly intersect.

Environmental and community well-being: Residents connected mobility with natural resources, clean air, quieter streets, and stronger community health.

Themes included "greenways," "sustainability," "prairie restoration," solar energy, and more trees.

Together, these themes suggest that as Lincoln continues to grow, residents hope to build on what they already love while enhancing safety, connectivity, and access throughout the community. These insights also align well with many of the goals emerging from the Comprehensive Plan update, helping ensure both efforts move forward in a coordinated, community-informed way.

Focus Groups – Phase 1 Summary

To help guide the update of the Lincoln 2050 Long Range Transportation Plan (LRTP), the development of the Lincoln Mobility Plan, as well as the Comprehensive Plan update, the project team organized a series of focus group discussions as part of the first phase of community engagement. These meetings were designed to gather early input from key community stakeholders on transportation opportunities, challenges, and priorities across Lincoln and Lancaster County.

Each focus group brought together local leaders, organizations, and professionals who represent different community perspectives—such as housing, health, business, education, and transportation. Participants were invited by email and encouraged to share insights on how transportation investments can better support their sector and the community as a whole.

Each focus group brought together representatives from various sectors, including housing, health, business, education, and transportation. Participants were invited to attend a one-hour, in-person session held at a designated community location. The discussions were facilitated by City staff and project consultants from Felsburg Holt & Ullevig (FHU).

These focus group discussions were an important step in building partnerships with local stakeholders and setting the foundation for future engagement.

Section 1 – Focus Group Participants

More than 200 individuals were invited to participate in a focus group discussion. Focus groups were facilitated at the Community Health Endowment of Lincoln conference room during assigned times on October 27, 30, 31 and November 10. Invitations were sent to 15-20 representatives of ten focus group. The ten groups represented the following:

- Business Community
- Development Community
- Active Mobility
- Freight Interests
- Transit & Human Services
- Neighborhoods
- Housing/Affordable Housing
- Government & Education
- Healthy Living & Environmental
- Advocacy Groups

Section 2 – Focus Group Perspectives

How is the Community evolving?

All participants were asked to share ideas that represent how they view the community evolving. Examples were provided to help prompt the discussion. These included the completion of hybrid work patterns, major road projects, dynamic changes in funding and funding priorities nationally, local street construction and maintenance, supporting safety of all roadway users while navigating increased use of e-bikes.

Focus group participants shared perspectives that help expand how the planning process may consider transportation and priorities for the future. The five areas below reflect the perspectives shared during the focus groups.

- 1. Rapid Growth and Geographic Expansion:** Lincoln is experiencing overall population growth, with significant development on the eastern edge near Stevens Creek and in northwest Lincoln. The South Beltway is shaping growth patterns, creating demand for housing and infrastructure on the fringe while downtown sees increased density and multifamily housing.
- 2. Housing Challenges and Shifting Patterns:** Housing supply and affordability remain major concerns. Affordable housing is concentrated on the edges rather than the center, while downtown is trending toward higher-density apartments. Rising costs, aging housing stock, and homelessness are pressing issues, alongside demand for rural development.
- 3. Transportation and Mobility Transformation:** Transportation needs are diversifying with more flexible transit systems, increased rideshare use, and non-traditional options like scooters and e-bikes. Aging populations require more accessible transit, while infrastructure faces strain from heavier traffic, travel at higher speeds, and mixed vehicle types. Inadequate reliability and staffing shortages in transit services add complexity.
- 4. Infrastructure and Funding Pressures:** The community faces fiscal challenges and funding shortfalls for transportation, housing, and green space preservation. Infrastructure upgrades, stormwater management, and bridge maintenance are critical as growth accelerates. Inter-jurisdictional collaboration and evolving design standards are needed to maintain capacity and reduce environmental review timelines.
- 5. Cultural and Economic Shifts:** Economic drivers like sports, gambling, and new developments (casino, convention center) are reshaping activity patterns. Return-to-office trends increase traffic, while cultural shifts and rising costs reduce traditional leisure activities. There is a growing emphasis on sustainability—reducing fossil fuel use, expanding electric vehicle charging, and maintaining green buffers.

What needs to change?

A question was posed to all focus groups asking, “What ONE (or two) word describes what you want most to change about transportation? The following word cloud represents the range of inputs and the strength of the sentiments provided from multiple groups.

3. Roadway & Traffic Management

- Roundabouts improving flow and safety, with fewer issues compared to traditional intersections
- Improved signal timing, turn arrows, and stoplight coordination in many areas
- South Beltway and Nebraska Parkway expansions supporting freeway and bypass improvements
- Relatively short commute times (15–20 minutes across Lincoln)
- Quick City response to street infrastructure repairs (potholes, maintenance)
- Ordinances and local control supporting safe and efficient traffic management

4. Parking & Accessibility

- Ample downtown parking supply with reasonable rates
- Compact parking structures integrated into urban design
- Elimination of parking requirements in some areas to support multimodal planning
- Accessibility improvements: curb cut snow clearing, pedestrian-friendly downtown hubs, and equity-focused design
- Integration of Uber/Lyft and scooters as complementary mobility options

5. Leadership, Vision, and Community Collaboration

- Strong City leadership with long-range visioning and focus on diversity, equity, and inclusion
- Collaboration between city, county, NRD, and university to align transit and trail planning
- Community-based designs and strong neighborhood voices shaping infrastructure decisions
- Capturing federal funds for multimodal projects and leveraging local power grid capacity for future EV/freight needs
- Positive vision from local government leaders supporting continuous improvement
- Educational institutions (universities, community colleges, schools for the visually impaired) contributing to accessibility and innovation

What challenges exist for transportation in the community

Focus group discussions also provided opportunities for participants to reflect on what is a challenge or barrier to transportation in the community. These observations were also captured by participants and shared with the group following discussion. The five themes that were generated from the input provided are summarized below.

1. Transit Accessibility and Reliability

- Limited bus service (no Sunday service, geared toward first shift only).
- Long headways, empty buses, and lack of direct routes.
- Insufficient regional connectivity (Lincoln–Omaha, rural areas).
- Lack of amenities (shelters, benches, functional equipment).
- Accessibility issues for people with disabilities and seniors.

2. Active Transportation Safety and Infrastructure

- Unsafe pedestrian and bike infrastructure (crosswalks, roundabouts, bike lanes).
- Speeding on trails and streets; lack of enforcement and speed limits.
- Confusion around micromobility devices (e-bikes, scooters) and trail etiquette.
- Gaps in trail and sidewalk networks; ADA accessibility concerns.
- Need for education on rules for all users.

3. Funding and Development Coordination

- Insufficient funding for roads, trails, and transit expansion.
- Developers bearing high infrastructure costs; lack of incentives.
- Misalignment between transportation planning and housing development.
- Construction timing issues and barriers during projects.
- Economic development pressures vs. community health and sustainability.

4. Safety, Education, and Accessibility

- Distracted driving and speeding behavior.
- Vulnerable road users (children, low-income families, people with disabilities).
- Lack of education for drivers, cyclists, and micromobility users.
- Accessibility concerns: affordable transportation options, access for low-income households.
- Perceptions of safety and cultural conflicts around biking/walking.

5. Freight and Emerging Technology Integration

- Truck traffic congestion and neighborhood impacts.
- Lack of multimodal freight connections (rail, airport cargo).
- EV trucking infrastructure challenges (charging, weight limits).
- Need for collaboration among city, state, and airport for freight planning.
- Uncertainty around future tech (AV freight, hydrogen vs. EV).

Section 3 – Priority Goals

A handout was provided to help focus group participants consider the eight goals for the study. After explaining how goals are useful for the planning process and considering projects and programs, participants were asked to reflect on the list and discuss which goals best represent the most important to them. After sharing their answers, the group then considered and shared their next highest goal. The results of each table of participants are organized by the following table. The top three goals from the input of focus groups are: Access and Opportunity, Safety and Security, and Mobility and System Reliability

Focus Group Priority Goals

	Maintenance	Economic Vitality	Mobility Choice	Environmental Sustainability	Livability and Travel Choice	Funding	Safety	Access and Opportunity
Housing/Affordable Housing		2	1		1			2
Development		1	1			2		
Active Mobility			1		2		1	2
Healthy Living & Environmental				2		1		3
Government & Education			1	1		1		1
Business Community	1	1					2	
Freight Interests		1						
Transit & Human Services					1			1
Advocacy			2					2
Neighborhoods							3	1
Total	1	5	6	3	4	4	6	12

Section 4 – What should be done to achieve goals

Using the top priority goals for each focus group, participants were given the opportunity to discuss what actions might help to achieve the goals they identified. In small groups of table discussions, the ideas were captured digitally to present in the list below without summary.

Maintenance

- Quality of initial construction to reduce future maintenance
- Safety benefits go along with proper maintenance
- Snow removal
- Long-term funding to maintain a growing system
- Cost sharing between businesses and government?
- BIDs

Economic Vitality

- East beltway
- StarTran routes that support job/economic centers
- We need to build more housing of all types to make home ownership more attainable.
- housing on the edges (growth)
- Housing density
- P. I. D. Public Improvement District
- Time-efficient routes for transportation
- Transportation investments that align with redevelopment goals
- with new growth- access to transit
- Holistic growth with mixed land uses and access to amenities within a reasonable commute
- density of development
- Impact fee funding model doesn't work with affordable housing
- increasing minimum density
- Developer challenges around affordable housing

Livability and Travel Choice

- More ancillary bus routes or shuttles
- More human centered transit routes based on rider needs assessment and potential riders
- More east/west bike corridors thru the city

Environmental Sustainability

- Integrate green space into mobility nodes

Mobility & System Reliability

- Maintenance
- Continue traffic optimization program
- Concrete mix
- Corridor capacity and safety (ex: East O Street, 148th Street)
- Cooperation of governmental agencies
- Employers pay for transportation
- recommendations for design standards in city code
- Fit transportation to serve top destinations
- access in the suburban areas for all users
- one mile of everyone home policy
- rid one way streets for cars in downtown Lincoln
- "strategy to see if the neighborhood can fund and maintained it self (e.x.Urban 3)"
- access of major street crossing
- subarea plans that can support and fund it-self
- education on updated modes of transit
- Change hub & spoke system to nodes
- expending bike share stations
- passive trail detection for crossing
- convert beg buttons downtown to always provide ped phase

Safety & Security

- Roundabout benefits
- Quality of construction
- Serving emergency response & transit needs
- Pedestrian activated crossings
- Law enforcement of driver behavior
- New vehicle types
- Cell phone usage while driving

Funding & Cost Effectiveness

- Design standards
- Innovative funding methods
- Road materials
- Stormwater bonds for roadway funding

- New funding sources
- City/County collaboration on transition roads
- Less restrictive access management policy
- State/regional collaboration
- Consolidating City/County departments
- Redirect RTSD funding
- Reduce impact fees to promote affordable housing

Access & Opportunity

- More bus stops
- In many growth areas there is limited access to multi-modal transportation
- more short (smaller) buses
- Bus routes that support patterns of travel to key destinations
- Bike Shelters and Racks around town AND at Bus Stops
- City wide bike sharing
- StarTran on demand service
- Ancillary bus routes to supplement hub & spoke system
- Continue cross-town trail system
- reliability on transit option (with no car)
- Edge of town- new affordable housing with better bus routes
- Sidewalk funding model
- Employers pay for transportation
- recommendations for design standards in city code
- Fit transportation to serve top destinations
- access in the suburban areas for all users
- one mile of everyone home policy
- rid one way streets for cars in downtown Lincoln
- "strategy to see if the neighborhood can fund and maintained itself (e.x.Urban 3)"
- access of major street crossing
- subarea plans that can support and fund itself
- education on updated modes of transit
- Change hub & spoke system to nodes
- expending bike share stations
- overview and update of the city's expansive
- increasing & improving bus routes
- Autonomous Vehicles services

- with new growth finding ways to expand transit at the same type
- more sidewalks
- designing neighborhoods to be walkable
- lack of quick ways to get around town
- looking for barriers that reduce options (like trains and such)
- Lincoln to Omaha train
- route accessibility and review
- free transit
- new requirements for developers and institutions
- green space w/ bike path along Stevens Creek
- rural community access to medical facilities
- pre-planned ideas within the city to propose to developers (designs)
- mobilize vans over buses as agile method of transport
- youth education around active transportation
- understanding impact of new development with surrounding current/existing areas
- expanded school transportation options
- more city impact on plans
- Create Star Tran routes that are adjacent to economic center
- Focus on time efficient routes build more to increase density to allow renters to become homeowners.
- Infrastructure that supports residential commercial growth
- Arterial street improvement fund for affordable housing developers.
- Rural van transportation
- More bus stops!
- Transportation Hubs in business areas
- Build out more east/west bike corridors
- Regular needs assessment of bus riders + potential riders
- More human-centered transit routes based on needs assessment
- More shuttles
- More bus stops

Section 5 – Lincoln Mobility Plan Input

Vision Statement and Goals Sentiment

The Lincoln Mobility Plan vision is to create a connected, low-stress city network that makes walking, biking, rolling, and transit safe, convenient, and practical for everyday trips, improving access citywide and supporting a healthy, resilient, and prosperous Lincoln. All strengths and challenges inputs from focus groups was reviewed to determine what parts of the vision statement have stronger and weaker sentiments.

Sentiments were strongest around mobility themes that lead to connected, low-stress, convenient, accessible, healthy transportation options. The extent of the trails network is highly esteemed and a significant benefit to the community. The trails are accessible and provide strong support for active lifestyles. Information about local trails is readily available and those who choose to use them for commuting also find them to be convenient.

The trails network is a strength, but the lack of a convenient connection to an on-street bike network was frequently observed. Intersection crossings were also noted as unsafe as well as driver and bicyclist behaviors that result in crashes. The input about creating a connected network and improving wayfinding highlights a weakness in the network's practical use. Snow removal at intersections and gaps in the network resulted in sentiment that the network is not resilient and that significant barriers such as expressways need to be addressed more intentionally to preserve safe crossings.

A mixed sentiment was documented for the “prosperous” goal. Many comments related to the benefits of the existing mobility network. These comments blended with input from individuals that express concern that more access, mobility, and safety would lead to more opportunities to access jobs, services, and economic centers of activity for more people who can't or choose not to drive. A lack of evening and Sunday bus service punctuates this mixed sentiment, but infrastructure for vulnerable road users at intersections was also highlighted.

Characteristics of Mobility Nodes

The Lincoln Mobility Plan development process was also introduced to the focus groups. A general inquiry was made to all focus groups to consider how mobility nodes might be characterized to support the planning process. The Active Mobility focus group had additional time to explore the question. The discussion was open ended and was reinforced by many of the recommended actions listed in the previous section for Mobility and System Reliability. Input received from participants describing how they experience mobility nodes included:

- "follow the economic centers to get the design the nodes areas Walmart, business centers, YMCA, etc.)"
- two or more transportation methods
- bike/equipment safety
- area where there is a transportation corner (the zoo)
- 48th & Saint Paul
- thinking of game day- where crowds reoccur
- Accessible & intersected by multiple modes
- bishops heights (27th and NE PWY)
- amenities (bus shelters, bathrooms)
- connections

- Land uses that attract people
- "major destinations like(Schools, Universities, place of business, downtown, middle/high schools,)
- Mopac as an example"
- Parks and Green places
- park n go - avoid parking
- South Street
- 17th & Washington
- where we work, where we live. is considered a node
- Contain amenities
- concertation of amenities in one place
- where bike, walk, bus, and car access overlap
- local attractions and housing density
- opportunities to transition between modes
- commercial and medical service areas
- Distributed around the City, many places
- Regional parks like Holmes Lake
- Grocery stores
- Public health providers like hospitals and social welfare, VA/aging partners
- Culture centers
- Include with new developments
- Senior housing, schools, and grocery
- Green spaces
- Regional parks with restrooms, trailheads, parking, shade.
- Connected to routes into the city center
- Mixed used zoning
- 112ths St and Havelock
- Integrated locations to direct users between trails, on street, and transit

Addressing the Key Themes We Heard in Phase 1

Phase 1 engagement identified several consistent themes that helped shape the direction of the Lincoln MPO LRTP and Lincoln Mobility Plan. Community members emphasized the importance of safety, connected walking and bicycling networks, transit and mobility choices, system reliability and maintenance, and planning for continued growth. Participants also identified specific corridors, intersections, crossings, and network gaps where these broader transportation issues are experienced every day. These themes were carried forward throughout the planning process. Safety concerns were considered alongside crash data and system conditions to identify opportunities for safer streets, intersections, and crossings. Feedback about missing or uncomfortable walking and bicycling connections helped inform the Lincoln Mobility Plan's focus on creating continuous, low-

stress networks that connect neighborhoods with schools, parks, employment, commercial areas, and trails. Transit comments reinforced the importance of improving access to service and strengthening connections between neighborhoods and major destinations.

Community input also emphasized the importance of maintaining the transportation system residents already rely on. The Lincoln MPO LRTP balances future investment with preservation, operational improvements, and strategic upgrades to existing infrastructure. Finally, feedback about growth and regional travel reinforced the need to coordinate transportation investments with future land use and development so the system can continue to serve Lincoln, Lancaster County, and surrounding communities as travel patterns evolve.

Together, these themes provided an important community lens for evaluating needs, developing recommendations, and prioritizing future transportation investments.



B2. PUBLIC INVOLVEMENT SUMMARY – PHASE 2

Phase 2 engagement focused on sharing draft transportation recommendations and gathering feedback on proposed roadway, transit, trail, bicycle, pedestrian, and mobility investments. Community members were invited to review recommended projects, learn about mobility concepts and future development patterns, and provide input on transportation funding priorities.

Public input collected during this phase helped inform the final project prioritization process. Community preferences represent one component of the evaluation framework alongside factors such as project readiness, funding availability, system performance, and long-term feasibility. A full public engagement summary for Phase 2, including all written comments received, can be found here: [Phase 2 Engagement Summary](#).

Engagement Reach and Participation

Online Engagement (At-a-Glance)

Community members continued to engage with the project website and online participation tools.

- 1,274 page views
- 996 unique visitors

- 575 total contributions
- 194 contributors
- 831 document downloads
- 26 general comments
- 75 video views
- Visitors included 14 Spanish, 5 Arabic, 1 Somali, and 1 Vietnamese language users
- 204 interactions related to transportation funding priorities
- 17 Lancaster County project interactions
- 85 Lincoln roadway project interactions
- 125 trail project interactions
- 118 bicycle and pedestrian project interactions

These metrics demonstrate continued community interest as the planning process moved from visioning and issue identification into evaluation of future transportation investments.

- Bilingual Flyers were distributed to:
 - Lincoln City Libraries
 - Aging Partners
- Community Notifications were distributed in:
 - [Waverly](#) (May 12)
 - [Hickman](#) (May 12)
- Press Release (Lincoln)
 - May 12
- Earned media
 - [Lincoln Journal Star](#) (May 15)
 - [Radio Interview](#) (May 19)
- Social Media
 - June 1st: <https://www.facebook.com/share/p/1EEWRG5biA/>
 - May 14th: <https://www.facebook.com/share/p/1YLy4fM52r/>
 - May 6th: <https://www.facebook.com/share/p/1CxKiGuUAR/>

In-Person Outreach

Community members had multiple opportunities to review recommendations and discuss priorities directly with project staff. In-person engagement included:

- 59 attendees at the Public Open House
- 25 participants in an outreach effort during a University of Nebraska-Lincoln pop-up event
- 11 participants in an outreach effort during a pop-up event at Mahoney Park
- 6 members of the Planning Commission during a briefing

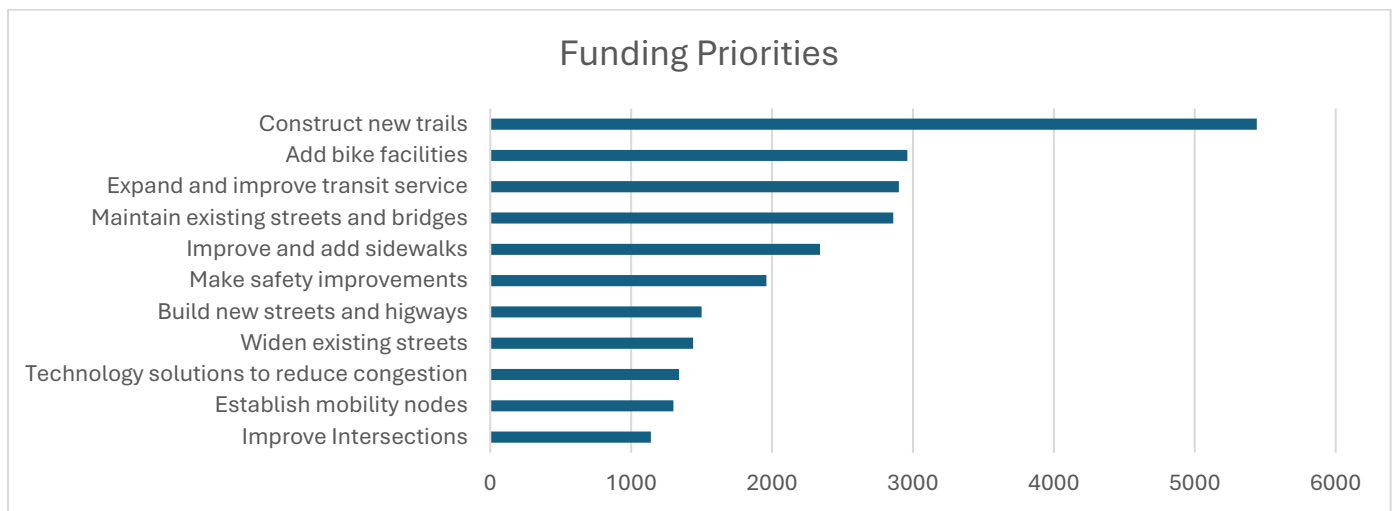
- Continued promotion through community events, partner organizations, project email updates, and agency communication channels

For Phase 2, previous and new participants were contacted through direct email updates and invited to participate in the public open house and online engagement opportunities. New participants had the opportunity to attend an overview of previous engagement. Focus group participants were also invited to submit comments via email regarding how changes in the way transportation is funded could address challenges identified during Phase 1. This combination of events helped maintain participation from previous stakeholders while also reaching new audiences throughout the community.

Community Input

As part of Phase 2 engagement, participants completed a funding exercise that asked them to prioritize future transportation investments across a variety of project types. The image below shows a portion of the online version of the exercise.

Overall, from the in-person open house and online engagement, participants showed the strongest preference for investments in trails, followed by bicycle facilities, transit improvements, and maintaining existing streets and bridges. Sidewalk improvements and safety projects also received substantial support.



While all project categories received interest, the results suggest that participants value a balanced transportation system that maintains existing infrastructure while expanding opportunities to walk, bike, and use transit.

These results provide insight into community priorities and helped inform the next phase of plan development.

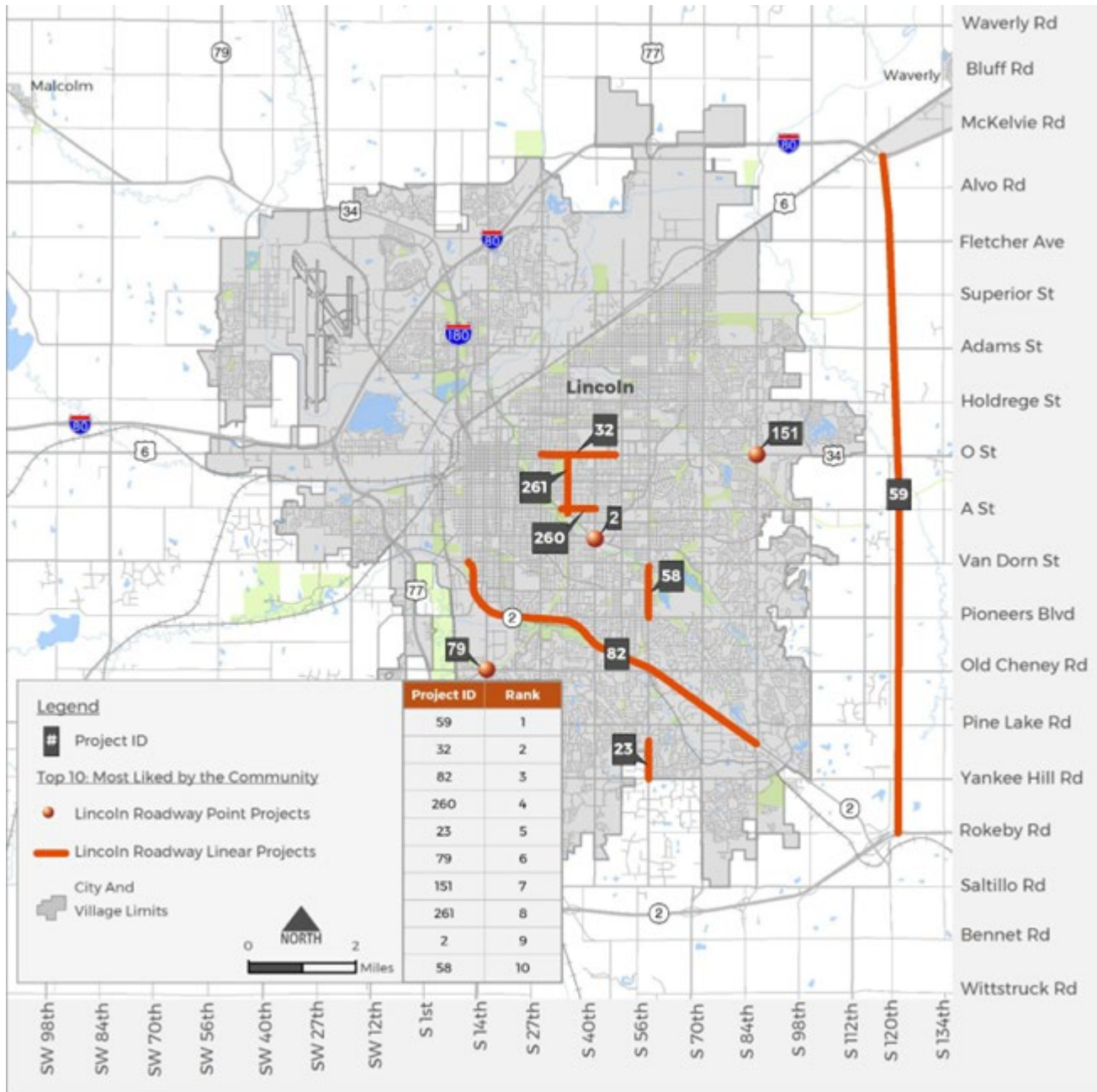
Recommended Projects

Lincoln Roadway

Top 10 highest-supported roadway projects were:

- East Beltway, new road segment, 59 (22)
- O Street: Antelope Valley N/S Rdwy. to 46th Street, intersection improvements, 32 (13)
- Nebraska Parkway: 84th Street to Van Dorn Street, corridor improvements, 82 (12)
- A Street: Normal Boulevard to S 40th Street, corridor improvements, 260 (9)
- S 56th Street: Thompson Creek Boulevard to Yankee Hill Road, corridor improvements, 23 (8)
- S 14th/Warlick/Old Cheney, intersection improvements, 79 (8)
- O Street & 84th Street, intersection improvements, 151 (7)
- 33rd Street: Normal Boulevard to O Street, corridor improvements, 261 (7)
- S 40th Street: Normal Boulevard & South Street, intersection improvements, 2 (6)
- S 56th Street: Van Dorn Street to Pioneers Boulevard, corridor improvements, 58 (6)

Lincoln Roadway Projects- Highest Supported

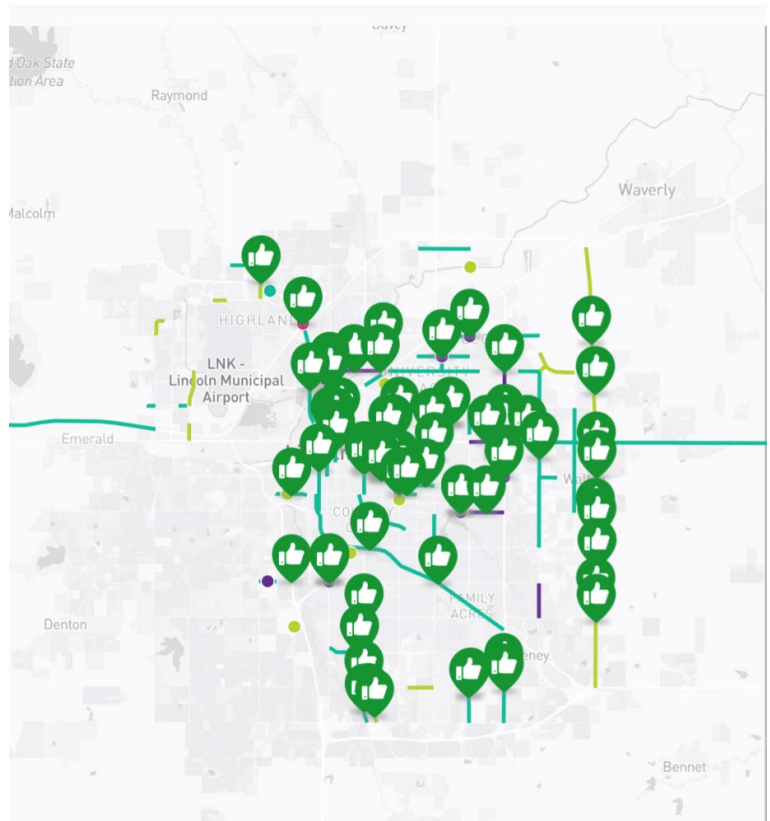


Participants reviewed draft roadway recommendations and identified projects they were most excited to see advanced as part of the long-range transportation plan. The image shows the online version of this exercise for Lincoln Roadways. Participants could choose to “like” or “love” a project. For the purposes of tallying votes, “Like” and “Love” reactions were considered equivalent. The majority of participants chose “love.”

Among roadway projects, the East Beltway received the highest level of support, followed by improvements along major corridors and intersections such as O Street, Nebraska Parkway, A Street, S 56th Street, and the 14th Street/Warlick Boulevard/Old Cheney Road area.

Overall, participants tended to favor projects that improve connectivity along key transportation corridors, address congestion and operational needs at major intersections, and support continued growth in developing areas of the community.

This feedback was considered alongside technical analysis and other planning factors as roadway recommendations were refined for the final plan.

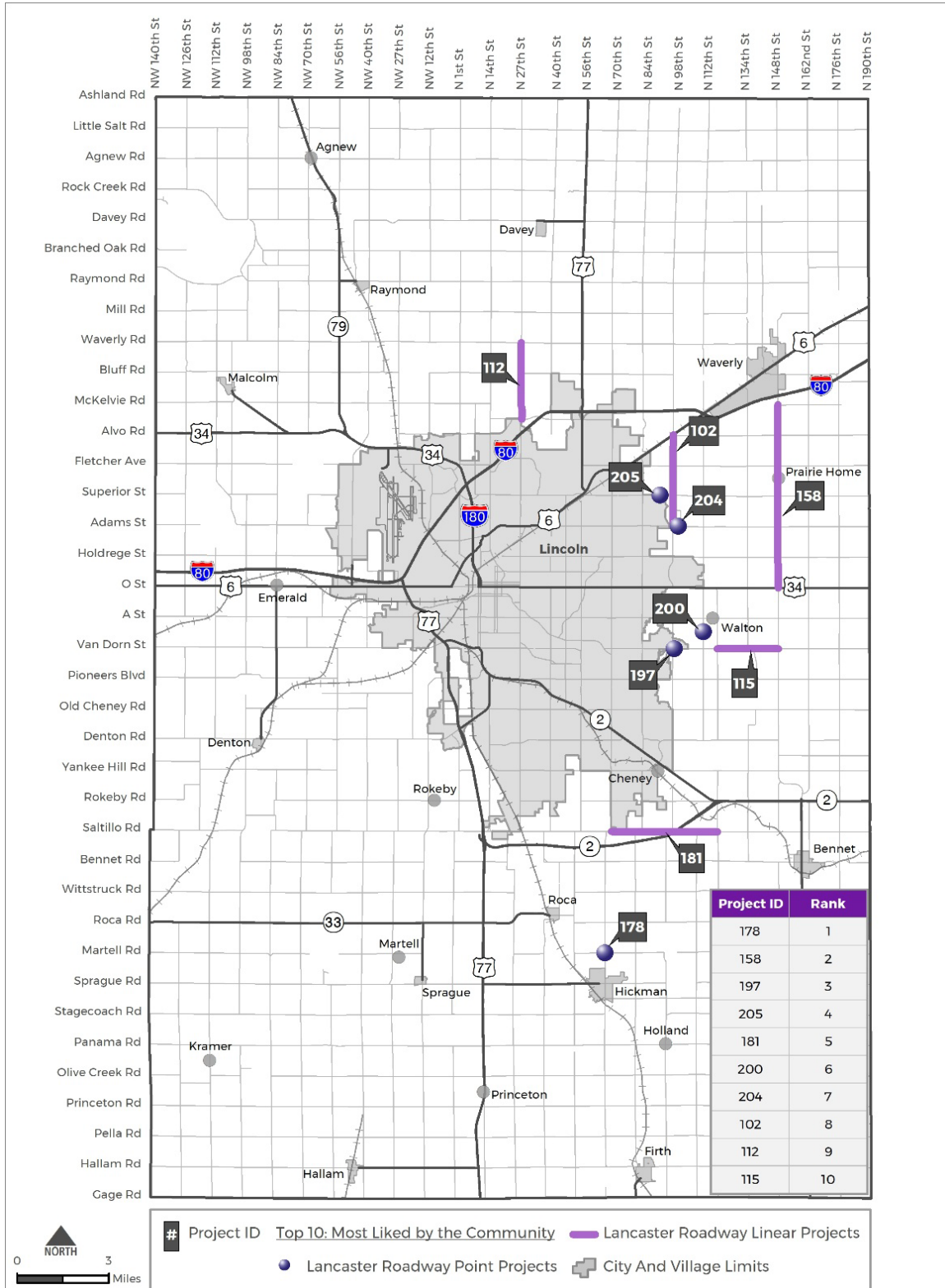


Lancaster County Roadway

Top highest-supported roadway projects were:

- S 68th Street & Martell Road intersection (10)
- N 148th Street: O Street to McKelvie Road corridor improvements (6)
- Van Dorn Street Bridge K-37 replacement/improvements (5)
- Havelock Avenue Bridge K-144 (4)
- Several bridge projects and corridor improvements receiving moderate support (3 votes each)

Lancaster County Roadway Projects- Most Supported

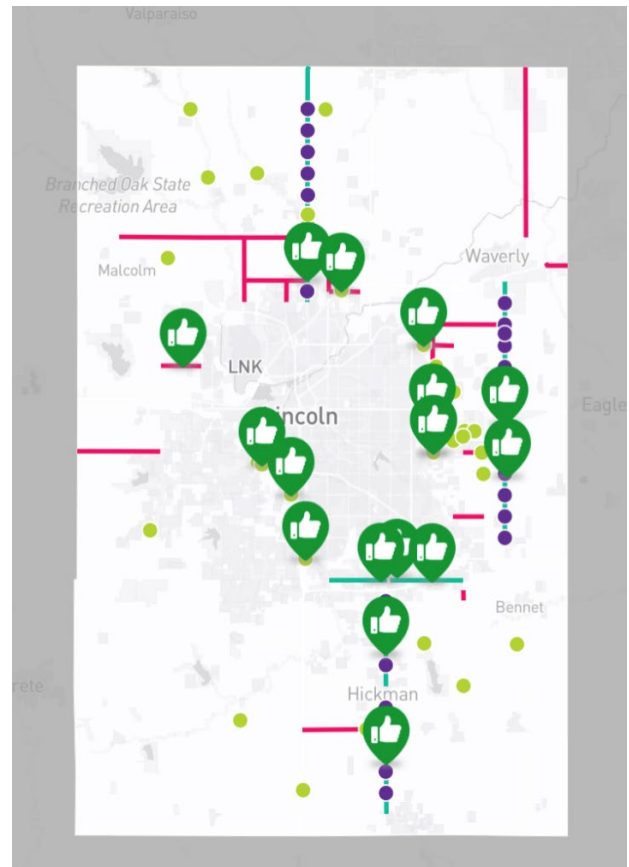


Participants also reviewed draft transportation recommendations located throughout Lancaster County and identified projects they were most excited to see advanced.

Among county roadway projects, the S 68th Street and Martell Road intersection received the highest level of support, followed by improvements along the N 148th Street corridor and several bridge improvement projects throughout the county.

Overall, participants tended to favor projects that improve connectivity along key county corridors, enhance safety at intersections, and maintain important transportation infrastructure. Bridge improvements received notable support, highlighting the importance of preserving critical transportation connections throughout Lancaster County.

This feedback was considered alongside technical analysis and other planning factors as county transportation recommendations were refined for the final plan.

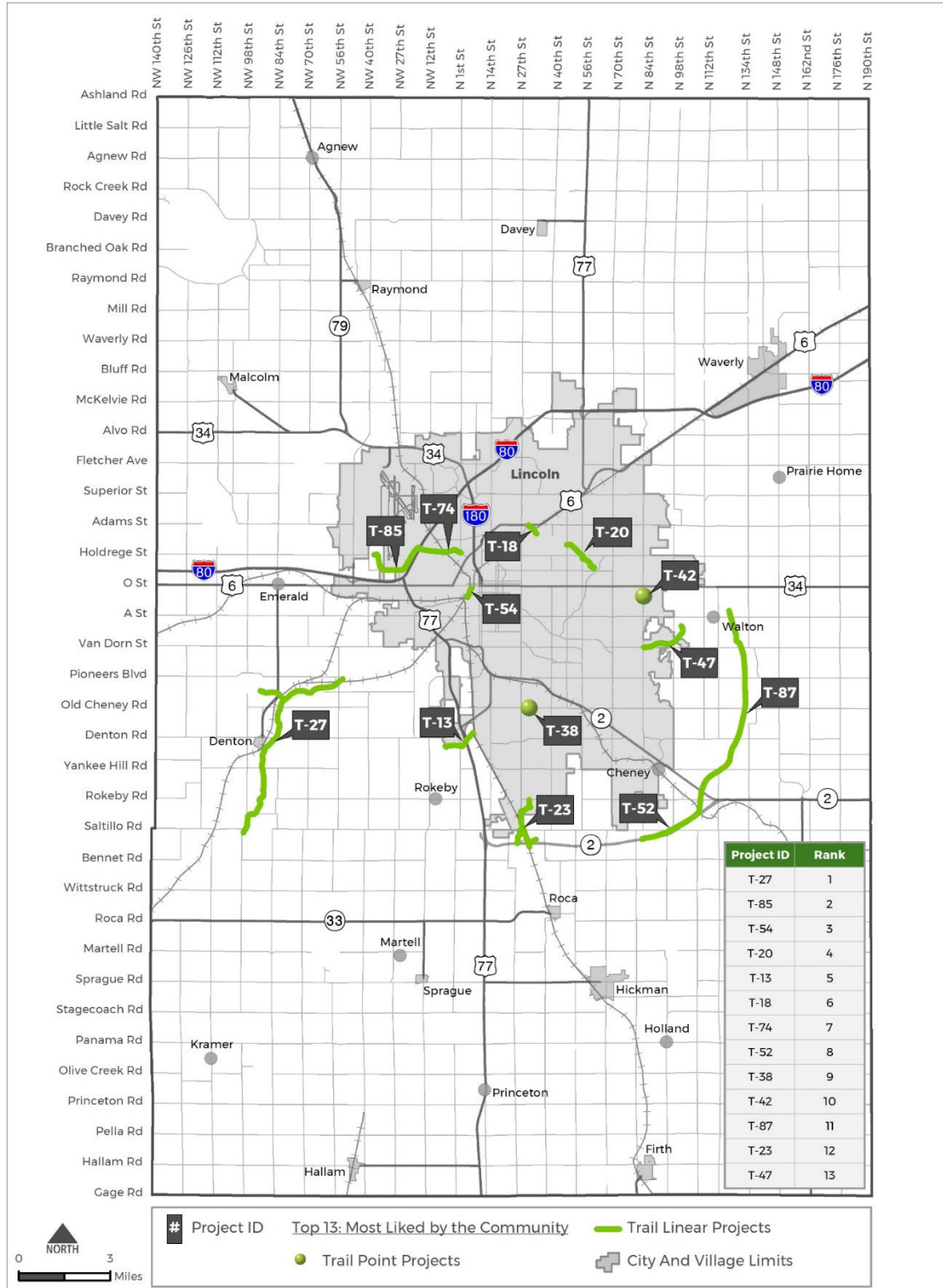


Trails

Top highest supported projects were:

- Greenway Corridor Trail/Haines Branch: Pioneers Park Nature Center to Spring Creek Prairie Audubon Center, new trail segment, T-27 (27)
- Oak Creek Trail: SW 40th St Saline Wetlands Nature Center, new trail segment, T-85 (23)
- Chris Beutler Trail – Jamaica North Connector: South Haymarket Park to J St/4th St, new trail segment, T-54 (21)
- Deadmans Run Trail: N 48th St to MoPac Trail, new trail segment, T-20 (19)
- Cardwell Branch Trail: GPTN Connector to Folsom Trail, new trail segment, T-13 (16)
- Deadmans Run Trail: Murdock Trail to Cornhusker Hwy and Railroad grade separation, new trail segment, T-18 (15)
- Oak Creek Trail: Saline Wetlands Nature Center to N 1st St, new trail segment, T-74 (13)
- South Beltway Trail – Phase 3: S 84th St to Hwy 2, new trail segment, T-52 (12)
- MoPac Trail: S84th St grade separated crossing, grade separation, T-42 (12)
- Tierra Williamsburg: Old Cheney grade separated crossing, grade separation, T-38 (9)

Trails Projects- Most Supported

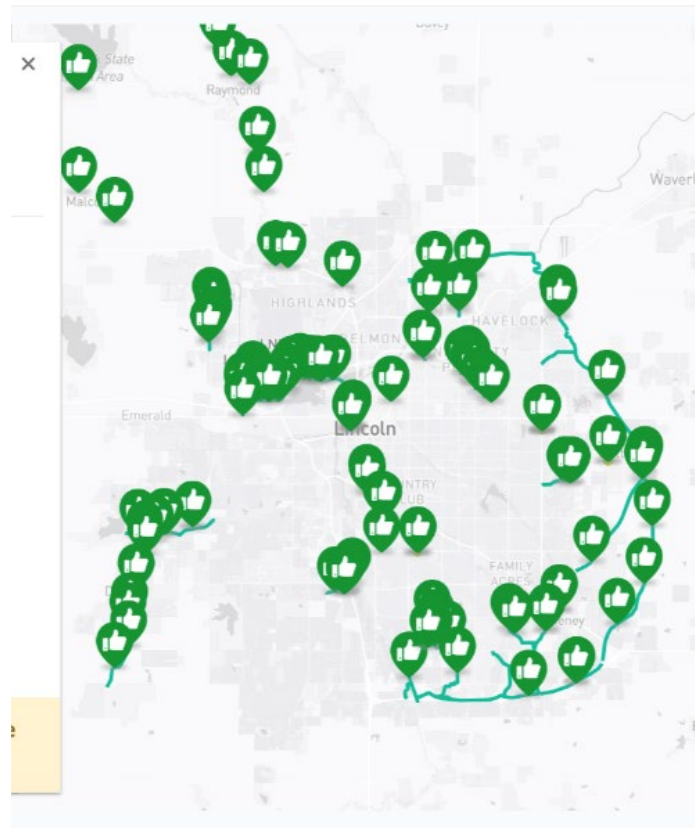


Trail recommendations generated some of the strongest participation and support of any project category reviewed during Phase 2 engagement.

The Greenway Corridor Trail/Haines Branch project received the highest level of support, followed by improvements to the Oak Creek Trail, Chris Beutler Trail, Deadmans Run Trail, and Cardwell Branch Trail.

Overall, participants expressed strong interest in expanding and connecting Lincoln's trail network. Projects that close gaps, extend existing trails, and improve connections between neighborhoods, parks, schools, and destinations tended to receive the greatest support.

This feedback closely aligns with results from the transportation funding activity, where trail investments received the highest level of support among all transportation investment categories. Together, these findings suggest that trail connectivity and expansion remain important priorities for many community members and helped inform the refinement of recommendations as development of the plan moves forward.

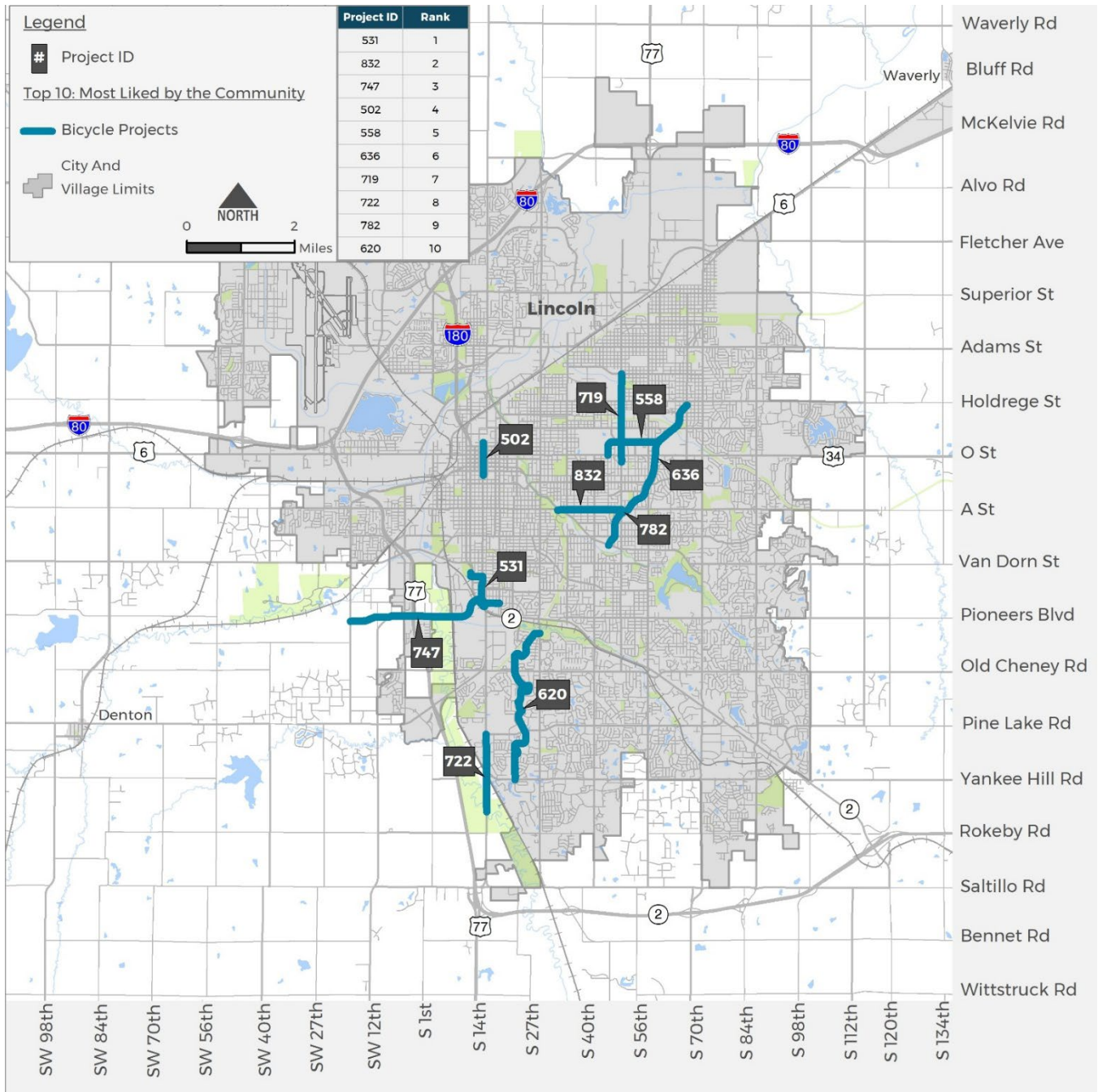


Bike-Pedestrian Projects

Top highest supported projects were:

- Burnham Street (Van Dorn Park to S 17th Street) (17)
- A Street (Billy Wolff Trail to 48th Street) (12)
- Pioneers Boulevard (S Coddington Avenue) (11)
- 13th Street (Lincoln Mall to R Street) (7)
- R Street (O Street to N Cotner Boulevard) (7)
- Cotner Boulevard (Randolph Street to Fair Street) (6)
- N 48th Street (M Street to Leighton Avenue) (6)
- S 14th Street (Salt Creek to Pine Lake Road) (6)
- Cotner Boulevard (Normal Boulevard to Randolph Street) (6)
- Tipperary Trail (Yankee Hill Road to S 27th Street) (5)

Bike-Pedestrian Projects- Most Supported

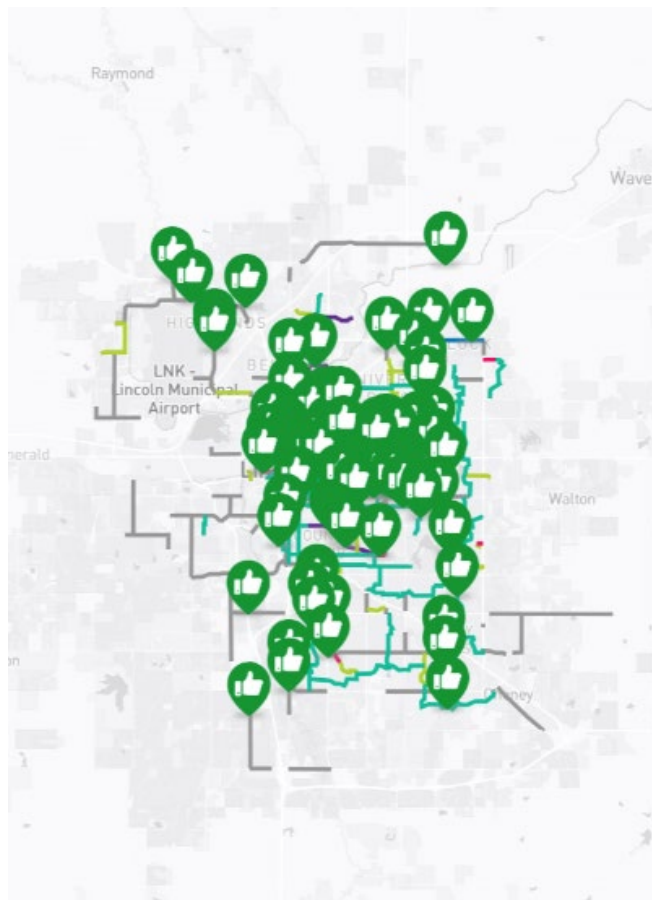


Participants reviewed draft bicycle and pedestrian recommendations and identified projects they were most excited to see advanced.

The Burnham Street connection between Van Dorn Park and S 17th Street received the highest level of support, followed by improvements along A Street, Pioneers Boulevard, 13th Street, R Street, and several projects along the Cotner Boulevard and N 48th Street corridors.

Overall, participants showed strong interest in projects that improve connectivity between neighborhoods, trails, schools, parks, and community destinations. Many of the highest-rated projects help close gaps in the existing network or create safer and more comfortable connections for people walking and bicycling.

These results align with feedback received throughout the planning process and with the transportation funding activity, where bicycle facilities and sidewalk improvements ranked among the community's highest transportation investment priorities. Together, the findings reinforce the importance of providing safe and connected options for walking and bicycling throughout the community.



Key Themes: What We Heard and How It Was Addressed

Phase 2 engagement provided an opportunity for the community to review and respond to draft recommended transportation investments. Overall, participants expressed support for investments that improve safety, expand travel options, strengthen connections, and prepare the transportation system for future growth. Feedback also helped confirm priorities and refine how they are reflected in the LRTP and Mobility Plan.

Safety

What We Heard: Safety remained a consistent priority, with concerns related to intersection operations, crossing safety, speeding, and roadway design. Participants emphasized creating safer conditions for people walking, bicycling, rolling, and driving.

How It Was Addressed: Safety was a central consideration as recommendations were refined. Proposed projects and strategies included safer crossings, intersection improvements, speed management, and transportation facilities designed to reduce conflicts among users.

Active Transportation Connectivity

What We Heard: Participants emphasized trail connectivity, sidewalk gaps, bicycle facilities, and safer crossings, particularly where improvements could better connect neighborhoods with schools, parks, activity centers, and other destinations.

How It Was Addressed: Feedback reinforced the Lincoln Mobility Plan's focus on a complete and connected active transportation network. Recommendations address network gaps, crossing needs, and connections to everyday destinations while emphasizing continuous, comfortable routes for walking, bicycling, and rolling.

Transit & Mobility Choice

What We Heard: Participants identified opportunities to expand transit service, improve connections between destinations, serve growing areas, and provide additional alternatives to driving.

How It Was Addressed: The plans recognize transit as an important part of the future multimodal system, supporting stronger connections to key destinations and considering how transit, walking, bicycling, and other mobility options can work together to provide more practical travel choices.

Growth & Community Development

What We Heard: Participants connected transportation investments with walkable neighborhoods, mobility-oriented development, mixed-use activity centers, future growth, and quality of life.

How It Was Addressed: The Lincoln MPO LRTP coordinated future transportation investments with anticipated growth and land use, while the Lincoln Mobility Plan supports connected, walkable places and multimodal access to existing and emerging activity centers.

Implementation, Maintenance & Investment

What We Heard: Some participants wanted greater clarity about how projects are prioritized, funded, maintained, and advanced over time.

How It Was Addressed: The Lincoln MPO LRTP established transportation priorities within anticipated funding constraints, balanced new improvements with stewardship of the existing system, and provided a framework for advancing projects as funding and implementation opportunities become available.

Together, Phase 2 feedback largely reinforced the priorities identified earlier in the planning process while helping confirm and refine the draft recommendations. This feedback provided an important check that the Lincoln MPO LRTP and Lincoln Mobility Plan respond to community priorities while remaining grounded in long-term needs, available resources, and anticipated growth.

B3. PUBLIC INVOLVEMENT SUMMARY – PHASE 3

Coming soon.

Full public engagement summaries for each phase of the project development, including all written comments received, can be found here:

- [Phase 1 Engagement Summary](#)
- [Phase 2 Engagement Summary](#)
- Phase 3 Engagement Summary (Coming Soon)