



# Appendix C

---

## Baseline Report

A comprehensive overview of Lincoln and Lancaster County’s transportation network provides valuable insight into how mobility supports the region today. This snapshot captures the current state of the multimodal system—encompassing roads, bicycles, pedestrians, transit, freight, and rail—and outlines future conditions shaped by expected growth within the Lincoln Metropolitan Planning Area shown in **Figure 1**. It assesses existing infrastructure and anticipated developments and summarizes emerging transportation challenges.

# 1. LAND USE AND DEMOGRAPHICS

Understanding the transportation system begins with a close look at land use and demographic trends. These elements help reveal travel behaviors and guide decisions on where new or enhanced infrastructure may be needed. Housing and employment are the primary land use categories used to project travel demand, while demographic factors—such as age, income, and ability—offer insights into the diverse transportation needs of people across the region.

## Land Use Development

The average density of new housing units—paired with a growing emphasis on infill development—will significantly shape how much land is needed to support future residential expansion and transportation infrastructure. Infill development offers a range of advantages for building a resilient and sustainable community. By leveraging existing infrastructure, infill minimizes the need for costly new systems, keeping maintenance expenses relatively stable. In contrast, edge growth demands entirely new infrastructure, which brings higher long-term maintenance costs.

In the preferred growth scenario, a balanced approach acknowledges these tradeoffs. It recognizes that continuing to expand outward at historical rates is increasingly unsustainable due to the escalating costs of building and maintaining edge infrastructure. Prioritizing infill development not only curbs these financial pressures but also promotes smarter, more efficient land use.

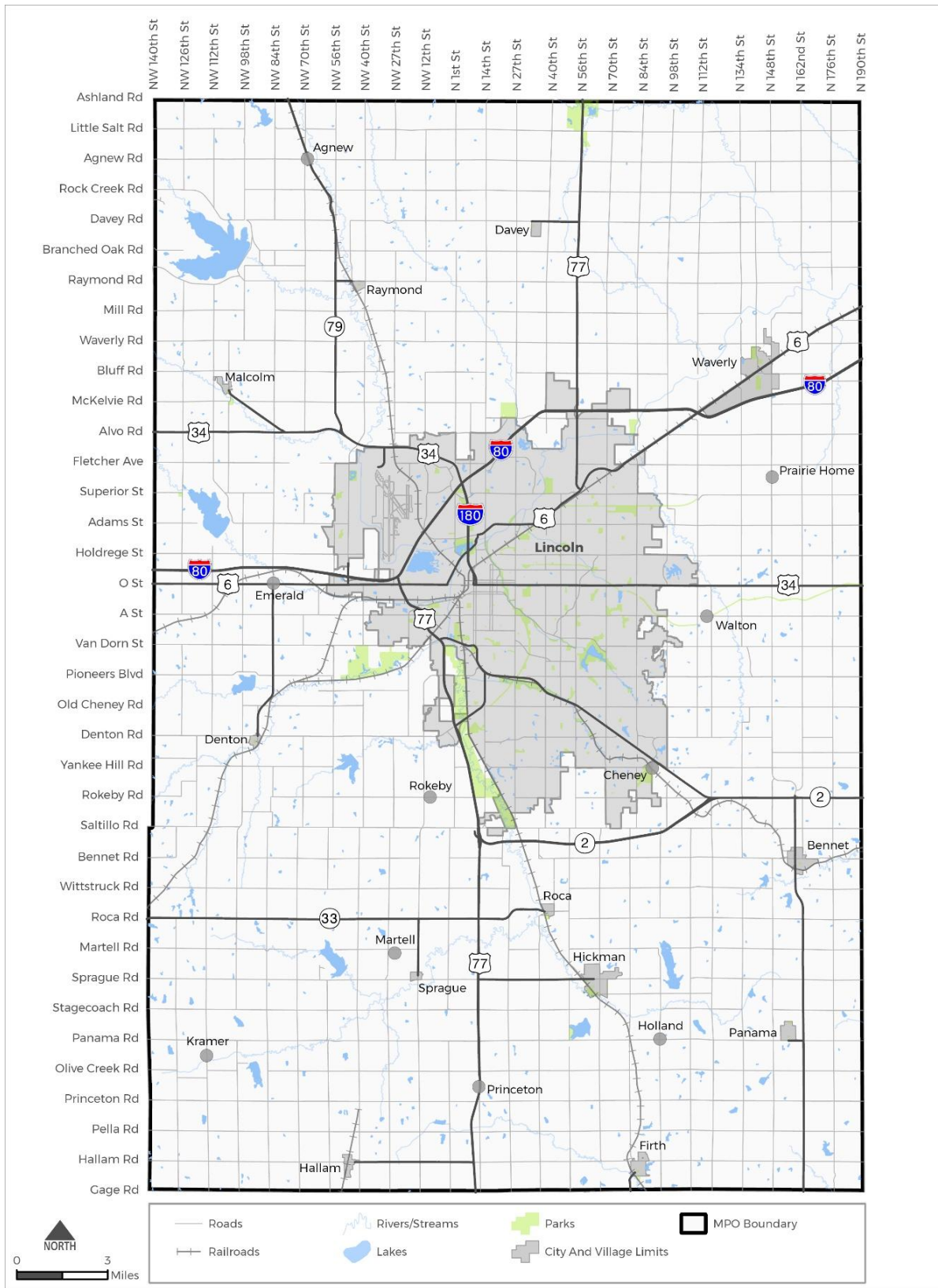
## Household and Employment Growth

Population and employment levels play a critical role in shaping regional transportation needs. Where people choose to live and work directly impacts the demand for infrastructure and services across all modes of travel. By examining current and projected trends in housing and employment, planners can make more informed decisions about future investments. It’s essential that today’s transportation strategies anticipate demographic shifts and align with the evolving mobility needs of the community.

According to U.S. Census estimates, Lincoln’s population reached 294,750 in 2023—reflecting a 1.95 percent increase since the 2019 figure used in the Lincoln MPO’s 2050 Long Range Transportation Plan (LRTP). Meanwhile, Lancaster County experienced a growth of approximately 2.4 percent, bringing its estimated population to 326,716. **Figure 2** shows the population density, and **Figure 3** shows household growth.

A stronger focus on infill development promotes higher urban densities, which in turn reduces overall vehicle miles traveled and encourages greater use of walking, biking, and public transit. When paired with higher-density edge growth, this strategy eases pressure on emergency services and places more housing near jobs, amenities, and essential services. Together, infill and compact edge development help preserve the rural character and agricultural economy of Lancaster County by limiting sprawl.

**Figure 1. Lincoln Metropolitan Planning Area**



## Figure 2. Population Density

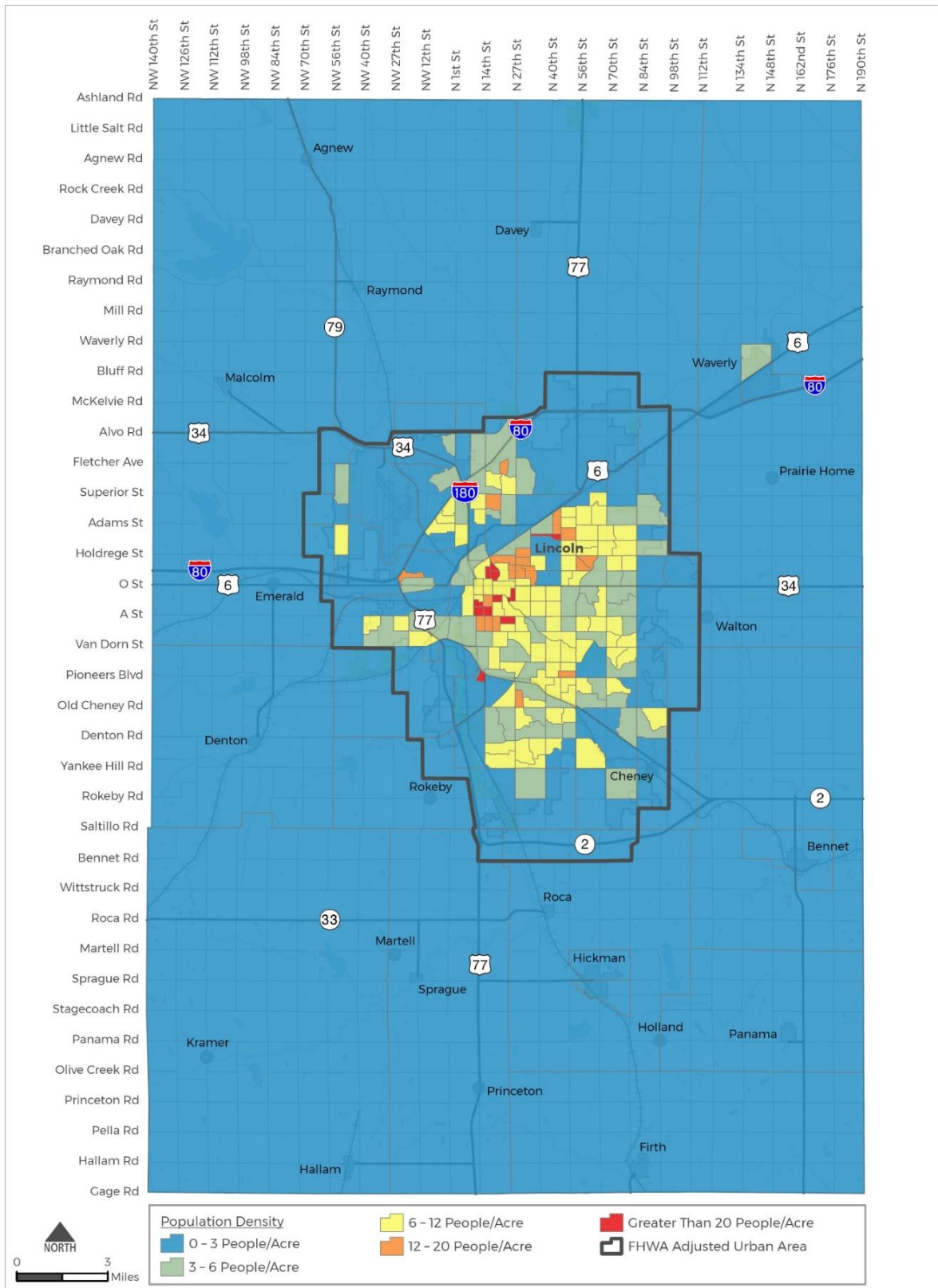


**Figure 3. Household Growth**

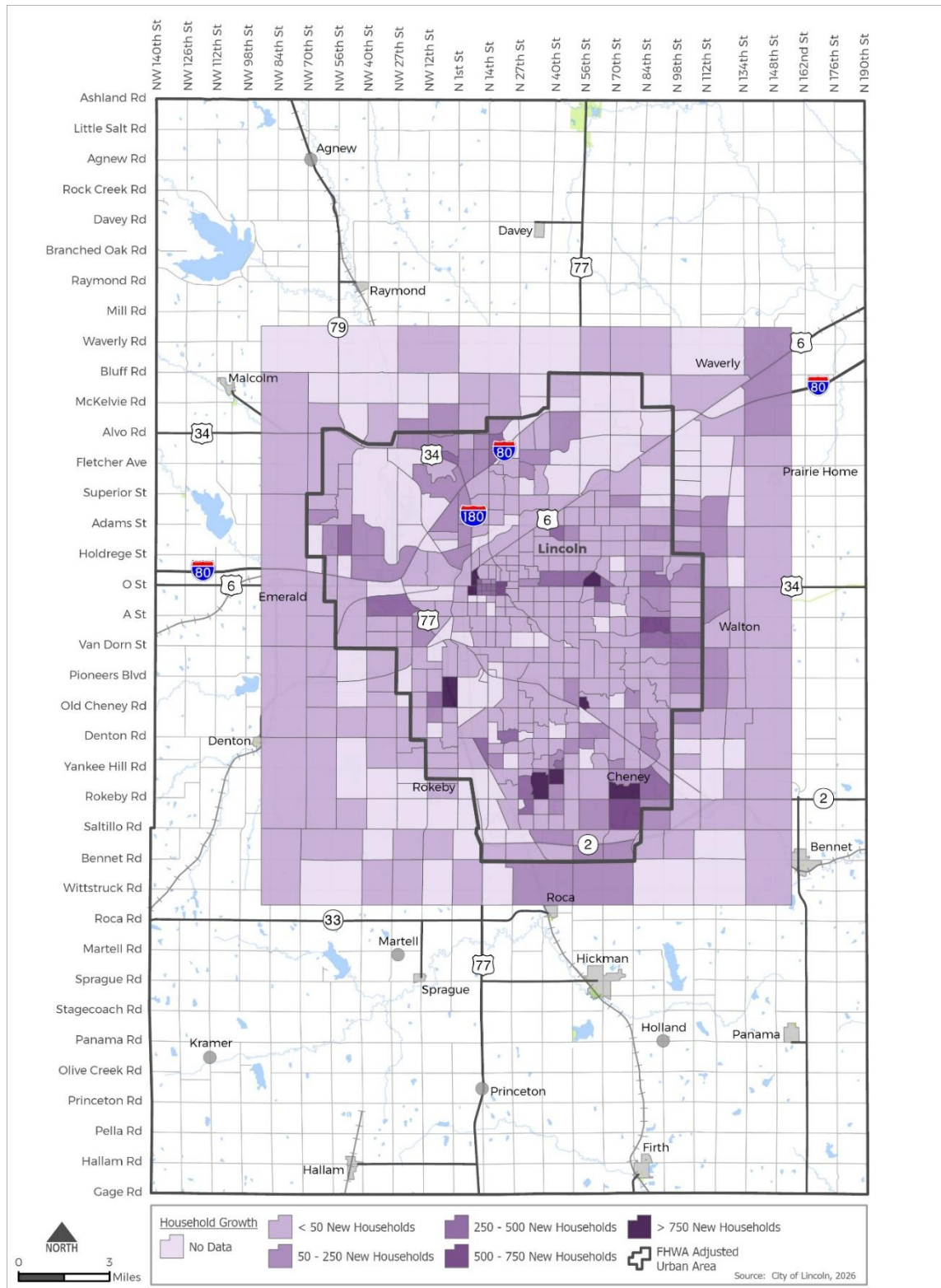


**Figure 4 and Figure 5** illustrate projected growth in commercial and industrial development by Traffic Analysis Zone (TAZ), which are geographic units used in the modeling process. Commercial space is anticipated to grow by approximately 18 percent, while industrial space is expected to rise by about 17.4 percent based on the recommended growth scenario.

**Table 1** presents household and employment forecasts for the base year (2024, the most recent year for which data is available), as well as projections for 2035 and 2050 within the model area.

**Table 1. Household and Employment Growth<sup>1</sup>**

|                          | 2024    | 2036    | 2050    | 12-Year Growth<br>(2024-2036) | 27-Year Growth<br>(2024-2050) |
|--------------------------|---------|---------|---------|-------------------------------|-------------------------------|
| Households               | 140,564 | 153,739 | 172,466 | 13,175                        | 31,902                        |
| Commercial Space (KSF)   | 71,371  | 75,092  | 84,235  | 3,721                         | 12,864                        |
| Industrial Space (Acres) | 2,353   | 2,490   | 2,763   | 137                           | 410                           |

<sup>1</sup>PlanForward recommended growth scenario applied to traffic model for 2050 LRTP.

Figure 4. Commercial Growth

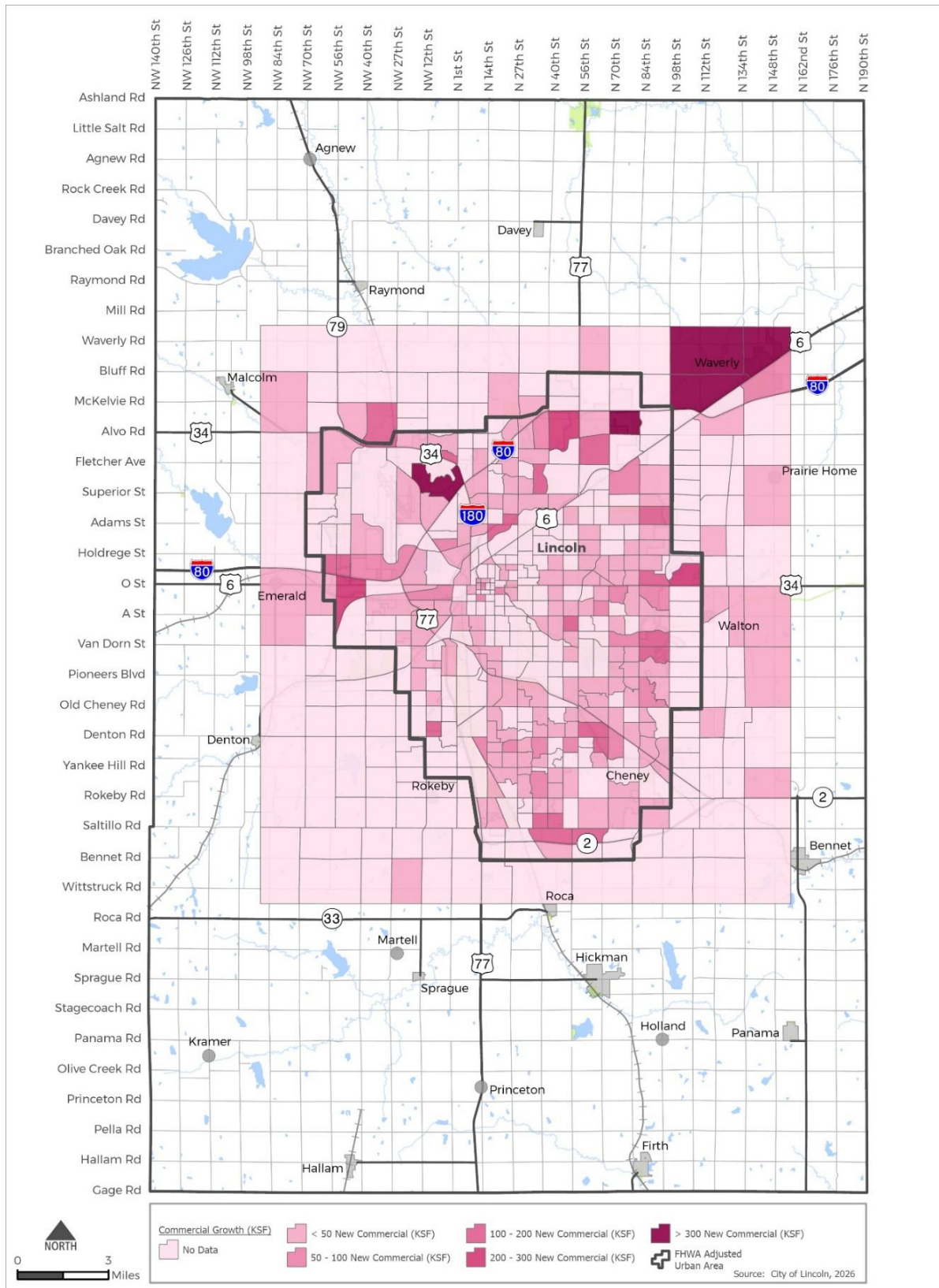
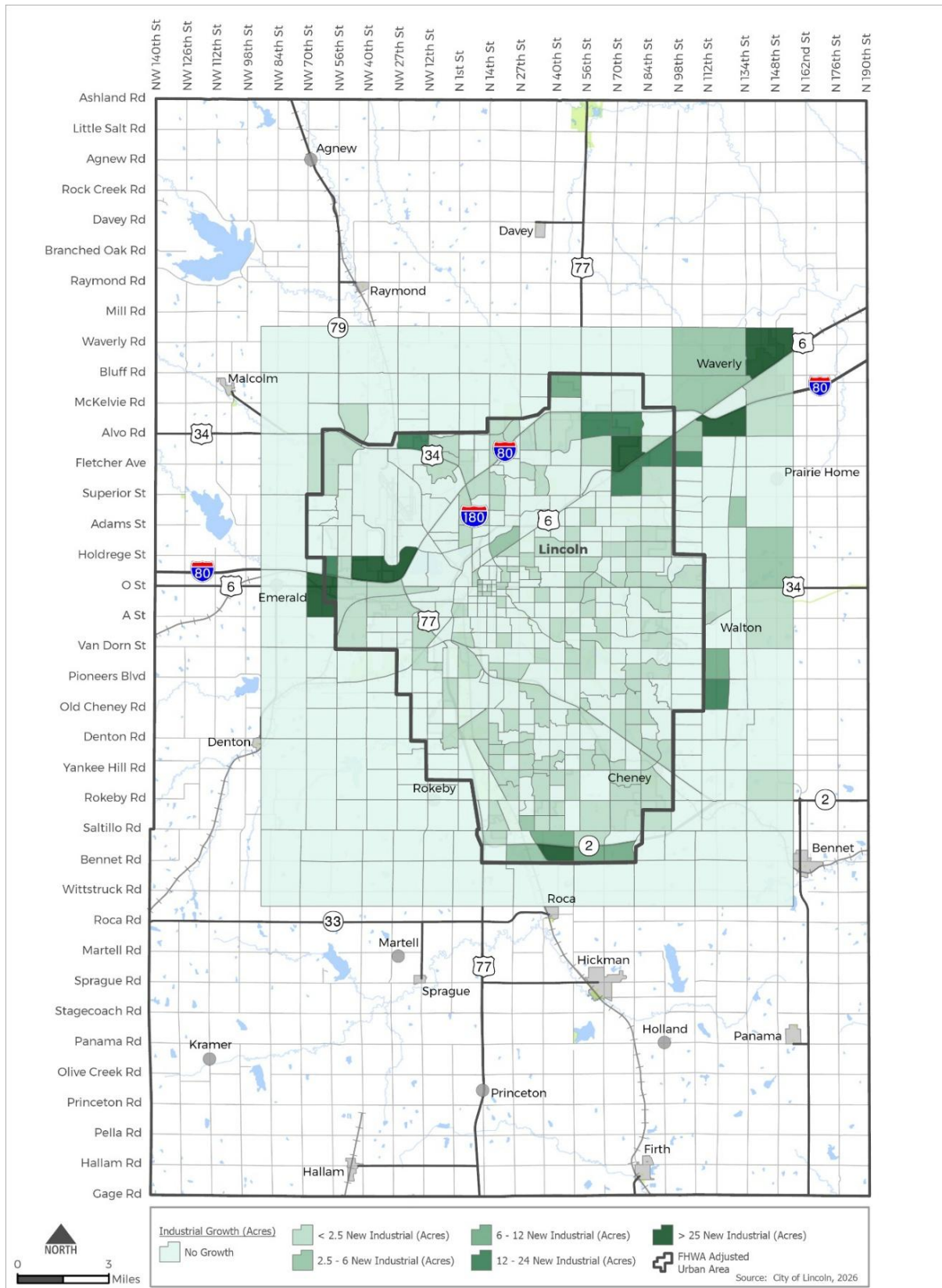


**Figure 5. Industrial Growth**



# Accessibility

Transportation planning plays a vital role in promoting accessibility and meeting the needs of those most impacted by mobility challenges. Lincoln and Lancaster County are home to various populations representing a wide range of characteristics and backgrounds. To gain deeper insight into the region’s current socioeconomic characteristics and transportation needs, data from the U.S. Census American Community Survey (ACS) were compiled (**Table 2**). This data highlights key populations including older adults, individuals who experience disabilities, people with limited English proficiency, low-income residents, single-parent households, and those without access to a vehicle. Thoughtful integration of this information into transportation planning helps ensure that underserved and overburdened communities—who often face elevated levels of unmet transportation needs—receive appropriate support.

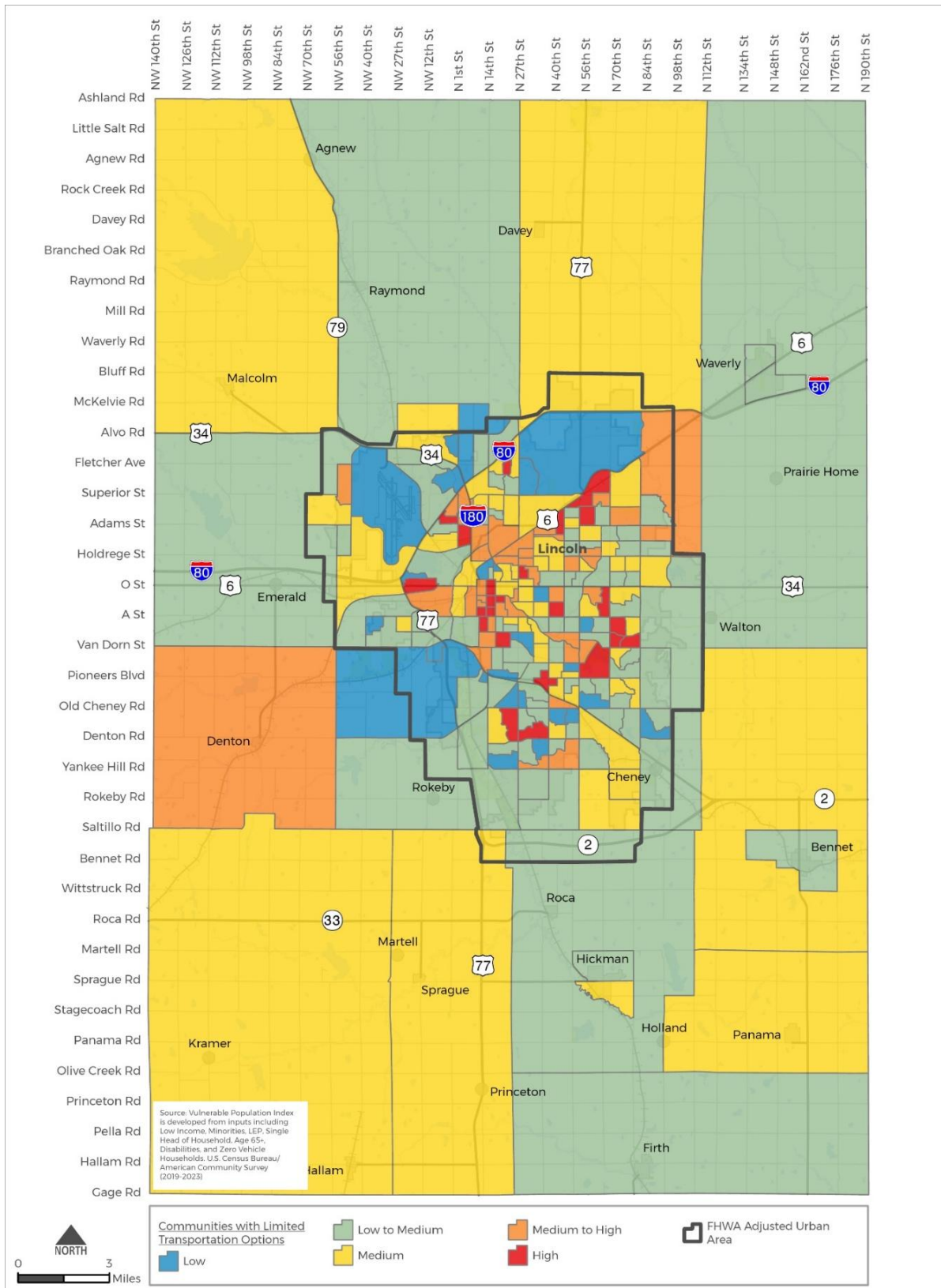
To visualize where these communities are located, a Communities with Limited Transportation Options map (**Figure 6**) was developed. This map blends all of the factors outlined in **Table 2** into a composite view, pinpointing neighborhoods with the highest concentrations of vulnerable populations. Areas marked in the darkest shade of purple reflect elevated levels of socioeconomic vulnerability and warrant focused consideration in the planning process. Transportation initiatives in these zones must be approached with care to avoid reinforcing existing disparities or introducing new barriers to access.

**Table 2. Socioeconomic Indicators**

| Accessibility Indicator                 | Countywide | Reference |
|-----------------------------------------|------------|-----------|
| Older Adults                            | 14.9%      | Figure 7  |
| People with Disabilities                | 11.8%      | Figure 8  |
| People with Limited English Proficiency | 4.6%       | Figure 9  |
| People with Low Income                  | 5.0%       | Figure 10 |
| Zero Vehicle Household                  | 2.3%       | Figure 11 |

Source: American Community Survey 1-year Estimates, 2023

**Figure 6. Communities with Limited Transportation Options**



# Figure 7. Older Adults

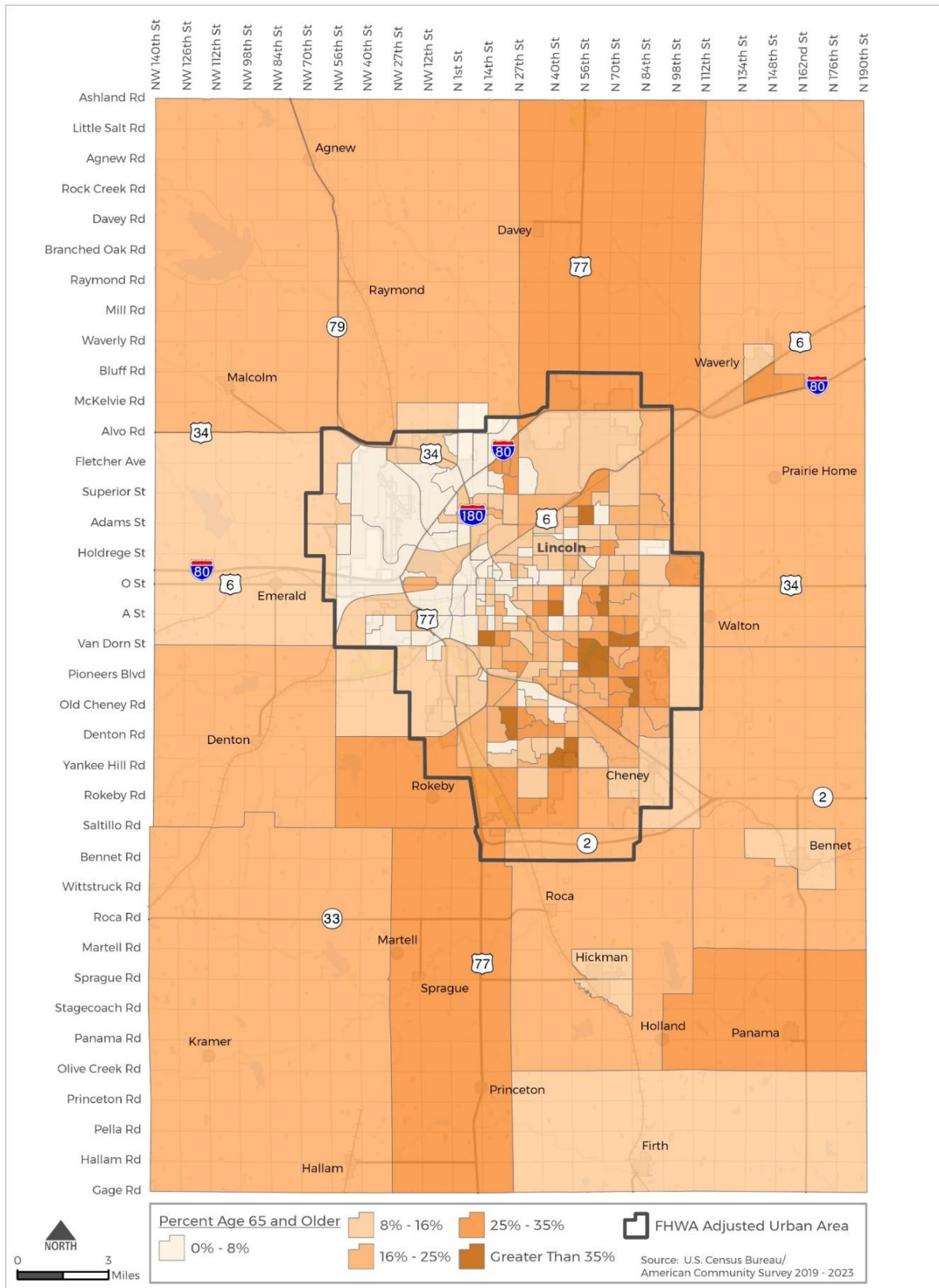


**Figure 8. People Who Experience Disabilities**

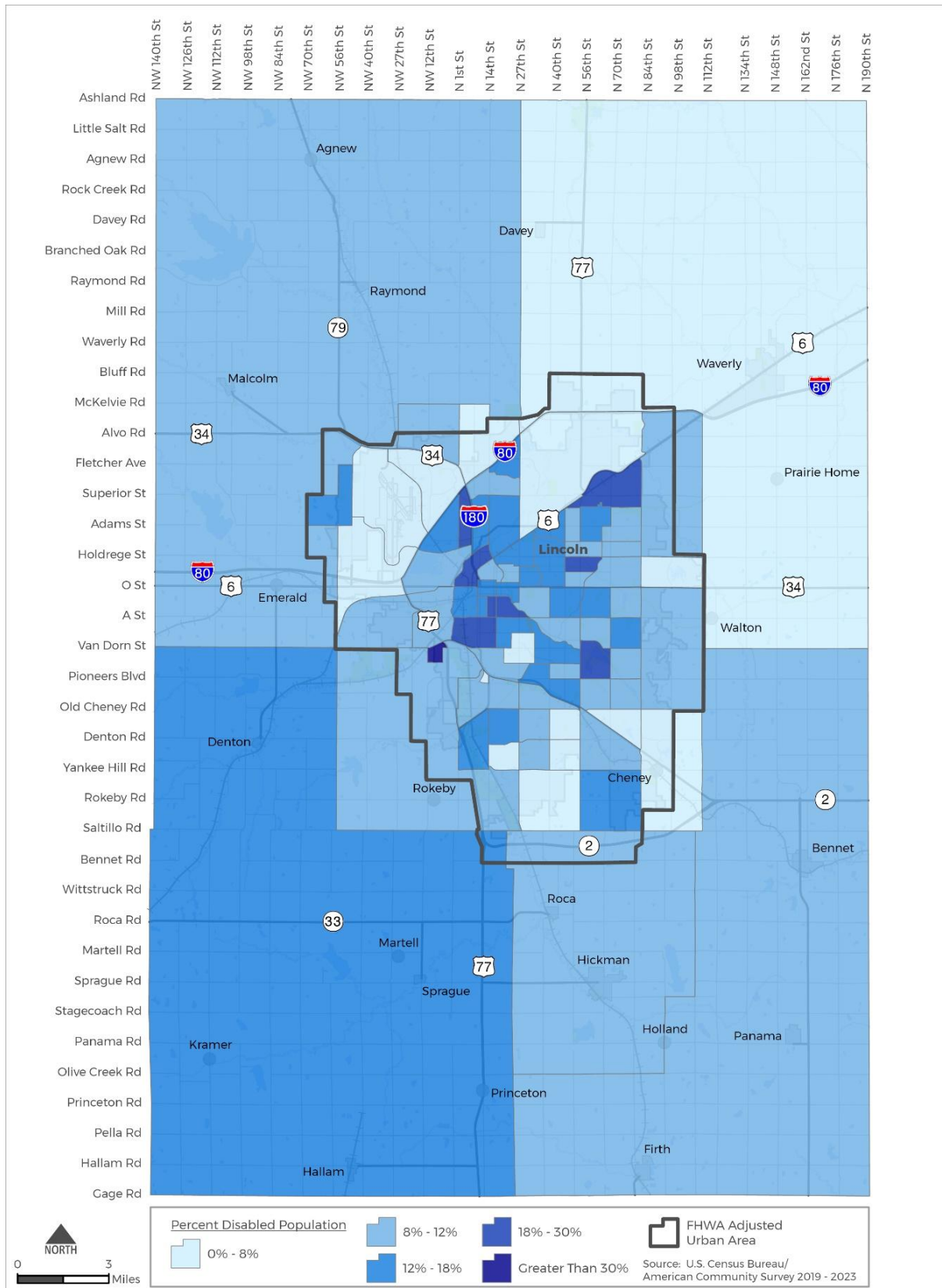


**Figure 9. People with Limited English Proficiency**

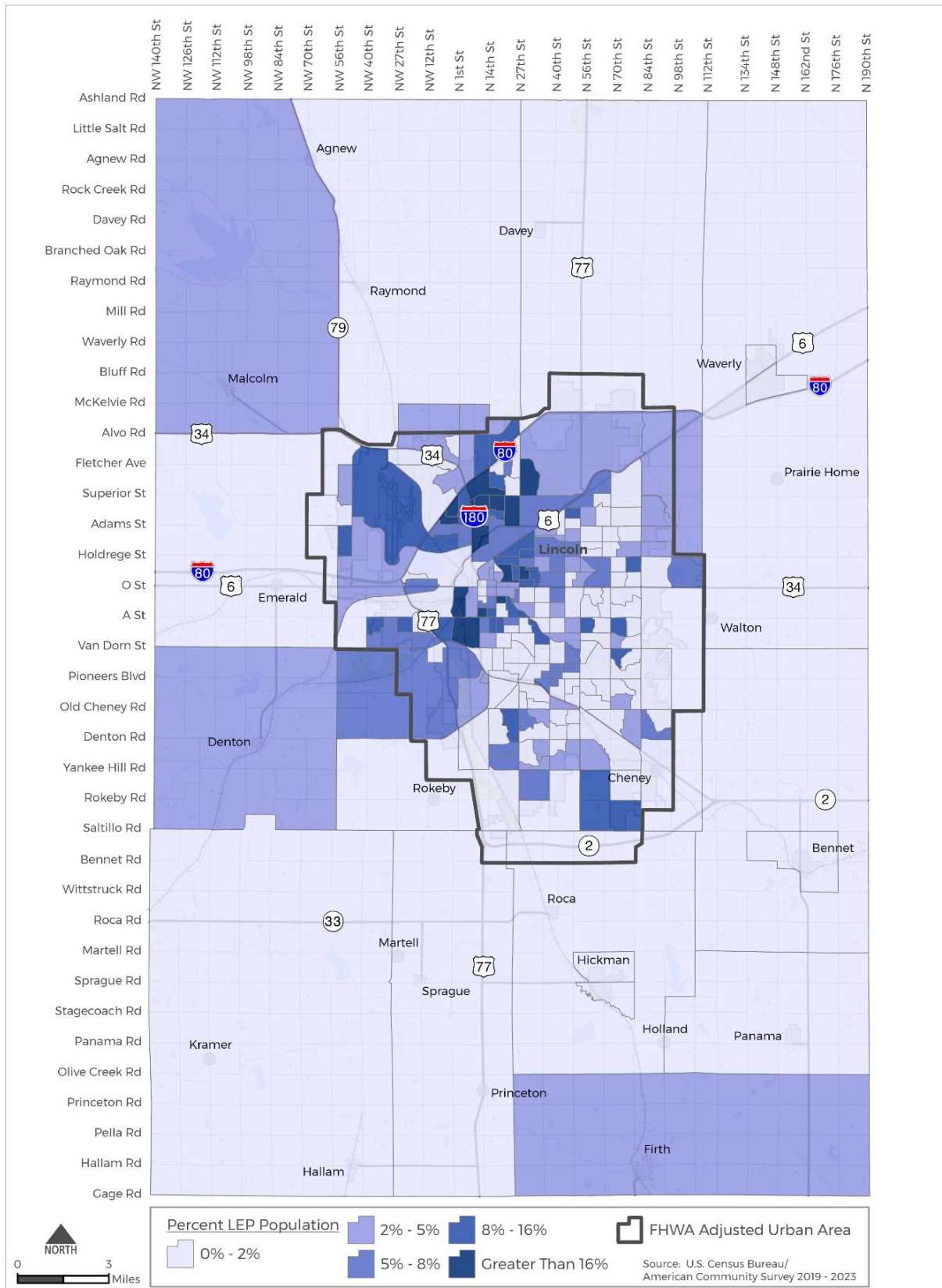
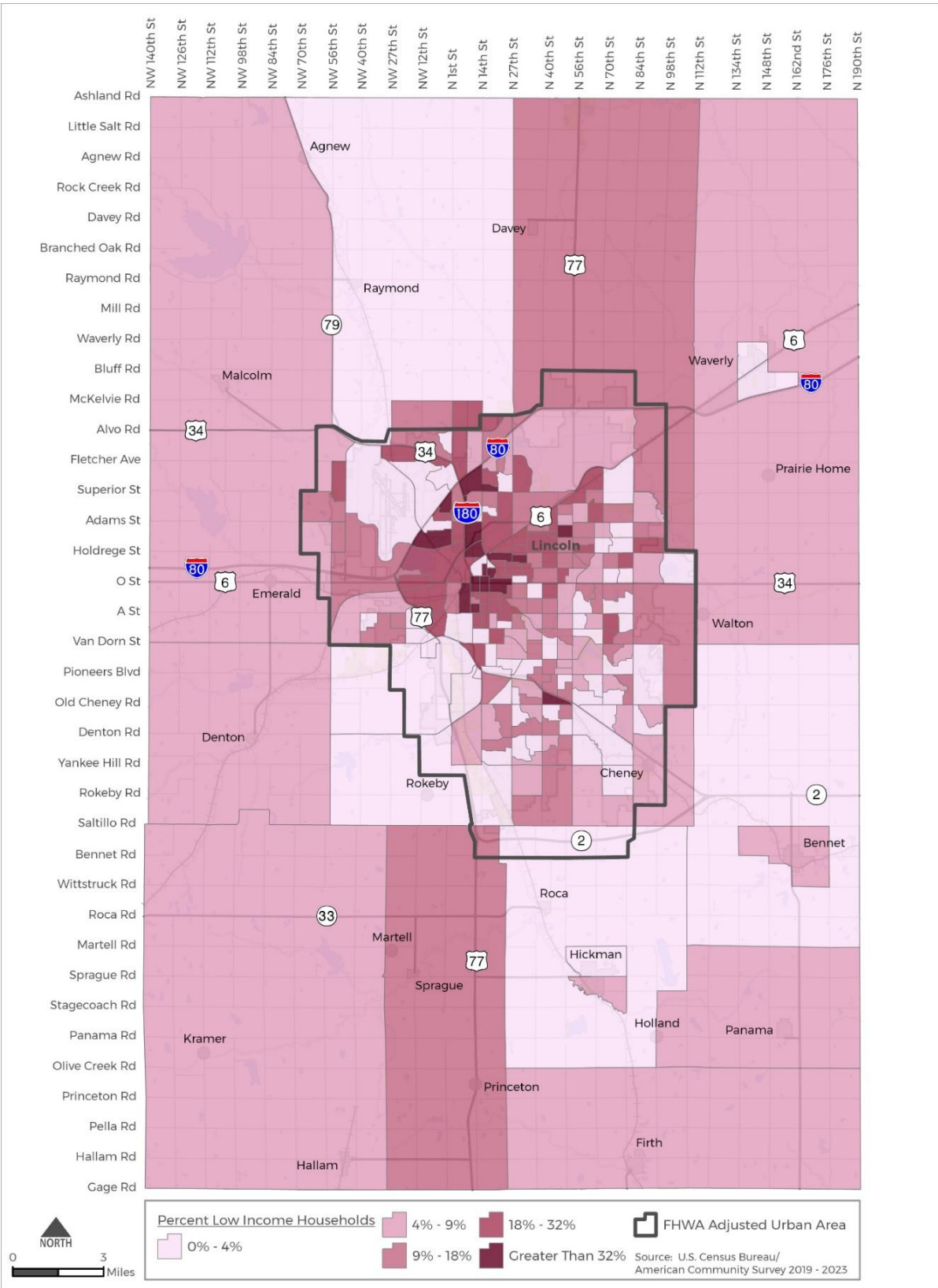
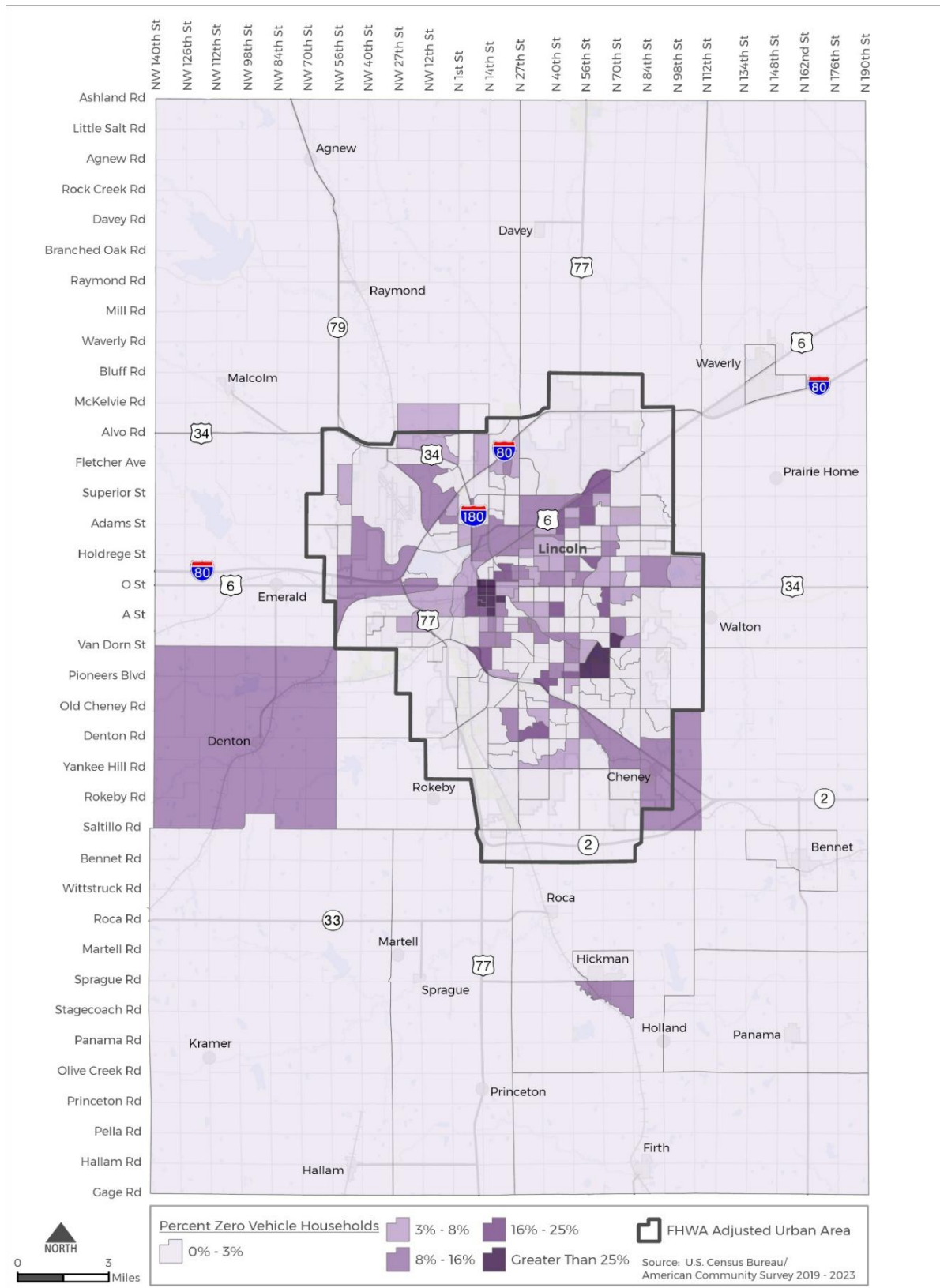


Figure 10. People with Low Income



### Figure 11. Zero Vehicle Household



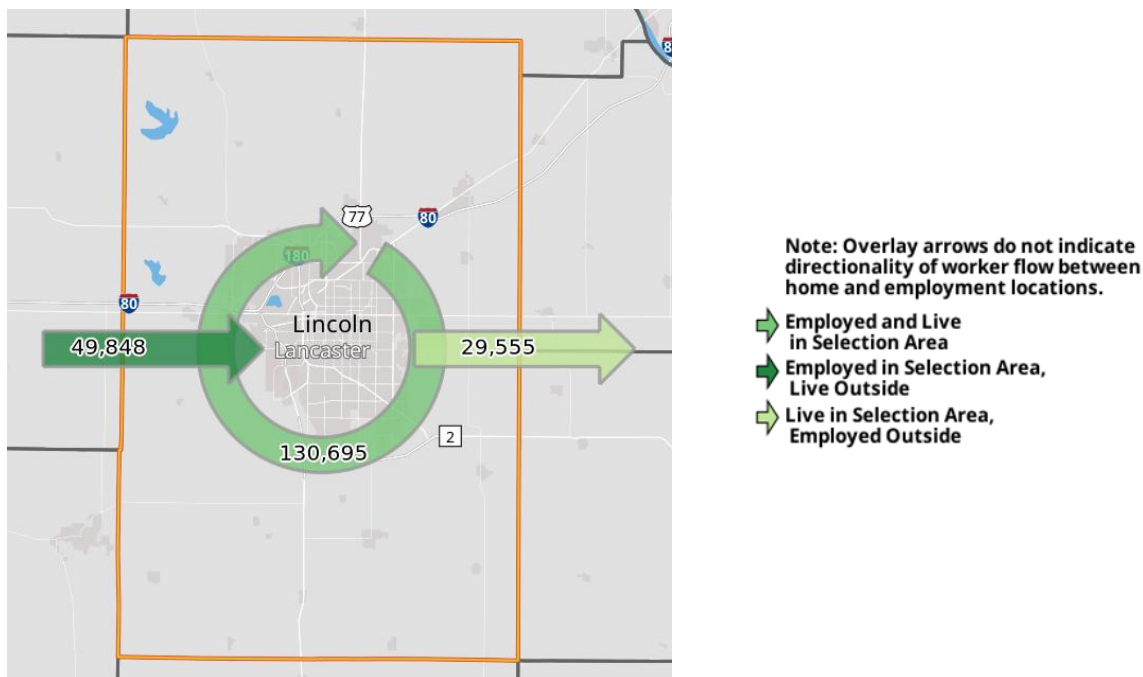
## 2. TRAVEL PATTERNS AND TRENDS

### Commuting Patterns

Each day, nearly 48,848 individuals commute into Lancaster County for work, while approximately 29,555 residents travel outside the county for employment, as illustrated in **Figure 12**. Meanwhile, about 130,695 residents both live and work within Lancaster County.

Notably, 81.3 percent of employed residents in Lincoln and Lancaster County continue to work within the county—a figure that has remained largely consistent since 2010. These commuting patterns highlight Lancaster County’s role as a regional employment hub and underscore the importance of coordinated transportation and land use planning to support a dynamic and interconnected workforce.

**Figure 12. In/Outbound Live and Work Patterns**



Source: U.S. Census Bureau OntheMap, 2023, and American Community Survey – 2023 5-Year Average Tables S0801

## Commute Times

Lincoln residents average 18.3 minutes per trip. The countywide average is 18.9 minutes—8 minutes shorter than the national average!

## Commute Distances

In 2023, 67.2% of Lancaster County residents worked within 10 miles of home; 23.6% traveled 25 miles or more, mostly toward Omaha, Grand Island, Hastings, or Kearney.

As shown in **Table 3**, data from 2019 to 2023 reveals that:

- Approximately **78 percent** of Lancaster County residents reached their workplace in under **25 minutes**.
- **91.5 percent** arrived within **35 minutes**.
- Approximately **3 percent** experienced commutes **longer than an hour**.

These figures highlight the county’s relatively efficient transportation network and the positive impact of targeted infrastructure improvements.

**Table 3. Travel Time to Work**

| Time                  | Percentage |
|-----------------------|------------|
| Fewer than 10 Minutes | 16.2       |
| 10 to 14 Minutes      | 20.1       |
| 15 to 19 Minutes      | 23.9       |
| 20 to 24 Minutes      | 17.9       |
| 25 to 29 Minutes      | 5.6        |
| 30 to 34 Minutes      | 7.8        |
| 35 to 44 Minutes      | 2.3        |
| 45 to 59 Minutes      | 3.0        |
| 60+ Minutes           | 3.2        |

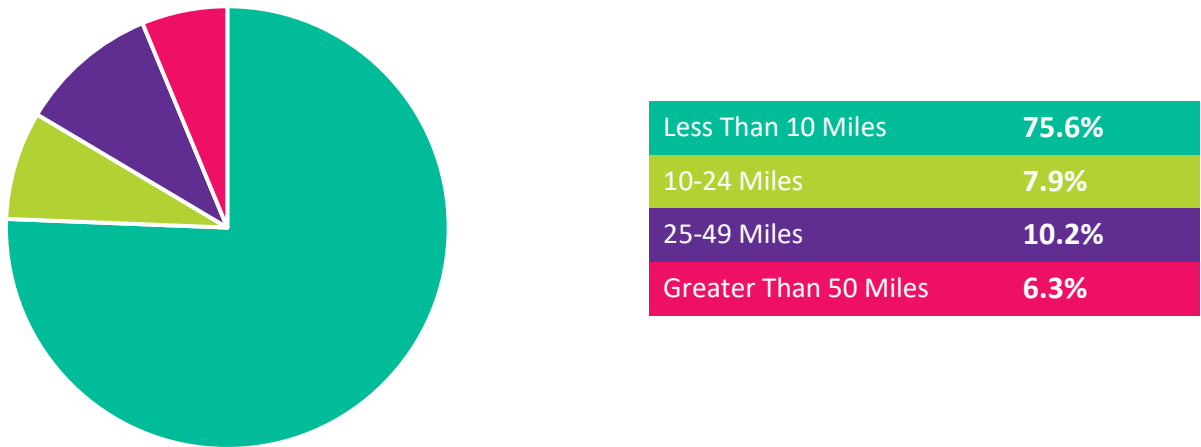
Source: American Community Survey – 2023 5-Year Average Table S0801

Three primary factors influence how long it takes residents to get to work: the distance between home and workplace, the mode of transportation used, and the level of congestion encountered during the commute.

In 2022, roughly 76 percent of Lancaster County residents commuted to jobs located within 10 miles of their homes—a slight decrease since 2017. Over the same period, the share of workers commuting between 10 and 24 miles increased slightly, suggesting a modest shift toward longer-distance travel. Meanwhile, approximately 16.5 percent of commuters traveled 25 miles or more to reach their workplaces.

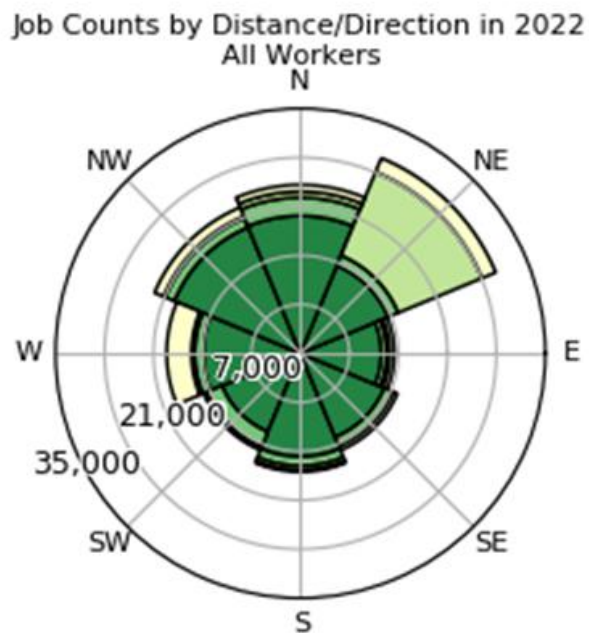
**Figure 13** illustrates the distribution of commute distances for Lancaster County workers, highlighting the continued importance of proximity and accessibility in shaping travel behavior.

**Figure 13. Distance from Home to Work**



Most employees traveling between 25 and 50 miles are traveling in a northeastern direction, toward Omaha. The largest portion of employees traveling greater than 50 miles for work travel west toward Grand Island, Hastings, and Kearney. **Figure 14** shows the total distance and direction of commute travel.

**Figure 14. Distance and Direction from Home to Work**



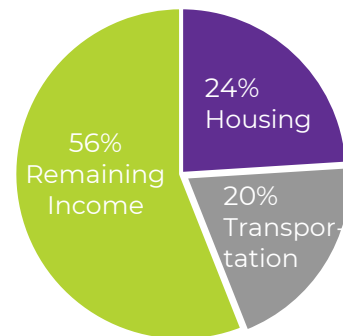
## Housing and Transportation Affordability

The U.S. Department of Housing and Urban Development (HUD) defines housing as affordable when it costs less than 30 percent of a household's income. However, this traditional measure does not account for transportation, typically the second-largest household expense. The Housing and Transportation (H+T) Index expands the definition of affordability by merging both housing and transportation costs, establishing a more comprehensive benchmark at no more than 45 percent of household income. This expanded assessment demonstrates how location efficiency—proximity to services, jobs, and transit—can significantly affect overall affordability and quality of life.

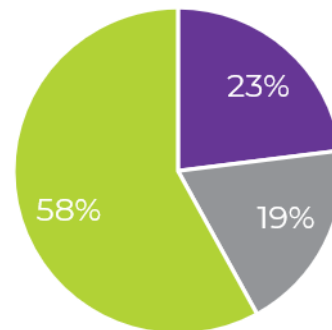
In Lancaster County, the average household spends about **24 percent** of its income on **housing**, which falls within HUD's affordability threshold. Interestingly, expenses for **transportation** in Lancaster County account for approximately **20 percent** of the average household income, approximately 5 percent higher than what is generally considered to be affordable. When combined with housing costs, this total burden rises to 44 percent of total household income (**Figure 15**), which is slightly lower than the Center for Neighborhood Technology's (CNT) affordability benchmark of 45 percent. This suggests that while housing on its own may be considered affordable, the additional cost of transportation pushes overall living expenses beyond the recommended threshold. Consequently, these costs have been considered as a key performance metric in the MPO's planning process.

In Lincoln, the average household spends about **23 percent** of its income on **housing**, which falls within HUD's affordability threshold. Expenses for **transportation** in Lincoln account for approximately **19 percent** of the average household income, approximately 4 percent higher than what is generally considered to be affordable. When combined with housing costs, this total burden rises to 42 percent of total household income

**Figure 15. Housing and Transportation Index**



**Lancaster County**



**Lincoln**

Source: Center for Neighborhood Technology (CNT); Average housing and transportation costs as a percent of total household income, based on 2023 American Community Survey 5-Year Estimates (Purple = housing, Gray = transportation, Green = Remaining income)

## Mode Split

The American Community Survey (ACS) asks respondents to report their primary mode of transportation to work. In Lancaster County, driving alone—known as Single Occupant Vehicle (SOV) travel—is overwhelmingly the most common choice, with roughly 76 percent of residents commuting solo by car. Within the City of Lincoln, this figure is slightly lower at 75.7 percent, reflecting a modest shift toward alternative modes.

**Table 4** presents the breakdown of commuting methods for both Lincoln and Lancaster County, alongside national averages for comparison. While transit usage in Lincoln trails national levels, the city shows notably higher rates of active transportation, such as walking and bicycling—highlighting a growing interest in healthier, more sustainable commuting options.

**Table 4. Commuter Mode Split**

| Commuting Method                           | Lincoln | Countywide | National |
|--------------------------------------------|---------|------------|----------|
| Drove alone (SOV)                          | 75.7%   | 76.1%      | 70.2%    |
| Carpooled                                  | 8.6%    | 8.4%       | 8.5%     |
| Public Transportation (excluding taxicabs) | 0.9%    | 0.8%       | 3.5%     |
| Walked                                     | 3.2%    | 3.0%       | 2.4%     |
| Bicycled                                   | 0.9%    | 0.8%       | 0.4%     |
| Other                                      | 0.8%    | 0.7%       | 1.5%     |
| Worked at Home                             | 10.0%   | 10.1%      | 13.5%    |

Source: American Community Survey – 2023 5-Year Average Table S0801

## Vehicle Availability

The personal vehicle is the most common mode of transportation in Lancaster County, significantly increasing residents’ ability to access employment, education, shopping, healthcare, and recreational opportunities. While single-occupancy vehicle (SOV) commuting is the dominant mode of travel, an estimated 2.4 percent of households had no access to a personal vehicle. This may be a result of financial constraints, personal decision to forgo car ownership, or physical limitations. In comparison, 5.7 percent of households lacked vehicle access in 2018, indicating a modest increase in vehicle availability over time.

Among multi-person households with more than one individual of driving age, approximately 23.9 percent have only one vehicle or no vehicle at all. This indicates that a significant portion of the population may face transportation challenges, especially when their destinations and schedules conflict. Households with limited or no access to a personal vehicle are more dependent on public transit, well-connected multimodal infrastructure, and complete streets that are safe and supportive of biking, walking, and other alternative modes of transportation. **Figure 11** illustrates the geographic distribution of zero-vehicle households, with the highest concentrations (shown in dark purple).

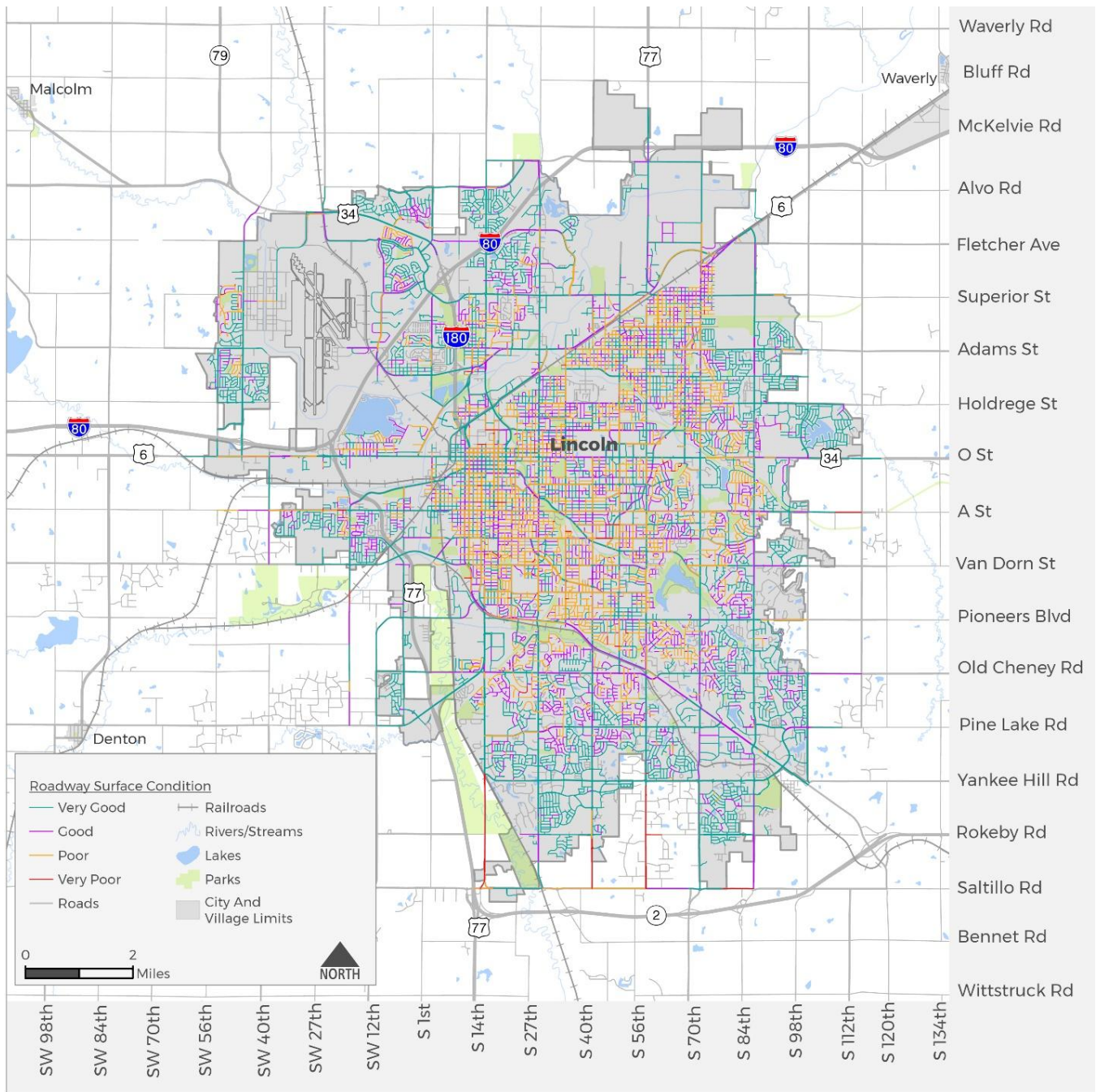
### 3. ROADS AND BRIDGES

The Lincoln MPO is served by a widespread and diverse network of streets and highways, ranging from high-capacity roadways that accommodate thousands of vehicles each hour to quieter residential streets. The transportation system plays a key role in supporting the regional economy by facilitating the movement of goods throughout the city and county. In rural settings, the road network links bedroom communities and offers essential access for the agricultural sector to reach critical transportation hubs—further enabling the distribution of commodities across the region and throughout the world.

#### Surface Conditions

The City of Lincoln and Lancaster County are vigorously investing in infrastructure to support a more resilient and connected future. As the demand on the transportation network increases, the maintenance of roadways has become an increasingly important priority. To guarantee informed decision-making, the City of Lincoln recurrently monitors pavement conditions, evaluating arterial streets every two years and residential streets every four years. This assessment is conducted using a specialized van equipped with high-resolution imagery and advanced sensors. The collected data is analyzed using pavement management software which guides maintenance strategies. **Figure 16** depicts the most up-to-date roadway surface conditions.

**Figure 16. Lincoln Roadway Surface Conditions (2025)**

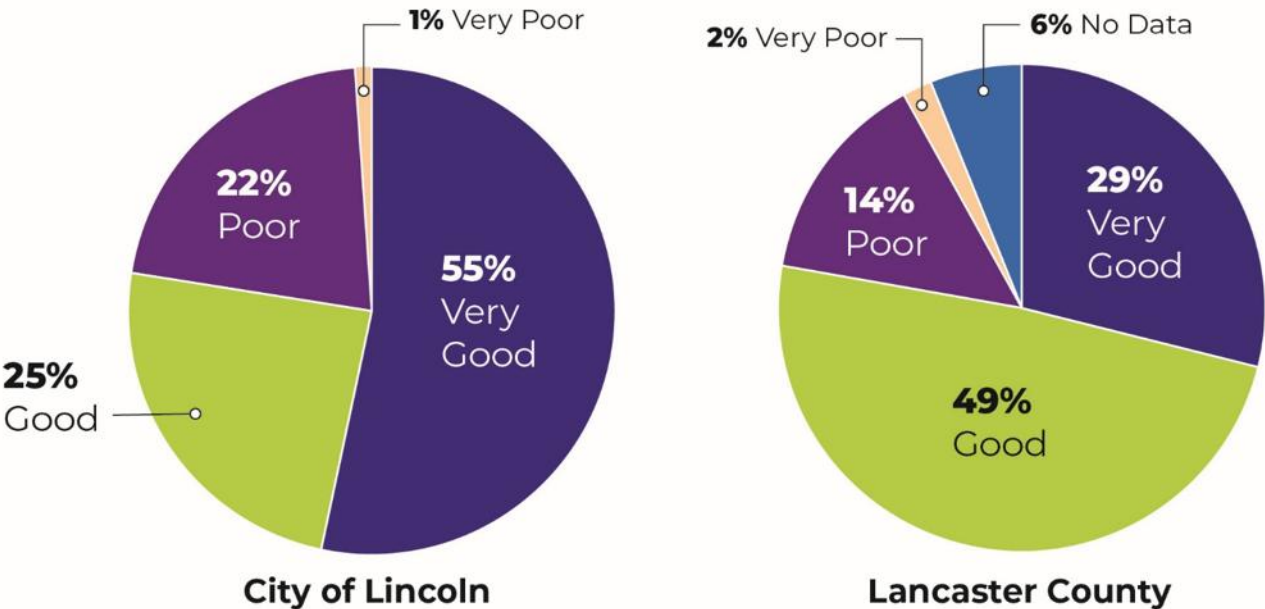


The City of Lincoln’s roadway network spans nearly 200 million square feet of paved surfaces, requiring strategic, ongoing maintenance to ensure long-term performance and safety. Effective management of this vast infrastructure is essential, and the City prioritizes preservation efforts to extend the life of its streets. The percentage of Lincoln roadways that are rated “good” or “very good” is 80 percent, which marks a dramatic 35 percent improvement from 2018, when only 45 percent of roadways were rated “good” or “very good.” Similarly, the roads in Lancaster County are in excellent condition with 78 percent of County roads rated “good” or “very good” (Figure 17).

The City focuses funding on maintaining streets in top condition, as preventive maintenance is significantly more cost-effective than major repairs. The City of Lincoln’s “Lincoln on the Move” initiative is funded by a ¼ cent sales tax that began in October 2019 and was reapproved by voters in May 2025, to continue through 2033. Designed to improve the city’s street infrastructure, this program has generated over \$100 million in its first six years, with 73.5 percent of the funds dedicated to repairing and rehabilitating existing streets. The remaining funds support growth-related projects, such as new roads in expanding neighborhoods. The initiative has received strong support with city officials emphasizing its role in enhancing safety, economic development, and overall quality of life.

Based on the 2022 Transportation System Report and the City of Lincoln’s ArcGIS dashboard, the most recent available data shows that 49 percent of Interstate segments within the Lincoln Metropolitan Planning Area were rated as Good, while 70 percent of Non-Interstate NHS segments were rated as Fair. These ratings follow federal standards using metrics like the International Roughness Index (IRI), surface cracking, rutting, and faulting.

Figure 17. Roadway Surface Conditions by Percent (2025)



# Bridge Conditions

The City of Lincoln, Lancaster County, and the Nebraska Department of Transportation (NDOT) assess bridge conditions using data from the National Bridge Inspection Program (**Table 5**). Per federal guidelines, all bridges must be inspected at least once every 24 months and given a rating of Good, Fair, or Poor based on the conditions of key structural components (the deck, superstructure, and substructure or culvert). A bridge is classified as Good if all of the major components receive condition ratings of 7 or higher on a scale of 0 to 9. If any of the components are rated 4 or lower, the bridge is considered Poor. Bridges that fall between these thresholds—typically with ratings of 5 or 6—are categorized as Fair. The term “Structural Deficiency,” used in previous Lincoln LRTPs, corresponds to the current Poor rating.

**Table 5. Bridge Conditions**

| Condition Rating | City<br>(163) | County<br>(673) |
|------------------|---------------|-----------------|
| Good             | 60.1%         | 57.5%           |
| Fair             | 35%           | 38.8%           |
| Poor             | 4.9%          | 3.7%            |

Source: Lincoln Transportation and Utilities (LTU), Lancaster County Engineering, NDOT

**Figure 18 and Figure 19** illustrate the structural condition of all city, county, and state-maintained bridges within the region. These ratings are consistent with federal standards (less than 10% are in poor condition), and support consistent evaluation and prioritization of bridge maintenance and replacement needs across the County.

# National Highway System

The U.S. Department of Transportation (USDOT), in collaboration with state governments, local officials, and Metropolitan Planning Organizations (MPOs), established the National Highway System (NHS) to identify the core network of roads essential to the nation’s economy, defense, and mobility. Approved by Congress in 1995, the NHS was designed to ensure that federal-aid funding is strategically directed toward maintaining and improving these critical corridors. **Figure 20** highlights the NHS routes within the Lincoln–Lancaster County region, illustrating the area's key connections to the broader national transportation network.

**Figure 18. Bridge Ratings-City**

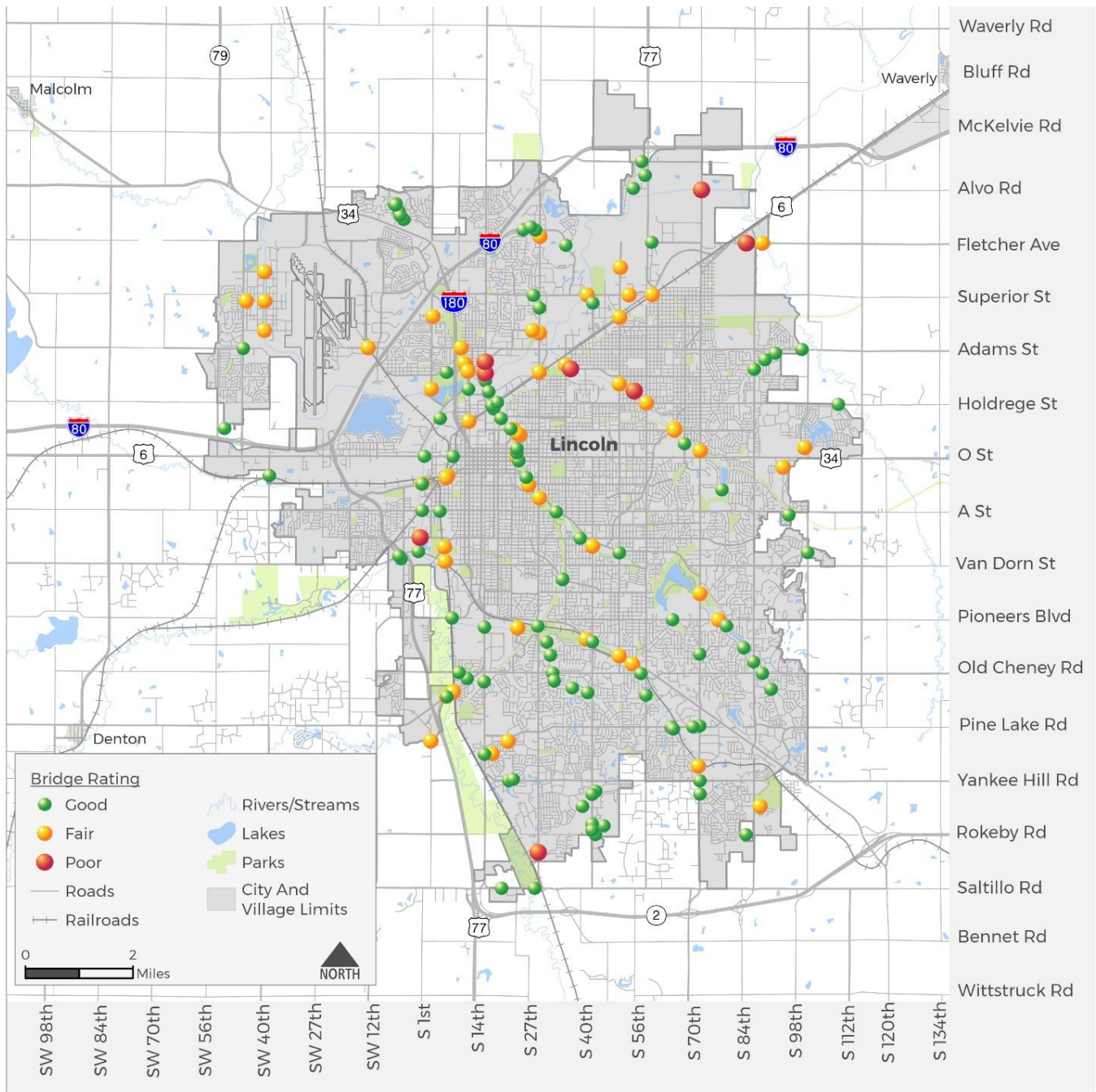


**Figure 19. Bridge Ratings-County**

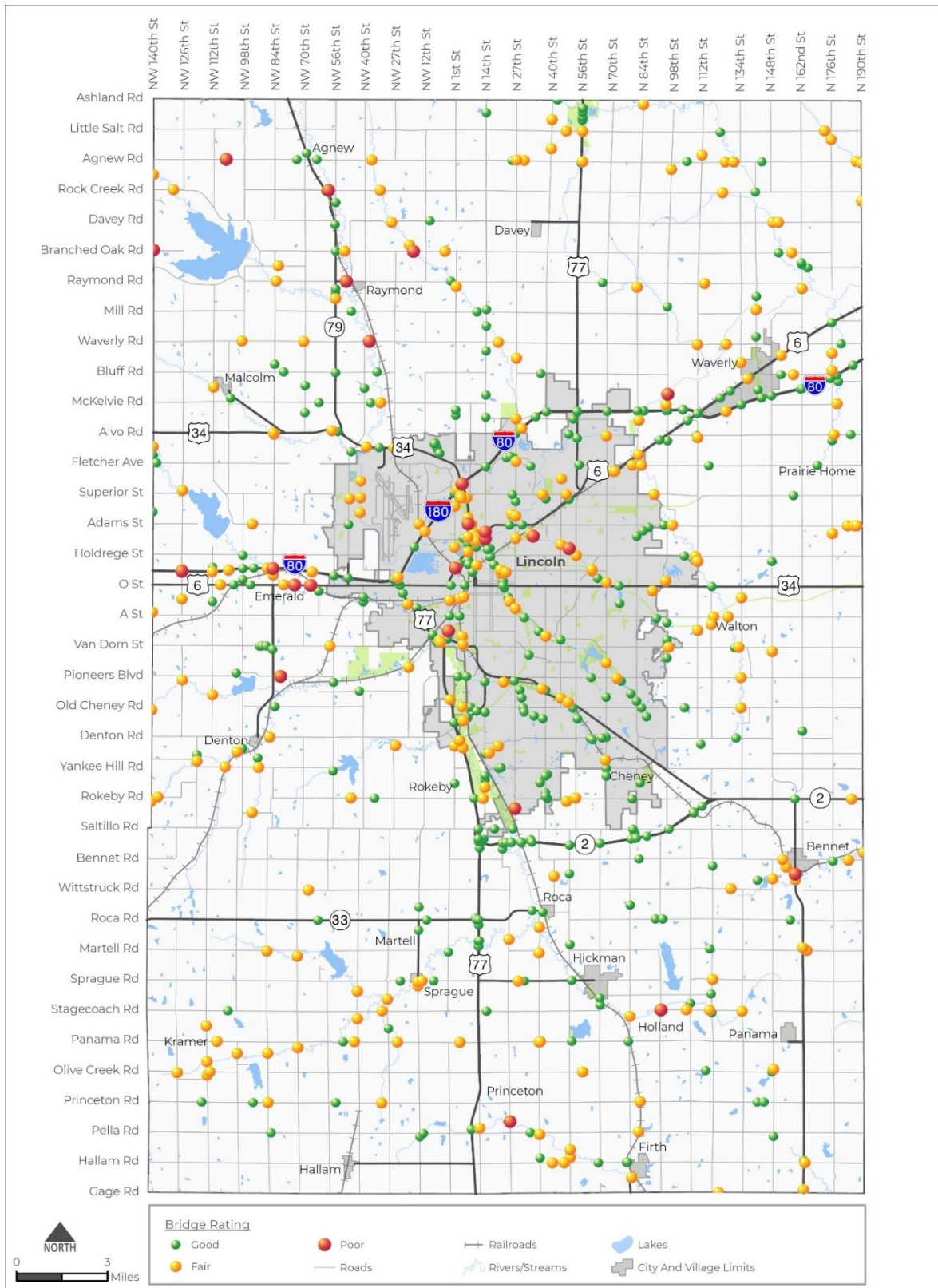
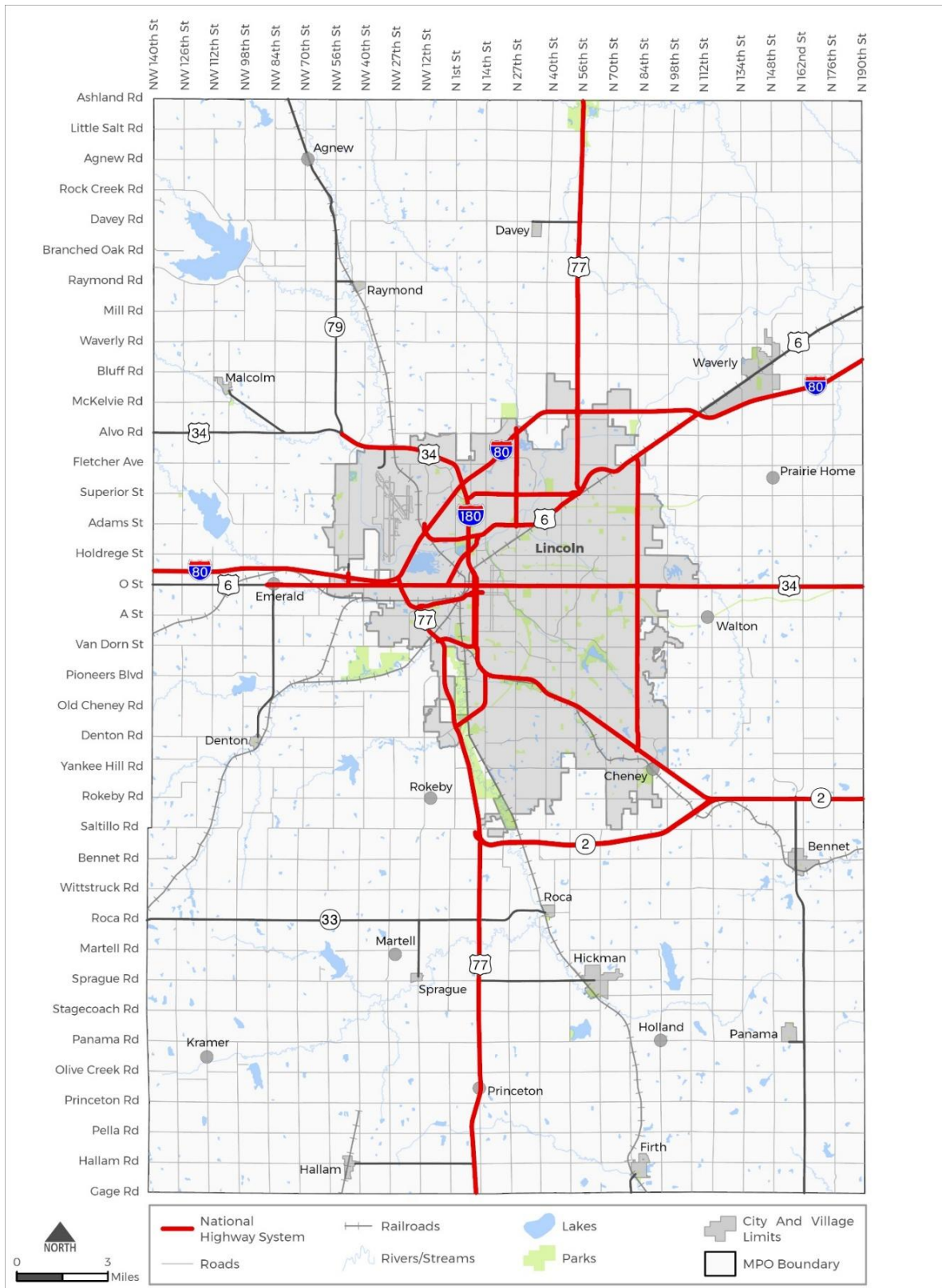


**Figure 20. National Highway System**



## Functional Classification

The roadway network in Lincoln and Lancaster County is organized into a hierarchy of functional classifications, curated to balance access and mobility across commercial centers, residential neighborhoods, industrial areas, and regional corridors. From local streets that define neighborhood character to arterial roads that facilitate citywide travel, and highways and interstates that support high-speed, long-distance movement—each roadway type plays a distinct and essential role, as illustrated in **Figure 21** and **Figure 22**. These classifications dictate how easily drivers move between destinations and the types of places that are accessible along each route. For vehicle operators, streets serve two primary—and often competing—functions: land access and mobility. As access to adjacent properties increases, the capacity of a roadway to carry through traffic generally decreases.

## Interstate and Expressways

Freeways and expressways are high-speed roads designed to move large volumes of traffic efficiently. Freeways, like I-80, are fully controlled-access roads with no at-grade intersections or direct access to adjacent properties. Expressways, such as Nebraska Highway 77, are similar but may include some at-grade crossings and partial access control. These roadways offer the highest level of mobility in the transportation network, typically serving longer trips and higher traffic volumes.

## Principal Arterials

Principal arterials are major streets that carry most of the traffic between and within communities in the urban area. Designed to handle high volumes, these roads—such as Superior Street and 84th Street—primarily serve to move traffic efficiently. While they may provide access to nearby properties, that access is secondary to their main purpose of supporting regional travel.

## Minor Arterials

Minor arterials serve medium-length trips and help connect neighborhoods and commercial areas to the larger road network. Streets like Vine Street (between 17th and 70th) and Cotner Boulevard (between South and 70th) are good examples. These roads carry moderate to heavy traffic and provide a lower level of mobility than principal arterials. They also offer some direct access to nearby properties and support a large portion of the city's transit routes.

## Local Streets

Local streets connect homes, businesses, and other properties to larger roads. They provide the lowest level of mobility and are designed for low traffic volumes and slower speeds, making them ideal for neighborhood travel.

## Collector Streets

Collector streets connect local roads to the larger arterial network. They help move traffic within neighborhoods and between residential, commercial, and industrial areas. Streets like Calvert Street (between 13th and 56th) provide both access to properties and circulation through communities. Collectors also offer more direct routes for pedestrians and cyclists. In rural areas, minor collectors serve smaller towns and important local destinations. Their spacing is based on population density and the need to connect local roads to the broader network. Collector streets tend to be more prevalent in established neighborhoods and are not typically built in newer neighborhoods.

**Figure 23** shows the number of through lanes across the current roadway network. Every roadway is designed with specific characteristics based on surrounding land uses, continuity, and connectivity to other transportation facilities. Functional classification helps define these characteristics, guiding infrastructure planning, design, and investment decisions.

**Figure 21. Existing Functional Classification (Lancaster County)**

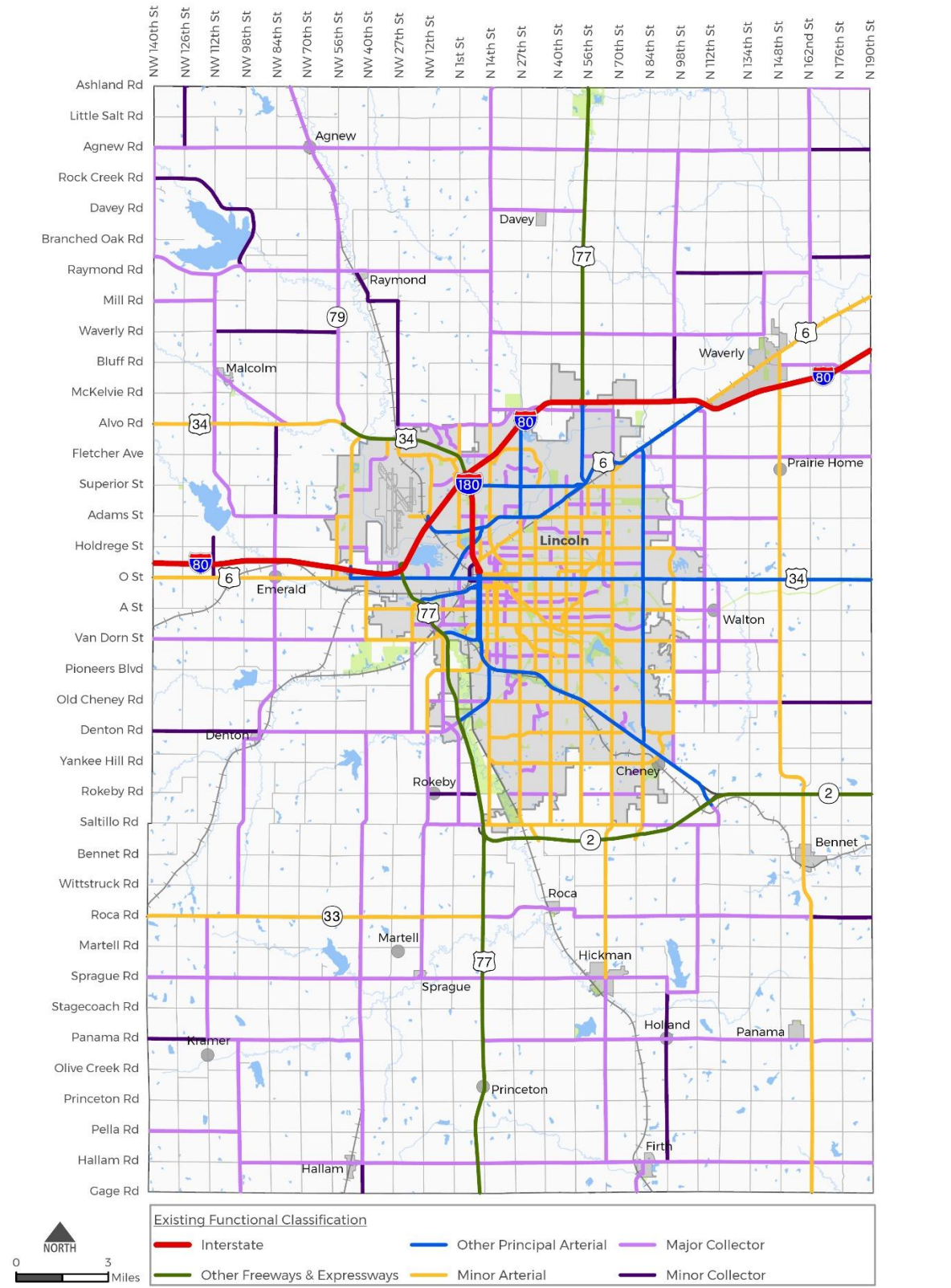


**Figure 22. Existing Functional Classification (City of Lincoln)**

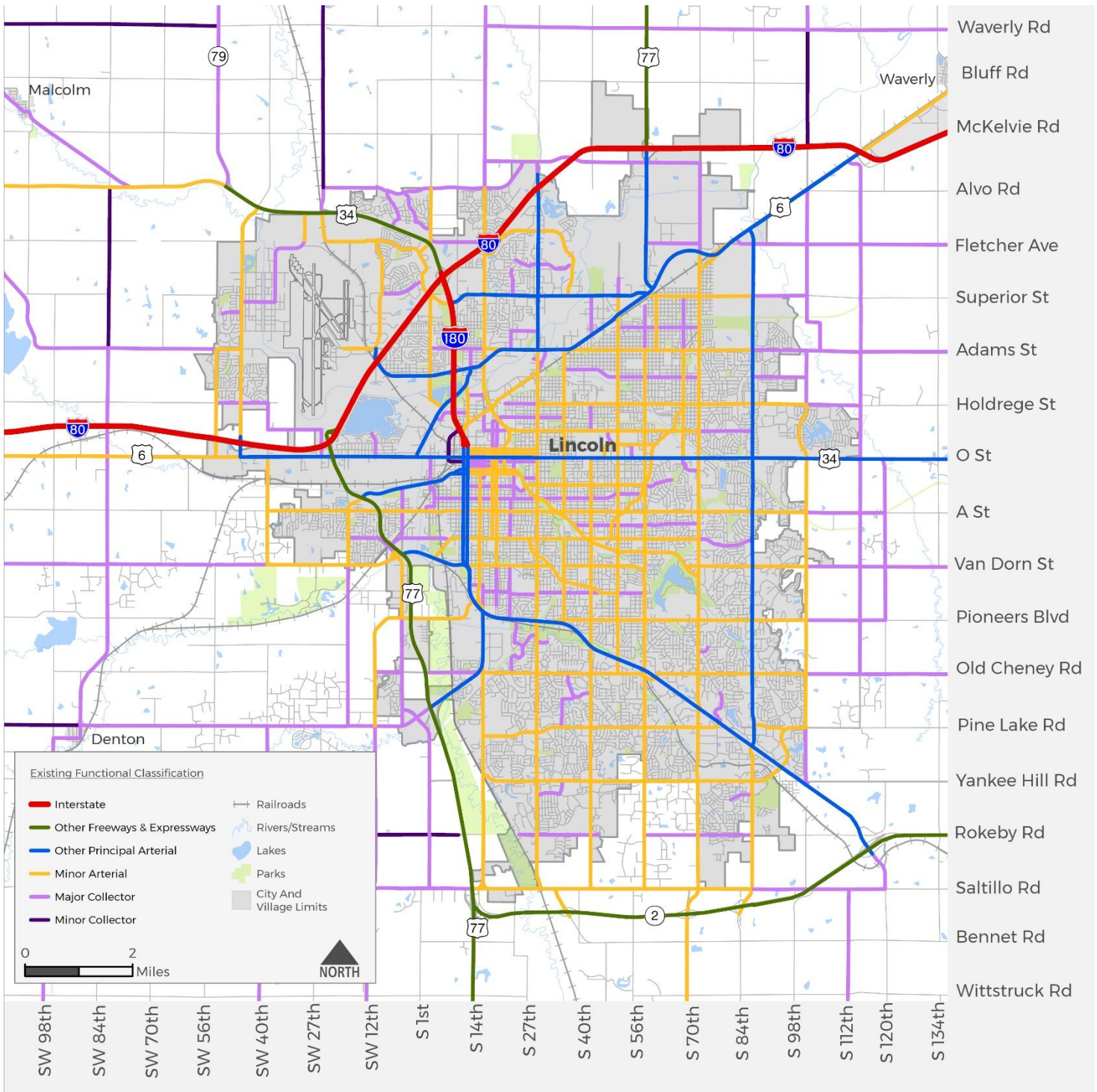
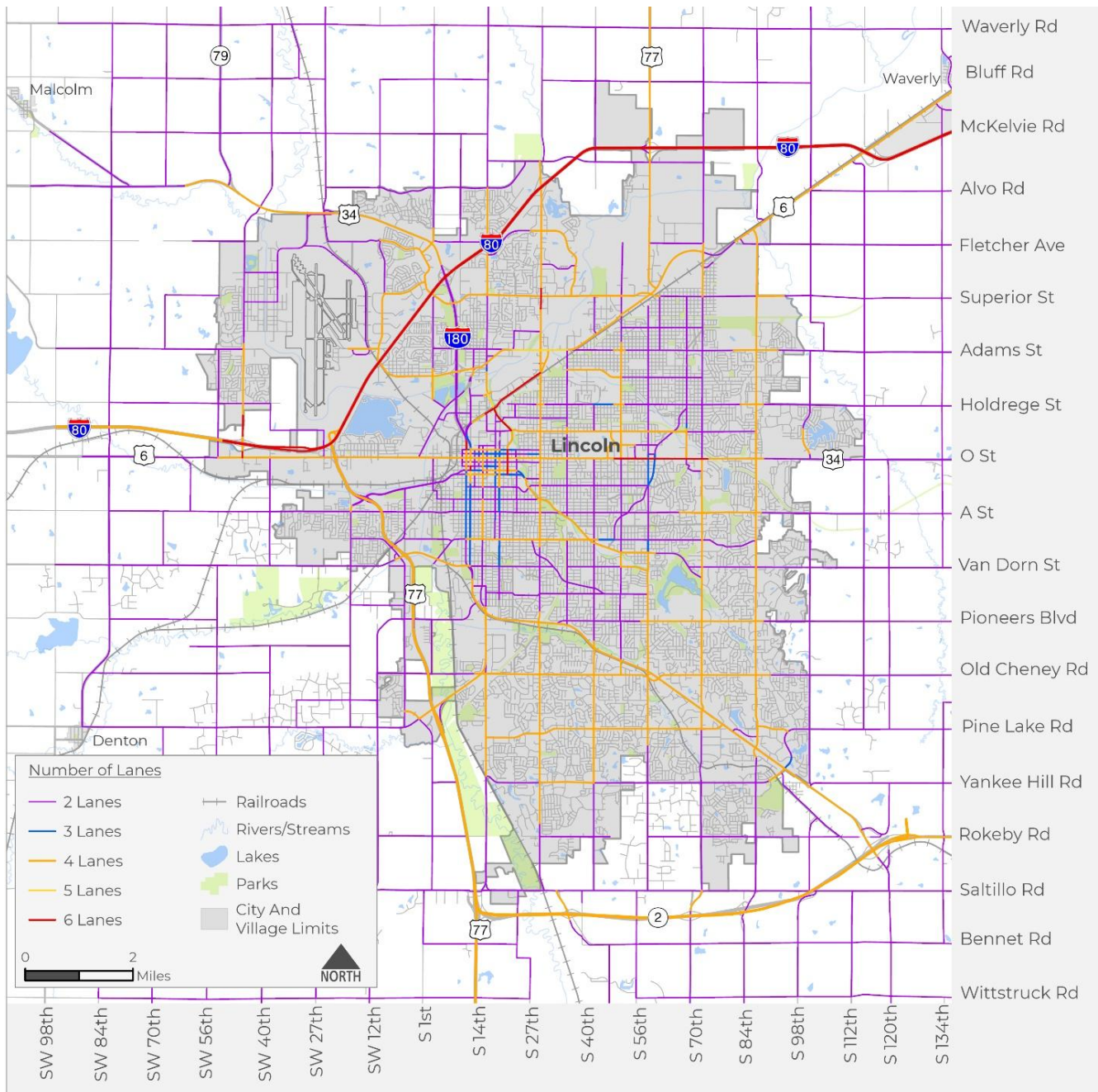


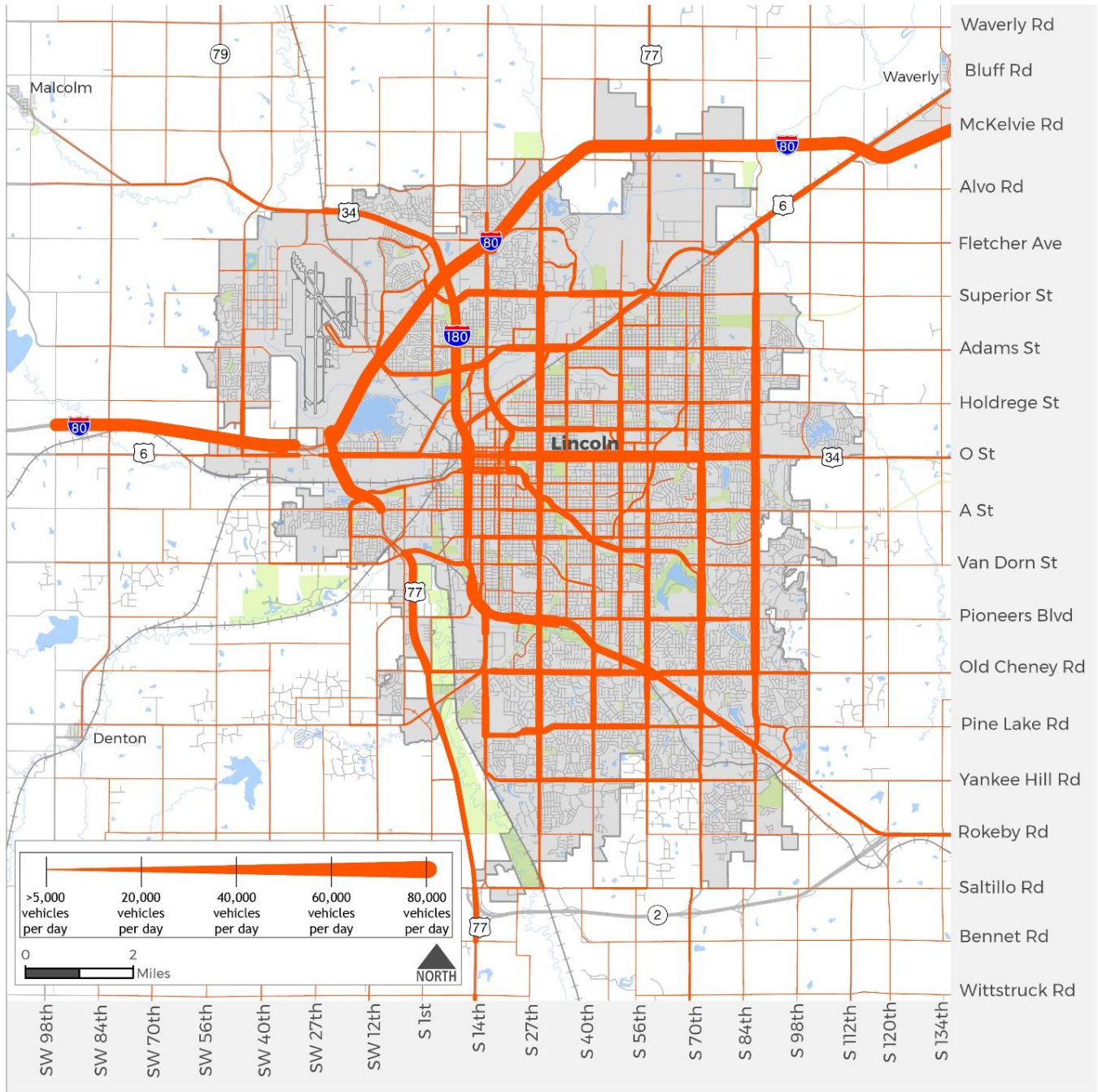
**Figure 23. Existing Through Lanes**



## Current and Future Traffic and Congestion

The City of Lincoln operates a comprehensive traffic count program, collecting volume data from over 1,350 locations across the network. This data combined with the most recent traffic counts from Lancaster County and NDOT helps the City assess the current traffic conditions and inform the regional travel demand model. **Figure 24** illustrates daily traffic volumes for 2025 using bandwidths to indicate the relative intensity of traffic across the region.

**Figure 24. Current (2025) Daily Traffic Volumes**



Understanding how well roadways can handle traffic is critical for assessing future transportation needs. Roadway capacity is dependent on several factors, including the number of lanes, signal timing, turn lanes, medians, and on-street parking. Factors such as intersections and driveways can also decrease capacity by creating additional slowdowns and stops. For long-range planning, capacity is evaluated based on the classification of the roadway as well as the surrounding area (urban vs. suburban). **Table 6** provides general capacity estimates for each road classification.

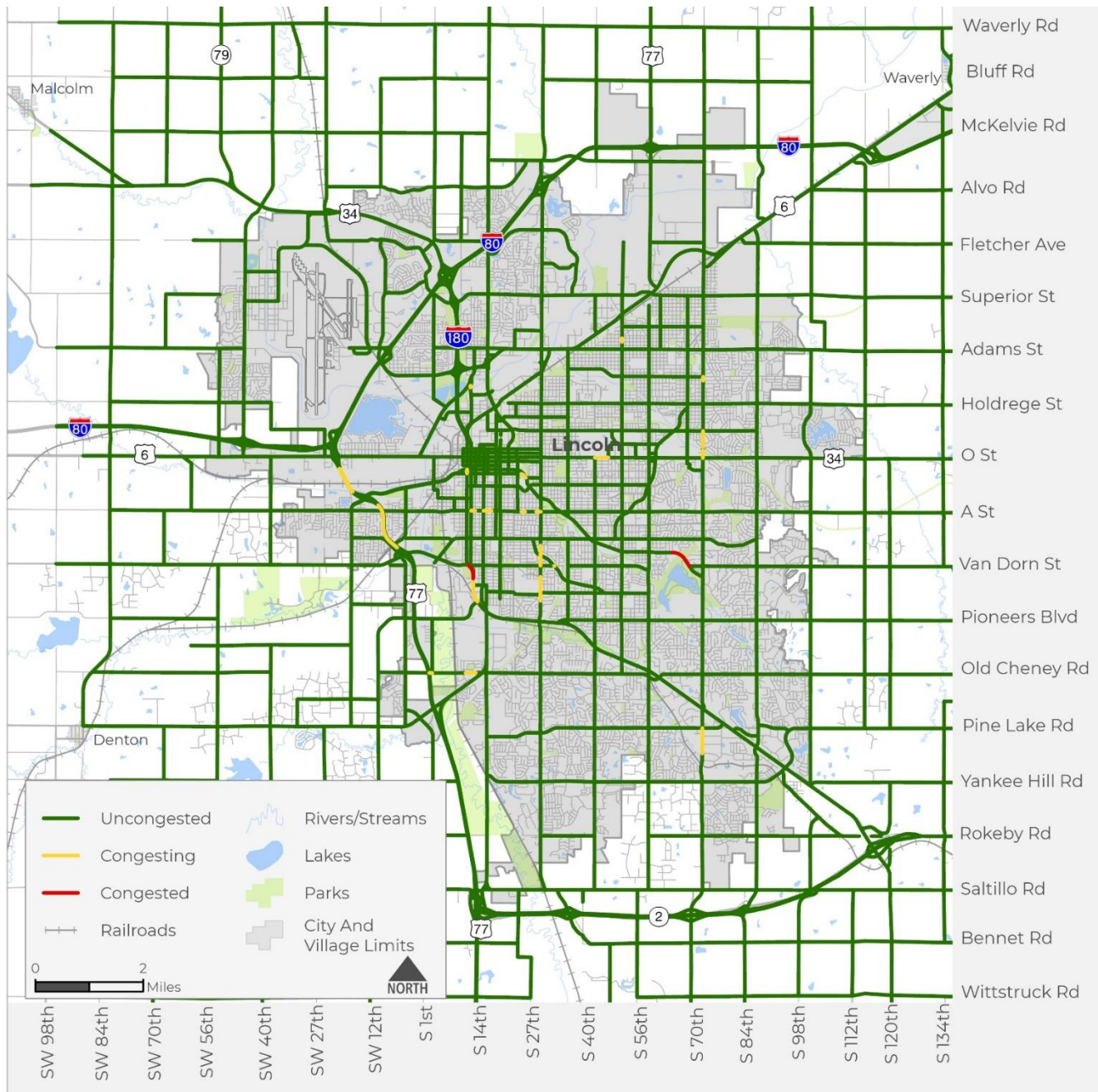
**Table 6. Planning Level Daily Vehicle Capacity (Per Through Lane)\***

| Functional Classification         | Capacity |
|-----------------------------------|----------|
| Freeway                           | 20,000   |
| Expressway                        | 12,000   |
| Principal Arterial/Major Arterial | 9,000    |
| Minor Arterial                    | 8,000    |
| Urban Collector                   | 6,000    |
| Major Rural Collector (State)     | 6,000    |
| Major Rural Collector (County)    | 6,000    |
| Minor Rural Collector             | 6,000    |
| Local/Other                       | 6,000    |
| Ramp                              | 9,999    |
| Freeway Ramps                     | 9,999    |

\*Lincoln MPO Travel Demand Model daily factor for calculating Level of Service (LOS). Methodology described in the Travel Demand Modeling Appendix (Appendix D).

Higher functional classification roadways typically have improved traffic flow due to fewer driveways, the presence of additional turn lanes, and optimized signalization. In contrast, roads located in dense urban areas tend to have reduced capacity due to more frequent intersections and narrower lanes. This plan uses hourly capacity estimates to recognize roadways that are likely to experience congestion during peak travel times. Comparing current traffic volumes, or average daily traffic (ADT), with planning-level capacities (using V/C ratios) helps identify where congestion may occur. Because this analysis uses daily traffic volumes and planning-level capacities, it provides a general overview of congestion (**Figure 25**) but does not capture short-term delays at specific intersections during peak hours. Note that “congested” refers to segments where V/C is greater than 0.9, “congesting” refers to segments where V/C is between 0.8 and 0.9, and “uncongested” refers to segments where V/C is less than 0.8.

**Figure 25. Current Congestion Level**  
**(Volume to Capacity based on Average Daily Traffic)**



# Future Travel Demand

The Lincoln MPO travel demand model was updated to study impacts that anticipated household and employment growth will have on congestion. In coordination with the Lincoln-Lancaster County Comprehensive Plan update, future population and employment growth was forecast and allocated to TAZs, typically smaller than a Census tract. This information is utilized to support trip generation estimates for work, shopping and other transportation needs. Future year models were developed for the LRTP horizon year (2050) as well as a mid-point (2036) used as a tool to provide interim year results. Both the horizon year and the mid-year models use the Existing + Committed (E+C) roadway network—that is, the existing network plus those improvement projects with committed funding to begin construction over the next six years based on the current MPO Transportation Improvement Program (TIP) and Capital Improvement Program (CIP). Methods and data used to complete this update including the calibration, mode choice assumptions, and validation are described in more detail in **Appendix D: Travel Demand Model Documentation**.

The updated model was used to produce an estimate of total vehicle miles traveled (VMT), shown in **Table 7**, for each planning year. These forecasts were calibrated using existing traffic counts.

**Table 7. Vehicle Miles Traveled**

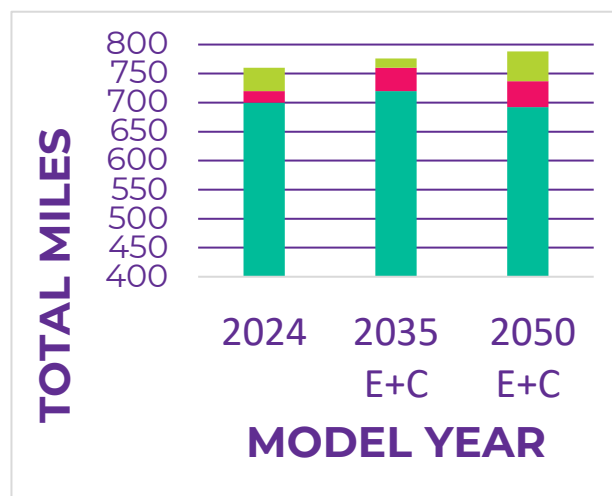
| Model Scenario   | Vehicle Miles Traveled<br>(millions) |
|------------------|--------------------------------------|
| 2024 (Base Year) | 6.35                                 |
| 2035 E+C         | 6.97                                 |
| 2050 E+C         | 8.01                                 |

The 2035 and 2050 traffic volume forecasts have been compared with the planning-level capacities of each roadway segment to identify the future locations of congestion. The V/C ratios use the fully calibrated traffic volumes and the capacities associated with the E+C network for each future year.

**Figure 26** summarizes congestion levels over time reflecting the miles of congesting and congested centerline-miles (*i.e.*, the total length of a roadway as measured along its centerline, regardless of the number of lanes) within the modeled area. While congestion exists on a small number of roadways, it represents a small percentage of the overall roadway network even in future years. Note that this congestion is calculated at the daily level and does not indicate that peak hour congestion may occur in specific locations.

**Figure 26. Congestion Levels Over Time**

| Model Year  | Uncongested<br>(V/C less than 0.8) | Congesting<br>(V/C between 0.8 and 0.9) | Congested<br>(V/C greater than 0.9) |
|-------------|------------------------------------|-----------------------------------------|-------------------------------------|
| 2024        | 829 miles<br>(99%)                 | 5.2 miles<br>(0.6%)                     | 3.0 miles<br>(0.4%)                 |
| 2035<br>E+C | 824 miles<br>(98.2%)               | 9.4 miles<br>(1.1%)                     | 5.7 miles<br>(0.4%)                 |
| 2050<br>E+C | 814 miles<br>(97.0%)               | 14.5 miles<br>(1.7%)                    | 10.3 miles<br>(1.2%)                |



## 4. ACTIVE MOBILITY

Encouraging active transportation such as walking and bicycling is essential for a successful, comprehensive multimodal transportation system that serves all users. Communities that prioritize safe, accessible, and comfortable active transportation options often see improvements in public health and overall quality of life.

In recent years, the City of Lincoln and Lancaster County have made significant progress in strengthening their active transportation network. Key milestones include the completion of the City of Lincoln Bicycle and Pedestrian Capital Plan in 2013 and the Lincoln Bike Plan in 2019 as well as ongoing efforts to implement the strategic recommendations from both initiatives through projects, programs, and policy updates. In 2025, Lincoln also began the development of a mobility plan which focuses on strategies to improve active mobility infrastructure.

### Micromobility

Micromobility services use small vehicles like bikes, e-bikes, and e-scooters, operated as shared fleets within defined urban areas. E-scooter programs have surged nationwide, as cities embrace their potential to boost mobility, support and enhance shared transit hubs, and help cut down on car trips.

Launched in April 2018, Lincoln's BikeLNK program started with 19 kiosks and 100 bikes, expanding to 105 bikes and 21 stations in high-demand zones. In 2020, e-bikes were introduced as a pilot to promote active commuting and recreation. Within its first two years, BikeLNK logged nearly 80,000 trips and 160,000 miles.

On March 21, 2022, the Lincoln City Council approved a permanent e-scooter program, ScooterLNK, after a successful 16-month pilot program. The official ScooterLNK program started on October 4, 2022, and operates with two vendors, Lime and Bird, selected through the City's procurement process.

## Bicycle Facilities

The City of Lincoln was recognized as a Bronze-Level Bicycle Friendly Community by the League of American Bicyclists in both 2013 and 2016. In 2018, Bicycle Magazine further recognized the city's cycling culture by naming it one of the Best Bike Cities in the United States. Recently, in 2026, PeopleforBikes named Lincoln a "City to Watch."

The city has a strong tradition of supporting bicycle travel, not only for recreation but also for transportation. Lincoln strives to be a bicycle-friendly community where cycling is safe, convenient, and accessible for all users.

## Trails and On-Street Bicycle Facilities

Lincoln's regional bike network is anchored by 255 miles of commuter and recreational trails, with 95 percent of city households located within a mile of at least one. An additional 145 miles of on-street bike routes extend connectivity across the city, including Nebraska's first protected lane: the N Street Cycle Track.

Beyond the urban infrastructure, there are approximately 1,500 miles of county gravel roads that offer riders who prefer quieter, scenic alternatives. These gravel paths link seamlessly with the regional trail network and surrounding communities, making them an essential link of the cycling ecosystem.

A majority of the current trail system is built within the right-of-way of abandoned railroad corridors, along stream floodplains, on one side of major arterial streets, or with part of new residential development. Lincoln Parks and Recreation, LTU, and the Lower Platte South Natural Resource District are primarily responsible for trail development in Lancaster County. Volunteer organizations also assist with maintenance and fundraising for trail development.

Most of the existing bike routes are low-stress facilities. However, several intersect with more stressful streets with no traffic control, which can make crossings difficult and act as a deterrent to otherwise potentially interested bicyclists. Some routes have also fallen into disrepair and need maintenance due to missing signage, poor pavement conditions, overhanging branches etc., which can further limit bicycle mobility. Riding bicycles is prohibited on sidewalks in some commercial areas of Lincoln because of the higher number of pedestrians. Because of these restrictions, the city needs to provide safe on-street infrastructure for bicycle and scooter traffic to ensure that the active transportation network is connected and accessible.

In the following Figure 27, Bike Demand Index and Bikeshare Locations indicates the likely demand and suitability of Lincoln for bicycle travel as well as where bikeshare facilities are located. The index is based on an job density, population density, zero vehicle households, zoning considerations, as well as proximity to parks, schools, recreation centers, trails, libraries, and bus stops. Figure 28 displays the existing and proposed bicycle facilities by type in Lincoln, while Figure 29 indicates concepts for future trails in Lancaster County outside of Lincoln.

**Figure 27. Bike Demand and Bikeshare Locations**

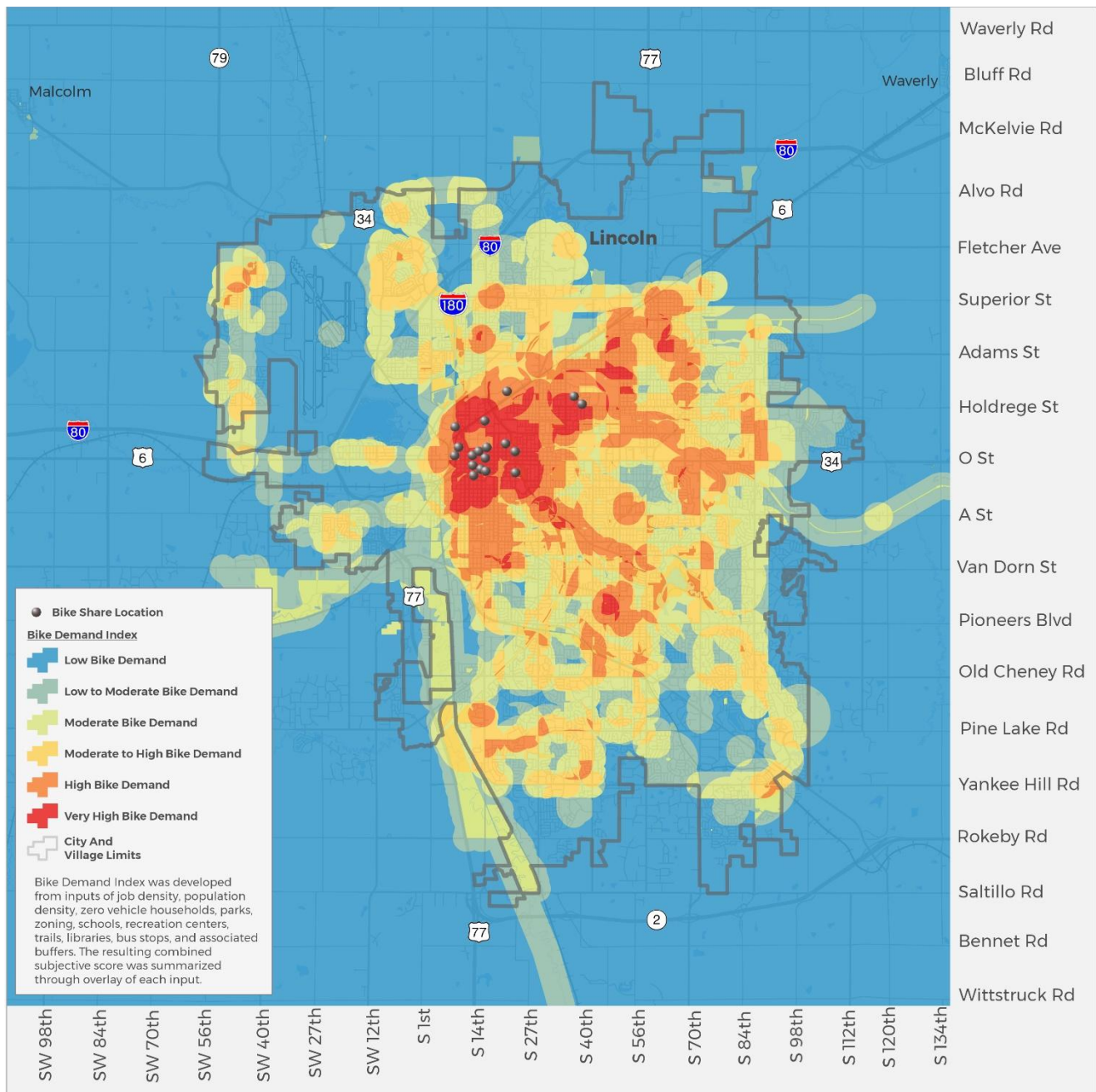


**Figure 28. Existing and Proposed Lincoln Bicycle Facilities by Type**

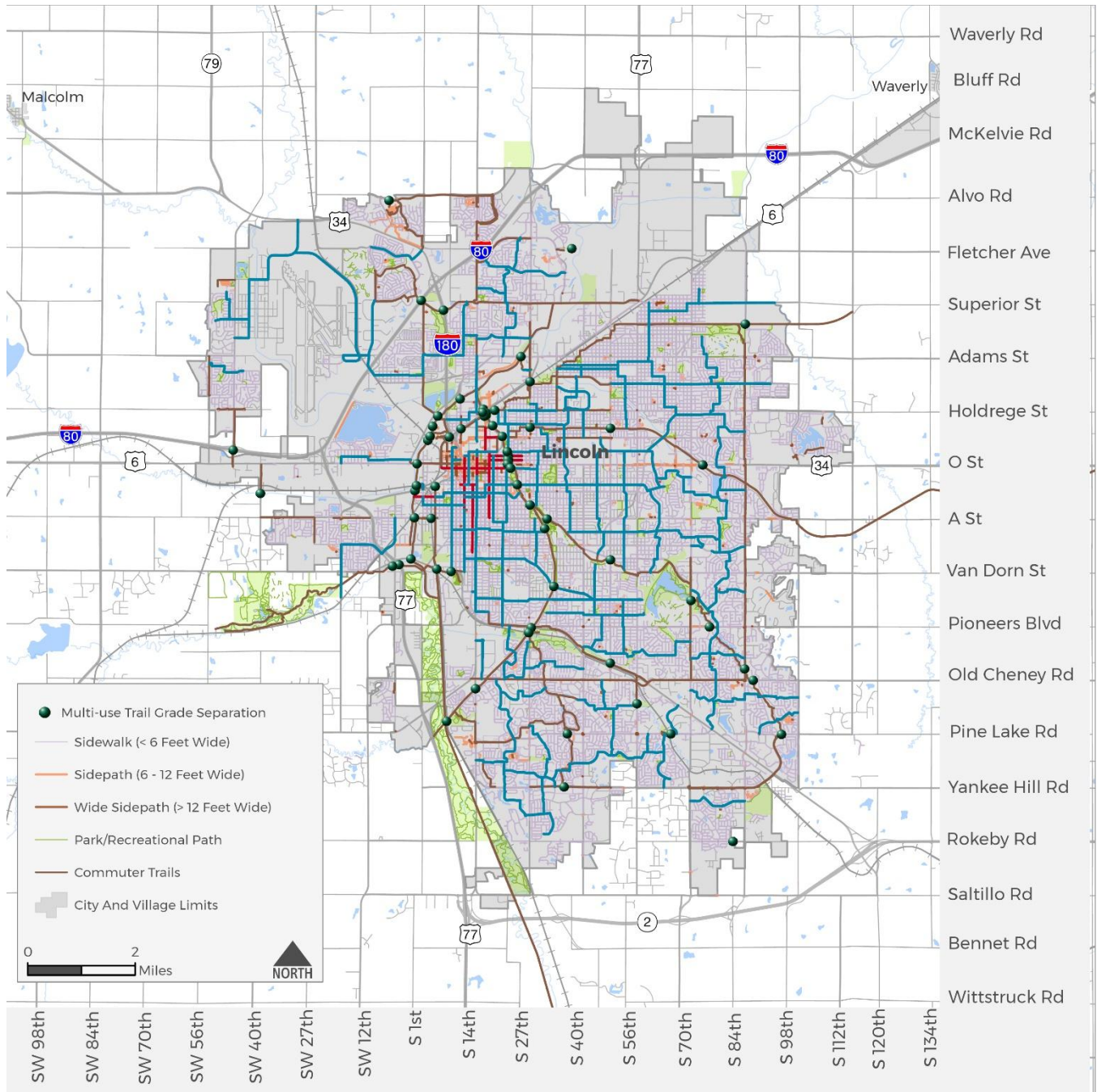
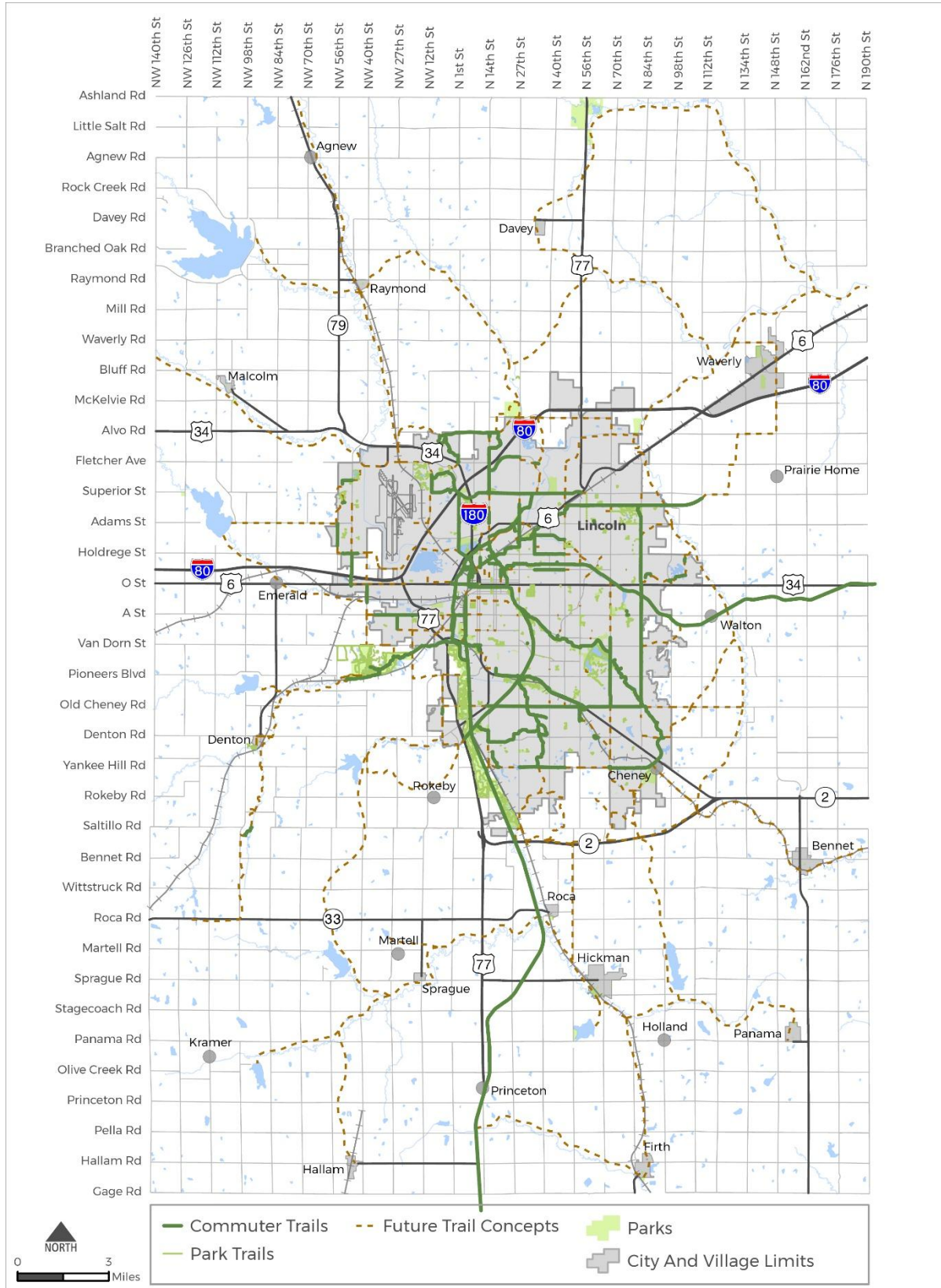


**Figure 29. Future County Bike Trail Concepts**



# Pedestrian Facilities

Lincoln’s sidewalk network spans 1,500 miles, offering pedestrians access to businesses, transit, and destinations around the city. As a result of Lincoln’s development policies, sidewalks line both sides of nearly all local, collector, and arterial streets. This robust system is supported by an expansive trail network.

Yet, connectivity alone does not guarantee walkability. Cracked and uneven sidewalks can hinder mobility, especially for individuals who experience disabilities. Older neighborhoods generally face greater issues, with factors like sidewalk width, close proximity to traffic, damage from tree roots, and frequent curb cuts affecting accessibility and usability. Approximately \$3 million is dedicated annually for sidewalk repairs.

Uncontrolled intersections, railroad crossings, and major arterials remain barriers to safe pedestrian travel. While the trail system includes grade-separated crossings, walkable access to those trails is not always an option.

# Transit

StarTran, the City of Lincoln’s public transit division, operates 14 fixed bus routes (see Figure 31). These buses generally operate from 5:40 AM to 9:50 PM on weekdays and from 6:40 AM to 6:30 PM on Saturdays, with most routes running every 30 minutes. The network uses a hub-and-spoke model centered around 11th Street downtown. In 2022, StarTran covered approximately 87 percent of transit-supportive areas, which are defined as locations including activity centers, employment concentrations, health centers, schools and higher education, shopping, as well as social services and government centers. In 2020, StarTran introduced VanLNK, which is an on-demand van service that allows travelers to request rides via an app for a cost of \$5 per trip. Additionally, paratransit services are available for \$3.50 to serve riders who experience disabilities. Rural transit routes, operated by Lancaster County, run north and south on alternating weekdays.

StarTran updates its Transit Development Plan every five years, to guide route realignments and enhance the frequency and spans of service. The latest update was completed in August 2022. Despite declines in transit usage across the country, StarTran saw over 2 million riders in 2023.

Figure 30. StarTran Ridership

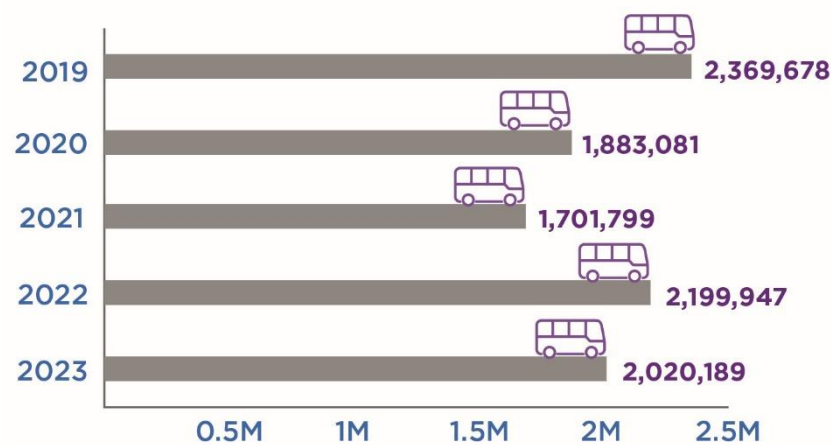
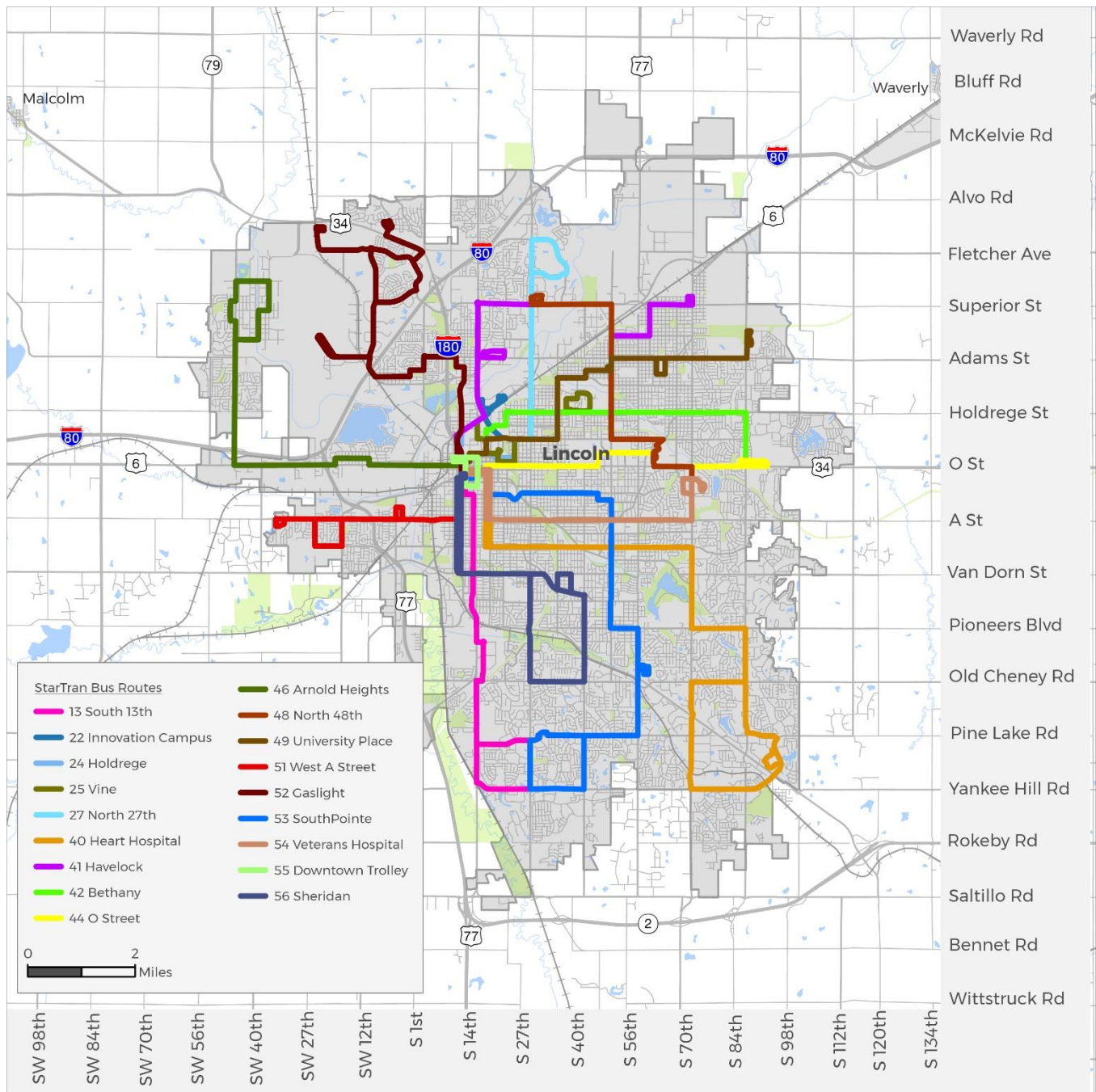


**Figure 31. StarTran Fixed Bus Routes**



## 5. INTERMODAL CONNECTIONS AND FREIGHT

With growing national interest in transportation alternatives, seamless integration between different travel modes has become a priority. In Lancaster County, approximately 6 percent of households lack access to a motor vehicle and instead rely on a combination of transit, walking, biking, and ride services. This emphasizes the importance of facilitating seamless intermodal connections.

Even individuals with access to a vehicle are increasingly opting to use other forms of transportation, especially for short trips. Active transportation and transit often go hand in hand: transit supports citywide and regional movement, while walking and biking covers the first and last-mile connections.

As the City of Lincoln continues to evolve and improve its transportation system, coordinating between these modes to compete with the convenience of private vehicle use is key. Mobility hubs, facilities where various transportation options intersect, offer a promising solution.

Lincoln and Lancaster County's economic vitality and quality of life depend on the ability of manufacturers, retailers, and distributors to efficiently transport their goods throughout the region. A quality transportation system is essential for this sector to operate effectively and efficiently. Even people without a direct connection to the freight industry benefit from it every day, further highlighting the economic necessity of smooth delivery operations.

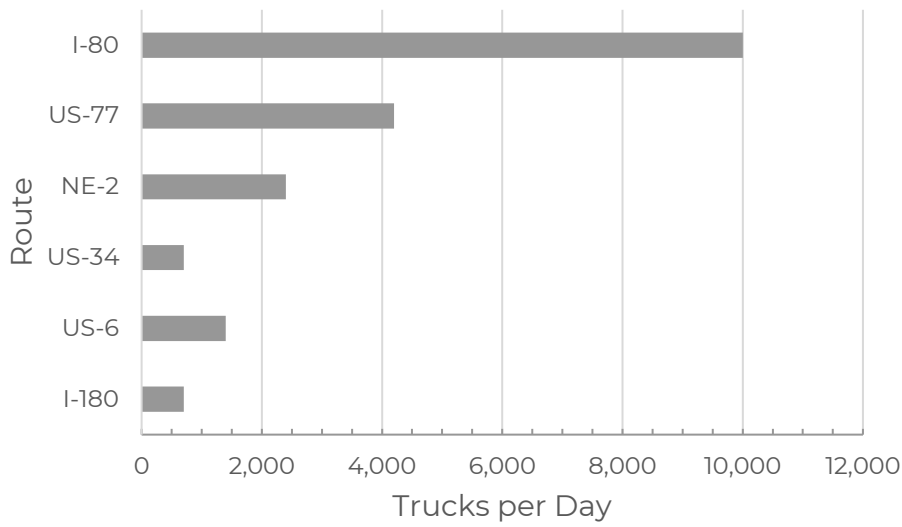
### Truck Freight

Truck freight is the most visible and common form of delivering goods to customers in Lincoln and Lancaster County. Activities generating high truck traffic were historically located on the periphery of the city. Most of these locations have been absorbed into the city's corporate limits. The primary truck routes through the region include all or portions of:

- I-80
- US-6
- US-34
- US-77
- Nebraska Hwy 79
- 14<sup>th</sup> St/Warlick Blvd (L55W)
- N 56<sup>th</sup> St (L55X)
- 84<sup>th</sup> St

**Figure 32** shows trucks volumes, measured as the average annualized trucks per day on Major Truck Corridors. **Figure 33** shows the primary and secondary truck routes, along with the major truck destinations. Primary truck routes are designated by official signs and include major roadways such as I-80 which provides access to Lincoln from the east and west, Cornhusker Highway/Highway 6 which connects I-80 to the city, and Highway 77 which is a key route to the city from the north. Secondary truck routes use other major city streets such as N 48th St., N 148th St., and Havelock Rd. to connect to primary truck routes and local destinations.

**Figure 32. 2024 Truck Volumes on Major Corridors (AADT)**

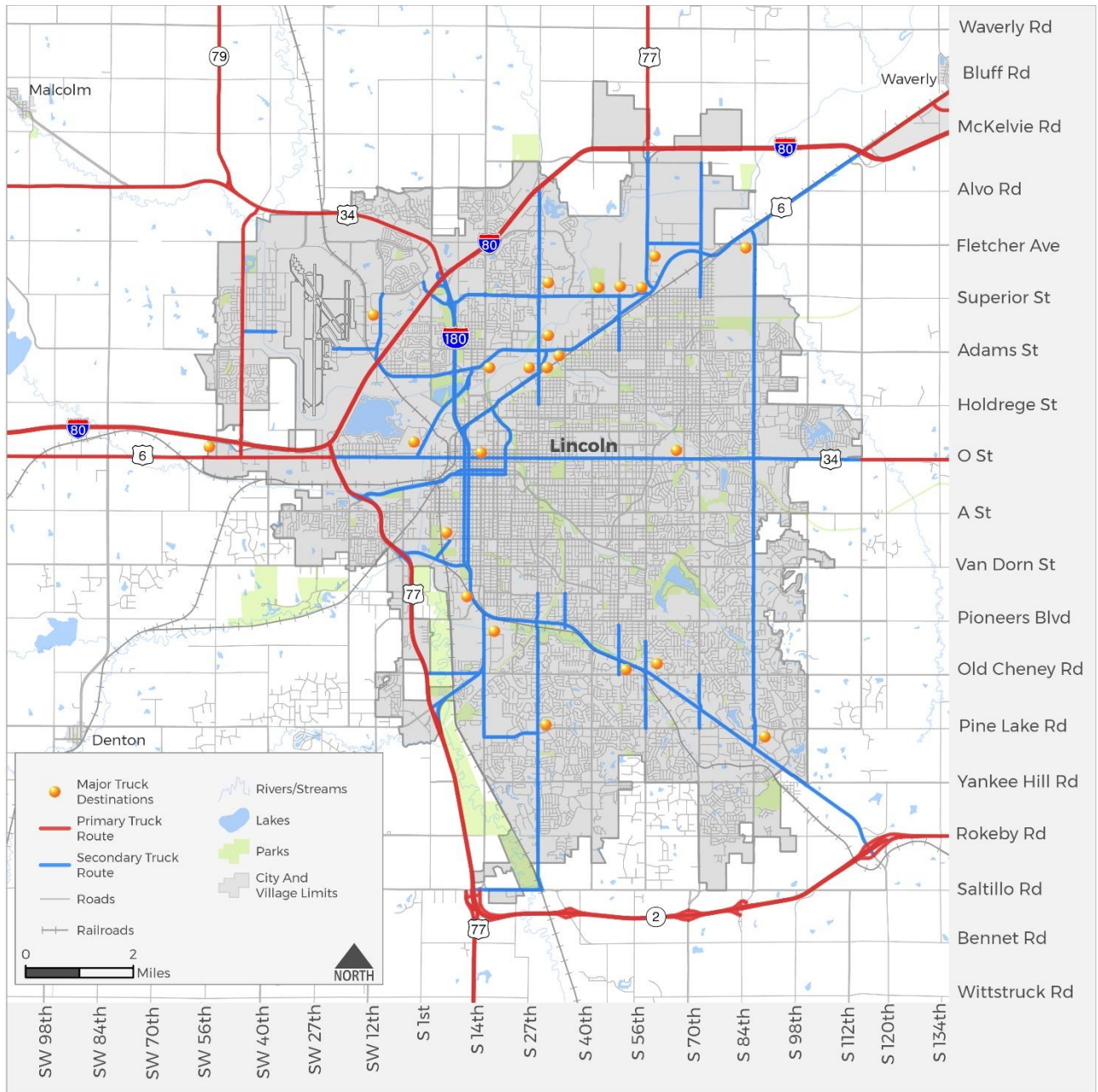


*Source: NDOT Average Annual Daily Traffic Flow Portal*

**Locations where truck traffic is measured:**

- I-80 from west of Hwy. 77 West Junction to NW 48<sup>th</sup> Street
- US-77 from south of I-80 to Rosa Parks Way
- NE-2 from east of Nebraska Pkwy. Junction to S. 158<sup>th</sup> St.
- US-34 from north of I-80 to NW Fletcher Ave.
- US-6 from 84th Street to I-80 Junction near Waverly

**Figure 33. Truck Routes and Destinations**



## Rail Freight

Rail freight in Lancaster County is primarily composed of heavy, bulk agricultural commodities. Grain elevators and mills located in Lincoln and throughout Lancaster County are the primary users of rail transport services. BNSF Railway currently serves nine grain elevators across Lancaster County, including five within Lincoln. In addition to agricultural goods, a significant portion of rail freight passing through the county consists of coal shipments destined for regional power plants.

## Air Freight

The Lincoln Airport serves as Lancaster County's main aviation facility, though Omaha's Eppley Airfield handles the majority of air freight for Lincoln and Lancaster County. Freight arriving at Lincoln Airport typically comes in small quantities via passenger flights. United States Postal Service (USPS) mail is delivered to Lincoln through these passenger services but is not routinely shipped out from Lincoln Airport. Instead, outgoing mail is transported by truck to Eppley Airfield for processing. Most private parcel deliveries are also managed through Eppley Airfield.

## Pipeline Freight

Lancaster County is home to approximately 138 miles of gas transmission pipelines and 112 miles of hazardous liquid pipelines. These pipelines primarily carry petroleum and natural gas products. One pipeline also transports anhydrous ammonia, a key input in agricultural production. Eight operators oversee the movement of these commodities through the county's pipeline network.

## Freight Flows

Each year, over 24 million tons of freight—valued at over \$27 billion—move through the metropolitan area, primarily via highways and railroads. **Figure 34** illustrates the distribution of freight by transportation mode, both in terms of tonnage and value in 2023. According to FHWA analysis, by 2045 it is projected that the transportation system will carry more than 33 million tons of freight annually, valued at roughly \$34 billion. **Figure 35** shows the 2045 predictions for freight flow tonnages and values.

**Figure 34. Freight Movements by Tonnage and Value (2023)**

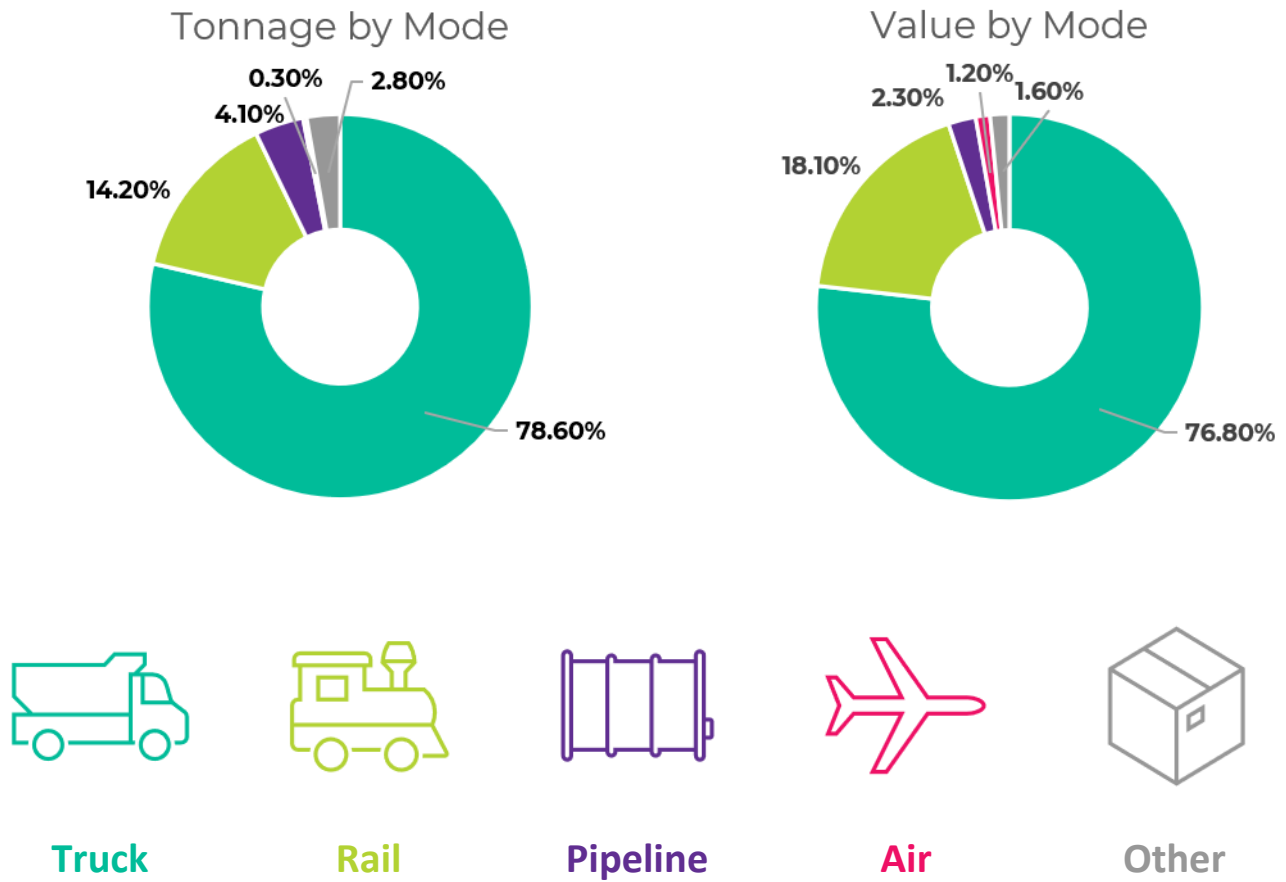
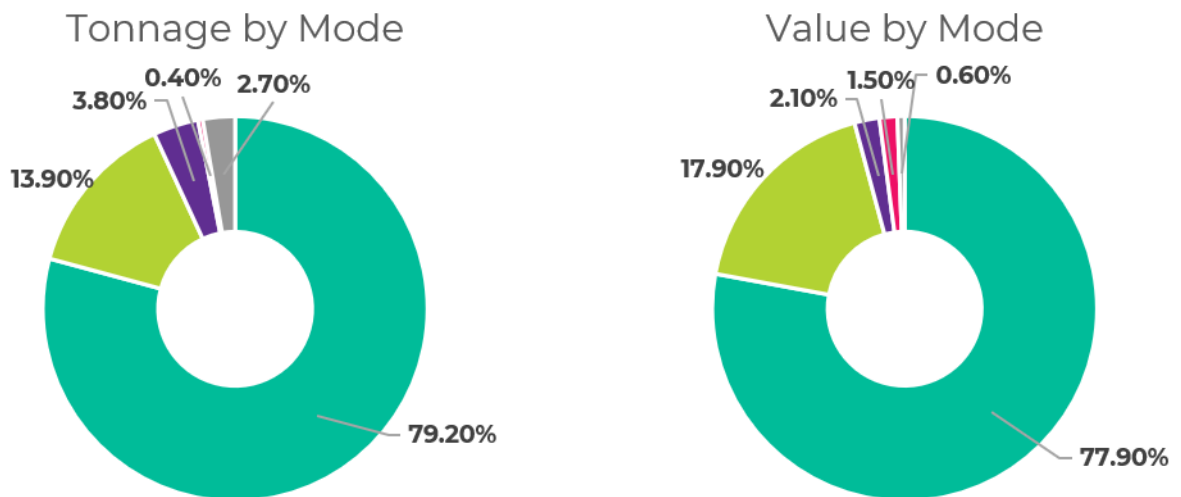


**Figure 35. Freight Movements by Tonnage and Value (2045 - FHWA Projections)**



## 6. RAIL

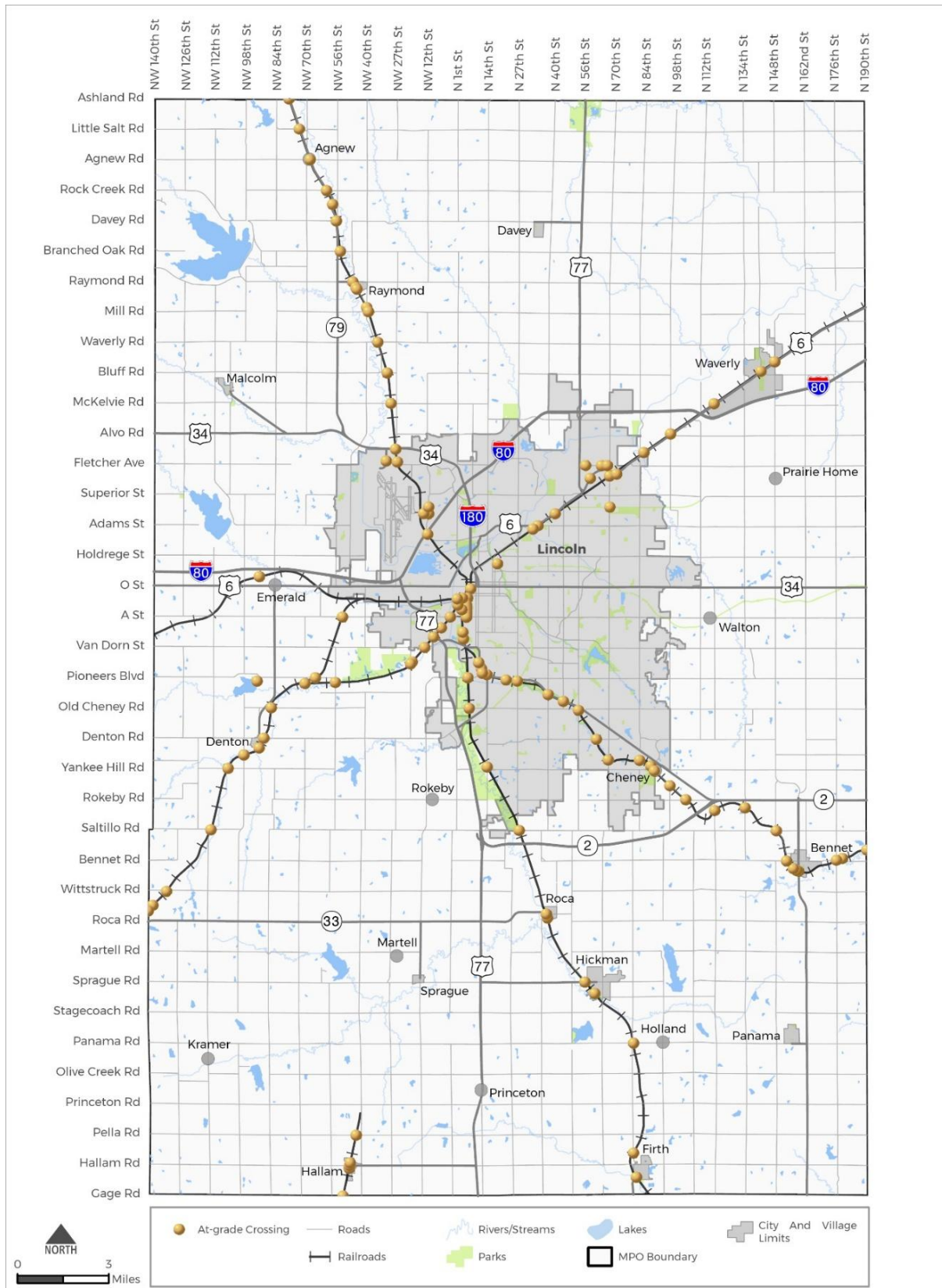
The City of Lincoln and Lancaster County are served by four railroads: BNSF, Union Pacific (UPRR), OL&B, and Omaha Public Power District (OPPD). Activity of trains each day varies from one to 63.

The cargo mix is dominated by coal and agricultural products, along with manufacturing shipments. BNSF's Hobson Yard, just west of downtown, acts as a critical hub for fueling, inspections, and switching, while the Havelock Shops in northeast Lincoln are a key site for freight car repair.

Despite the economic importance of rail, numerous at-grade crossings pose safety risks and cause delays. For example, the crossing at 33rd and Cornhusker Road (Highway 6) has an exposure rating of nearly 491,000, which greatly exceeds the NDOT threshold of 50,000 for grade separation funding. Exposure rating is a statistic that combines the number of crossings at a location with the number of trains per day to estimate the potential risk or exposure. 33<sup>rd</sup> and Cornhusker has received funding for a significant project that will address these safety issues. In total, there are 12 crossings in Lancaster County that exceed this threshold, eight of which surpass an exposure rating of 100,000.

To address these concerns, the Lincoln/Lancaster County Railroad Transportation Safety District (RTSD) works to identify problem crossing locations, priorities, and solutions. Through its efforts, and as a result of consolidation and grade separation, at-grade crossings in Lancaster County have been reduced from 210 in 1970 to 120 today. Figure 36 follows with a map of the at-grade railroad crossings in Lancaster County.

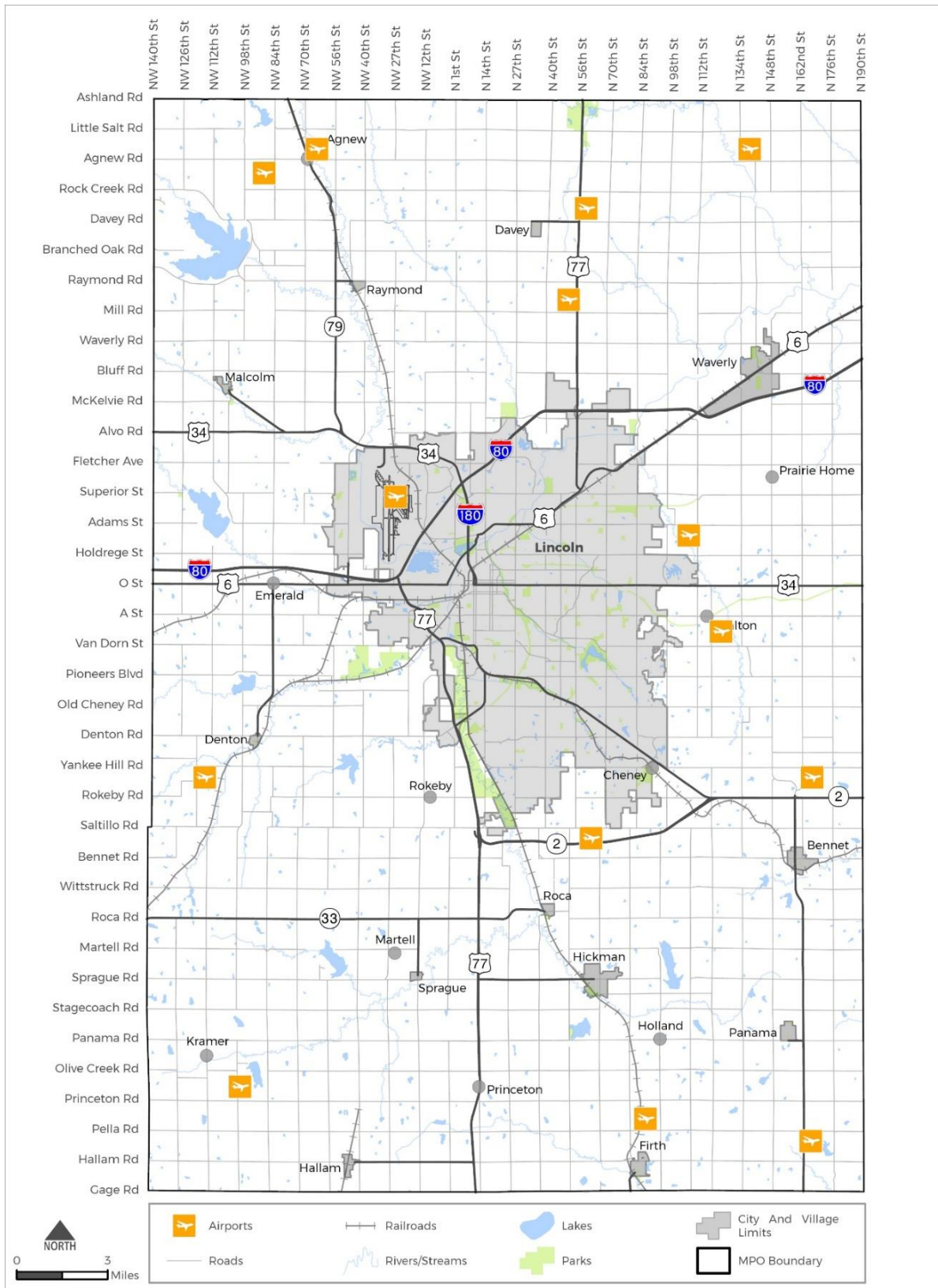
**Figure 36. Railroad At-Grade Crossings**



## 7. EXISTING AIRPORTS AND AIRFIELDS

The Lincoln Airport is the major air facility serving Lincoln, Lancaster County, and the region. It provides an important transportation link to national and international markets. It is in the northwestern part of Lincoln, with access provided by interstate and state highways. Smaller, private airports and airfields are also located throughout the county (**Figure 37**).

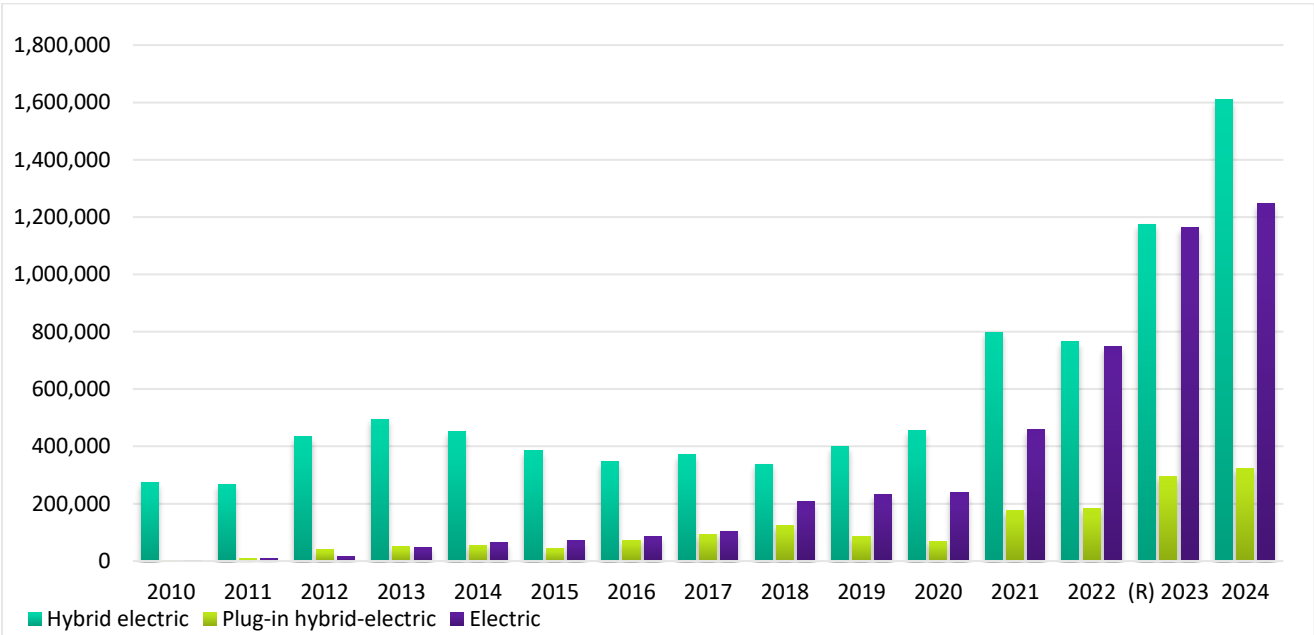
**Figure 37. Lancaster County Airports and Airfields**



# 8. ELECTRIC VEHICLES

Technological advancements in transportation such as electric and alternative fuel vehicles, advanced vehicle automation, and smart infrastructure have grown substantially in recent years. Lincoln and Lancaster County stand to benefit from both understanding and embracing these changes. Nationally, electric vehicle adoption has grown exponentially, from just over 200,000 in 2018 to over 1.25 million in 2024 (as shown on **Figure 38**).

**Figure 38. Hybrid-Electric, Plug-in Hybrid-Electric and Electric Vehicle Sales**



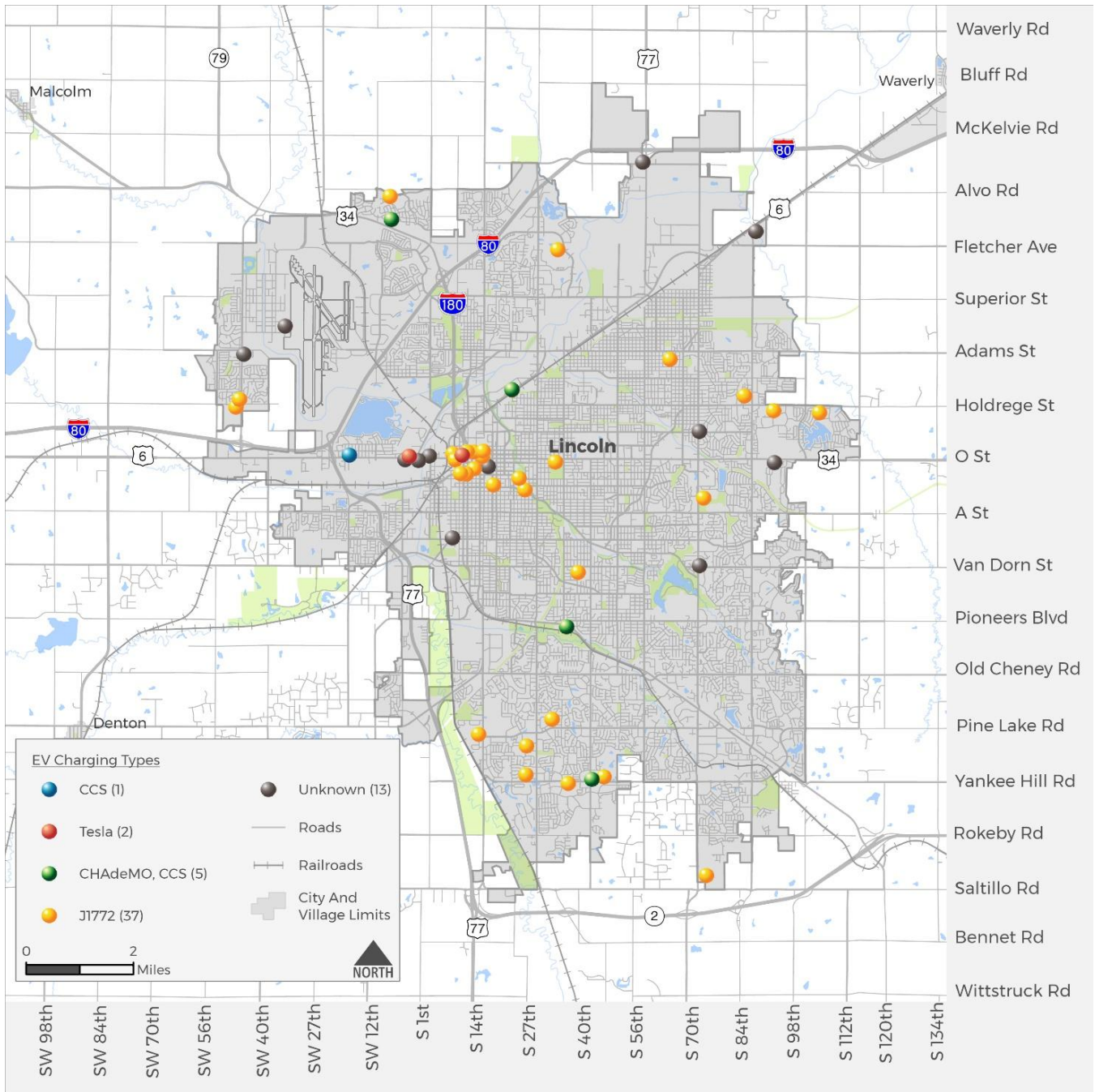
Source: U.S. Department of Transportation Bureau of Transportation Statistics

Per the U.S. Department of Energy Office of Energy Efficiency and Renewable Energy, Nebraska had 6,920 electric vehicle registrations in 2023. The City of Lincoln has 55 public charging stations as of 2025 and has made significant efforts to expand their EV charging network. StarTran doubled its number of electric buses from four to ten between 2020 and 2021, now making up approximately 10 percent of the fleet. A new charging station built in 2020 supports this transition, alongside the shift toward electric and compressed natural gas (CNG) alternatives for public transit. The main EV charging types available in the city include CCS (Combined Charging System), Tesla (Tesla Connector), CHAdeMO (CHArge de MOve), J1772 (SAE J1772), and CCS/J1772 (CCS Type 1 with J1772).

## Advanced Vehicle Technology

While not as widely adopted as electric vehicles, automated vehicles (AVs) offer promising possibilities for the future of transportation. Using advanced technologies, AVs can partially or fully operate without human drivers, enhancing safety, efficiency, and mobility. Major automakers and tech leaders like Google and Tesla are actively working to develop and test AV models, some of which are already available with limited autonomous capabilities. In 2018, Nebraska passed legislation allowing the use of AVs for personal travel, ride-hailing services, and public transit, laying the groundwork for broader adoption across the state. Figure 39 shows the latest available EV charging stations in Lincoln.

**Figure 39. EV Charging Locations**



# 9. SAFETY

Safety is a top priority locally, across the state, and across the country. Federal regulations require each state to develop and implement a comprehensive safety plan for transportation. Nebraska’s Strategic Highway Safety Plan, updated in 2023, identifies key focus areas that need ongoing or new safety programs. Safe Streets Lincoln is a local initiative that aligns with the national Vision Zero campaign to eliminate traffic fatalities. This project focuses on developing a comprehensive Vision Zero Action Plan, with a safety goal of eliminating all roadway fatalities and reducing serious injury crashes by 60 percent by the year 2045 on all locally maintained streets. Vision Zero acknowledges that many factors contribute to safe mobility, including street design, speeds, behaviors, technology, and policies. Through this initiative, Safe Streets Lincoln sets clear goals to achieve the shared vision of safer streets for all road users. The Vision Zero Action Plan was completed in early 2026.

State crash data collected over the six-year period between 2019 and 2024 shows that there were approximately 32,000 crashes in the City of Lincoln and 4,000 crashes in Lancaster County, an average of roughly 6,000 cashes per year. Crashes that involve serious injuries or fatalities (referred to as KSI crashes) are an important focus for safety study. Data represented in **Figure 40** shows the average number of KSI crashes per 100,000 population, which was approximately 38 KSI crashes per year within Lincoln city limits and 102 KSI crashes per year in Lancaster County.

Figure 40. KSI Crashes per 100K Population

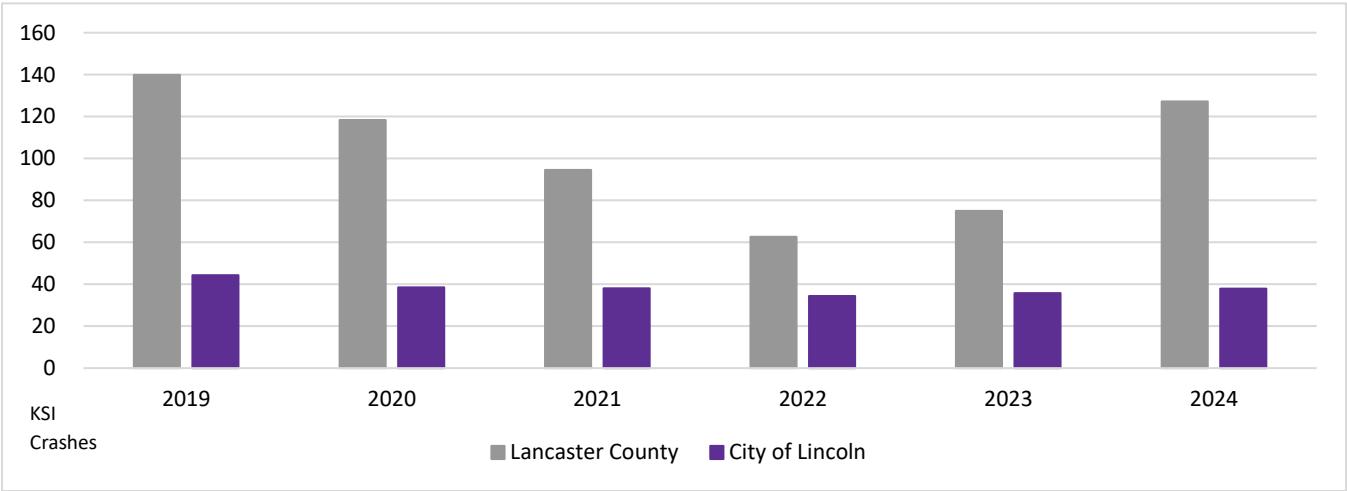
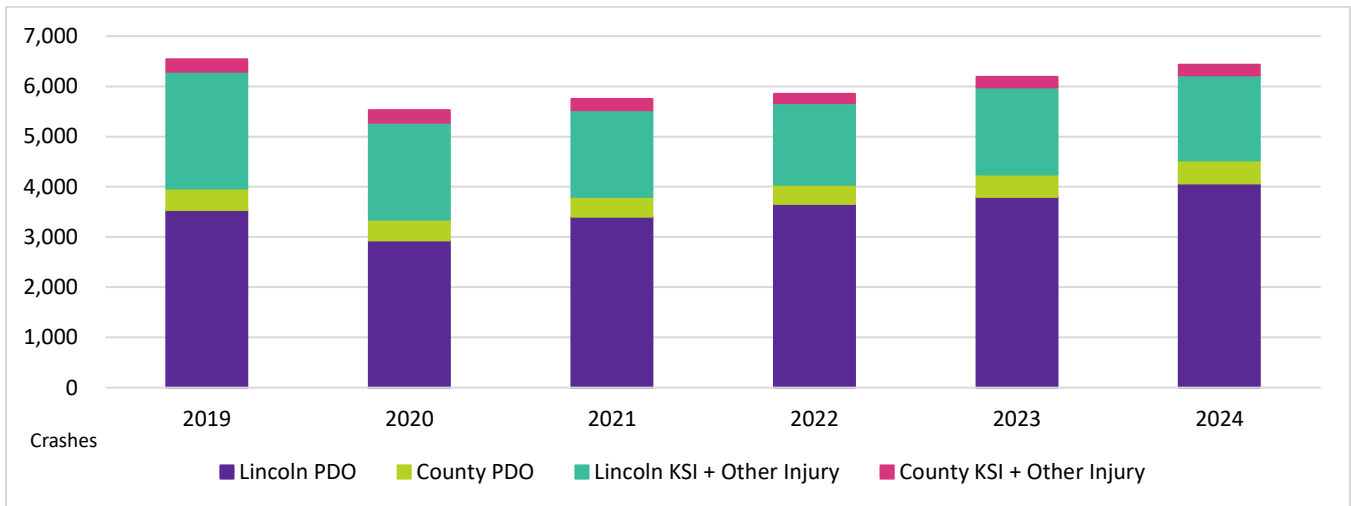


**Figure 41** shows the severity of crashes in the region over time. Between 2019 and 2024, there were 672 KSI crashes and more than 10,000 minor or possible injury crashes in the City of Lincoln. There were 194 KSI crashes and just over 1,100 minor or possible injury crashes in Lancaster County. All other crashes were property damage only (PDO).

Figure 41. Crashes by Severity



## City Intersections Above Critical Crash Rates

Crash data analysis performed during development of the City of Lincoln's Vision Zero Action plan was also utilized to further identify patterns that could be useful for the analysis and future planning improvements. Crash history and estimated daily traffic volumes at each intersection were used to establish crash rates. The approach provided a measure for rating the safety of each intersection compared to similar intersections. A critical crash rate is determined using the average crash rate for similar intersections and establishing a threshold value for comparison. This method also controls against low volume intersection bias. The analysis identified that 1,218 of the 7,326 intersections in Lincoln exceed the critical crash rate threshold. **Table 8** summarizes the critical crash rate analysis.

**Table 8. City Intersections Above Critical Crash Rates**

| Class                 | Control Type    | Intersections Above Critical | Percent of Intersections Above Critical |
|-----------------------|-----------------|------------------------------|-----------------------------------------|
| Local / Local         | Roundabout      | 4                            | 13.33%                                  |
|                       | Stop Sign       | 31                           | 18.79%                                  |
|                       | Yield Sign      | 28                           | 32.94%                                  |
|                       | No Control      | 568                          | 12.26%                                  |
|                       | <b>Subtotal</b> | <b>631</b>                   | <b>12.84%</b>                           |
| Collector / Local     | Roundabout      | 1                            | 25.00%                                  |
|                       | Stop Sign       | 34                           | 17.99%                                  |
|                       | Yield Sign      | 10                           | 30.30%                                  |
|                       | No Control      | 64                           | 22.30%                                  |
|                       | <b>Subtotal</b> | <b>109</b>                   | <b>21.25%</b>                           |
| Collector / Collector | Traffic Signal  | 5                            | 45.45%                                  |
|                       | Stop Sign       | 3                            | 17.65%                                  |
|                       | Yield Sign      | 1                            | 50.00%                                  |
|                       | <b>Subtotal</b> | <b>9</b>                     | <b>27.27%</b>                           |
| Major / Local         | Traffic Signal  | 22                           | 41.51%                                  |
|                       | Roundabout      | 2                            | 12.50%                                  |
|                       | Stop Sign       | 270                          | 19.97%                                  |
|                       | No Control      | 4                            | 23.53%                                  |
|                       | <b>Subtotal</b> | <b>298</b>                   | <b>20.71%</b>                           |
| Major / Collector     | Traffic Signal  | 33                           | 40.24%                                  |
|                       | Roundabout      | 1                            | 50.00%                                  |
|                       | Stop Sign       | 26                           | 34.21%                                  |
|                       | <b>Subtotal</b> | <b>60</b>                    | <b>37.04%</b>                           |
| Major / Major         | Traffic Signal  | 88                           | 44.67%                                  |
|                       | Roundabout      | 6                            | 35.29%                                  |
|                       | Stop Sign       | 13                           | 33.33%                                  |
|                       | Yield Sign      | 2                            | 40.00%                                  |
|                       | No Control      | 2                            | 33.33%                                  |
|                       | <b>Subtotal</b> | <b>111</b>                   | <b>42.05%</b>                           |

| Class             | Control Type   | Intersections Above Critical | Percent of Intersections Above Critical |
|-------------------|----------------|------------------------------|-----------------------------------------|
| All Intersections | Traffic Signal | 148                          | 43.15%                                  |
|                   | Roundabout     | 14                           | 20.00%                                  |
|                   | Stop Sign      | 377                          | 20.50%                                  |
|                   | Yield Sign     | 41                           | 32.54%                                  |
|                   | No Control     | 638                          | 12.89%                                  |
| Total             |                | 1218                         | 16.63%                                  |

During development of the City of Lincoln's Vision Zero Action Plan, High Injury Networks (HINs) were developed for the city's intersections and roadways. The facilities included in the HINs represent the roadway segments and intersections where KSI crashes occur most often. Identifying these areas helps highlight priority locations and patterns for safety improvements. **Figure 42** and **Figure 43** depict the roadway segment and intersection HINs, respectively. Tier 1 indicate the segments identified as having the highest need for safety improvements and Tier 2 could also benefit from safety improvements, but not to the degree of Tier 1.

**Figure 42. High Injury Network – Roadway Segments**

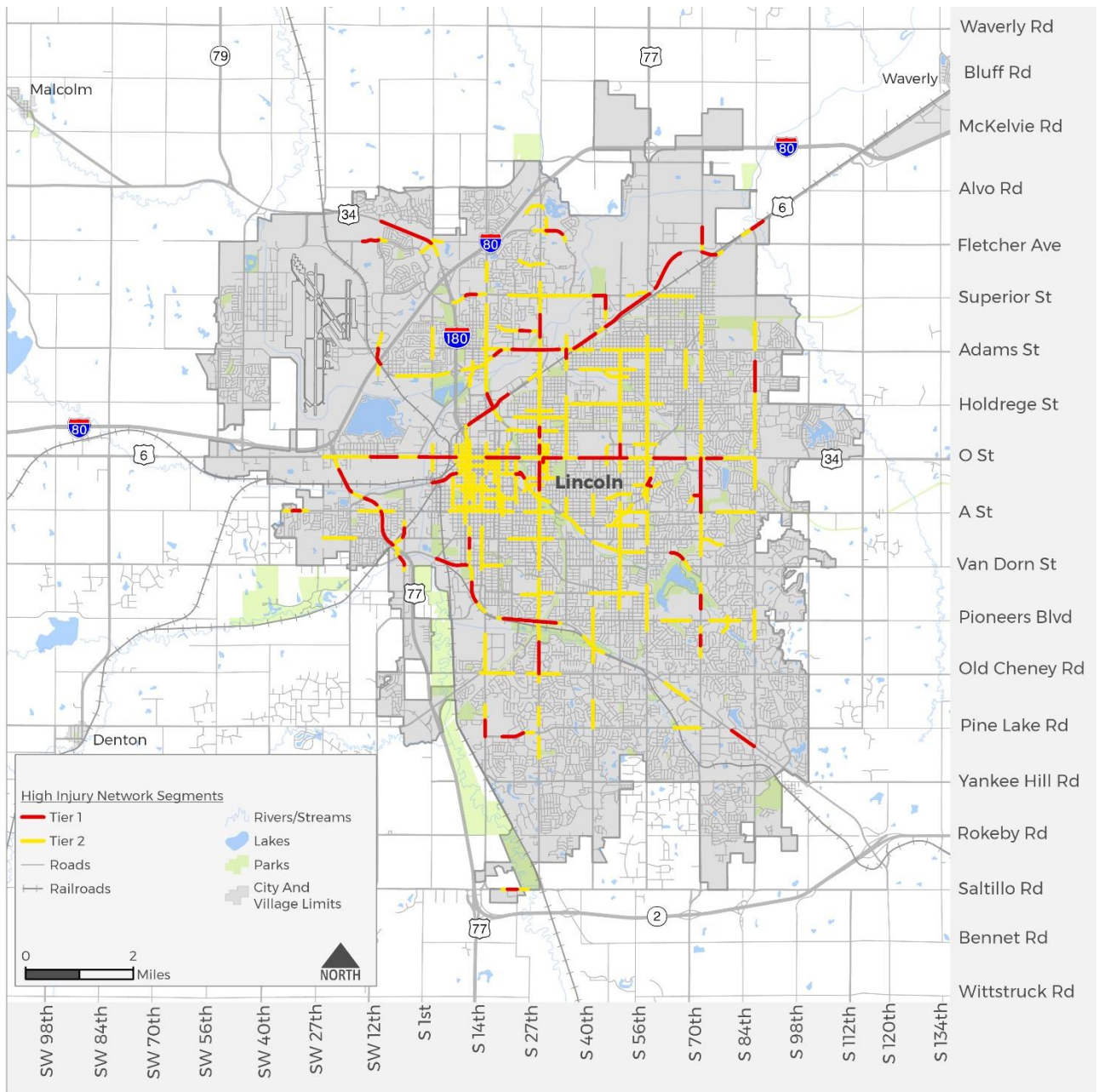
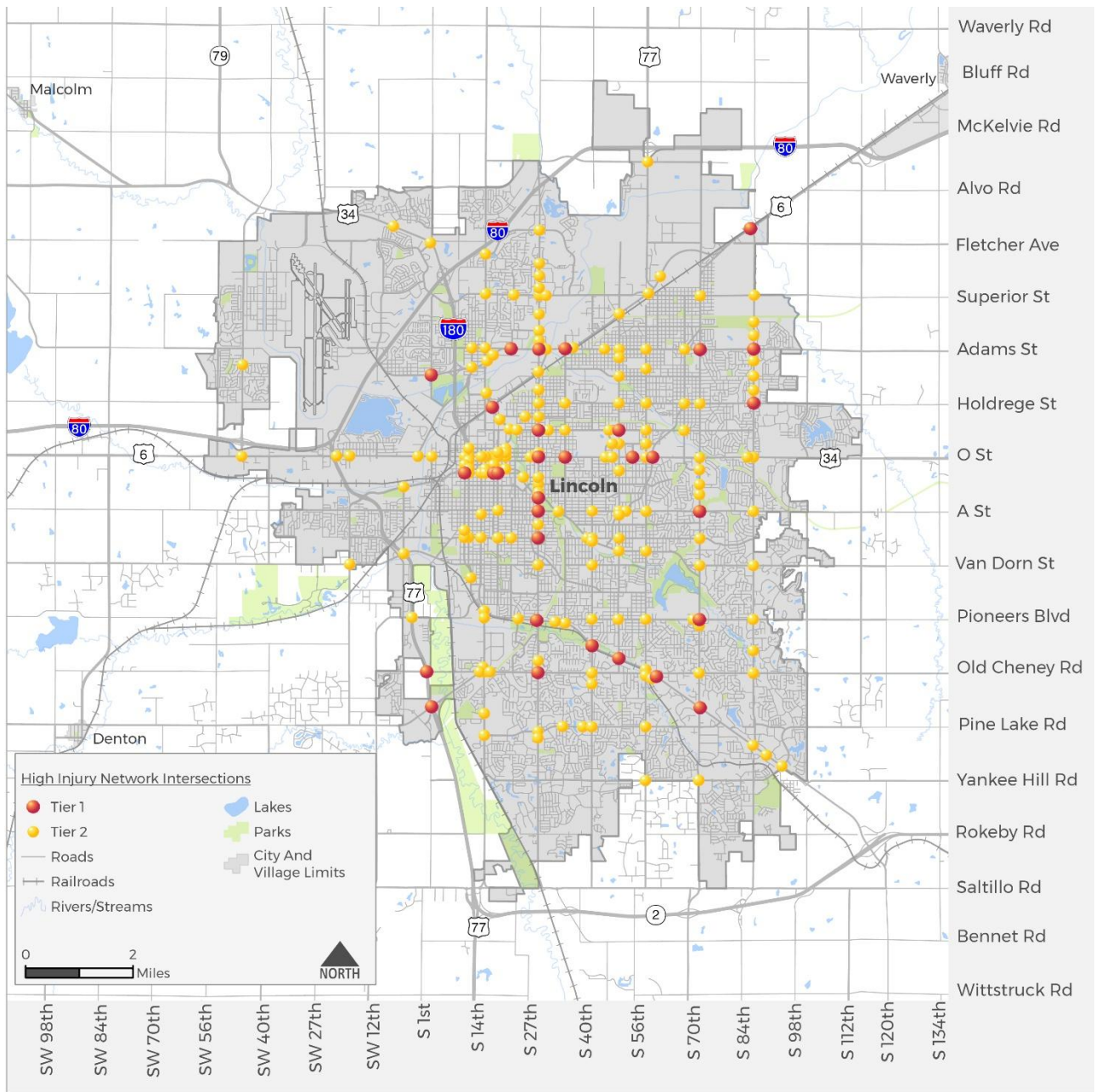


**Figure 43. High Injury Network – Intersections**



## 10. EMERGING TRENDS

The previous Long Range Transportation Plan was completed during the COVID-19 pandemic, which was characterized by uncertainty and volatility. Some of the changes introduced during that time have had lasting impacts on society and how we live, work and move. In addition, infrastructure projects and development have continued, which have impacted the Lincoln-Lancaster County region.

In December 2022, the **South Beltway (Nebraska Highway 2)** opened to traffic. Following decades of planning, this regionally significant project provided a limited access connection from Nebraska Highway 77 on Lincoln's southwest periphery to existing Nebraska Highway 2 on the southeast side of the city. Intended to divert freight traffic from city streets and to provide for future traffic needs, this was an important addition to the regional transportation system that will affect traffic movement in the years and decades ahead. Traffic count data provided by NDOT shows traffic along the corridor ranging between 7,300 vehicles per day, on average (2024 AADT) along the eastern half of the new corridor and 10,600 vehicles per day, on average, along the western half of the corridor (2023 AADT).

The emergence of pedal-assist electric bicycles, more commonly known as **e-bikes**, has been notable in recent years. Both privately owned e-bikes and those available for rent through the BikeLNK program have grown in number and usage.<sup>1</sup> E-bikes are allowed along bike trails, bike lanes and city streets within the City of Lincoln, but not on sidewalks. This development in cycling technology and price point expands accessibility to a greater number of people that can utilize bicycling for transportation and recreational purposes.



The passage of the **Infrastructure Investment and Jobs Act (IIJA)**, also known as the **Bipartisan Infrastructure Law (BIL)**, ushered in significant additional federal funding for transportation-related infrastructure. In particular, new programs and discretionary grant opportunities became available. The Lincoln MPO and its member agencies was successful in securing hundreds of millions of dollars in funding for projects such as 33<sup>rd</sup> and Cornhusker Intersection and Safety Improvements, the Multimodal Transportation Center, Fletcher Road Reconstruction from N. 84<sup>th</sup> to N. 148<sup>th</sup> Streets, among others. With the change in presidential administration following the November 2024 election, federal administrative policies have shifted, and some programs and policies are facing future uncertainty.<sup>2</sup> The IIJA will expire in September 2026, and it is unknown whether a new transportation reauthorization bill will be passed and, if so, whether existing programs will be changed drastically.

<sup>1</sup> Photo courtesy of City of Lincoln, <https://www.lincoln.ne.gov/City/Departments/LTU/Transportation/Traffic-Engineering/Active-Transportation/BikeLNK>

<sup>2</sup> <https://www.transportation.gov/briefing-room/first-100-days>

Locally, the second passage, by an overwhelming margin, of the quarter-cent sales tax (“Lincoln on the Move”), in May 2025, for roadway maintenance represented strong public support for the funding source. The initiative funds, approximately \$18 million annually for street repairs, rehabilitation, and new street developments, and will be available through 2033.

The COVID-19 pandemic and its impact on **remote working and commuting patterns** continues to have a ripple effect years later. While some organizations and companies have required employees to return to in-person work,<sup>3</sup> others have continued to allow flexible work locations and schedules. Traffic volumes have returned and surpassed pre-pandemic levels, but hourly volumes have adjusted slightly, perhaps reflecting the fact that commuter patterns have changed. One of the largest impacts of the pandemic on transportation was the sharp decline in **transit ridership**. While transit ridership has returned to pre-pandemic levels, discussion continues in planning about redesigning transit networks,<sup>4</sup> and concerns about the potentially devastating losses in funding for transit both at federal and state levels throughout the country.

The focus on **safety** has been a major theme in transportation in recent years. The introduction of required safety performance measures (PM1) for MPOs and state DOTs represented an important shift in transportation planning to use metrics to measure safety, and tie those results to funding. In addition, the creation of Safe Streets for All (SS4A) provided states and local governments with funding to create safety-related plans that identify needed/critical safety improvements. Both the City of Lincoln and Lancaster County applied for and received awards to develop Safety Action Plans through this program. Stakeholders in this planning effort commented that dangerous driving that increased during the pandemic, during low traffic volume levels, seems to have endured, as participants continue to observe higher speeds and more dangerous traffic behaviors in the Lincoln area.

The City of Lincoln has continued a policy of implementing **roundabouts** as part of the effort to improve safety. As roundabouts have been widely introduced across the United States over the past two decades, they are often controversial. Initial public feedback during the LRTP update reflects this split of opinion, with some expressing dislike for roundabouts and others supportive of them.

Committee members from the City and County have been generally pleased with the **funding splits between Lincoln and Lancaster County** at the MPO-level. A desire was expressed during the LRTP update process to review the ranking criteria and prioritization process to ensure that selected projects accurately reflect the goals and objectives of the Lincoln MPO.

---

<sup>3</sup> <https://www.cbsnews.com/news/amazon-other-companies-return-to-office-mandate/>

<sup>4</sup> <https://enotrans.org/article/bus-network-redesigns-in-the-modern-age-how-u-s-transit-agencies-adapt-to-evolving-travel/>