



LINCOLN MOBILITY PLAN

November 23, 2026

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List of Acronyms

ADA	Americans with Disabilities Act	MUTCD	Manual on Uniform Traffic Control Devices
AARP	American Association of Retired Persons	NDOT	Nebraska Department of Transportation
BRT	Bus Rapid Transit	NRD	Natural Resources District
CIP	Capital Improvement Program	PLTS	Pedestrian Level of Traffic Stress
DU/AC	Dwelling Unit per Acre	POPC	Project Oversight Planning Committee
FHWA	Federal Highway Administration	PROWAG	Public Right of Way Accessibility Guidelines
HIN	High Injury Network	ROW	Right of Way
LPR	Lincoln Parks and Recreation	TDP	Transit Development Plan
LRTP	Long Range Transportation Plan	TIF	Tax Increment Financing
LTS	Level of Traffic Stress	TOD	Transit Oriented Development
LTU	Lincoln Transportation and Utilities	UNL	University of Nebraska-Lincoln
MOD	Mobility-Oriented Development	USDOT	U.S. Department of Transportation
MMTC	Multimodal Transportation Center	VRU	Vulnerable Road User
MPO	Metropolitan Planning Organization	VZAP	Vision Zero Action Plan
MRSC	Municipal Research and Services Center (Washington)		

Glossary

Active Transportation – Human-powered forms of travel such as walking, bicycling, rolling, scootering, skateboarding, and similar modes.

Accessibility – The extent to which transportation facilities and services can be safely and conveniently used by people of all ages and abilities, including people with disabilities.

Bicycle Boulevard – A low-speed, low-volume street designed to prioritize bicycle travel through traffic calming and intersection treatments.

Bike Lane – A designated portion of a roadway reserved for bicycle travel.

BikeLNK – Lincoln's public bicycle sharing system.

Buffer – A physical or painted separation between travel modes, such as between bicycles and motor vehicles or pedestrians and traffic.

Build-to Zone – A zoning requirement establishing a minimum and maximum distance a building may be set back from the street to encourage pedestrian-oriented development.

Complete Streets – A transportation planning and design approach that safely accommodates people walking, bicycling, rolling, using transit, driving, and moving goods.

Cross-Town Connection – A corridor that provides continuous multimodal travel across multiple areas of the city.

First- and Last-Mile Connection – The portion of a trip between a person's origin or destination and a transit stop or station.

Functional Classification – A system that categorizes roadways according to their intended transportation function, such as arterial, collector, or local street.

High Injury Network (HIN) – Streets and intersections where serious crashes are concentrated and safety improvements are prioritized.

Intermodal Mobility Node – A location where multiple transportation modes intersect to facilitate transfers between walking, bicycling, transit, and other travel options.

Level of Traffic Stress (LTS) – A measure of how comfortable a roadway is for bicyclists based on factors such as traffic speed, volume, and roadway design.

Micromobility – Small, lightweight transportation devices such as bicycles, e-bikes, and e-scooters used for short trips.

Mobility Node – A designated location where multiple transportation modes connect, and amenities are provided to improve multimodal travel.

Mobility-Oriented Development (MOD) – Development designed around mobility nodes that supports walking, bicycling, transit, and other multimodal transportation through land use, site design, and appropriate density.

Multimodal Transportation – A transportation system that supports multiple travel modes including walking, bicycling, transit, micromobility, automobiles, and freight.

On-Street Bicycle Facility – Bicycle infrastructure located within the roadway, including bike lanes, buffered bike lanes, protected bike lanes, and shared lane markings.

Pedestrian Realm – The public environment experienced by people walking, including sidewalks, crossings, landscaping, lighting, and streetscape elements.

Protected Bike Lane – A bicycle lane physically separated from motor vehicle traffic by curbs, posts, landscaping, or other barriers.

Shared-Use Path (Trail) – An off-street facility designed for use by pedestrians, bicyclists, and other nonmotorized users.

Sidepath – A shared-use path located parallel to a roadway but physically separated from traffic.

Street Typology – A context-sensitive street classification that guides roadway design based on transportation function, land use, and multimodal priorities.

Traffic Calming – Physical or operational measures intended to reduce vehicle speeds and improve safety for all roadway users.

Transit-Oriented Development (TOD) – Compact, mixed-use development focused around high-capacity transit stations to encourage transit use and reduce automobile dependence.

Vision Zero – A transportation safety strategy that aims to eliminate traffic fatalities and serious injuries through safer roadway design, education, enforcement, and policy.

Vulnerable Road User (VRU) – People at greater risk of injury in traffic crashes, including pedestrians, bicyclists, people using wheelchairs or mobility devices, and motorcyclists.

Wayfinding – Signs, maps, and information systems that help people navigate between destinations using various travel modes.

Chapter 1: Introduction

The Lincoln Mobility Plan provides a unified vision for the multimodal system, improving how people move throughout the city, enhancing existing transportation facilities, and guiding the development of new ones. The City of Lincoln is known for a robust multimodal transportation system that includes opportunities for walking, biking, rolling, transit use, and recreation. Focused on meeting the needs of people of all ages and abilities, the plan builds on the momentum of recent years and identifies new opportunities to better coordinate infrastructure investments that support multimodal transportation and recreation.

The Lincoln Mobility Plan updates and consolidates Lincoln's pedestrian and bicycle planning efforts, including the following plans:

- 2013 Pedestrian & Bicycle Capital Plan
- 2019 Lincoln Bike Plan
- Additional plans and policies that relate to and reference the Lincoln Mobility Plan

The intent of the Lincoln Mobility Plan is to coalesce the multimodal planning work that has been undertaken in recent years, with a fresh approach that comprises a single, comprehensive strategy.

Lincoln: An Active Community

Lincoln boasts a strong bicycle- and pedestrian-friendly culture. The city's ever-expanding trail network now approaches 200 miles and when survey respondents were asked what they like best about transportation in Lincoln, "trails and biking" opportunities was the top answer. The city enjoys silver level status as a Bicycle Friendly Community as designated by the League of American Bicyclists¹ and is ranked in the Top 20 Livable Cities among communities of its size by AARP.²

Strong opportunities for walking and biking are cited as key components of quality of life within Nebraska and are used as a recruiting tool. The statewide talent attraction campaign, "The Good Life is Calling,"³ highlights hiking trails and bike paths as a transportation asset, while also promoting the state's trails for outdoor recreation.

Lincoln's population is diverse and steadily growing. Home to the University of Nebraska-Lincoln, the state's flagship university, a continual influx of young adults provides vibrancy to the city and its transportation system. Studies and reports show that having a community that is friendly to active transportation and recreation opportunities not only attracts new residents, but also leads to a healthier, more productive workforce.⁴

¹ [Bicycle Friendly Community Report Card](#)

² [AARP Livability Index™ Top 100](#)

³ [Nebraska: The Good Life is Calling](#)

⁴ For example, see ["Protected Bike Lanes Mean Business"](#)

The city's active transportation culture is valued by the city's leadership and many residents. Maintaining and expanding this system will be critical to the city's quality of life and efforts to attract and retain residents and businesses.

Planning Context

The Lincoln Mobility Plan was developed in coordination with the Lincoln-Lancaster County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP). The LRTP serves as the federally recognized transportation plan that identifies strategies and priority projects for federal funding in Greater Lincoln. The LRTP is developed in close coordination with the City-County Comprehensive Plan.

The Lincoln Mobility Plan evaluates and addresses streets, transit, and active mobility in greater depth, with the findings and recommendations informing the LRTP. The Lincoln Mobility Plan is similarly built upon the same strong foundation of past transportation planning work and decision-making in the community. This section summarizes the broader context and history that were key to developing the plan and setting it up for success.

Planning Process

Development of the Lincoln Mobility Plan was initiated following the initial round of community engagement for the broader LRTP, which collected a substantial amount of detailed input focused on multimodal travel throughout Lincoln. Following a thorough review of relevant input and existing conditions related to multimodal safety, connectivity, travel patterns, etc., the Lincoln Mobility Plan process included four primary steps:

- Mobility Node Identification & Definition
- Street Typology Definition
- Network Visioning & Project Development
- Project Evaluation, Refinement, and Prioritization

The inputs and outcomes of each of these steps towards developing the Lincoln Mobility Plan are detailed further in this report.

The Lincoln Mobility Plan & Lincoln's Modal Networks

The Lincoln Mobility Plan provides a comprehensive framework for the integration and enhancement of all modal elements of the transportation system including active transportation, transit, and motor vehicle travel.

Active Transportation

Active transportation refers to people walking, biking, and using other active modes, such as scootering, skateboarding, or rollerblading. Active transportation infrastructure covers a broad range of facilities, including trails, sidewalks, bike lanes, and newer facility types such as bicycle boulevards. In addition to providing transportation choices, active transportation supports public health by encouraging physical activity, helps improve air quality and sustainability by reducing reliance on single-occupancy vehicles, and can reduce traffic congestion by shifting some trips

to non-motorized modes. Investments in active transportation can also improve safety when facilities are designed to separate users from vehicle traffic and can support local economic activity by increasing access to businesses, schools, parks, and community destinations. The on-street bicycle network is a primary focus of the Lincoln Mobility Plan, as it provides a comprehensive update to the 2019 Lincoln Bike Plan. The plan includes an on-street bicycle network vision with prioritized project recommendations as detailed later in this report. Pedestrian connectivity is also considered heavily throughout the planning process and strategy development.

The existing trail network and future trail improvements recommended in the LRTP were key inputs during development of on-street bicycle recommendations, as a focus of the Lincoln Mobility Plan is to better integrate the on-street and off-street systems into a more cohesive and robust overall active transportation network. Identification of mobility nodes throughout Lincoln also included the existing trail system as a factor. The trail system is beloved and well-used by the community. However, accessing trails via walking or biking is currently challenging in some parts of the city; improved on-street facilities are needed to fill these access gaps, and many of the recommended on-street bike projects would directly connect to trails.

Transit

The existing transit system and future improvements recommended in StarTran's Transit Development Plan provided key inputs during development of the Lincoln Mobility Plan recommendations. The existing transit system and concepts for future planning recommendations are recognized as vital to developing a multimodal transportation system that serves people of all ages and abilities. A key emphasis of the Lincoln Mobility Plan is to better connect people to transit via biking, walking, and scooting through mobility nodes, which are described in detail in Chapter 5. The Multi-modal Transportation Center (MMTC) further supports these goals by creating a centralized, accessible transportation hub that strengthens connections between transit, walking, bicycling, and other travel modes, serving as a key destination within Lincoln's broader multimodal network. The recommendation to develop mobility nodes advances the redevelopment nodes identified in the Comprehensive Plan to more fully incorporate multimodal transportation considerations and connections.

Roadway Network

Although the roadway network is commonly associated with vehicle traffic, it also serves as the foundation of the multimodal transportation network and the backbone for transit routes. People walk, bike or scooter within roadways and utilize on-street active transportation infrastructure (e.g., bike lanes) where it exists. In addition, adjacent bicycle, and pedestrian facilities such as sidewalks and sidepaths provide infrastructure that allows people to travel and recreate throughout the city.

Relationship to the LRTP

The Lincoln Metropolitan Planning Organization's Long Range Transportation Plan (LRTP) is the guiding document for transportation decision-making in the Lincoln region. Updated every five years per Federal requirements, the LRTP is developed through a collaborative process involving the City of Lincoln, Lancaster County, and municipalities within the County such as the Cities of Bennet, Hickman and Waverly,

the Nebraska Department of Transportation (NDOT), and other agencies. The LRTP provides a blueprint for the area's transportation system. The most recent LRTP was adopted in 2021, and its update is underway concurrently with the development of the Lincoln Mobility Plan.

Building from a thorough evaluation of the region's multimodal transportation system and extensive public outreach, the LRTP provides a wide-ranging set of recommendations for multimodal transportation improvement. The regular updates provide the community with the opportunity to better integrate the LRTP with other planning efforts, identify opportunities and challenges that lie ahead, reexamine the values as they relate to urban development and travel patterns, and communicate about what they want the transportation system to look like in the future.

Each iteration of the LRTP includes specific recommended roadway and trail projects, but has a comparatively high-level focus on active transportation, micromobility, and transit. The Lincoln Mobility Plan was developed as a sub-element of the 2026 LRTP update to integrate a more detailed assessment of needs and opportunities for those modes within the City of Lincoln, as well as a focused analysis of the overlap between transportation and development.

Lincoln Vision Zero Action Plan

Concurrent to development of the Lincoln Mobility Plan and the LRTP, the City of Lincoln was developing the Safe Streets Lincoln – Vision Zero Action Plan (VZAP). This plan, completed in March 2026, establishes a data-driven and community-informed roadmap to reduce serious injury crashes and eliminate roadway fatalities while following the USDOT's Safe Streets and Roads for All Action Plan framework. Core elements of the VZAP which directly informed the Lincoln Mobility Plan include in-depth analysis of roadway safety data throughout the city, with a substantial focus on vulnerable roadway users, and a list of priority safety project recommendations. The High Injury Network and Vulnerable Road User (VRU) High Injury Network defined in the VZAP were informing factors to the Lincoln Mobility Plan's project prioritization framework detailed later in this report; and during Lincoln Mobility Plan recommendation development and evaluation, the VZAP recommendations were reviewed to ensure consistency.

Previous Plans

The Lincoln Mobility Plan builds upon a strong foundation of adopted plans, policies, and programs that guide transportation, land use, redevelopment, safety, and public investments across the community. This section offers a high-level look at the key local and regional planning efforts that inform the goals, priorities, and recommendations of the Lincoln Mobility Plan.

Plan Forward – 2050 Lincoln Comprehensive Plan

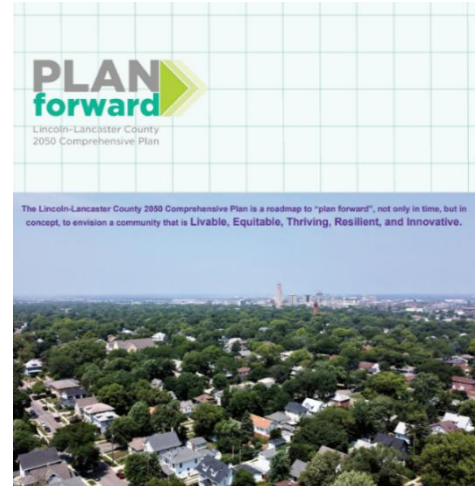
Lincoln-Lancaster County's long-range comprehensive plan guides growth and development across land use, transportation, housing, utilities, parks, and community facilities. The plan emphasizes the role that land use has in creating compact, connected communities that provide opportunities for complete transportation networks that support livable, walkable neighborhoods. It establishes policies that encourage continued growth in multimodal access to opportunities.

The Lincoln Mobility Plan was developed in close coordination with the Comprehensive Plan, which is updated every five years. The current Comprehensive Plan establishes a vision for the 2050 planning horizon year, and includes goals, policies, and action steps to implement that vision.

The Lincoln Mobility Plan translates Plan Forward-2050's transportation and connectivity goals into actionable strategies and projects. By focusing on bicycle, pedestrian, and transit infrastructure, the Lincoln Mobility Plan supports the Comprehensive Plan's vision for equal access, reduced reliance on single-occupancy vehicles, and enhanced quality of life for all community members.

Lincoln Area Redevelopment Plans

The City of Lincoln has 31 area redevelopment plans. Redevelopment plans analyze existing conditions in a designated area, including land use, zoning, recreational facilities & trails, transportation, public utilities, and historic significance. These plans are supported by the Comprehensive Plan and are used to document areas of blight and substandard conditions, enabling the use of financing tools such as Tax-Increment Financing (TIF) to support redevelopment and related infrastructure improvements. In the past, the City has used TIF funds for redevelopment and associated infrastructure needs, such as bicycle and pedestrian projects.

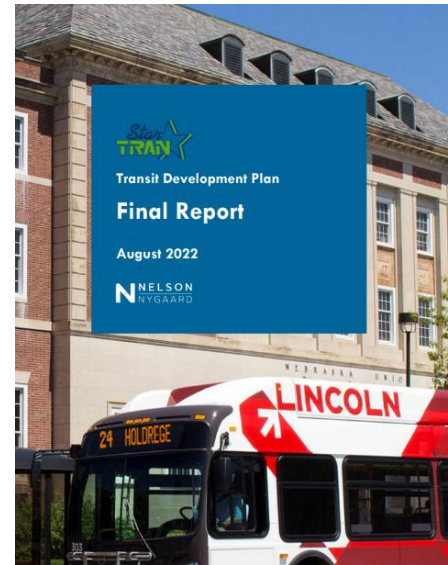


The Lincoln Mobility Plan will be used as a reference for future redevelopment plans and projects. Projects must be consistent with local plans and policies which will include the Lincoln Mobility Plan and TIF is an effective tool to support some improvements to bicycle and pedestrian infrastructure. For example, the recent Q and P Street buffered bike lanes were constructed with support of TIF available through the Antelope Valley Redevelopment Plan area.

StarTran Transit Development Plan (2022)

The StarTran Transit Development plan provides a roadmap for enhancing Lincoln's public transit system. It evaluates existing services, identifies unmet needs, and recommends strategies to improve service coverage, frequency, reliability, and rider experience. The Plan also addresses long-term transit investments and operational considerations.

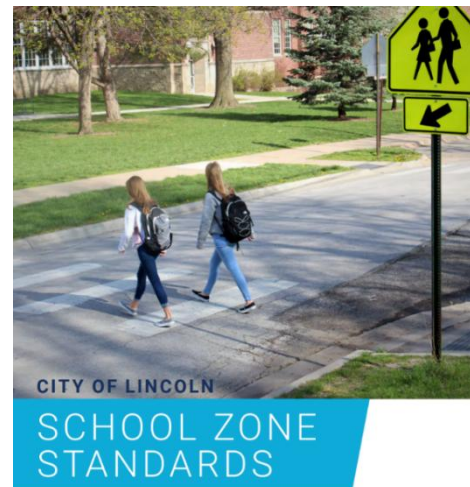
The Lincoln Mobility Plan builds upon this plan by emphasizing first- and last-mile connections, Complete Streets, and transit supportive infrastructure such as sidewalks, bike facilities, and safe crossings. By coordinating active transportation improvements with transit planning, the Lincoln Mobility Plan reinforces StarTran's role as a core component of Lincoln's multimodal network.



Lincoln School Zone Standards

The Lincoln School Zone Standards establish design and operational guidance to improve safety and accessibility around schools. These standards address traffic calming, signage, crossings, sidewalks, and other ways to reduce conflicts between vehicles and students walking or biking to school.

The Lincoln Mobility Plan incorporates these standards by identifying opportunities to strengthen walking and biking connections to schools and prioritize safety improvements in school areas. Aligning mobility investments with school zone policies supports safer routes to school and encourages active transportation habits that can last a lifetime.



Lincoln Bike Plan (2019)

The Lincoln Bike Plan, adopted in 2019, provides a comprehensive set of infrastructure recommendations for enhancing the comfort and convenience of the on-street bicycle network, including new designated facilities, intersection improvements, and wayfinding. This Plan was built upon the 2013 Bicycle and Pedestrian Capital Plan, which was developed as a strategic objective from the City and County's then-recently completed planning process. The plan uses

transportation and land use data to support connectivity, safety, and expand the active transportation network.

The Lincoln Mobility Plan updates and expands upon this previous work by incorporating on-street bicycling into a citywide, multimodal framework. It considers on-street bike facilities alongside off-street trails, sidewalks, and transit access to ensure a cohesive and legible mobility network.

Other Plans

Other plans were reviewed and considered in the development of the Lincoln Mobility Plan. These plans included the following:

- *Lincoln Age-Friendly Action Plan* (2026)
- *Lincoln Capital Improvement Program* (FY 2026/27-2031/32)
- *Annual Trail Report* (2025)
- *Sidewalk Program Report* (2025)
- *Lincoln Parks & Recreation 10-Year Facilities Plan* (2023)
- *Lincoln Tax Increment Financing (TIF) Policy* (2022)
- *Lincoln Climate Action Plan* (2021)
- *Lancaster County Rural Local Road Safety Plan* (2021)
- *NDOT Statewide 2040 Transportation Plan* (2021)
- *Lower Platte South NRD Master Plan* (2019)
- *Lincoln Bicycle Facility Design Guide* (2018)
- *Plan Big: UNL's Campus and Landscape Master Plan* (2013)



Above: Nebraska State Capitol

Chapter 2: Vision & Goals

The Lincoln Mobility Plan sets forth a comprehensive, integrated vision for high-quality multimodal access throughout Lincoln. Building on the foundation of the Lincoln Bike Plan, it expands beyond walking and biking modes to include transit, micromobility, and “first- and last-mile connections” (access from origins and destinations to transit).

The planning process was informed by the Project Oversight Planning Committee (POPC), whose efforts led the development of the Lincoln Mobility Plan as well as the LRTP. In addition, the Lincoln Mobility Plan Advisory Subcommittee focused specifically on the Lincoln Mobility Plan. The Subcommittee’s input aligned community priorities and best practices related to safety, access, and livability, while remaining consistent with the overarching vision and goal framework consistent with other Lincoln efforts mentioned in the previous chapter, such as the LRTP, the Vision Zero Action Plan and other initiatives.

Vision

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.

Goals

Seven goals drive the Lincoln Mobility Plan development process. Each of the goals were considered in the plan development and project identification process.

Safety

A safer multimodal network that supports walking, biking, rolling, and transit access in a manner that eliminates fatal crashes and reduces serious injury crashes.

Connected Network

A connected citywide network linking people – both in established areas and the growing edges – to goods, services, and amenities such as jobs, schools, services, parks, and transit access.

Access & Opportunity

A reliable multimodal network that supports daily travel needs for all members of the Lincoln community through practical travel choices, especially in areas with limited transportation options.

Healthy, Active Lifestyle

A city designed to encourage active transportation and cultivate healthier, more livable neighborhoods.

Sustainable Mobility

A transportation system that advances clean technologies, improves air quality, uses resources efficiently, and strengthens long-term resilience.

Economic Vitality & Access to Jobs

A multimodal system that builds a stronger economy through improved access to jobs, education, and key destinations, supporting talent attraction and long-term retention.

Implementation, Funding & Partnerships

Cost-effective implementation of the Mobility Plan through a coordinated 'dig once' approach, backed by reliable funding and strong partnerships.



*Above: Pedestrians enjoy the Antelope Valley Trail in Central Lincoln.
(Source: Lincoln.org)*

Chapter 3: Community Engagement

Community engagement comprised an essential part of the Lincoln Mobility Plan effort to ensure that recommendations were informed by and consistent with the mobility experiences and needs of Lincoln community members. By working to understand lived experiences and incorporate them into the development of the plan, the plan will more closely align with the needs of community members and in the long term, lead to improvements that will have measurable impacts on community mobility.

The public agency and stakeholder input process began in Fall 2025 with a project kickoff meeting to confirm the project goals and objectives as well as identify critical concerns for the project. Public engagement was split into distinct phases:

- **Listening and Discovery (Fall 2025):** To understand how people currently travel, identify barriers and needs, and raise awareness of the planning effort.
- **Priorities and Tradeoffs (Winter/Spring 2025-2026):** To share draft goals and strategies; to gather input on priorities for investment and tradeoffs across the transportation system.

Following the second phase of public engagement, input from the public and stakeholders was used to refine the draft Mobility Plan. Staff and committee members reviewed the draft, and final edits were made prior to the plan's consideration and adoption.

Community Engagement Goals and Efforts

To effectively gather feedback from the public, the community engagement effort for the Lincoln Mobility Plan was paired with involvement efforts for the Long Range Transportation Plan update and Comprehensive Plan update, collectively called Plan Forward. The public engagement process for the three planning efforts was centered around a core set of goals, including:

- Building awareness and transparency through the planning process
- Elevating public input as a foundation for both the Lincoln Mobility Plan and the 2050 LRTP Update
- Reaching historically underrepresented communities and incorporating lived experience
- Connecting engagement activities to meaningful outcomes and plan recommendations
- Supporting long-term community buy-in and understanding

To reach a wide range of stakeholders, a variety of engagement methods were used to ensure broad participation and understanding.

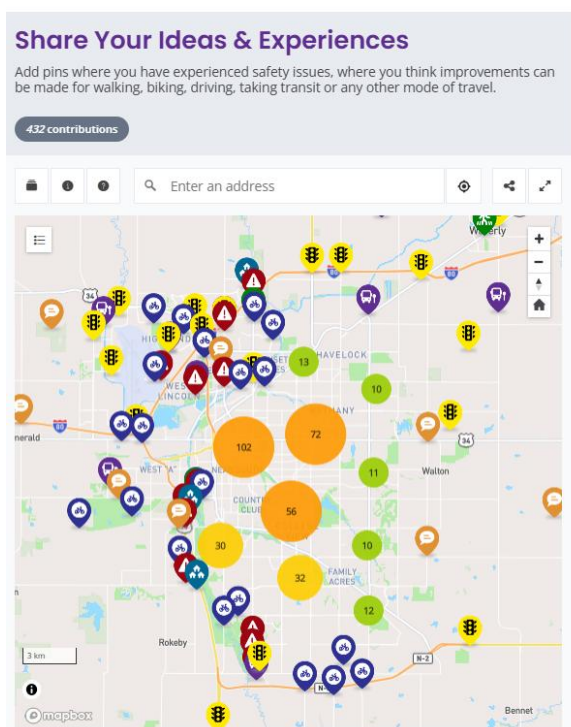
Throughout the planning process, a project website was hosted on Social Point, an online public engagement tool. The site provided basic information about planning efforts, including contact information, public meeting materials, and opportunities to provide feedback or ask questions. Integrated into the website was an interactive commenting map that included layers representing transportation elements, such

as existing infrastructure or potential future project locations, on which community members were able to comment. An example of a commenting map is shown in **Figure 1**.

Phase 1 Engagement

Phase 1 of the Lincoln MPO's Long Range Transportation Plan (LRTP) and Mobility & Plan focused on understanding how people travel today, identifying barriers and needs, and validating 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.

Figure 1. Map and Phase 1 Engagement At-a-Glance, as seen on the Project Website



Phase 1 Engagement At-a-Glance:

- **2,089** page views
- **953** unique visitors
- **700** total contributions
- **163** contributors
- **434** map posts
- **236** quick poll responses
- **1,023** engagements in total
- **95** attendees at the public open house
- **298** community members engaged at pop-up events

Focus Group Discussions

To help guide the development of the Lincoln 2050 Long Range Transportation Plan (LRTP) update, the Lincoln Mobility Plan, and the Comprehensive Plan update, the project team organized a series of ten focus group discussions, with one concentrating on active mobility. These meetings were designed to gather early input from key community stakeholders on transportation opportunities, challenges, and priorities. Each focus group brought together representatives from various sectors, including housing, health, business, education, services for the aging population, and transportation.



Focus group participants were asked to share ideas that represent how they view the community evolving and how to consider transportation priorities for the future. Insights related to the Lincoln Mobility Plan. Across all focus groups, these were:

- Transportation needs are diversifying with more **flexible transit options**, increased rideshare use, and non-traditional options like scooters and e-bikes.
- **Aging populations** require better medical and accessible transit, while infrastructure faces strain from heavier traffic, faster travelers, and mixed vehicle types.
- **Reliability and staffing shortages** in transit services add complexity.

Focus group participants were also asked to reflect on and discuss goals and identify their top three priorities:

1. **Access and Opportunity:** Ensure broad access to jobs, services, and resources for all residents.
2. **Safety and Security:** Foster a transportation system that protects users and promotes community confidence.
3. **Mobility and System Reliability:** Deliver a transportation system that is dependable, efficient, and supports seamless travel across modes.

Phase 2: Priorities and Tradeoffs

Over the winter and spring of 2025/2026, the project team incorporated the comments and input received and worked to create an active transportation system plan for the City of Lincoln. This process included extensive collaboration with city staff and the project committees to review the proposed concepts, evaluation criteria, projects, and policies.

Public engagement during Phase 2 invited feedback on proposed projects for the on-street bicycle-pedestrian projects and future trail projects through an in-person open house, pop-up events at the University of Lincoln and Mahoney Park, and online survey and mapping tools. In addition, participants were encouraged to complete a funding activity in which they allocated points to various project types to indicate their relative importance.

Feedback received on the material presented included:

- **Safety** remained a consistent theme. Participants highlighted concerns related to intersection operations, crossing safety, speeding, and roadway design, while emphasizing the importance of creating safer conditions for people walking, bicycling, rolling, and driving.

Phase 2 Engagement At-a-Glance:

- **1,274** page views
- **996** unique visitors
- **194** contributors
- **831** document downloads
- **75** video views (on YouTube, not counted on the project website)
- Visitors included 14 Spanish, 5 Arabic, 1 Somali, and 1 Vietnamese **language users**
- **204** interactions related to transportation funding priorities
- **125** trail project interactions
- **118** bicycle and pedestrian project interactions

- Many comments focused on expanding and improving the **active transportation network**. Community members frequently discussed trail connectivity, sidewalk gaps, bicycle facilities, and safer crossings along major roadways. Several comments emphasized the importance of connecting neighborhoods, schools, parks, and activity centers through a more complete transportation network.
- **Transit** improvements also emerged as a recurring topic. Participants discussed opportunities to expand service to growing areas, improve connectivity between destinations, and provide additional transportation choices that reduce dependence on driving.



Above: May 2026 Open House held at the Lincoln Commercial Club.

Engagement Takeaways

Key takeaways from engagement efforts include:

- The community would like to see quality opportunities for biking and walking, including **seamless connections** between different parts of the city
- There are many **barriers** to multimodal travel, including network gaps, uncomfortable routes, and rail crossings
- Pedestrian **safety** is a key priority for the community, especially near pedestrian generators such as **schools** and shopping areas
- **Sidewalk conditions** are a concern across the community
- **Transit access** and overall regional connectivity are key issues

Chapter 4: Current Conditions

A key initial step in the development of the Lincoln Mobility Plan was a thorough assessment of current conditions for multimodal travel throughout Lincoln. This comprised a comprehensive infrastructure inventory, data analysis, and a relevant policy/program audit. This chapter provides an abridged overview of the Current Conditions Report, which is presented in full as **Appendix A. Existing Conditions Report**.

Existing Mobility Network Distribution

The Lincoln Mobility Plan was supported by an assessment of network conditions. This section describes relevant network conditions relative to the following modes:

- **PEDESTRIAN MOBILITY** is directly supported by trails, sidepaths, and sidewalks.
- **BICYCLE MOBILITY** is directly supported by trails, sidepaths, on-street bike facilities, and on-street bike routes. Sidewalks may also be considered part of the bike network when necessary to support mobility near parks, schools, recreation centers, and other node destinations where designated bike facilities do not exist to connect with the bike network.
- **MICROMOBILITY** is directly supported by the BikeLNK bikeshare and ScooterLNK e-scooter programs.
- **TRANSIT MOBILITY** is directly supported by StarTran services (such as fixed routes).

Table 1 summarizes transportation facility types with reference to their counts, standards, and operator.

Table 1. Mobility Network Existing Coverage

Facility Type	Counts	Department Standards****	Operator
Multi-Use Park Trails	127.2 Miles	LPR*	
Off Street Multi-Use Trail (Shared Use Path)	116.4 Miles	LTU**	LPR*
Sidepaths	99 Miles	LTU** (some segments overlap Off Street Multi-Use Trail segments above)	
On-Street Bike Facilities	7.2 Miles	LTU**	
On-Street Bike Routes	141 Miles	LTU**	
BikeLNK Bikeshare Stations	22	LTU**	Roam Share
ScooterLNK E-Scooter Stations	2	LTU**	Lime and Bird
Bus Routes***	18	StarTran	
Bus Stops	871	StarTran	

* Lincoln Parks and Recreation (LPR)

** Lincoln Transportation and Utilities (LTU)

*** Passenger Miles Traveled- 6.3 million annually

**** Refers to the City department responsible for issuing standard plans for facility

Figure 2 displays existing bicycle and pedestrian facilities within the City of Lincoln network that support neighborhood, area, and cross-town routes. Park Trails and Commuter Trails create a comprehensive framework for commutes or longer recreational trips. While on-street bike facilities are concentrated in the urban core and connect with a network of on-street bike routes, sidepaths are located throughout the community and serve a broader geographic area. Network gaps are most visible north of US Highway 6.

Figure 2. Trails and On-Street Bike Facilities

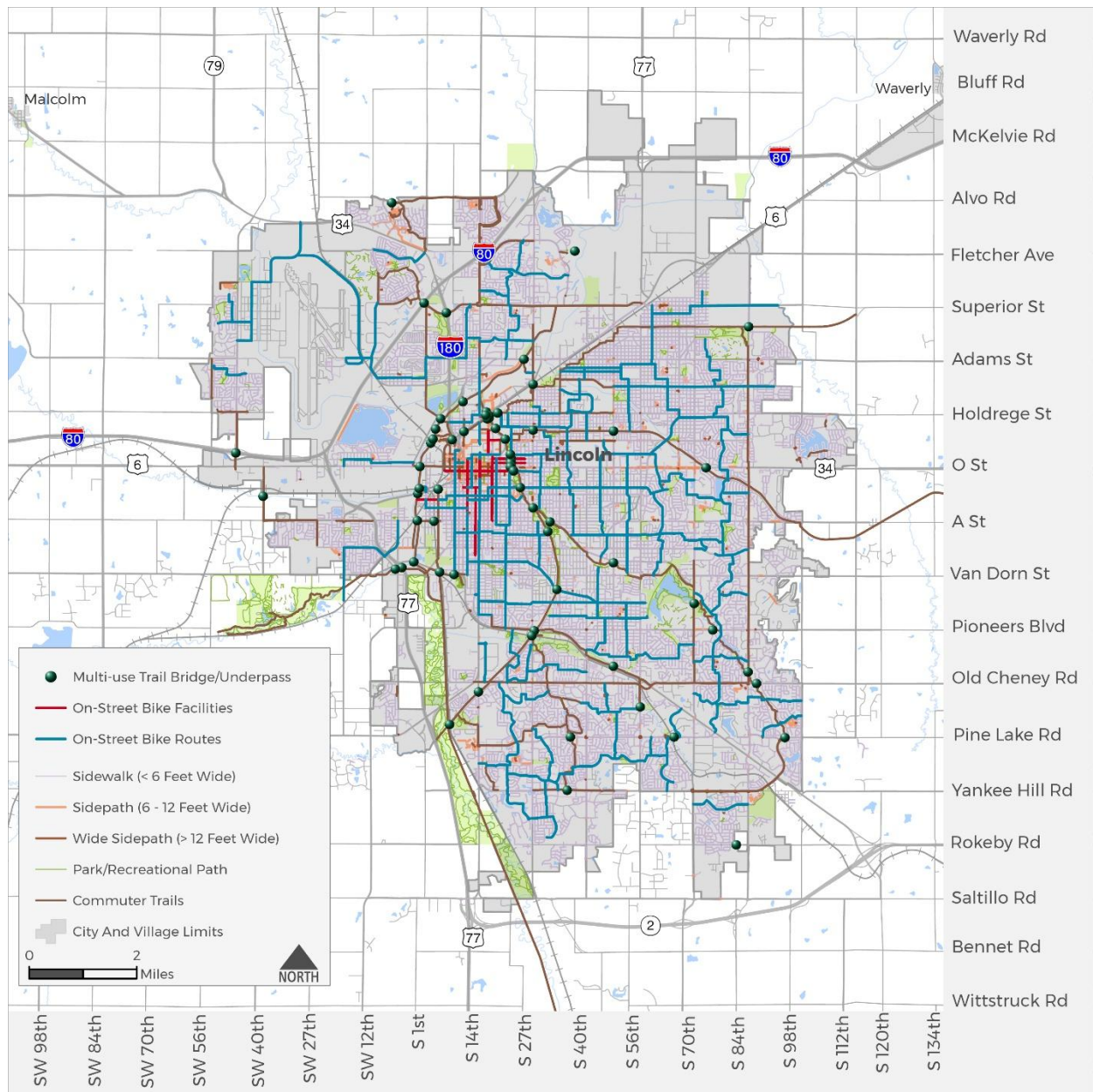
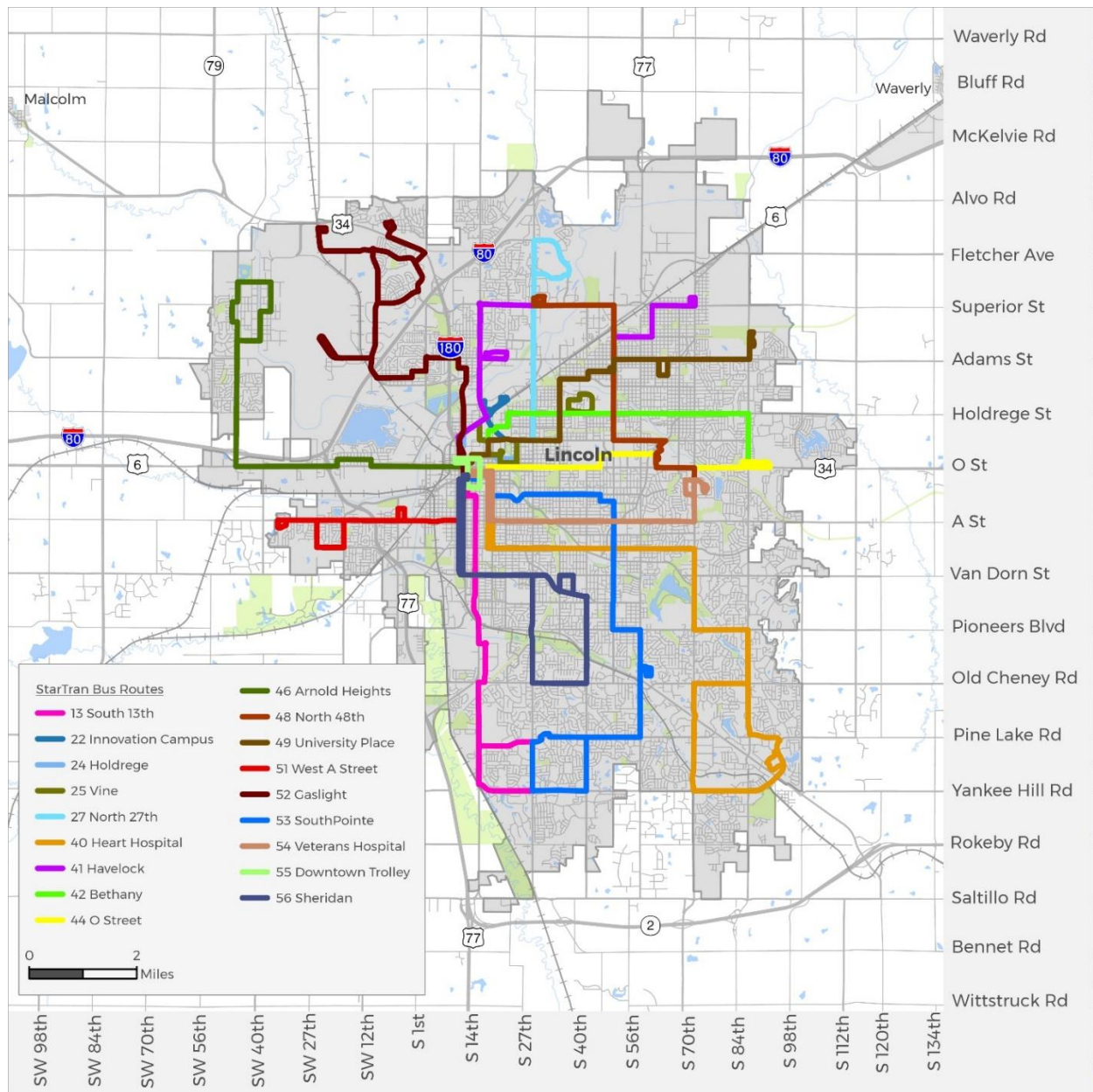


Figure 3 displays the existing StarTran fixed route network within the City of Lincoln. The transit system is organized to operate from a central transit node, and a majority of the routes circulate through downtown. Route locations and frequencies are guided by the Transit Development Plan. Some bus stops, particularly in and around downtown, are served by multiple routes to facilitate transfers. StarTran does not currently operate any satellite nodes for the transit network, but paratransit and VanLNK provide microtransit, and door-to-door services.

Figure 3. StarTran Fixed Route Network



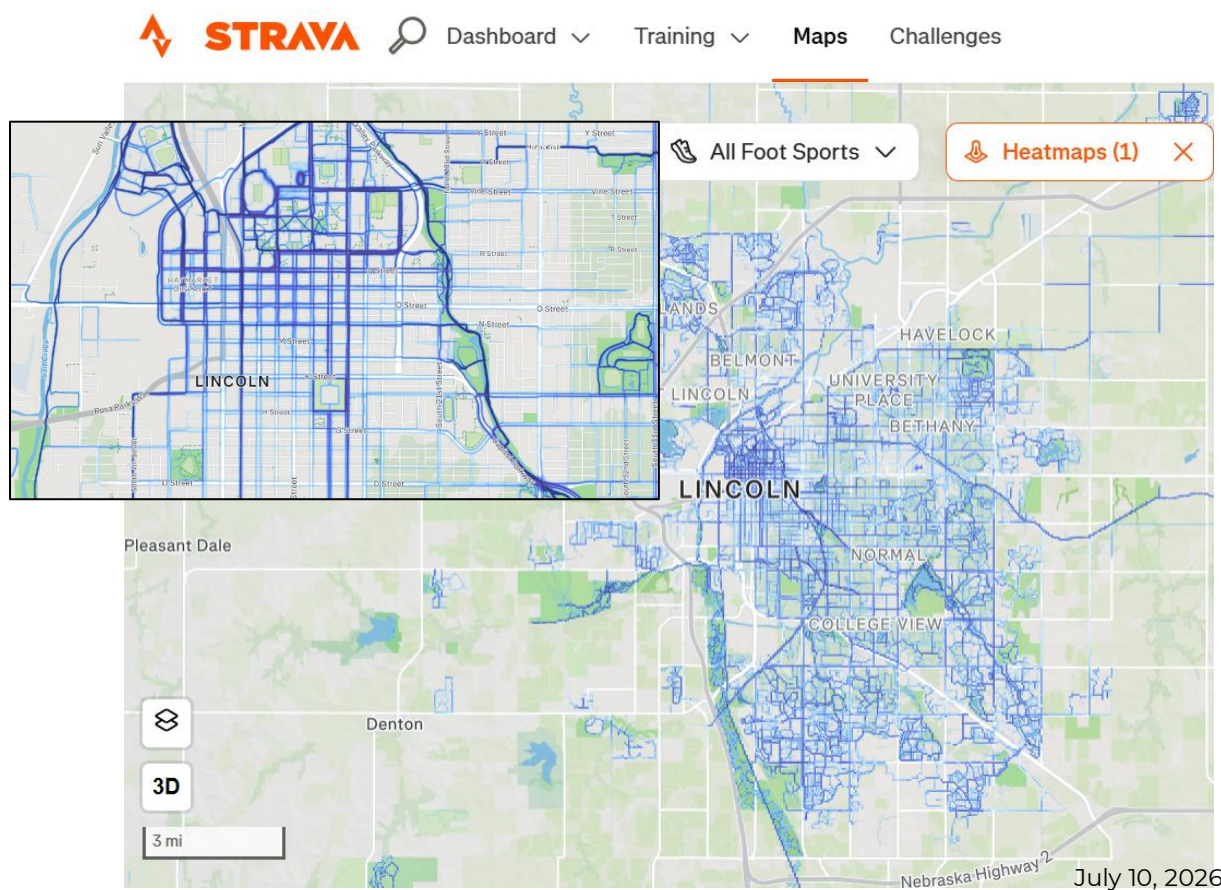
Existing Mobility Network Performance

The Lincoln Mobility Plan was developed considering existing network performance, to support project identification and prioritization.

User Counts/Estimates

The reliability and completeness of data sources for bicycle and pedestrian counts vary. One source for bicycle and pedestrian data is Strava, a fitness app that publishes heat maps of bicycle and pedestrian activities based on cell phone data. Although these maps are not quantitative or comprehensive, they can help identify areas of high activity when fully quantitative data is not available. Another source of data is city-collected traffic counts, which include data for vehicles, bicyclists, and pedestrians. During peak periods, there was an average of 46 bicycle and pedestrian intersection crossings, although 207 (40.1%) intersections reported none. Some intersections that saw higher use based on qualitative data from Strava heat maps were evaluated for full-day bike and pedestrian counts to expand on peak hour period counts. This data was used to understand mobility demand areas, shown in **Figure 4**. Darker, more defined lines indicate areas of higher popularity, while lighter lines indicate lower traffic areas.

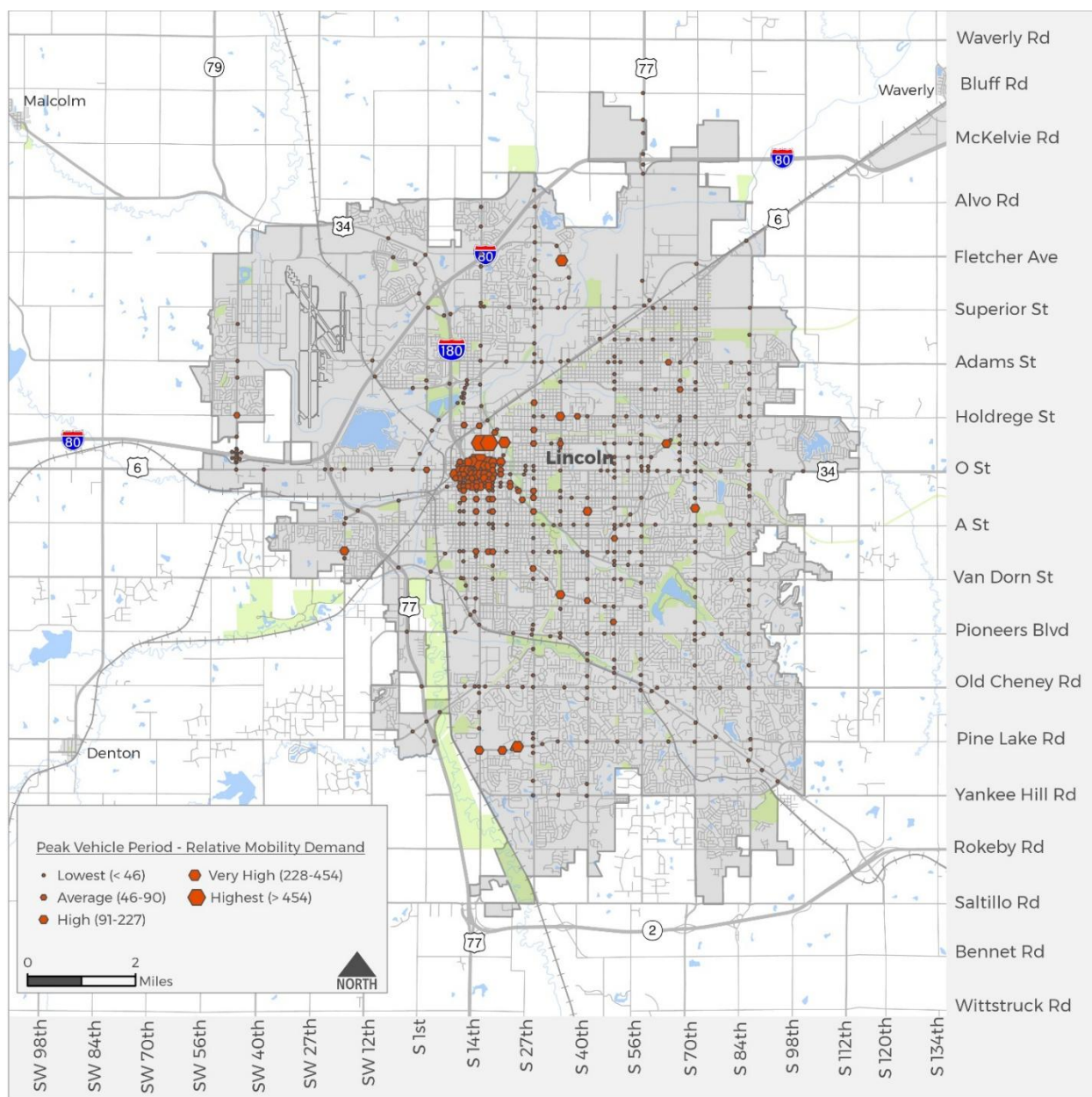
Figure 4. Strava Heat Maps



Data of various types and sources can support mobility evaluation and recommendations

Figure 5 displays intersections where the City of Lincoln collects traffic counts. Analysis software is used to isolate peak periods for vehicles and for active mobility. The relative demand for active mobility during the three peak periods is represented by five sizes. Clusters of intensity are visible in Downtown, Vine Street near the UNL City Campus, Pine Lake Road near Southwest High School and Scott Middle School, 33rd Street near Lincoln North Star High School, the MoPac Trail Crossing at Vine and Cotner Blvd. near Bethany Park, and others.

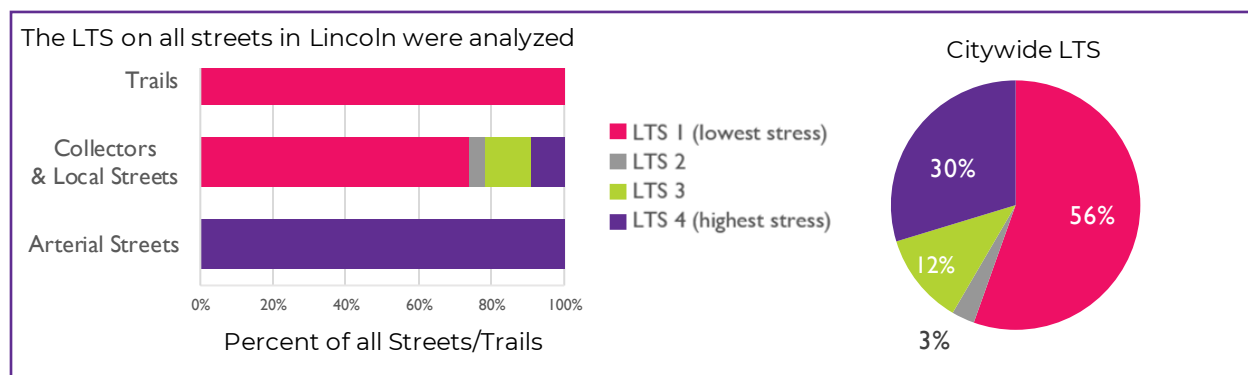
Figure 5. Peak Period Active Mobility Demand



User Comfort Level

The 2019 Lincoln Bike Plan applied Level of Traffic Stress (LTS) analysis to quantify bicyclist comfort throughout the city's street network. Compared to other methods, LTS places greater emphasis on vehicle speeds and traffic volumes, recognizing that most people are more comfortable riding on low-volume, low-speed streets and require greater separation from traffic as speeds and volumes increase.

LTS is determined using several base criteria, including street width, posted speed limit, and presence of on-street parking, along with additional criteria depending on facility type, such as bike lane width, traffic volumes, and number of driveways/street crossings. Streets are rated on a scale from 1 to 4, with 1 representing the lowest stress. More than half of Lincoln's streets are rated as LTS 1, while about 30% are rated as LTS 4, primarily along arterial roadways.

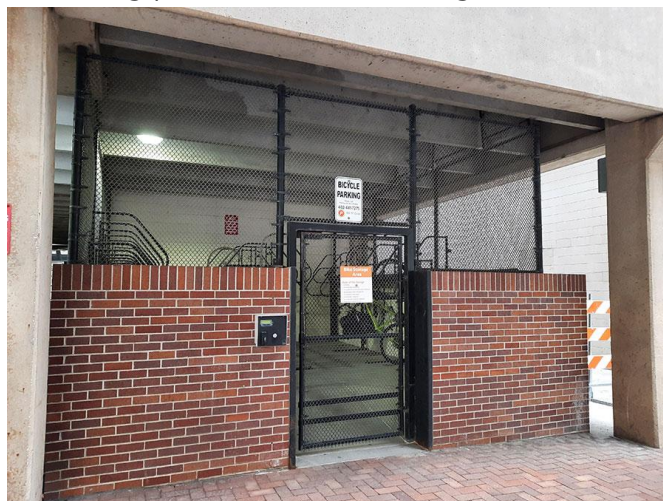


A similar analysis can be performed to produce a Pedestrian Level of Traffic Stress (PLTS) for segments and crossings. This metric can characterize pedestrian comfort level while traveling along or across the road segment using traffic volume, number of lanes, posted speed limit, sidewalk presence and width, shoulder/buffer width, median type, and crosswalk treatment and illumination.

Incorporating LTS and PLTS into planning and design helps support the development of active transportation infrastructure that is safer and more comfortable for users.

User Support Facilities

There are numerous public support facilities for cyclists that are made available throughout the city to encourage biking, including protected bike storage, bike repair stations, and outdoor bike racks. StarTran buses are also equipped with bike racks to ease the transition between mobility modes. Numerous private entities also provide support facilities such as employee and resident bike parking and storage. Another opportunity to encourage biking is to provide shower facilities for employees. Online mapping and tracking applications provided by the City, including StarTran services, help users locate and coordinate transportation within and between mobility networks.



Center Park Bike Corral.

Safety Analysis

The Lincoln Vision Zero Plan was developed using a comprehensive, data-driven analysis of crash patterns. This analysis identified the high risk network and informed policies aimed at eliminating all roadway fatalities and reducing serious injuries by 60% by 2045.

Crash data from 2014 to 2023 were used to develop the Vulnerable Road User (VRU) High Risk Network (**Figure 6**). Key findings from the crash data indicated that pedestrians, bicyclists, and motorcyclists are disproportionately represented in severe crashes compared to overall crash totals.

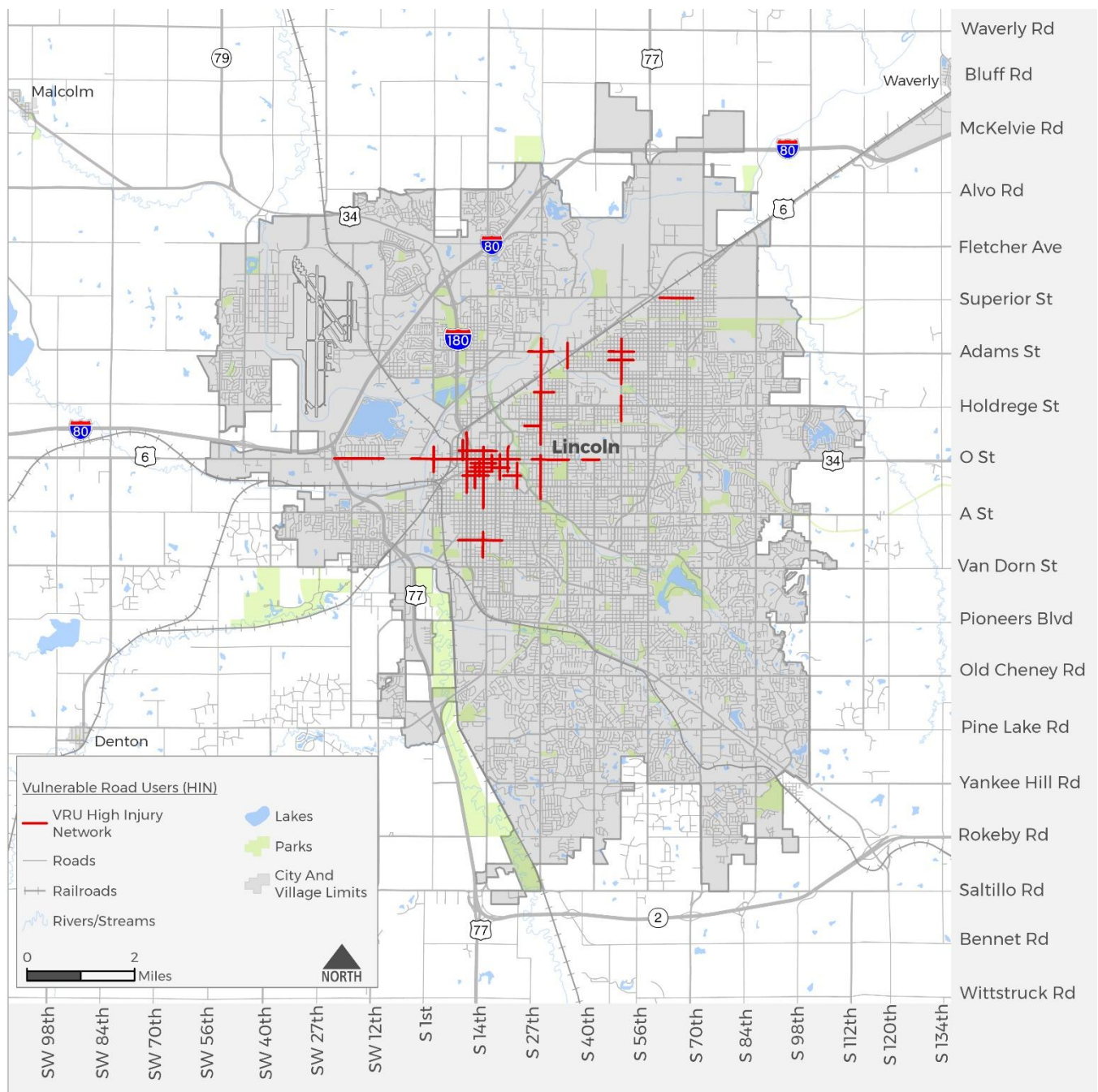
In response to the analysis conducted during development of the Vision Zero Action Plan, the City of Lincoln has implemented a range of safety measures to help protect all road users, including pedestrians, cyclists, and drivers. These findings and policies can be further supported by incorporating proven safety countermeasures into projects included in the Lincoln Mobility Plan.



Pedestrian Hybrid Beacon, a Proven Safety Countermeasure.

Figure 6 displays corridors where VRU crashes were most heavily concentrated. The conditions of these corridors (roadway type, travel pattern, land use, etc.) were used to identify corridors that may present a similar risk for VRUs. This set of roadways represents a high priority for planning for the safety, mobility, and connectivity of bicycle and pedestrian traffic. The network is highly concentrated in and around Downtown. Other key corridors include “O” Street, 13th Street, 27th Street, and 48th Street.

Figure 6. Vulnerable Road User High Injury Network



Programs and Policies

The City of Lincoln has many existing programs and policies to support the active transportation system. These are summarized below.

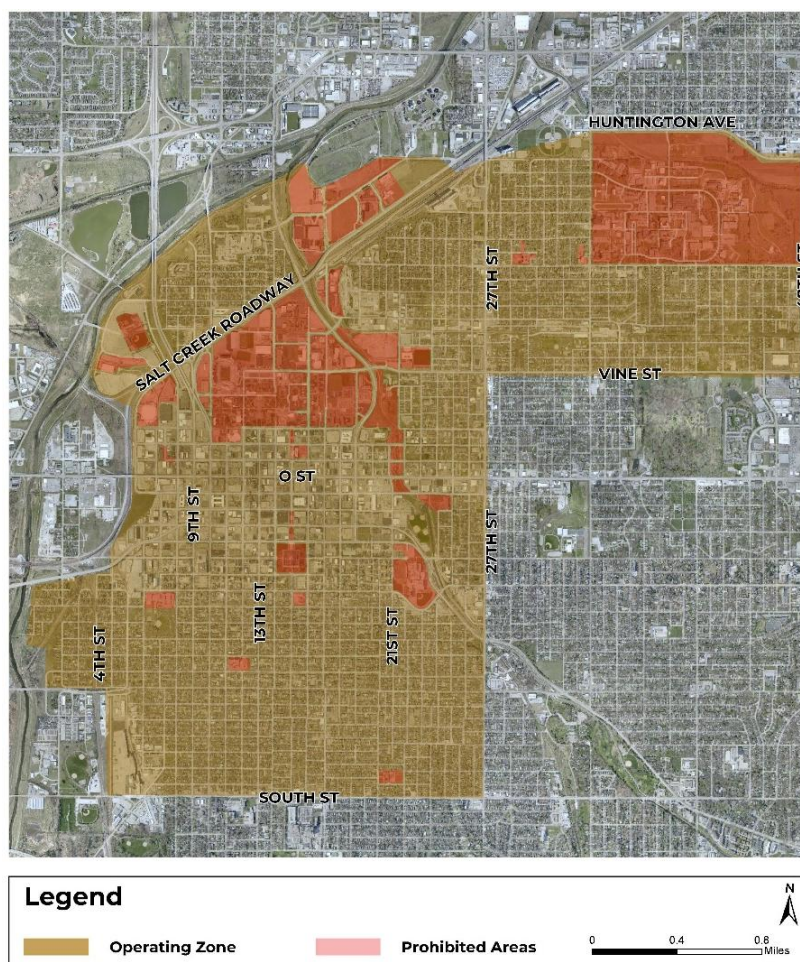
Complete Streets

The City's Complete Streets policy was established in 2013. A key component of this effort was the creation of an interdepartmental Complete Streets Committee that reviews city projects to ensure compliance with the policy.

Micro-mobility: E-Scooter and ScooterLNK

The City of Lincoln's ScooterLNK program regulates shared e-scooters through a permit system for operators, following a successful pilot that led to a permanent program in 2022. The program aims to improve mobility by supporting first- and last-mile trips, while enforcing rules such as prohibiting scooters on trails and restricting use in certain areas. Annual data show steady usage and modest revenue.

Figure 7. City of Lincoln E-Scooter Program Operating Area



Micro-mobility: BikeLNK

The City of Lincoln introduced BikeLNK, the city's official bikeshare system, in 2018. The goal of the program is to expand access to active and sustainable transportation options while also supporting

first- and last-mile connectivity. BikeLNK riders are required to follow all applicable local bicycle laws and traffic regulations, including restrictions on riding bicycles on downtown sidewalks. Since the implementation of the program, ridership has been seasonal and has been strongly influenced by the University of Nebraska academic calendar.

Walking

Development regulations have resulted in a largely built-out sidewalk network across the metropolitan area, with most streets including sidewalks, though gaps and condition issues remain. Current sidewalk policies in the metro area focus on maintenance, repair, and ADA improvements, often coordinated with roadway projects. The city has budgeted \$3 million for the continuation of the sidewalk program into 2026.

Biking

Lincoln has made significant efforts to improve bikeability through investments in bicycle infrastructure, education programs, community events, and supportive policies. These efforts are guided by long-standing plans and have contributed to the expansion of both on-street facilities and trail networks across the city. The city also works with local organizations and community partners to encourage safe and accessible cycling for riders of all ages and skill levels. Together, these efforts have resulted in Lincoln being designated as a Silver-level Bicycle Friendly Community by the League of American Bicyclists in 2023.

E-Biking

As the use of e-bikes has increased across the country, the City has addressed this trend through the city code to support safety for all users. Existing regulations include definitions that incorporate certain e-bikes under the broader category of bicycles, as well as rules related to where and how fast they can be operated. While state code enables local jurisdictions to regulate e-bikes, Lincoln's local code has not yet been updated to differentiate between the three classes of e-bikes, only defining that a bicycle must have a motor of less than 750 watts.

Rolling

The 2010 ADA Standards for Accessible Design guide Lincoln's infrastructure programs and policies. These standards are supported by national design guidance, including the Public Right of Way Accessibility Guidelines (PROWAG) and the Manual on Uniform Traffic Control Devices (MUTCD). Together, these resources inform the development of local standard plans for streets, sidewalks, curb ramps, and traffic control devices.



BikeLNK partners with local organizations to provide passes to residents experiencing transportation insecurity.

Transit Connections

Transit connections are a key focus of long-range transportation planning in Lincoln, with the 2050 LRTP emphasizing mobility and system reliability through improved access to transit. The plan highlights the importance of first- and last-mile connectivity, supported by integrated bicycle and pedestrian networks, as well as targeted investments in transit infrastructure such as buses, stop amenities, and multimodal facilities. Efforts to improve connectivity include a new Multimodal Transportation Center, which aims to enhance system efficiency and better integrate multiple transportation modes. This project, informed by community input, prioritizes improved passenger amenities and was awarded federal funding in 2022.

Chapter 5: Mobility Nodes & Street Typologies

Introduction to Mobility Nodes

A key component of the Lincoln Mobility Plan was the development of a concept for mobility nodes around the City of Lincoln. Mobility nodes are physical locations around the city, at or near intersections, with certain amenities that help bridge gaps between different modes of transportation, helping to make multimodal transportation more realistic for many Lincolniters.

Mobility nodes are physical locations designed to support the connection between different modes of transportation, such as walking, bicycles, transit, and automobiles. During the implementation of the Lincoln Mobility Plan, nodes will be established across the City that will provide various types of infrastructure that supports multimodal mobility, such as bus stops, wayfinding, bikeshare stations, and car share facilities, within close proximity of each other. Mobility nodes may also include amenities that support transit riders and enhance the overall transportation experience. These include transit shelters, real-time arrival information, bicycle repair facilities, and retail spaces.

Mobility nodes also have great potential to serve a placemaking role. Interaction between different transportation modes supports the opportunity for development or redevelopment that is itself designed to encourage multimodal transportation choices rather than being designed solely around auto mobility. In areas of new development or redevelopment, mobility nodes can be incorporated seamlessly into site design, contributing to the identity and character of a development or neighborhood, in addition to making access to transit and/or active modes more convenient.

Mobility nodes, in a sense, are the glue that holds Lincoln's multimodal transportation vision together. This chapter presents the set of recommended mobility nodes, including node types and implementation timeline, and also discusses the process of creating mobility nodes.

Recommended Mobility Nodes

The recommended mobility nodes consist of two node types: Growth Mobility Nodes and Intermodal Mobility Nodes. Growth Nodes are meant to be integrated into new development from the start or established in already-developed areas as part of redevelopment projects. Intermodal Nodes represent locations where transit and active transportation modes intersect to support modal interchange, however, are not directly associated with development or redevelopment projects. **Figure 8** outlines the key elements associated with each mobility node.

Figure 8. Recommended Mobility Node Themes

Growth Mobility Node	Intermodal Mobility Node
• Transit • Trails / Off-Street Bicycle Routes • On-Street Bicycle Facilities • Redevelopment & Placemaking Opportunities • Future Development Priority	• Transit • Trails/Off-Street Bicycle Routes • On-Street Bicycle Facilities

Infrastructure

Mobility nodes are inherently a collection of infrastructure elements that help to bridge the gaps between multiple modes of transportation and enhance the user experience. Each node type is intended to include a certain base level of infrastructure elements, while additional elements may be added as enhancements in locations where it is deemed necessary and supported by available resources.

Table 2 summarizes the infrastructure elements that could be considered with each node type.

Table 2. Mobility Node Infrastructure Components

Infrastructure Element	Growth Mobility City Node	Intermodal Mobility Node
Bench	●	●
Concrete Pad	●	●
Waste Receptacle	●	●
Lighting	●	●
Shelter	●	○
Public Wi-Fi	●	○
BikeLNK Station	●	○
ScooterLNK Station	●	○
Wayfinding Signage	●	○
Next Bus Interactive Signage	●	

Infrastructure Element	Growth Mobility City Node	Intermodal Mobility Node
Parking (in adjacent development)	○	○
EV Charging Station (in adjacent development)	○	
Bicycle Parking	○	○
Café (in adjacent development)	○	

Key:

● = *Basic required infrastructure component*

○ = *Optional enhanced infrastructure component*

Mobility Node Locations

Recommended mobility node locations have been identified throughout the City of Lincoln following analysis of transportation data and stakeholder input. Mobility nodes are categorized based on type, as well as implementation timeframe, which, in turn, depends on local development plans and context. **Figure 9** shows a map of recommended mobility node locations, indicating type and implementation timing. **Table 3** includes a list of nodes arranged by number, along with basic information about their locations. Note that nodes on the map are meant to represent general locations, with more specific locations to be identified at the time of implementation. The map also displays a ¼-mile and ½-mile radius around each node, representing an approximate range for the areas of influence for each node.

Figure 9. Recommended Mobility Nodes

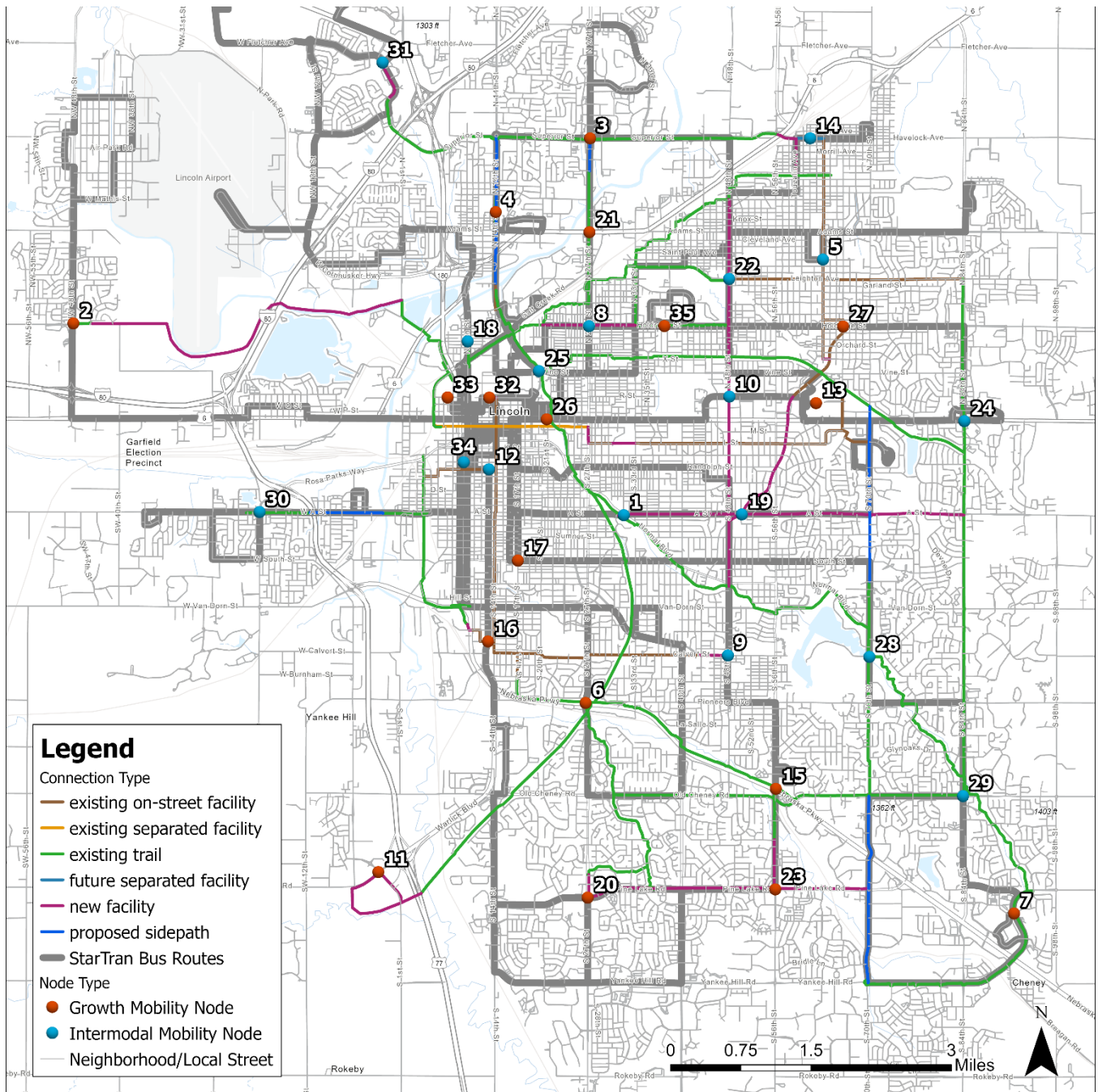


Table 3. List of Proposed Mobility Nodes

Node Number	Name	Mobility Node Type	Description
1	A Street and Capitol Parkway	Intermodal Mobility Node	Antelope Park Area
2	NW 48th St and Holdredge St	Growth Mobility Node	Arnold Heights Area
3	N 27th St and Superior St	Growth Mobility Node	Autumn Wood Area
4	N 14th St and Judson St	Growth Mobility Node	Belmont Area
5	N 63rd St and Baldwin Ave	Intermodal Mobility Node	Northeast H.S. Area
6	S 27th St and Nebraska Pkwy	Growth Mobility Node	Bishop Heights Area
7	S 91st St and Heritage Lakes Dr	Growth Mobility Node	Appian Way Area
8	N 27th St and Holdredge St	Intermodal Mobility Node	Clinton Area
9	S 48th St and Calvert St	Intermodal Mobility Node	College View Area
10	N 48th St and R St	Intermodal Mobility Node	Culler Area
11	S 1st St and W Denton Rd	Growth Mobility Node	Southwest Village Area
13	S 13th St and G St	Intermodal Mobility Node	Everett Area
13	Gateway Mall	Growth Mobility Node	Gateway Mall Area
14	N 61st St and Havelock Ave	Intermodal Mobility Node	Havelock Business District

Node Number	Name	Mobility Node Type	Description
15	S 56th St and Nebraska Pkwy	Growth Mobility Node	Colonial Hills Area
16	S 13th St and Arapahoe St	Growth Mobility Node	Indian Village Area
17	S 17th St and South St	Growth Mobility Node	Irvingdale Area
18	N 10th St and Charleston St	Intermodal Mobility Node	North Bottoms Area
19	S Cotner Blvd and A St	Intermodal Mobility Node	Piedmont Area
20	S 27th St and Pine Lake Rd	Growth Mobility Node	South Pointe Area
21	N 27th St and Cornhusker Hwy	Growth Mobility Node	Sunset Acres Area
22	N 48th St and Leighton Ave	Intermodal Mobility Node	University Place Area
23	S 56th St and Pine Lake Rd	Growth Mobility Node	Village Garden Area
24	84th St and O St	Intermodal Mobility Node	Wedgewood Area
25	Vine St and Antelope Valley Pkwy	Intermodal Mobility Node	Main Campus East
26	21st St and O St	Growth Mobility Node	Telegraph District Area
27	Cotner Blvd and Holdredge St	Growth Mobility Node	Bethany Area
28	S 70th St and Holmes Lake	Intermodal Mobility Node	Holmes Lake Area

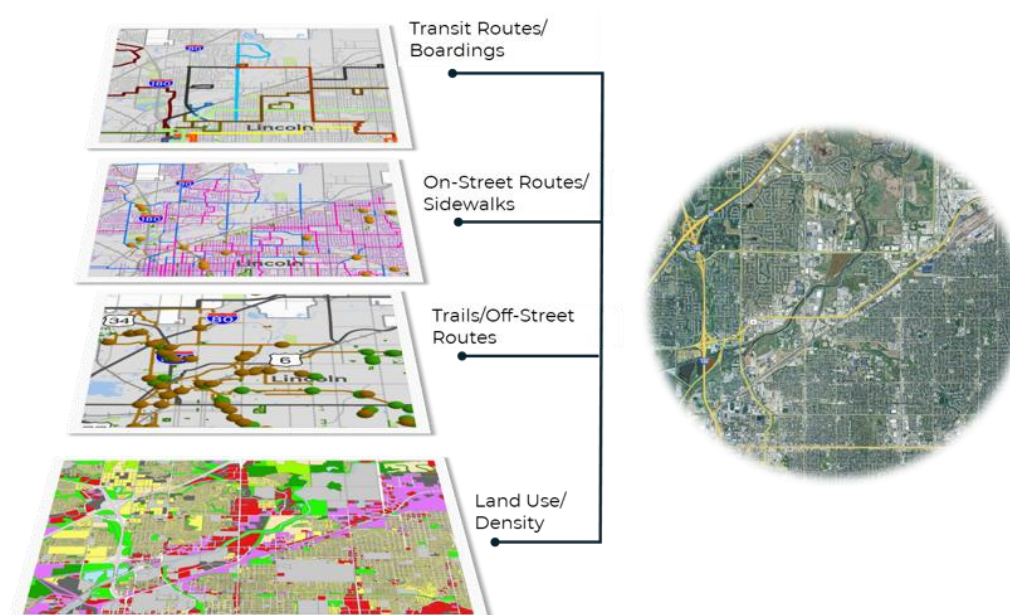
Node Number	Name	Mobility Node Type	Description
29	S 84th St and Old Cheney Rd	Intermodal Mobility Node	Edenton Area
30	West A St and Coddington Ave	Intermodal Mobility Node	Coddington Market Area
31	Highland Village Type 3 Node: NW 1st St and W Fletcher Ave	Intermodal Mobility Hub	Highland Village Area
32	N 13th St and R St	Growth Mobility Node	Main Campus South
33	N 7th St and R St	Growth Mobility Node	Haymarket/Arena Area
34	H St between S 9th St and S 10th St	Intermodal Mobility Node	Future Intermodal Transit Center
35	Holdredge St and Dairy Store Drive	Growth Mobility Node	East Campus

Development of Mobility Nodes

The locations of recommended mobility nodes were determined by analyzing spatial transportation and land use data relevant to multimodal transportation. Information was gathered from datasets available from the City of Lincoln on items such as existing transit routes, bus stops, bicycle routes, trails, and land use patterns. Information from the City of Lincoln's Transit Development Plan, Lincoln Bike Plan, and Comprehensive Plan were also integrated into the analysis to help determine ideal locations for future mobility nodes.

Recommended mobility nodes are intentionally located in areas that contain intersections of critical supportive infrastructure. For example, areas near the intersection of transit routes and current or future bike routes were considered prime candidates for mobility nodes. Additionally, major planned redevelopments and new development areas were considered ideal opportunities for potential mobility nodes so that future development can be oriented around multimodal transportation options. Other data, such as pedestrian signal crossing demand, transit boarding demand, a bicycle demand index, and an analysis of sidewalk gaps within the areas surrounding potential node locations, were also considered when identifying mobility node locations. The sidewalk gap analysis helped identify locations where pedestrian network improvements may be needed to support safe access to mobility nodes. **Figure 10** demonstrates the data layering process used in the analysis that led to the final set of mobility node recommendations.

Figure 10. Layering Process Used in Mobility Node Location Identification



Connecting Mobility Nodes

While mobility nodes are critical elements of a multimodal future in Lincoln, their usefulness is limited without a way to connect them. The development of street typologies for the City of Lincoln helps to connect nodes. In particular, strategically planning and implementing streets throughout the city prioritize bicycling and/or transit through their design will enable residents and visitors to move about the community using their mode(s) of choice. The following section introduces and details the concept of street typologies.

Street Typologies

Defining and establishing street typologies integrates traditional roadway design standards and functional classification application to provide a context-sensitive approach to corridor design. The information presented in this chapter does not imply that all streets must be reconstructed to match the recommended street typologies. Instead, this chapter outlines a long term vision for Lincoln's streets. To work toward this vision over time, design elements for existing streets' recommended typologies should be implemented when existing streets are reconstructed or resurfaced and when new streets are built, either by the City of Lincoln or a private developer.

What Are Street Typologies?

The use of street typologies is a method of classifying streets based on their intended function, design characteristics, and role within the broader transportation network. Rather than considering all streets within a functional classification similarly, the concept of street typologies is built upon the foundational idea that different streets serve different purposes, such as moving traffic, providing access to

homes and businesses, supporting transit, or creating comfortable environments for active transportation users.

Additionally, street typologies provide context-sensitive design guidance for both retrofitting existing corridors and developing new streets. They help ensure that streets maximize safety, convenience, and comfort for all users, whether they walk, bike, use transit, or drive a car. By considering factors such as surrounding land use, urban form, and modal priorities, street typologies guide the selection of appropriate design elements. Specifically, street typologies prescribe design elements such as typical right of way width, lane configurations, design speeds, streetscape features, and transit, bicycle, and pedestrian facilities.

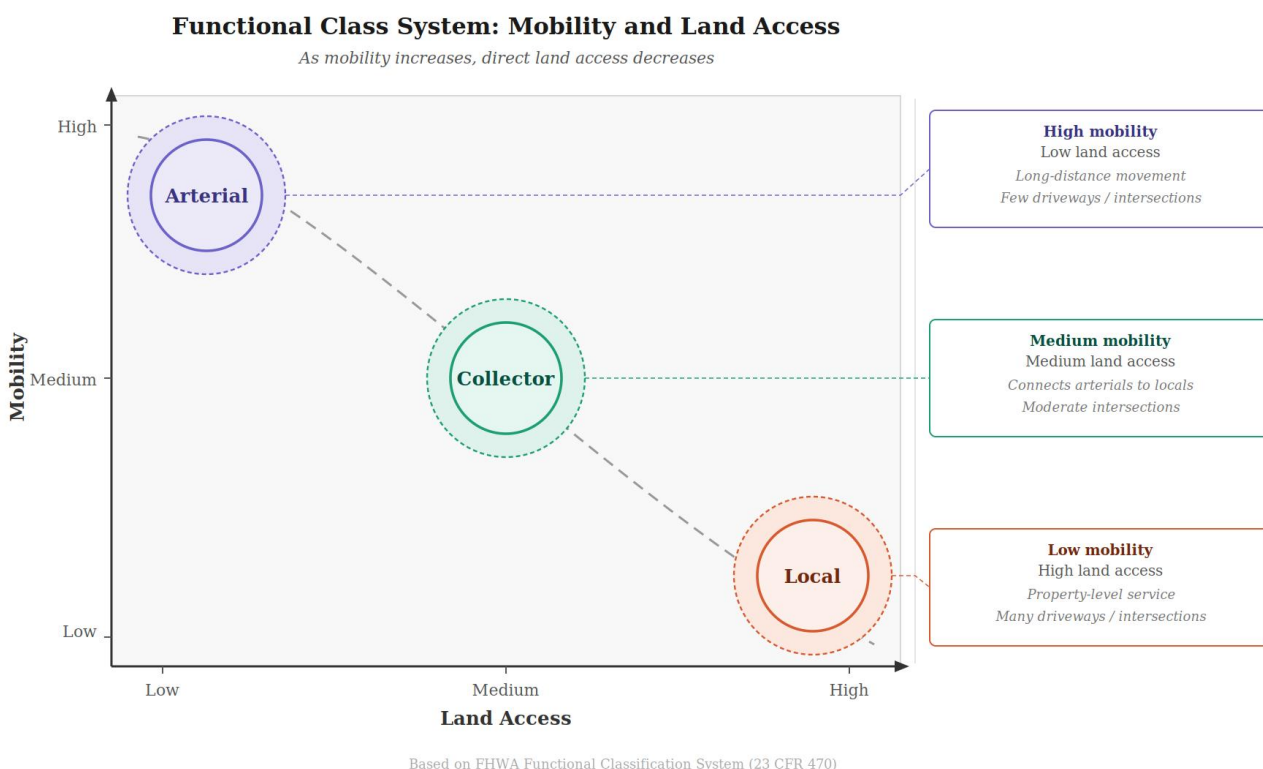
Street typologies also offer a structured approach for determining and implementing the most appropriate roadway cross section, particularly in situations where there are competing demands or limited right of way. In doing so, they assist in balancing trade-offs and ensure that design decisions align with community goals and values.

Lincoln's street typologies will combine with traditional engineering standards and planning documents to help translate the community's transportation vision into reality.

Why Street Typologies?

Cities and towns across the United States have traditionally used the functional classification system to organize their streets into three general groups: arterials, collectors, and local streets. However, the functional classification system is entirely built around a street's intended role in moving cars within the larger street network. Functional classification categories are primarily defined by how much a particular category of street balances "mobility" (i.e., the street's ability to move cars) and "access" (i.e., the ease with which cars can travel to adjacent streets and property along the street). For example, arterial streets provide higher levels of mobility in exchange for lower levels of access to abutting land. **Figure 11** illustrates the concept of functional classifications.

Figure 11. Functional Classification Diagram



While the functional classification system remains a useful way to organize the street network, its auto-centric philosophy falls short in considering non-auto modes of transportation. As Lincoln continues to grow and expand, its streets must adapt so that people of all ages and abilities, using any transportation mode, have access to facilities that enable them to safely, conveniently, and comfortably travel around the city. Lincoln must also ensure that newly built roadways in new growth areas serve their intended purposes related to planned land use and be designed to accommodate multiple modes of transportation for the surrounding development context.

Using Street Typologies in Lincoln

The Street Typologies apply to the design of new streets, whether constructed by the City or a private developer, and projects where the City is conducting significant work on existing streets (e.g., resurfacing, reconstruction, or utility work). Taking advantage of opportunities when work is already being conducted within the right of way to implement street enhancements is the most efficient way to further Lincoln's transportation goals and enhance multimodalism city-wide. The Street Typologies map (**Figure 13**) provides guidance on future improvements.

A traditional street design process typically involves applying only the standards for a street's functional classification. With a typology design process, functional classification becomes part of a broader effort to ensure that the street is designed with the surrounding land use context and community transportation goals in mind. With Street Typologies incorporated into the design process, streets with the same

functional classification may receive different design treatments based on the adjacent land use context, modal priorities, and other considerations beyond auto mobility. The flow chart below (**Figure 12**) demonstrates how typologies can be integrated into standard street design processes.

Figure 12. Street Typology Implementation Process



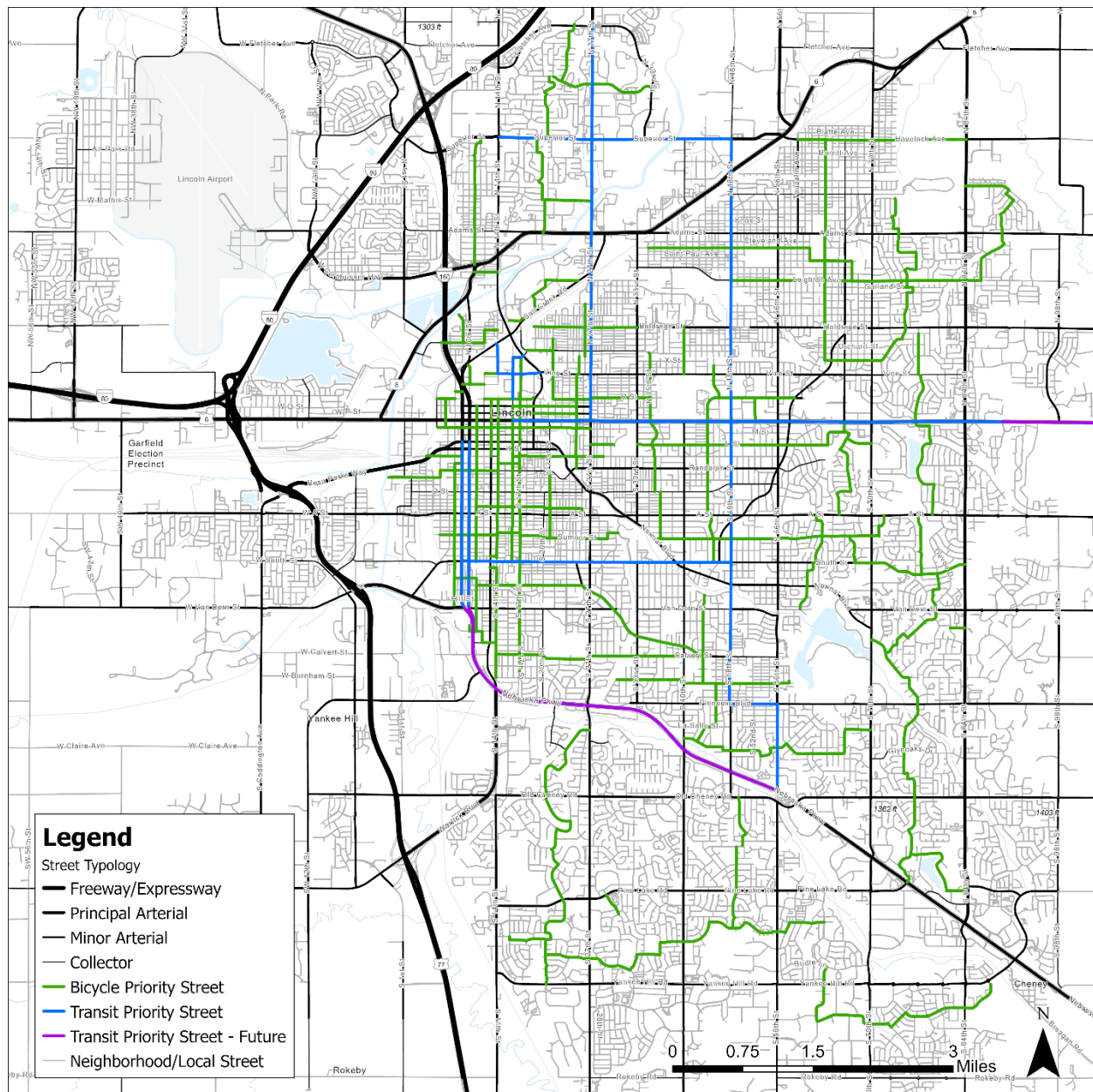
Street Typologies

Lincoln's streets can be divided into seven (7) typologies. These typologies include categories such as traditional arterials, collectors, and local streets in addition to new street definitions that emphasize bicycles and transit. Bicycle or transit priority streets can fall under more than one typology. The full list of street typologies for the City of Lincoln includes:

1. Freeway/Expressway
2. Major Arterial
3. Minor Arterial
4. Collector
5. Bicycle Priority Street
6. Transit Priority Street
7. Neighborhood/Local Street

The typologies that involve bicycle and transit priority are intended to support the Lincoln Mobility Plan's vision for a well-connected, multimodal city. The transit priority street typology is assigned to streets that have the highest potential for transit use, and the bicycle priority street typology is assigned primarily to those streets that act as connections between mobility nodes. This section describes the individual street typologies and their characteristics. **Figure 13** shows a map of the typologies for streets around the City of Lincoln.

Figure 13. Recommended Street Typologies



The sections below offer an explanation and visualization⁵ of each street typology and illustrate basic design elements that should be included when designing a new street or redesigning an existing street to align with its recommended typology.

Freeway/Expressway

Freeways and expressways are the most critical street typology for auto mobility. This typology is fully intended to facilitate fast, efficient movement of motor vehicles around and through the city, with little emphasis on access. Of all the typologies, freeways and expressways have the highest speeds, and they do not aim to accommodate non-auto modes of transportation. Freeways and expressways are also critical facilities for freight and commercial vehicles. Most freeways and expressways are outside the jurisdiction of the City of Lincoln, with the Nebraska Department of Transportation being responsible for their construction and maintenance. Nonetheless, this typology is important to consider in the Lincoln Mobility Plan, as freeways and expressways are related to the rest of the city's street system.



Major Arterial

Major arterials help form the backbone of Lincoln's transportation system, providing access to key destinations around the city and connectivity across the metropolitan area. The major arterial typology is intended to move the largest volumes of vehicles, other than on freeways and expressways, but they also have substantial right of way that can be used to separate pedestrians and cyclists from vehicle traffic. Space should be allocated for safety and quality of life amenities like street lighting and raised medians (with landscaping, where feasible). Many of Lincoln's major arterials also serve as critical transit routes, meaning efficient transit service may need to be considered in the design of major arterials. Like freeways and expressways, major arterials also provide access for freight trucks and other large commercial vehicles to access



⁵ The AI-generated visualizations in this section are conceptual and for illustrative purposes. Specific elements such as lane configurations and dimensions are not to scale and are not intended to serve as engineering drawings.

industrial and warehouse areas. On major arterials, minimizing conflicts between motorized and non-motorized modes is critical.	
Minor Arterial Minor arterials are similar to major arterials in that they help form the backbone of Lincoln's transportation system. As a typology, however, minor arterials should strike a more even balance between mobility and access. The minor arterial typology is intended to move fewer vehicles than major arterials, while remaining useful for auto mobility. Right of way is generally narrower compared to major arterials, but there is still often adequate space for dedicated bicycle and pedestrian facilities. Space should be allocated for safety and quality of life amenities like street lighting and raised medians (with landscaping, where feasible). Many of Lincoln's minor arterials contain bus routes, meaning efficient transit service may need to be considered in the design of minor arterials. Minor arterials require careful consideration of safety for people walking and bicycling, as this typology will often carry trucks and other commercial vehicles. On minor arterials, minimizing conflicts between motorized and non-motorized modes is critical.	 A perspective view of a minor arterial street. The street is lined with commercial buildings, including 'Bella's Cafe' and 'Green Leaf Cleaners'. There are cars parked along the right side and a few cars driving. Pedestrians are walking on the sidewalks. The street has a double yellow line down the center and a white line on the right. The title '3. MINOR ARTERIAL' is overlaid in blue text at the top.
Collector Streets categorized under the collector typology link residents to nearby destinations and adjacent neighborhoods and provide direct connections to Lincoln's major and minor arterials, which enable longer trips across town. Many trips on collectors are shorter than trips on arterials, freeways, and expressways, making this typology much more supportive of walking and biking. Collectors should be designed for moderate vehicle volumes and lower speeds. Quality of life features such as enhanced landscaping, street furniture, green infrastructure, and shade trees make collector streets more attractive and comfortable for people walking and biking while also helping to reduce the urban	 A perspective view of a collector street. The street is lined with residential houses. There are cars parked along the right side and a few cars driving. A person is riding a bicycle on the right side of the street. The street has a double yellow line down the center and a white line on the right. The title '4. COLLECTOR STREET' is overlaid in blue text at the top.

heat island effect. Collectors also tend to be good candidates for traffic calming measures at intersections and mid-block crossings, such as bump-outs or raised crosswalks. Collectors should also incorporate on-street parking, which makes use of extra right of way and creates visual friction, further limiting traffic speeds.

Bicycle Priority Street

The bicycle priority street typology is typically a subset of local streets, and sometimes collectors, which prioritize bicycle travel over vehicle travel by design. The network of proposed bicycle priority streets in Lincoln is intended to support connectivity between mobility nodes, discussed in the previous chapter. Bicycle priority streets build on the low speeds and low traffic volumes of the corridor to provide a dedicated space where people on bikes can ride continuously and comfortably without needing to contend with heavy vehicle traffic. Design elements associated with bicycle boulevards should be used on these streets, as should other traffic calming measures like speed humps, chicanes, narrowed lanes, etc. Speed limits should also be set at 20-25 mph, with 20 mph being the preferred speed whenever feasible. Like local streets, bicycle priority streets also provide a high level of access to residential areas. The low volume nature of streets with this typology combined with the lack of need to accommodate vehicle through traffic makes bicycle priority streets ideal routes for people on bikes without requiring significant investment in off-street/separated bicycle infrastructure. In many cases, a well-designed bicycle priority street will be bicyclists' preferred route over an unprotected, on-street bike lane on a busier collector or arterial street.



Transit Priority Street

The transit priority street typology is a subset of primarily collector streets, and sometimes minor arterials, which uses design elements to elevate transit connectivity across Lincoln's transit service area. This typology is designed to support higher capacity transit routes in Lincoln, including corridors that may be good candidates for future bus rapid transit service, and will serve critical mixed use, commercial, and employment centers. The recommended transit priority streets should offer enhanced pedestrian realm design, as virtually every transit trip starts and ends with walking/rolling. Other quality of life elements like enhanced landscaping, shade trees, and shortened pedestrian crossings should be implemented where feasible as well. Attention should be given to ensuring wheelchair accessibility at bus stops.



Neighborhood/Local Street

This is the most common street typology in Lincoln's transportation network by sheer lane miles. Neighborhood/local streets provide the highest level of access to residences and other local destinations, though they are not particularly efficient vehicle movers. This typology has the lowest speeds, and streets in this category should make use of traffic calming measures whenever possible to ensure that traffic speed remains low. Such measures may include speed humps, chicanes, etc. Well-designed local and neighborhood streets often naturally act as safe and comfortable spaces for people walking and bicycling, in addition to people driving. Neighborhood/local streets should make the greatest use of street trees among all typologies, as street trees help to create a comfortable environment for people walking and biking, make the street visually appealing, and create a degree of visual friction that helps naturally calm traffic. Common posted speed limits on streets within this typology are 25 mph, but it may be appropriate to set speed limit as low as 15 mph in certain cases.



Table 4. Street Typology Characteristics

	Primary Function	Design Speed	Transit Facilities	Pedestrian Facilities	Bicycle Facilities	Land Use Context	Streetscape & Design Features
Freeway/ Expressway	Regional mobility, long-distance travel	55-70 mph	Limited-access BRT or parallel service	None (separated)	None (prohibited)	Regional/Industrial	Sound walls, limited access ramps
Principal Arterial	Connects urban centers, moves high traffic volumes	35-50 mph	Bus routes, stops, sometimes BRT lanes	Sidewalks on both sides	Buffered or protected bike lane (if urban)	Mixed-use, commercial corridors	Medians, turn lanes, street trees where feasible
Minor Arterial	Balances mobility and access	30-40 mph	Bus routes or flex routes	Sidewalks on both sides	Bike lanes or shared lanes, buffered or protected if space allows	Mixed-use, commercial corridors	Medians, turn lanes, street trees where feasible
Collector	Connects neighborhoods to arterials	25-35 mph	Local bus or on-demand service	Sidewalks on both sides	Bike lanes or shared lanes	Residential, institutional	On-street parking, landscape strips, traffic calming
Bicycle Priority Street	Prioritizes bicycle travel for local and through trips	20-25 mph	Limited	Sidewalks on both sides	Bike lanes or shared lanes; intersection markings	Residential (primary street); Commercial (parallel to arterial)	Speed humps, narrowed lanes, other traffic calming, and diversion elements
Transit Priority Street	Elevates transit connectivity across the community	25-35 mph	BRT lanes, local bus, or on-demand service	Sidewalks on both sides	Shared lanes, or separated bike lanes with bus boarding islands	Mixed-use, commercial, residential corridors	Landscape strips, enhanced pedestrian features
Neighborhood / Local Street	Access to residences and local destinations	15-25 mph	Rare	Sidewalks on at least 1 side (both sides preferred)	Shared streets/low-stress bikeways	Lower density residential	Trees, narrow lanes, curb extensions

Table 5. Standard Widths by Typology

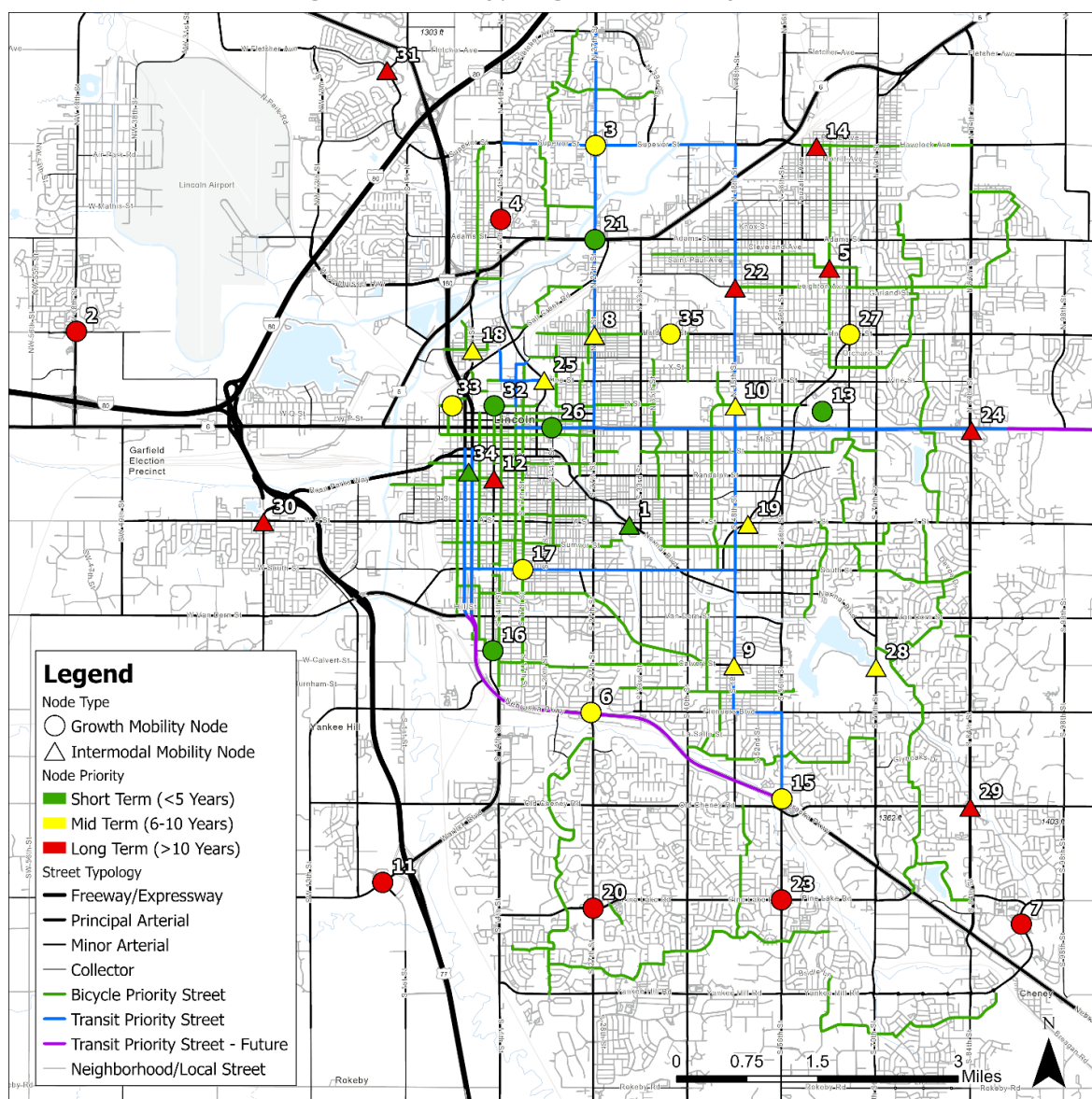
	Freeway/Expressway	Principal Arterial	Minor Arterial	Collector	Bicycle Priority Street	Transit Priority Street	Neighborhood/ Local Street
Typical ROW Width	150-300 feet	80-150 feet	70-120 feet	60-100 feet	40-60 feet	60-100 feet	40-60 feet
Typical Travel Lanes	4-8 lanes	4-6 lanes	2-4 lanes	2-4 lanes	2-3 lanes	2-4 lanes	2 lanes

Connecting Mobility Nodes

As mentioned in the previous section, street typologies and mobility nodes go hand-in-hand. While each can exist on its own, significant synergies will be created by implementing both concepts. Mobility nodes are physical locations, and certain street typologies, namely transit priority streets and bicycle priority streets, will help the City to ensure that there are safe, comfortable, and dignified connections between mobility nodes, and the neighborhoods/developments they support, thus maximizing the transportation options. While full implementation of the mobility node and street typology visions will need to take place over 10 years or more, each new node and connection will bring Lincoln one step closer to achieving its transportation goals.

Figure 14 shows a map of street typologies and mobility nodes together to demonstrate how both concepts will support each other.

Figure 14. Street Typologies and Mobility Nodes



Chapter 6: Mobility Oriented Development

Introduction to Mobility Oriented Development

While the Lincoln Mobility Plan has established a set of recommended mobility node locations around the City intended to support active transportation and transit use, transportation infrastructure is related integrally to the land uses surrounding it. In order to facilitate a multimodal vision for Lincoln's future, maximizing the connection between land use patterns and development around mobility nodes is a critical step in making mobility options work. This approach leads to the concept of Mobility Oriented Development, or MOD.

MOD, at a high level, is development that shifts away from the traditional auto-oriented focus built into the framework of traditional zoning development regulations that exist today. MOD does not aim to remove automobiles from the picture, but rather assist in making walking, biking, micromobility, and transit more feasible options for transportation. In the case of Lincoln, the vision for MOD centers on mobility nodes, with the ultimate goal of achieving MOD around some or all of the city's future mobility nodes.

MOD is similar to Transit Oriented Development, or TOD, which typically aims to encourage higher density, mixed uses, and a high quality pedestrian realm in the areas within walking distance of major transit corridors (typically $\frac{1}{4}$ mile to $\frac{1}{2}$ mile from stations). MOD differs from TOD, however, in that it is not used around high capacity transit facilities like light rail and bus rapid transit, but instead is applied at mobility nodes intended to facilitate walking, biking, micromobility, and the use of standard local bus routes like those available in Lincoln. MOD is not intended to reach the density levels supported by TOD, but it does encourage a mix of residential, employment, and commercial uses and slightly higher densities to enable more Lincolniters to have easy access to mobility nodes and neighborhood destinations without needing to drive.

MOD is sensible for Lincoln, as it is the natural evolution of land uses in response to the creation of mobility nodes. MOD will help the City of Lincoln grow in a sustainable way by providing new options that connect neighborhoods and mixed-use commercial areas with multimodal transportation opportunities. Additionally, MOD has the potential to help foster community in Lincoln by making sidewalks and other public spaces more pleasant and accessible to all.

This chapter outlines a high-level vision and policy guide for MOD that can be used by the City of Lincoln to promote Mobility Oriented Development around future mobility nodes. The chapter covers a comprehensive set of MOD characteristics that should be built into development regulations, discusses potential mechanisms for implementing MOD, and provides examples of zoning regulations in other cities that serve similar purposes.

Mobility Oriented Development Characteristics

Mobility Oriented Development aims to promote multimodal transportation through intentional design. MOD can be achieved through zoning regulations that

promote or require certain features. The subsections below offer a high-level overview of development characteristics that promote the goals of MOD.

Land Uses

MOD is meant to support and contribute to the development of thriving neighborhoods, making the land uses around mobility nodes critical. For some mobility nodes, surrounding residential use may be the primary or even sole land use. In this case, a mixture of housing types should be targeted so as to provide a range of options for different individuals and families.

Around other mobility nodes, a mix of residential and commercial uses may be more appropriate. A wide variety of office and commercial uses can make sense around mobility nodes. Appropriate land uses can include, but are not limited to, offices, banks/credit unions, medical offices, bars and restaurants, general retail, day cares, and more. Commercial and office uses incorporated into mixed use buildings are often ideal, as they provide ground-floor activation and create opportunities for walkable, neighborhood scale commercial activity (see **Figure 15**).

Special attention should be paid to avoiding land uses that may interfere with the successful implementation of multimodal transportation policies. For example, large industrial uses may not be ideal. Additionally, highly auto-oriented uses such as drive-throughs, auto dealerships, and auto repair services should be avoided or only permitted conditionally. Standalone surface parking and structured parking should also be avoided around mobility nodes serving primarily residential areas and permitted conditionally around mobility nodes in more intensely developed mixed use areas.

Figure 15. Lincoln Telegraph District



Density

MOD is specifically intended to facilitate more people having access to multimodal mobility options via proximity to mobility nodes. In order to accomplish this goal, higher density development should be encouraged. Recognizing that Lincoln does not currently have high capacity transit lines (light rail, bus rapid transit, etc.), residential density around mobility nodes should be higher than conventional low density suburban development, but lower than Transit Oriented Development. Outside of Downtown and UNL main campus areas, an ideal residential density

target of at least 10 dwelling units per acre (du/ac). This density range aligns “missing middle” housing typologies such as townhomes, small multiplexes, garden apartments, and certain mid-rise apartment buildings. At an average density of 10 to 30 du/ac around mobility nodes, a critical mass of residents can be reached within walking distance, which will help to increase access to multimodal transportation options and create conditions that support neighborhood-scale retail establishments. MOD in and near downtown, the UNL City Campus, and other more intensely developed areas can support higher residential densities. Densities of 60 du/ac or more may be appropriate in these areas, depending on the local context, particularly if there are ample transit and active transportation facilities and a built environment that already supports multimodal transportation. The following figures contain examples of varying residential densities that can help support mobility nodes. Examples are a mixture of applicable locations in Lincoln and others are borrowed from a publication called “Visualizing Compatible Density” from the Municipal Research and Services Center of Washington (MRSC).⁶

Figure 16 below shows photos and an aerial view of a housing development in east of 84th Street and north of Pine Pake Road in southeast Lincoln, with a gross density of 6.2 du/ac. Numbers on the aerial view refer to the number of dwelling units in each building, with unnumbered structures being single-family homes. Development at this density may be appropriate around mobility nodes near the outer edges of Lincoln.

Figure 16. Residential Development with 9.3 dwelling units/acre



⁶ [Visualizing Compatible Density](#)

Figure 17 shows an example of small condominium buildings (3-7 dwelling units each), built as infill development on formerly single-family lots in Kirkland, WA, a suburb of Seattle. Each building has front-loaded street-level parking and is built within a 30-foot height limit, typical of single-family neighborhoods. The gross density of these properties is 27 du/ac. This level of density represents one that could be appropriate for some areas around mobility nodes in Lincoln.

Figure 17. Residential Development with 27 dwelling units/acre.



Figure 18 shows an example of a mixed-use development with apartments and townhouses in White Center, WA. The site includes an L-shaped apartment building with separate townhome structures on the same property. The apartment building's ground floor partially contains neighborhood-scale retail uses. The gross density is 59 du/ac, which may be appropriate at mobility nodes in or near downtown Lincoln with high access to transit and active mobility options.

Figure 18. Residential Development with 59 dwelling units/acre



Pedestrian-Oriented Site and Building Design

The success of MOD in enabling the use of multimodal transportation options is dependent on the creation of a high quality pedestrian environment. This is because accessing mobility nodes will often require a short walking/rolling trip from one's starting point. This section describes several site design characteristics that help to ensure the public realm and site layouts are comfortable for people walking in MOD areas.

Sidewalks

While sidewalks are traditionally not located on private property, sidewalk construction and upgrades frequently occur as new developments are built.

Wide/continuous sidewalks, without barriers, in MOD areas will help to ensure smooth flow of pedestrian traffic in multiple directions and also enable people to walk side by side easily. Sidewalks of eight to ten feet in width are ideal, though narrower sidewalks may be necessary where space constraints require it. To further promote a quality pedestrian experience, sidewalks should be buffered from the street with landscaping and/or on-street parking. Shade trees are beneficial elements of landscape buffers, as they help moderate temperatures during the summer months in addition to beautifying the sidewalk space.

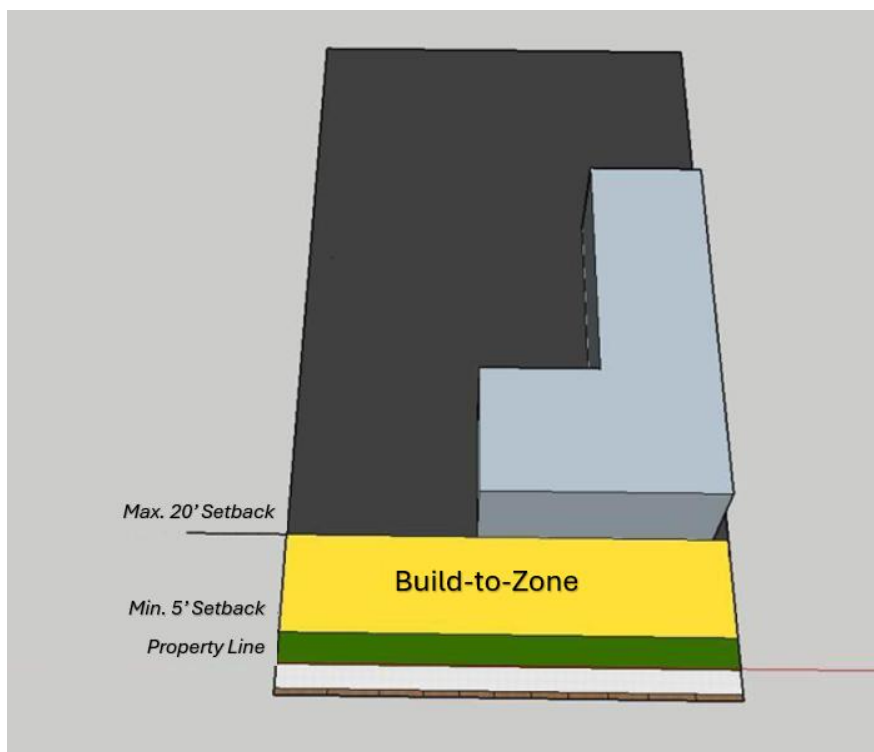
Build-To Zones

Traditional zoning typically mandates minimum front and side yard setbacks. However, large setbacks reduce a building's interaction with the pedestrian realm and discourage pedestrian activity. Instead of mandatory minimum setbacks, build-to zones can be established to provide a minimum and maximum setback. Minimum setbacks of five feet are often necessary, especially in residential areas, to facilitate utility easements. Maximum setbacks of 15 feet are recommended for residential uses so as to

enable some degree of separation from the public right of way while still keeping buildings and their entrances within a short walk of the sidewalk. A build-to zone for residential uses ranging from five to fifteen feet will help to ensure that buildings interact with the public realm in a way that makes walking easy and comfortable. Build-to zone standards are already used in some areas of Lincoln; however, expanding their application to support Mobility Oriented Development may require updates to development regulations in areas where such standards do not currently exist.

Figure 19 shows an example of a build-to zone as defined in the zoning code for the City of Council Bluffs, Iowa.⁷

Figure 19. Build-to Zone Example



Source: City of Council Bluffs, Iowa.

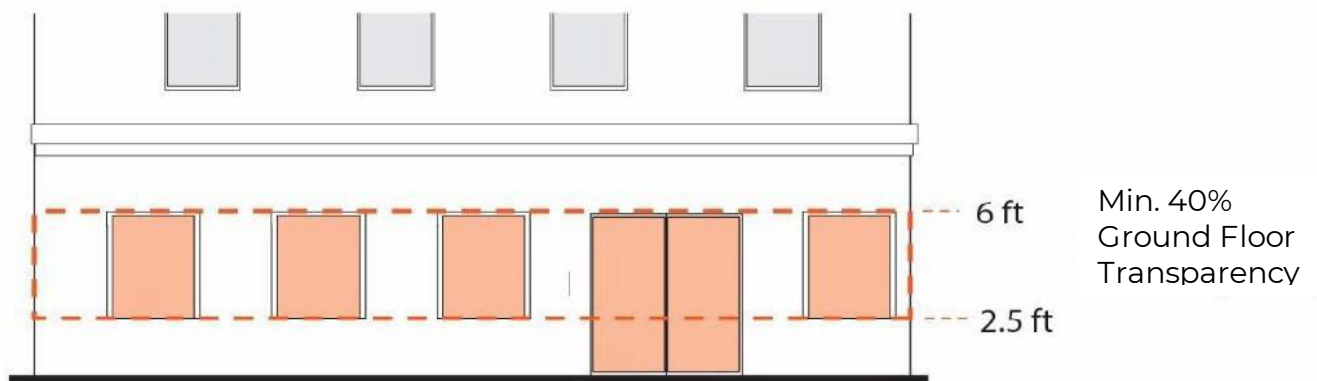
Ground-Floor Transparency

Transparency, or clear windows that offer passers-by the ability to see inside a building, are a critical part of pedestrian-friendly environments, as blank, windowless walls feel monotonous, long, and uninteresting. Windows help to soften the edge

⁷ [Council Bluffs Municipal Code West Broadway Corridor Design Overlay](#)

between public and private space. The presence of windows on the ground floor of a building also improves perceptions of safety through the “eyes on the street” principle. Additionally, when ground floor commercial uses are present, transparency helps drive economic activity by helping display what type of business is conducted at a particular establishment. Minimum transparency requirements from 30 to 50 percent of the first 12 feet of a building above grade will help to provide adequate levels of transparency to support MOD. Windows should not be tinted significantly such that they become difficult to see through. Transparency should be focused to the extent possible within a zone of the façade between two and eight feet from grade, with at least half of required transparency being located within this area to align best with human eye level. **Figure 20** shows an example of ground floor transparency requirements in a mixed-use district in the Town of Portola Valley, California.⁸

Figure 20. Example of Ground Floor Transparency Requirements.



Source: Town of Portola Valley, California.

Site and Building Access

Regulating site and building access helps create a positive pedestrian experience by minimizing the number of driveways that cross the sidewalk and ensuring that building entrances are visible and obvious for people walking. Generally, limiting vehicular access points to one per adjacent street will help to balance the need for vehicular access with the goal of preserving and enhancing the pedestrian experience. If alleys are available, vehicular access from the street should be prohibited or strongly discouraged in favor of access from the alleyway.

Pedestrian access from the street/sidewalk should be a priority design element. Building entrances should be visible from the street and accessible from the adjacent sidewalk. If a site is located directly adjacent to a paved trail or share-use path, buildings may be encouraged or even required to be oriented toward the trail such that at least one public entrance is directly connected to the trail with a paved walkway.

On-Site Pedestrian Circulation

Providing dedicated space for pedestrians to circulate on a property helps ensure that pedestrian access is continuous from the sidewalk and remains comfortable.

⁸ [Portola Valley Municipal Code 18.23.060 - Design Standards](#)

Building entrances should be connected to the public sidewalk with paved, direct walkways at least five feet in width. On-site pedestrian circulation pathways should also be provided to connect people to other areas of the property likely to be used by pedestrians, such as bicycle parking, parking lots, outdoor gathering spaces etc.

On-Site Parking and Circulation

One of the purposes of mobility nodes in Lincoln is to encourage non-auto transportation, and successful MOD will enable more non-auto trips to be made. As such, generally less parking will be necessary with MOD than would normally be required for traditional auto-oriented development. MOD does not have the same capacity to reduce parking needs as TOD, but parking amounts should still be right sized for the development context.

Minimum parking requirements may be reduced compared to typical minimum parking ratios. Lincoln has eliminated off-street parking requirements for most of the commercial districts. For residential uses, a minimum of one parking space per dwelling unit (for all housing types) is recommended if minimum parking ratios are desired. For office and commercial uses, if minimum parking ratios are desired, mobility oriented developments may be permitted to build up to 25 percent less parking than would otherwise be required. Another option to prevent excessive amounts of parking in MOD areas would be to eliminate minimum parking ratios altogether, opting instead to let the market decide how much parking is truly necessary. In either case, sensible maximum on-site parking ratios may also be desirable to prevent the construction of excessive parking that reduces the ability of a development to support multimodal transportation choices. Upper bounds on the amount of parking may alternatively be achieved through limitations on the amount of land dedicated to surface parking (e.g., no more than 35 percent of buildable lot area).

In MOD areas subject to minimum parking ratios, zoning incentives may also be offered to allow for further reductions in required parking in exchange for the developer providing additional community and sustainability benefits, such as on-site bicycle parking, on-site bikeshare docks, on-site car-share services, enhanced landscaping that improves the pedestrian realm, pervious pavement, and other green infrastructure features. These strategies support the goals of Lincoln's Climate Action Plan by encouraging multimodal transportation, reducing vehicle dependence and associated greenhouse gas emissions, improving stormwater management, and creating a more walkable, resilient urban environment.

Bicycle parking requirements in MOD developments are also essential to ensuring that active transportation in particular is a feasible option. Commercial and multifamily developments in MOD areas should be built with a minimum amount of well-designed, secure bicycle parking. Short term bicycle parking should be located on a paved surface connected to internal or public walkways and be located near the main entrance of the building it serves. Long term bicycle parking may also be a sensible

Figure 21. Red 1 Bicycle Lockers in Lincoln



requirement, particularly for multifamily residential and office uses (**Figure 21**). Long term bicycle parking is typically located indoors in a dedicated bicycle parking room or outdoors in covered bicycle lockers that prevent theft and shield bicycles from the elements. Regardless of the type and quantity of bicycle parking, all bicycle parking shall be designed and dimensioned according to best practices documented by organizations such as the Federal Highway Administration⁹ and the Association of Pedestrian and Bicycle Professionals¹⁰.

On-site vehicle parking should be designed such that parking lots, drive lanes, and other vehicle-oriented features and circulation routes are not located between a street facing façade and the street. Parking areas should also generally not be located closer to a street than the building façade. Generally in MOD, surface parking is best located behind the principal structure(s) of the property or integrated into the structure itself as an above- or below-ground parking structure.

Integration of Shared Mobility

Shared mobility, including bike share (BikeLNK) and shared scooters (ScooterLINK), are available in the City of Lincoln. To the extent feasible, integration of shared mobility into the design of MOD sites can help connect more people to active transportation and micromobility options, particularly those who do not own a bicycle, scooter, etc. Incentives may be used to encourage developers to integrate public bike share docks or designated shared scooter parking areas into the design of their sites.

Figure 22. E-Scooter Parking in the Haymarket



⁹ [FHWA University Course on Bicycle and Pedestrian Transportation- Lesson 17: Bicycle Parking and Storage](#)

¹⁰ [Bicycle Parking Guidelines- Association of Pedestrian & Bicycle Professionals](#)

Pedestrian Comfort and Safety

Figure 23. Wayfinding Signage, Estes Park CO



In addition to the existence of quality sidewalks, additional features such as wayfinding elements and pedestrian lighting help to increase comfort and security for those utilizing non-auto transportation options.

Wayfinding is a critical element of MOD areas (**Figure 23**).¹¹ Wayfinding signage will help people navigate to common destinations and mobility node locations/amenities. Wayfinding signage can also be used as an element in placemaking efforts, which may be coordinated at the neighborhood level.

Adequate lighting is essential to provide a sense of safety and security at night. Sidewalks and internal pedestrian circulation facilities should be adequately lit using fixtures that provide enough lighting to see well after sunset. However, excessive lighting should be avoided so as to minimize the potential for light pollution. Intentional lighting design using full cutoff

and human-scale lighting fixtures will enable the pedestrian realm to be well-lit while remaining free of glare, avoiding light pollution, and avoiding wasteful energy usage.

Housing Affordability

Besides the site design considerations described above, housing affordability should always be a key consideration in the implementation of MOD. While this document will not go into great detail on housing affordability strategies, ensuring that housing in MOD areas can meet the needs of people at various income levels will make access to multimodal mobility options more equitable.

The City of Lincoln has an Affordable Housing Coordinated Action Plan that serves as a blueprint for the City's efforts to ensure access to affordable housing and efforts are already underway to incentivize a greater supply. For example, LOTM Growth funding prioritizes projects that provide affordable housing and TIF is often used as a mechanism to fund affordable housing. MOD around mobility nodes represents an opportunity for city officials to direct affordable housing production toward areas that also offer affordable transportation options, further enhancing overall affordability and cost of living in Lincoln. The City's affordable housing strategies should therefore be fully integrated into the efforts to promote Mobility Oriented Development.

Implementation Mechanisms

For MOD to occur, implementation strategies and buy-in are necessary. City officials will need to take action to implement the vision for MOD in Lincoln, and there are a

¹¹ [Estes Park- Downtown Wayfinding Signage Program](#)

number of mechanisms that can be used to encourage development that meet the goals and intent of the MOD concept. This section discusses several mechanisms that may be used by the City of Lincoln to guide development and redevelopment site design around mobility nodes to a built form that supports the City's multimodal mobility goals.

Zoning Overlays

One common, successful mechanism to implement Transit Oriented Development in other cities that would likely work well for implementing MOD in Lincoln is overlay zones. An overlay zone is a type of zoning district that overlays and modifies the base zoning districts under it to be either more restrictive or more flexible. Zoning overlays can be used for a variety of purposes. For the purpose of MOD, an overlay zone established around a mobility node can be used to intensify land use and economic value around the node. In Lincoln, this approach would likely take the form of a Planned Unit Development (PUD), which is a zoning tool frequently used to facilitate mixed-use projects and innovative site design. Similar to zoning overlays used in other communities, a PUD can modify underlying zoning standards to allow greater flexibility in land use, site design, and development intensity.

Around a mobility node, an overlay zone can increase development intensity and economic value by codifying development standards aligned with the characteristics of MOD described in this chapter. MOD overlay zones can allow for and/or require increased density, increased building height, improved pedestrian circulation, certain building design characteristics, mixed use developments, decreased mandatory parking amounts, and other site development qualities that would help support multimodal mobility within walking distance of a mobility node. The goal of MOD overlay areas should be not only to support multimodal mobility, but also to enhance the livability of the areas surrounding mobility nodes. A recommended overlay area should generally extend within a one-half-mile radius of a mobility node, reflecting a comfortable walking distance, while allowing flexibility to adjust boundaries based on local context, development patterns, and physical constraints.

One major benefit of zoning overlays compared to base zoning is that the overlay can be applied as a blanket district across multiple base zones, establishing one consistent set of supplementary zoning standards without re-writing zoning districts or creating entirely new base zoning districts for use around mobility nodes.

Overlay Zone Examples

Transit Oriented Development Overlay District (Madison, Wisconsin)

Zoning overlays have been used to support multimodal transportation in other cities, including communities in the Midwest with similar climates and other planning considerations as Lincoln. One example is Madison, Wisconsin. The City of Madison has implemented or planned for bus rapid transit (BRT) on several corridors throughout the city and has implemented TOD overlay zoning within approximately one-quarter mile of these corridors. The TOD zoning overlay allows for marginally more intensive land uses, higher residential densities, mixed use developments, pedestrian-oriented building design, etc. The City of Madison has also updated its

off-street parking regulations such that there are no minimum parking requirements anywhere in a TOD overlay zone for any land use.

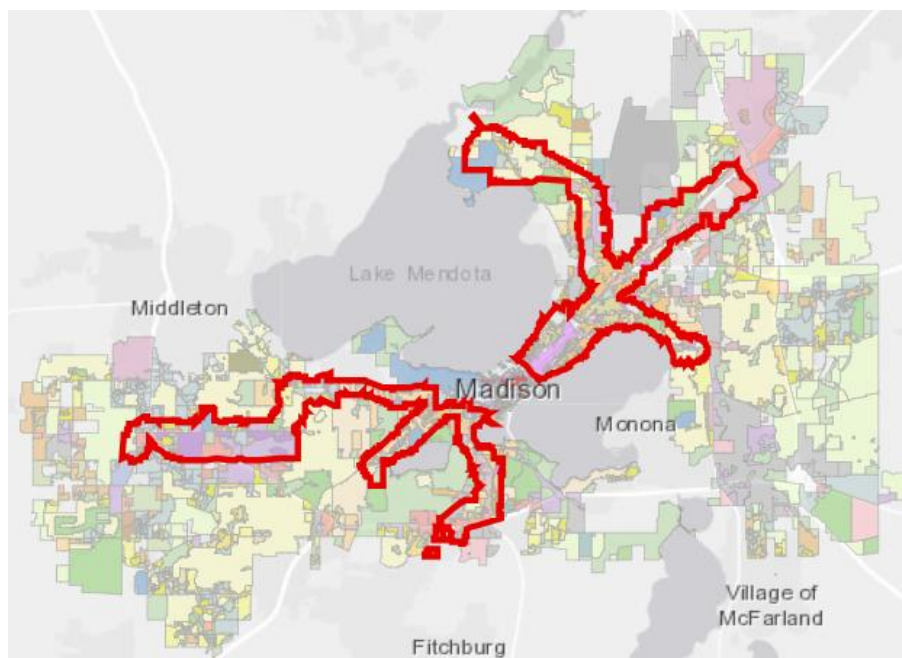
Figure 24 shows a map of Madison's TOD overlay zone. While Madison's overlay zone follows a linear transit corridor, the concept of an overlay zone can also be applied to areas within a quarter- to half-mile buffer zone around a mobility node.

West Broadway Corridor Design Overlay (Council Bluffs, Iowa)

Overlay zoning has also been used to support multimodal-oriented site design in Council Bluffs, Iowa. Unlike Madison, Council Bluffs does not have BRT or other high capacity transit routes. However, the City has envisioned the West Broadway/First Avenue corridor in the City's West End as a multimodal transportation corridor. The City has constructed a 2.5-mile separated shared-use trail within the First Avenue corridor and has explored future transit options as well. In order to generate development that supports current and future multimodal transportation options, the City developed and implemented the West Broadway Corridor Design Overlay (**Figure 25**). This overlay zone sets development standards that go beyond the standards of all base zoning districts in the corridor and has special requirements on the following:

- Prohibited land uses
- Build-to zones
- Architectural design
- Landscaping
- Pedestrian and vehicular access
- Drive-through lanes
- Outdoor lighting

Figure 24. TOD Zoning Overlay, Madison WI



Source: City of Madison

Figure 25. West Broadway Corridor Design Overlay



Source: Pottawattamie County, Iowa

MOD Base Zoning

Creation of new base zoning districts to be used in MOD areas is an alternative option to the use of overlay zoning. The City of Lincoln could create one or more new base zoning districts with development standards codifying the MOD characteristics described above. This approach can allow for more strategic use of zoning to accomplish MOD goals. Whereas an overlay zone is applied once over a broad area, MOD base zones could be used as new development proposals come forward.

If MOD base zones are created, they should serve the purpose of intensifying and densifying the areas around mobility nodes, improving the economic value of land around mobility nodes, supporting multimodal development, and generally improving the quality of life within the zones. To that end, MOD zones should be designed to allow for and/or require increased density, increased building height, improved pedestrian circulation, certain building design characteristics, mixed use developments, decreased mandatory parking amounts, and other site development qualities that would help support multimodal mobility within walking distance of a mobility node. Eligibility for rezoning a property to MOD zoning should be restricted to the area within one-quarter to one-half mile of a mobility node. The City should ensure that its future land use map supports any rezonings to an MOD zone prior to approving such a rezoning.

Base Zoning Example

Transit Oriented Development Zoning (Omaha, Nebraska)

Metro Transit in Omaha launched a new BRT line in late 2020, marking the Omaha area's first ever investment in high capacity public transit. The city had anticipated the launch of BRT service by updating its master plan once in 2019 to establish and define TOD policy and identify TOD nodes along the BRT corridor on the future land use map, and again in 2020 to add a TOD land use area to the future land use map. The future land use map update was supplemented with a TOD sub-district land use map providing specific policy implementation criteria. Alongside the 2020 master plan updates, the City also adopted an ordinance that created new TOD zoning standards, including a set of four base zoning districts each tailored to serve different TOD goals in different contexts.

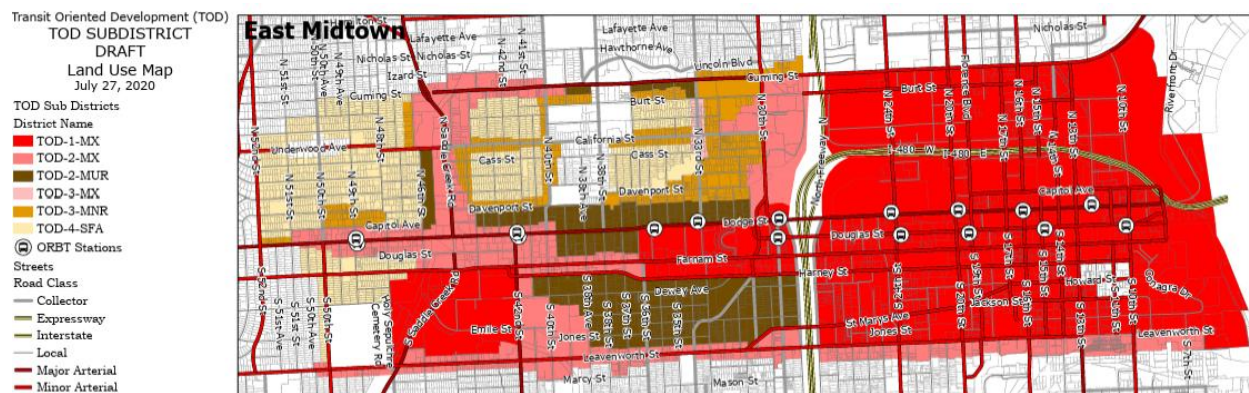
Omaha's TOD base zoning districts allow for varying levels of residential density, and one district allows for a wide array of mixed land uses. The TOD chapter also contains specific transit and active transportation oriented development standards related to characteristics such as:

- Building height
- Build-to zones
- Street design
- Block length
- Pedestrian oriented street lighting
- Ground-level transparency
- Site and building access
- Architectural design
- Off-street parking
- On-site pedestrian circulation

TOD eligible areas in Omaha are generally located within about one-half mile of the BRT route (**Figure 26**). Since the adoption of TOD policy in Omaha, numerous developments along the corridor have utilized the option to rezone to TOD zoning to

facilitate the approval and construction of high-quality development that supports walkable, transit and active transportation oriented projects.

Figure 26. Transit Oriented Sub-District Land Use Map, Omaha



Development of Publicly Owned Property

It is common for cities to acquire property over time for a variety of reasons. In any case where a parcel or collection of parcels is owned by the City of Lincoln within walking distance of a mobility node (either now or in the future), the City will be in a position to control the type of development that occurs on the property. The City of Lincoln may take a strategic approach to the development of any land it owns. In locations where it is feasible, the City of Lincoln may be able to issue an RFP for development of one or more parcels of city-owned land, and the RFP may request that interested developers meet development standards that align with MOD goals. Development agreements may also be used to ensure that the City achieves MOD on city-owned land near mobility nodes.

Node-Specific Plans

Similar to how station area plans may be produced for TOD-zoned areas around transit stations, the City of Lincoln may choose to develop node-specific plans for specific mobility nodes. Node-specific plans offer an opportunity to outline a specific and comprehensive vision of how the areas immediately surrounding a mobility node can look, feel, and function. This will help the city implement a cohesive vision for MOD in a particular area, strengthen neighborhood identity, and allow the residents and property owners around a particular node to shape the future of their community. Elements that may be included within a node-specific plan may include:

- Vision & Goals
- Existing Conditions
- Land Use & Development Framework
- Urban Design & Placemaking
- Transportation & Mobility
- Infrastructure & Utilities
- Economic Development
- Housing Strategy (including affordable housing)
- Accessibility & Community Considerations
- Sustainability & Resilience

- Implementation Plan (phasing, timeline, priority projects, etc.)
- Funding, Metrics, and Progress Monitoring

Tax Increment Financing

Tax increment financing (TIF) can play a significant role in supporting MOD by providing a dedicated funding mechanism for infrastructure and public improvements needed to create walkable, mobility-supportive environments. By capturing the growth in property tax revenue within a designated TIF district and reinvesting that increment back into the MOD area, TIF can enable the City of Lincoln to fund public improvements such as sidewalks, bike lanes, pedestrian friendly streetscapes, and transit stop enhancements that are essential for improving access to, and connections between, multiple modes of transportation. These investments make it easier and more attractive for residents, employees, and visitors to access different destinations without needing to rely on private vehicles, thereby reinforcing the core goals of MOD.

In addition to infrastructure investments, TIF can help catalyze private investment by offsetting development costs and closing financing gaps, particularly for mixed-use, mobility-oriented projects that may have higher upfront costs such as structured parking, site remediation, or land assembly. This support helps encourage higher-density, mixed-use development near mobility nodes, which in turn increases the use of non-auto modes and strengthens the viability of the mobility node itself. TIF can also be used to enhance the public realm through investments in items like plazas, open spaces, lighting, streetscape design, etc., creating a more attractive and active built environment that further supports active mobility and transit use.

Importantly, TIF can fund affordable housing initiatives and help to mitigate displacement pressure in rapidly developing MOD areas. It can also be leveraged to finance large-scale infrastructure upgrades such as utilities and stormwater systems that are necessary to accommodate new growth. Overall, TIF aligns the timing of public investment with anticipated future growth, allowing the City of Lincoln to make strategic, upfront investments that generate a reinforcing cycle of improved accessibility, increased development, rising property values, and continued reinvestment in mobility infrastructure.

Affordable Housing Incentives

Affordable housing will be a critical component of MOD around the City of Lincoln so as not to unintentionally create exclusionary areas around mobility nodes that completely price out lower-income households. Affordable housing incentives can play a central role in advancing MOD by aligning housing production with access to transportation, jobs, and services. The Lincoln Affordable Housing Coordinated Action Plan (herein “action plan”) acts as the guiding framework for housing affordability initiatives in Lincoln. This plan emphasizes the need to expand the supply of affordable housing units through coordinated public and private efforts, including financial incentives, regulatory adjustments, and strategic use of public resources. These incentives, such as gap financing, land contributions, and zoning flexibility, can help overcome market barriers that often limit the construction of diverse and higher-density housing types. This is especially true in areas where land development costs are rising quickly.

The action plan also underscores the importance of increasing housing diversity and locating new development in areas that can efficiently accommodate growth. This aligns closely with MOD principles. Encouraging infill housing, preserving existing affordable homes, and promoting “missing middle” housing typologies around mobility nodes will help create more compact, connected neighborhoods where residents have better access to daily destinations without needing to incur the expense of driving an automobile. In turn, this will reduce transportation costs for households and expand access to employment opportunities and community services, particularly for lower income populations.

More broadly, integrating affordable housing incentives with broader planning and investment strategies around mobility nodes will allow Lincoln to create inclusive, multimodal-supportive environments, ensuring that the benefits of improved mobility and accessibility are shared across a wide range of income levels rather than becoming a luxury enjoyed only by those with higher means.

Mobility Oriented Development Takeaways

A key takeaway of this chapter is that achieving MOD will require intentional regulatory changes and proactive public investment. Tools such as zoning overlays, new base zoning districts, and node-specific areas can provide the City with the ability to guide development in a way that supports multimodal access while keeping development in alignment with the local context.

Mobility oriented development (MOD) represents a strategic opportunity for the City of Lincoln to align land use, transportation, and community development in a way that supports a more connected, efficient, and livable urban environment. By focusing growth around mobility nodes, MOD reinforces the principle that transportation infrastructure and land use must work together to create meaningful mobility choices. The success of this approach depends on encouraging a mixture of land uses, moderate increases in density, and high-quality pedestrian-oriented design that collectively enables walking, biking, micromobility, and transit to become practical and attractive alternatives to driving.

These regulatory approaches must be paired with targeted investments in infrastructure and the public realm, supported through mechanisms such as TIF, to ensure that mobility nodes function effectively and attract both private development and community activity.

Equally important is the integration of affordability and accessibility considerations into MOD implementation. Ensuring that a range of housing types at varying price points are available near mobility nodes is essential to preventing displacement and allowing all residents to benefit from improved access to multimodal transportation options. Combining affordable housing incentives with MOD strategies will help reduce overall household costs by lowering both housing and transportation expenses, while also supporting more inclusive and diverse neighborhoods. This can additionally be a way for Lincoln to continue working toward the goals established in the Affordable Housing Coordinated Action Plan.

Finally, MOD should be viewed as an incremental but transformative approach to growth. While MOD does not seek to replicate the intensity of transit-oriented

development found in cities with high capacity transit (e.g., light rail or bus rapid transit), it establishes a framework for gradually shifting Lincoln's development pattern toward one that is less auto-dependent and more resilient over time. By prioritizing connectivity, accessibility, and quality of the built environment, MOD can help shape neighborhoods around Lincoln that are not only more mobile but more vibrant, sustainable, and reflective of the community's needs and vision.

Chapter 7: Active Transportation Network

A core element of the Lincoln Mobility Plan is a comprehensive, ambitious vision for the city's active transportation network, with a specific focus on enhanced on-street bicycle facilities. This comprised a full update to the recommended on-street bicycle network from the 2019 Lincoln Bike Plan, considering updated industry best practices, changes in community priorities and needs, and evolving development patterns throughout Lincoln.

Bicycle-Pedestrian Facility Types

Across the active transportation network, there are a variety of typologies and facility types. These different facility types are aligned with the surrounding land use and roadway contexts to best serve active transportation modes. Descriptions of each facility type and its characteristics are detailed below, and **Figure 27** presents the existing bicycle network in Lincoln.

The active transportation facility types listed below fall into three overarching categories:

Category 1: Shared Use Paved Trails:

- Includes multi-use park trails, off-street multi-use trails, and sidepaths
- Complete or significant separation from traffic
- Safe and comfortable experience for the most people, modes, and abilities
- May offer more direct routes than street networks which sometimes do not connect
- Useful for people going by bikes, scooters, or walking in two directions

Category 2: Bike Lanes and Bike Boulevards

- Includes conventional bike lanes, separated bike lanes ("cycle tracks"), buffered bike lanes, advisory bike lanes, and bicycle boulevards
- Designed with a low-stress traffic environment that is safer for biking, rolling, and scootering
- Vehicle speed and volumes support riding comfortably in the center of the street or within a bike lane
- Provides mobility over longer distances, wayfinding signage to mobility nodes, and can connect to Shared Use Paved Trails
- Formal, recognizable network that integrates crossing at major streets and traffic calming

Category 3: Neighborhood Routes

- Neighborhood Bike Routes (Shared Lanes)
- Neighborhood Sidewalks

Shared Use Paved Trails Category

Multi-Use Trails

Trails are often independent alignments from roadways and are instead within greenbelts, alongside a waterway, or within abandoned railroad rights of way. Trails serve bicycles, pedestrians, and other non-motorized users.



Sidepath

A sidepath is a two-way shared-use path, similar to a trail, that is used by bicyclists, pedestrians, and other non-motorized users. A differentiating feature between a trail and a sidepath is that sidepaths are constructed parallel to existing streets, usually within the right of way. Due to the proximity to roadways, sidepaths may not be appropriate where there are high densities of driveways or other access points.



Bike Lanes and Bicycle Boulevards Category

Bicycle Boulevard

Bicycle Boulevards are residential and collector streets intended to provide a safe and comfortable environment for people bicycling, walking, and driving through implementation of traffic calming elements. Bike Boulevards typically include wayfinding and route signage, pavement markings, and strategically placed traffic calming elements such as curb extensions, traffic circles, and traffic diverters. These have previously been implemented along only a few short roadway segments in Lincoln, but are a substantial element of the proposed network developed for the Lincoln Mobility Plan. They have become much more widely adopted in communities of all sizes since the 2019 Lincoln Bike Plan was developed, as they've proven to be effective at improving safety and comfort while generally having fewer potential impacts to parking, roadway capacity, etc. than facilities that dedicate cross-section space for bicyclists.



Bike Lane (Conventional)

Bike lanes are a designated space for bicyclists in the roadway and are usually designated by painted lines and bicycle symbols on the roadway. Bike lanes are one-way travel lanes when the road is a two-way.



Separated Bike Lane / Cycle Track

Separated Bike Lanes provide an additional level of separation than buffered bike lanes by adding a physical buffer such as bollards or curbs.



Buffered Bike Lane

A Buffered Bike Lane is a Bike Lane facility that provides additional horizontal separation from vehicular traffic with a dedicated buffer space marked on the pavement between the bike lane and the adjacent vehicle lane. Buffers can also be used to prevent cyclists from riding too close to parked vehicles in areas with high parking turnover.



Neighborhood Routes Category

Bike Routes

Bike Routes are signed routes that are ideal for bicycle traffic due to low vehicular traffic volumes and speeds. Routes are identified by bike route signage and bicyclists use a shared travel lane with vehicles.



Neighborhood Sidewalks

Sidewalks are pedestrian-only routes, typically constructed of concrete and parallel to a street. Sidewalks provide a means for pedestrians to travel within the public right of way while physically separated from vehicular traffic.

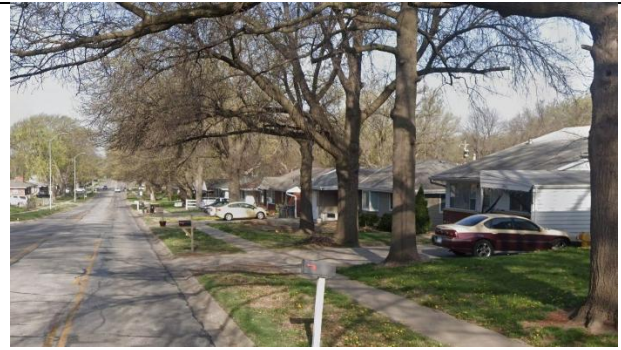
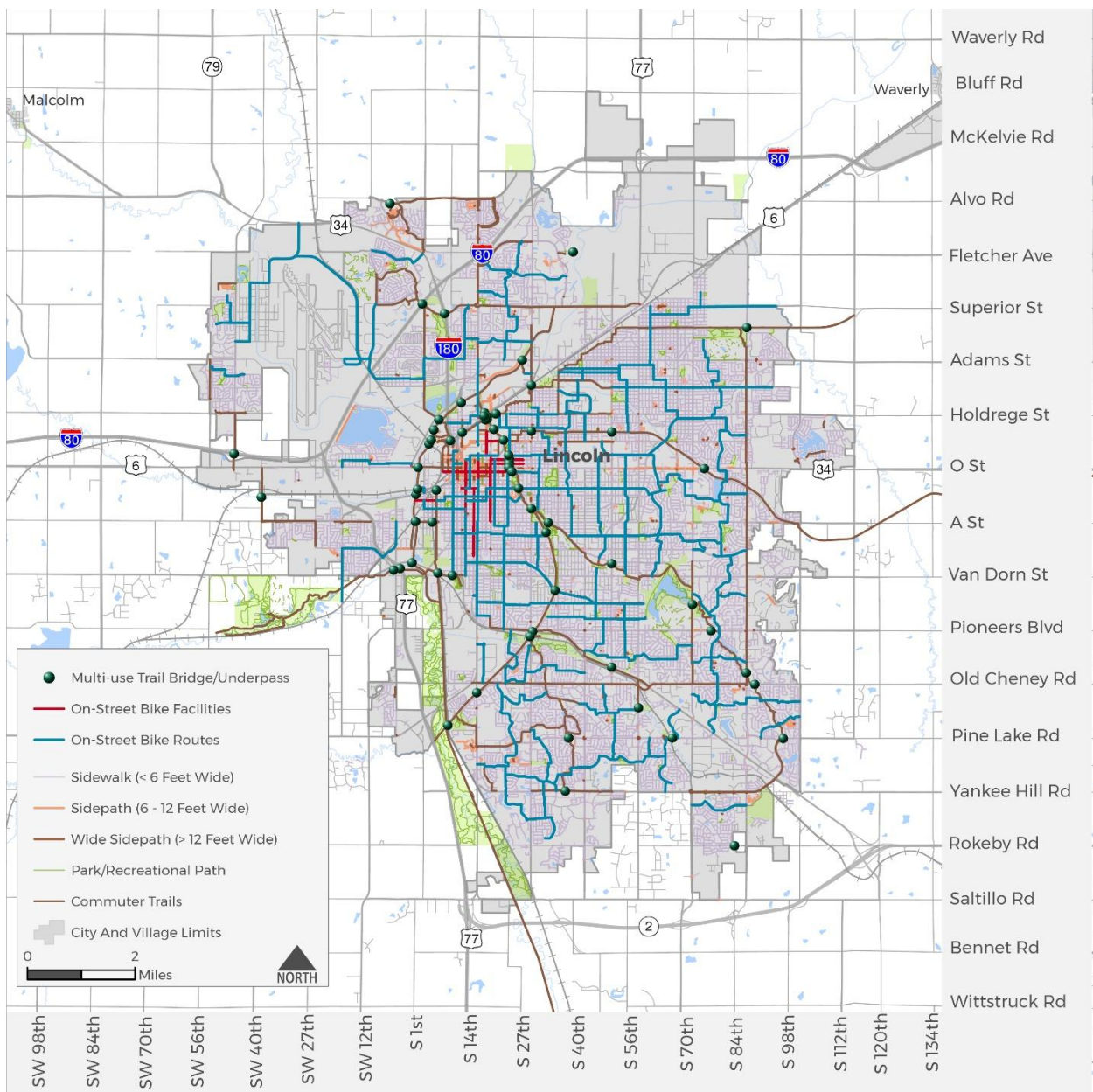


Figure 27. Existing Lincoln Bicycle Network



Network Development

To achieve the vision and goals of this plan, development of a safe and continuous bicycle network across Lincoln is necessary. A range of guiding factors were considered to identify recommended bicycle projects that will enhance and expand upon the City's existing on- and off-street bicycle infrastructure to establish a comprehensive and connected network, providing people throughout the community with ample access to active transportation options.

The overarching focus during development of the network was providing a **low level of stress** and **high level of crosstown connectivity**, since an effective bicycle network should provide comfortable, safe, and cohesive options to as many people as possible. As a starting point for developing recommendations to enhance Lincoln's on-street bicycle network, existing facilities within the City (both on- and off-street) and previously proposed facilities from the 2019 Lincoln Bike Plan were compiled and evaluated. **Figure 27** presents the City's existing on-street bicycle network, showing that while there are many existing facilities, they are not well-integrated with each other or the robust existing trail network, and are predominantly bike routes with no physical bicycle-focused roadway infrastructure. In addition to the existing facilities, the Lincoln Bike Plan proposed many additional on-street bicycle facilities that have yet to be implemented; all these recommendations were considered during development of the Lincoln Mobility Plan recommendations, and those deemed still appropriate for the context were retained (many were "upgraded" to facility types that would provide a higher level of separation for bicyclists). The result of evaluating the existing and previously proposed bicycle facilities was a strong backbone of a bicycle network, but still lacked key crosstown connectivity.

Besides just the existing network and identification of gaps, a variety of other existing conditions data informed development of the draft Lincoln Mobility Plan bicycle network. Level of Traffic Stress, Bike Network Demand, Strava Heat Map, and available count data analysis results all were reviewed to identify corridors and neighborhoods in need of new or improved bicycle infrastructure.

Another crucial factor during the early stages of network development was **public and stakeholder input**. Location-specific feedback from the initial phases of the plan's outreach component was helpful in identifying areas throughout the City with inadequate bicycle access and/or substantial safety concerns. Areas with high concentrations of public focus were reviewed closely to identify opportunities for providing new and/or improved bicycle facilities. Additionally, members of the Lincoln Mobility Plan Advisory Committee provided detailed reviews and feedback on draft iterations of the recommended on-street bicycle network, ensuring the perspectives of numerous City departments were reflected.

Connectivity, both between different bicycle facilities and to important destinations, is a vital component of a bicycle network. Disjointed and inconsistent facilities interrupted by high-stress streets and crossings make it difficult for cyclists to identify comfortable routes, reducing the likelihood they will choose to bike. Due to the crucial nature of continuity, ensuring that no existing or proposed facilities led to dead-ends or left cyclists stranded on high-stress roads was an important

consideration during network development. Identifying opportunities to link various on-street and off-street facilities into a series of cohesive “crosstown connectors” that provide continuity across a substantial portion of Lincoln was also a focus. Providing low-stress on-street bicycle connections to destinations commonly accessed by bicycle, notably schools and parks, as well as the trail network, was also emphasized.

This focus on connectivity also identified opportunities to improve active transportation across major barriers– highways, arterials, railroads, etc. The off-street trail network includes many existing grade-separated crossings that facilitate safe access across these barriers, but a more comprehensive bike network will also require implementation of more safe, at-grade crossings. The process of identifying and filling gaps in the envisioned bike network, as described previously, resulted in the recommendation of many new or improved on-street bike facility projects that include arterial crossings; all of these projects, ranging from bike boulevards to bike lanes to shared-use paths, should include intersection improvements to make those crossings safe. The particular nature of the needed intersection improvements is context-dependent on the type of recommended facility and existing intersection control for each location, but may include new pedestrian signals, adjusted signal timing, curb extensions, refuge islands, enhanced signing and striping, and conflict zone marking.

Network Refinement and Final Recommendations

After initial development of a draft proposed network following the process and considerations outlined above, it was refined into a final set of recommended projects through several rounds of review and discussion with the core project team and the Lincoln Mobility Plan Advisory Committee and input from the public. This refinement resulted in a set of 207 recommended bicycle projects to establish a comprehensive, high-quality on-street bicycle network throughout Lincoln.

Figure 28 presents the future envisioned bicycle network including existing on-street facilities, future proposed on-street facilities, and trails; and **Figures 29** through **33** shows recommended Lincoln Mobility Plan projects by City quadrant.

Table 6 presents the full list of recommended projects and includes a column presenting cost ranges for each (Low represents an estimated project cost less than \$100,000, Medium between \$100,000 and \$500,000, and High over \$500,000). Given the limited nature of resources for implementation, a prioritization process – described in the following report section – was followed to help establish an implementation plan that aligns resources with the greatest needs and opportunities for enhancing the bicycle network.

Future trail projects are covered in the Lincoln MPO *Long Range Transportation Plan*. They are included within the Lincoln Mobility Plan for reference in **Appendix B. Trail Projects**.

Figure 28. Recommended Lincoln Bicycle Network

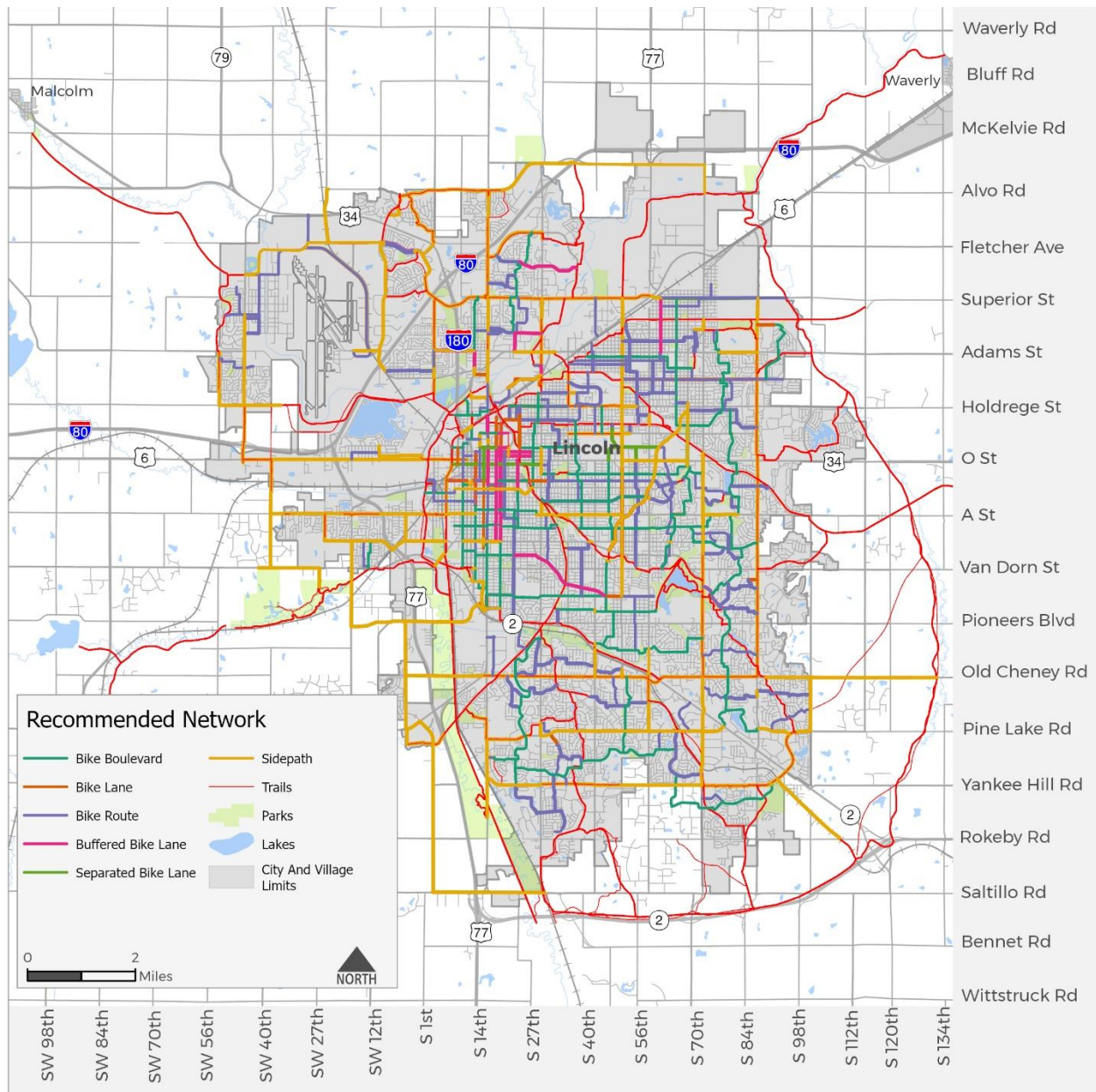


Figure 29. Downtown Lincoln Bike Projects

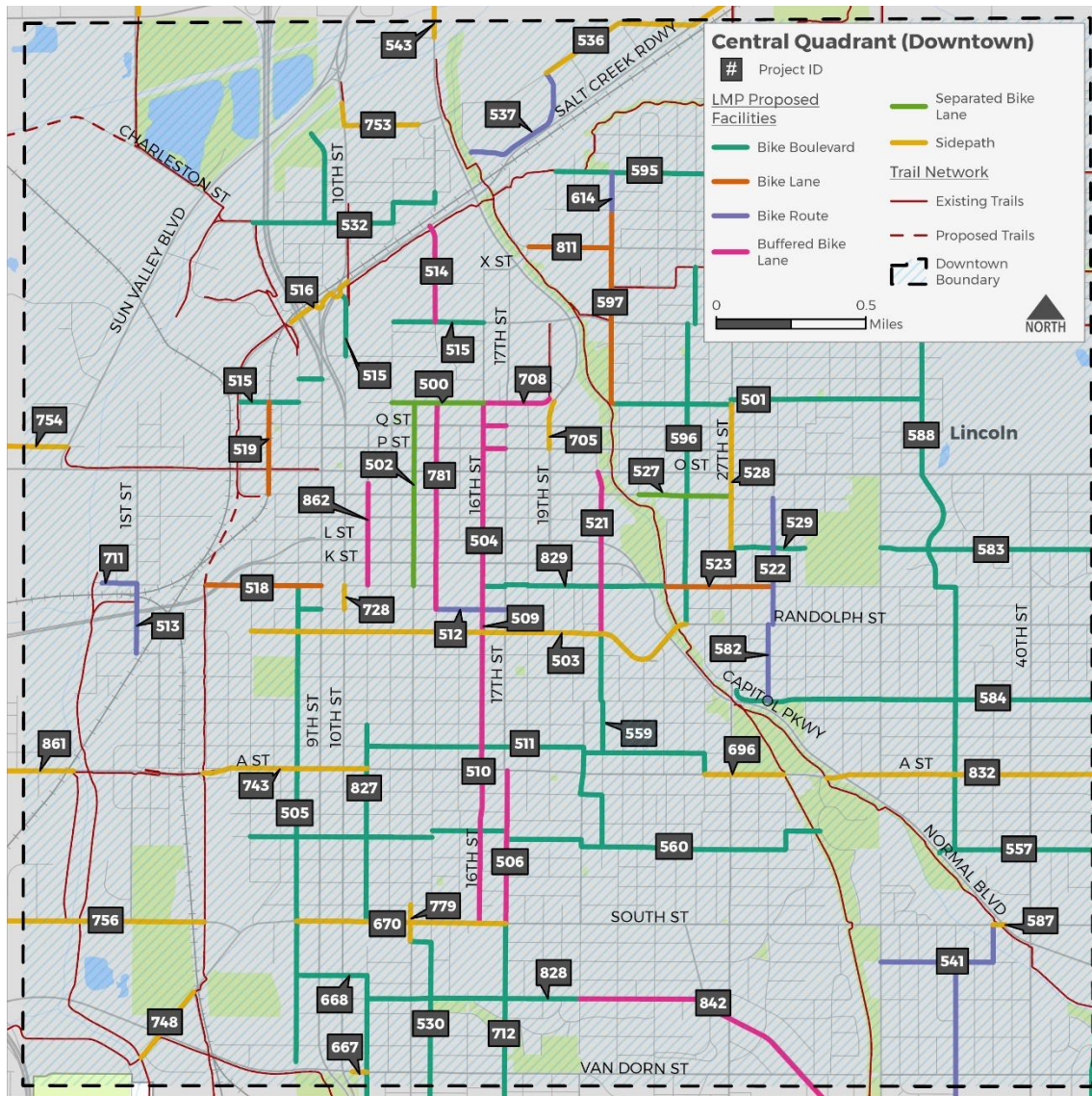


Figure 30. Northeast Lincoln Bike Projects

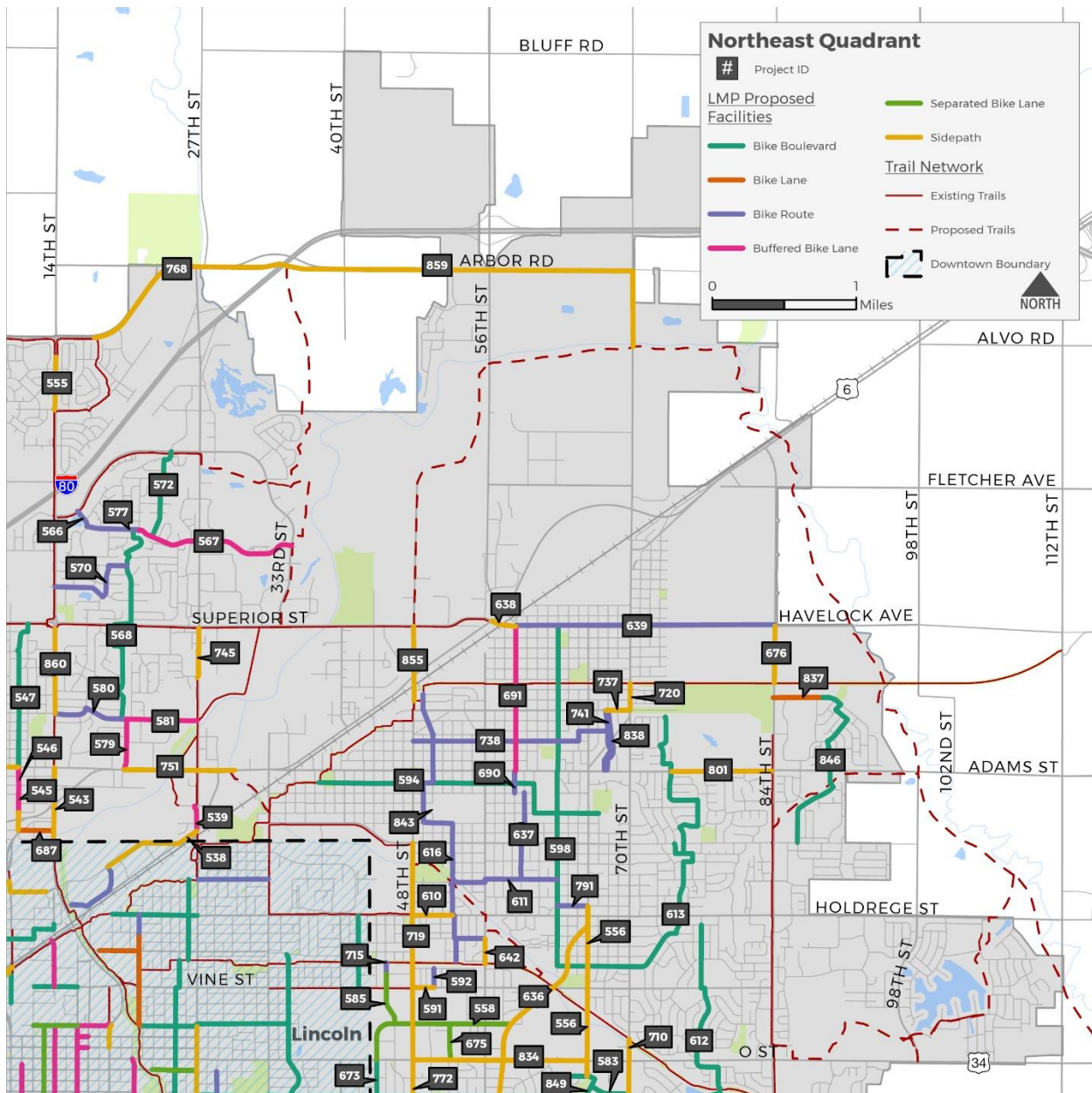


Figure 31. Northwest Lincoln Bike Projects

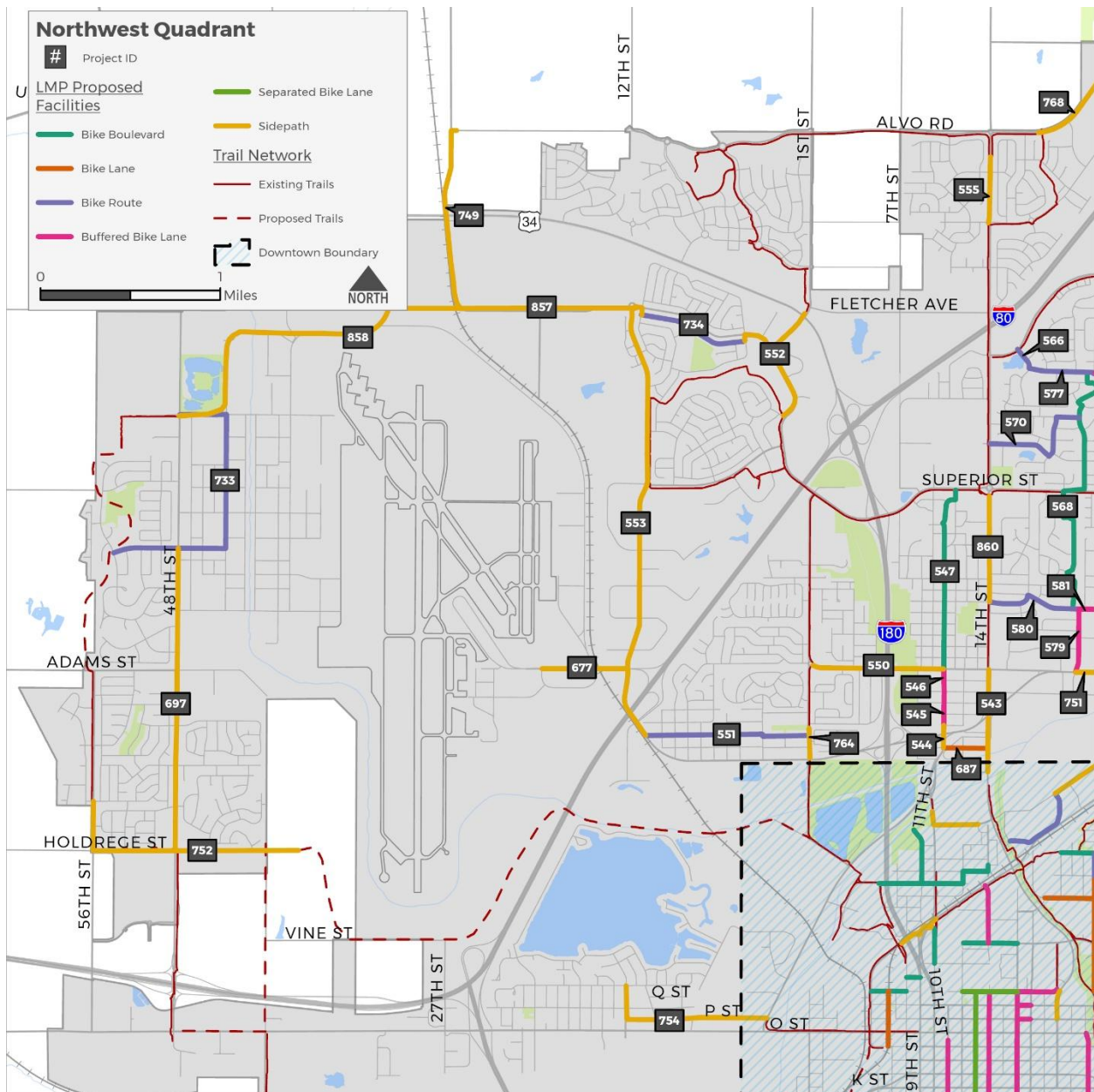


Figure 32. Southeast Lincoln Bike Projects

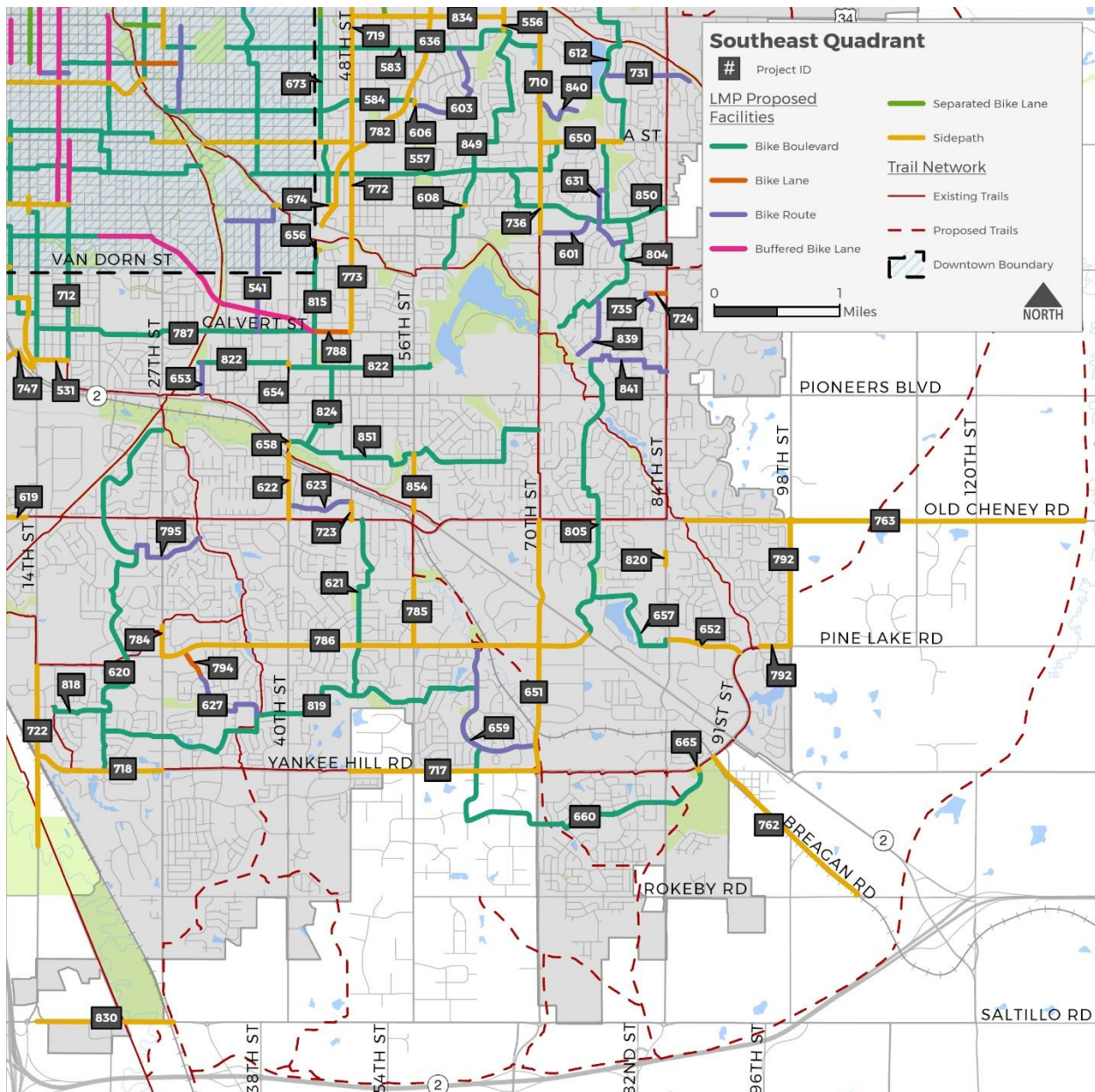


Figure 33. Southwest Lincoln Bike Projects

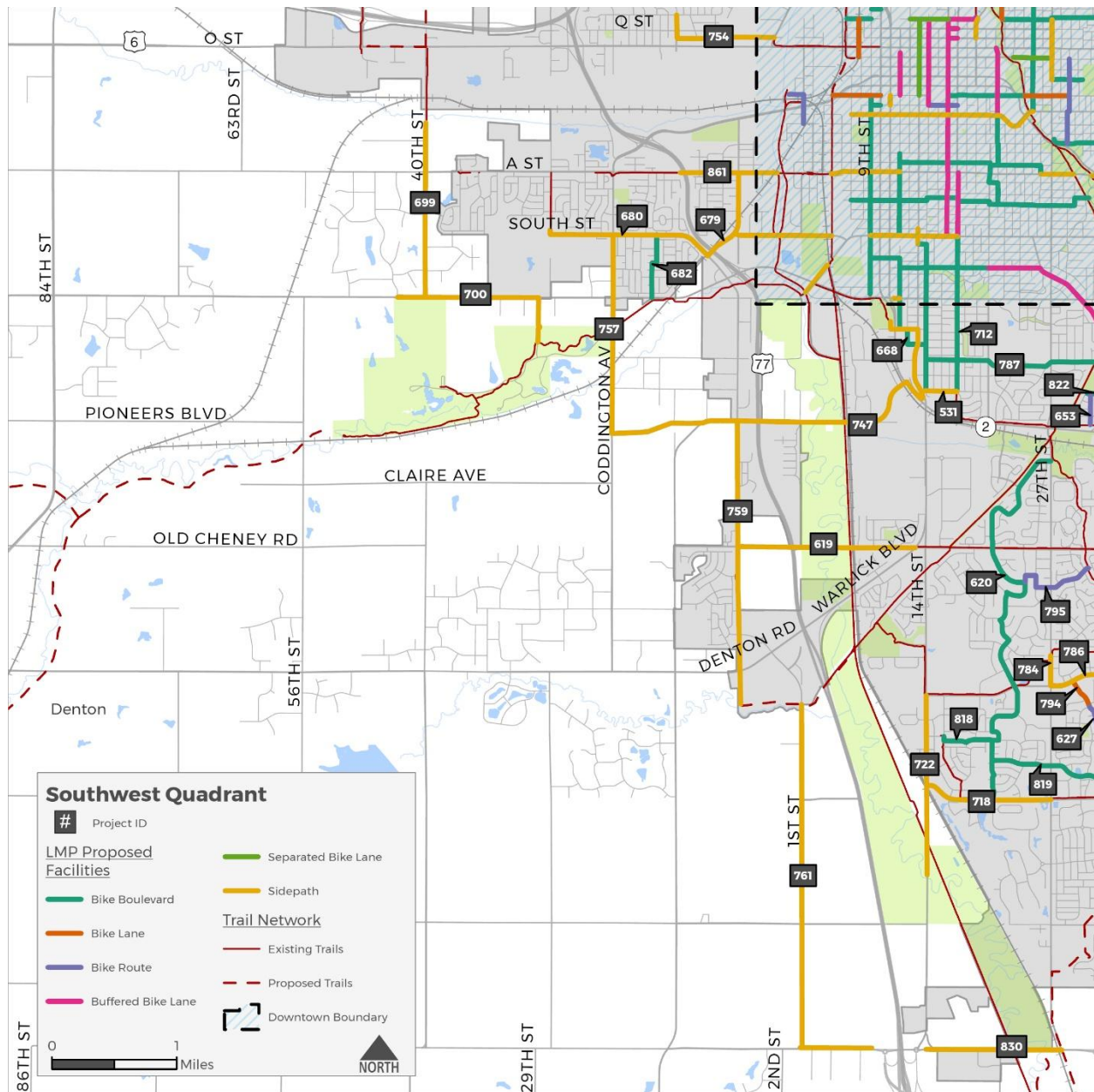


Table 6. Lincoln Mobility Plan On-Street Bicycle Project List (sorted by Project ID)

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
500	R St	Separated Bike Lane	N 12th St to N 16th St	Downtown	High
501	R St	Bike Boulevard	N 22nd St to N 35th St	Downtown	Medium
502	13th St	Separated Bike Lane	Lincoln Mall to R St	Downtown	High
503	G St/Randolph St	Sidepath	S 6th St to S 25th St	Downtown	High
504	N 16th St	Buffered Bike Lane	K St to R St	Downtown	Low
505	S 8th St	Bike Boulevard	S 9th St to South of Hill St	Downtown	Medium
506	S 17th St	Buffered Bike Lane	South St to A St	Downtown	Low
509	S 16th St	Buffered Bike Lane	F St to K St	Downtown	Low
510	S 16th St	Buffered Bike Lane	South St to F St	Downtown	Low
511	B St	Bike Boulevard	S 11th St to A St	Downtown	Medium
512	H St	Bike Route	S 14th St to S 17th St	Downtown	Low
513	S 1st St	Bike Route	F St to J St	Downtown	Low
514	N 14th St	Buffered Bike Lane	Vine St to Salt Creek Rdwy	Downtown	Low
515	R St	Bike Boulevard	Pinnacle Arena Dr to 16th St	Downtown	Medium
516	Pinnacle Arena Dr/Salt Creek Rdwy	Sidepath	N 8th St to Salt Creek Rdwy	Downtown	High
518	J St	Bike Lane	S 4th St to S 9th St	Downtown	Low
519	Canopy St	Bike Lane	N St to R St	Downtown	Low
521	S 21st St	Buffered Bike Lane	G St to O St	Downtown	Low

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
522	S 29th St	Bike Route	Randolph St to N St	Downtown	Low
523	J St	Bike Lane	S 24th St to S 29th St	Downtown	Low
527	N St	Separated Bike Lane	S 23rd St to S 27th St	Downtown	High
528	N 27th St	Sidepath	L St to R St	Downtown	High
529	L St	Bike Boulevard	S 27th St to Woods Park	Downtown	Low
530	S 14th St	Bike Boulevard	Hudson St to 13th St	Downtown	Medium
531	Burnham St / High St	Sidepath	Van Dorn Park to S 17th St	Southwest	High
532	Charleston St	Bike Boulevard	Claremont St to N 6th St	Downtown	Medium
536	Transformation Dr	Sidepath	N 19th St to Salt Creek Rdwy	Downtown	High
537	N 19th St/Court St	Bike Route	N 16th St to Transformation Dr	Downtown	Low
538	Salt Creek Rdwy	Sidepath	Transformation Dr to N 27th St	Northeast	Medium
539	N 27th St Frontage Road	Buffered Bike Lane	Salt Creek Rdwy to Theresa St	Northeast	Low
541	37th St	Sidepath	Calvert St to South St	Downtown	High
543	N 14th St	Sidepath	Virginia St to Adams St	Downtown	High
544	N 11th St	Sidepath	Saunders Ave to Nance Ave	Northwest	Medium
545	N 11th St	Buffered Bike Lane	Nance Ave to Furnas Ave	Northwest	Low
546	N 11th St	Buffered Bike Lane	Furnas Ave to Adams St	Northwest	Low

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
547	N 11th St	Bike Boulevard	Adams St to Superior St	Northwest	Medium
550	Adams St	Sidepath	N 1st St to N 11th St	Northwest	High
551	W Dawes Ave	Bike Route	W Cornhusker Hwy to N 1st St	Northwest	Low
552	W Fletcher Ave	Sidepath	Barons Rd to Purple Heart Hwy	Northwest	High
553	W Cornhusker Hwy/NW 12th St	Sidepath	NW 12th St Cornhusker Hwy to W Dawes Ave	Northwest	High
555	N 14th St	Sidepath	Humphrey Ave to Kooser Elementary School	Northwest	High
556	N 66th St	Sidepath	Fairfax Ave to Taylor Park Dr	Northeast	High
557	Sumner St	Bike Boulevard	Normal Blvd to A St	Downtown	Medium
558	R St	Separated Bike Lane	O St to N Cotner Blvd	Northeast	High
559	S 21st St	Bike Boulevard	Sumner St to G St	Downtown	Medium
560	Sumner St	Bike Boulevard	S 6th St to Park Dr / Sumner St	Downtown	Medium
566	Rockford Dr	Bike Route	Fletcher Ave to Folkways Blvd	Northwest	Low
567	Folkways Blvd	Buffered Bike Lane	N 21st St to N 33rd St	Northeast	Low
568	N 20th St	Bike Boulevard	Folkways Blvd to Fairfield St	Northwest	Medium
570	Hilltop Rd	Bike Route	N 14th St to 20th St	Northwest	Low
572	N 23rd St/Sea Mountain Rd	Bike Boulevard	Folkways Blvd to Fletcher Ave	Northeast	Low

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
577	Folkways Blvd	Bike Route	Rockford Dr to N 21st St	Northwest	Low
579	N 20th St	Buffered Bike Lane	Cornhusker Hwy to Fairfield St	Northwest	Low
580	Fairfield St	Bike Route	N 14th St to N 20th St	Northwest	Low
581	Fairfield St	Buffered Bike Lane	N 20th St to N 27th St	Northwest	Low
582	S 28th St	Bike Route	D St to Randolph St	Downtown	Low
583	L St	Bike Boulevard	Woods Park to S 70th St	Downtown	Medium
584	D St/Valley Rd	Bike Boulevard	Alpha St to S 56th St	Downtown	Medium
585	N 45th St	Separated Bike Lane	R St to W St	Northeast	High
587	South St	Sidepath	Scott Ave to Billy Wolff Trail	Downtown	Low
588	S 37th St	Bike Boulevard	Sumner St to Apple St	Downtown	Medium
591	Vine St	Sidepath	N 48th St to La Brea Ave	Northeast	Medium
592	La Brea Ave	Bike Route	Vine St to Wilshire Blvd	Northeast	Low
593	Fair St	Bike Route	N 27th St to N 33rd St	Downtown	Low
594	Cleveland Ave	Bike Boulevard	N 33rd St to N 67th St	Northeast	Medium
595	Holdrege St	Bike Boulevard	N 19th St to N 27th St	Downtown	Low
596	N 26th St	Bike Boulevard	Randolph St to Fair St	Downtown	Medium
597	N 22nd St	Bike Lane	R St to Dudley St	Downtown	Low
598	X St	Bike Boulevard	N 66th St to Havelock Ave	Northeast	Medium
601	Old Post Rd	Bike Route	S 70th St to South St	Southeast	Low
603	Lyncrest Dr	Bike Route	S 56th St to L St	Southeast	Low

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
606	S 56th St	Sidepath	Sunrise Rd to Valley Rd	Southeast	Low
608	South St	Sidepath	S 61st St to E Manor Dr	Southeast	Low
610	Holdrege St	Sidepath	N 48th St to N 52nd St	Northeast	High
611	Francis St	Bike Route	N 52nd St to N 63rd St	Northeast	Low
612	Carlos Dr	Bike Boulevard	A St to Starr St	Northeast	Medium
613	N 76th St/Urbana Ln	Bike Boulevard	N 66th St to Eagle Dr	Northeast	Medium
614	N 22nd St	Bike Route	Dudley St to Holdrege St	Downtown	Low
616	N 50th St	Bike Route	South of Y St to Colfax Ave	Northeast	Low
619	Old Cheney Rd	Sidepath	Warlick Blvd to S Folsom Rd	Southwest	High
620	Tipperary Trail	Bike Boulevard	Yankee Hill Rd to S 27th St	Southwest	High
621	S 49th St	Bike Boulevard	Union Hill Rd to Old Cheney Rd	Southeast	Medium
622	S 40th St	Sidepath	Old Cheney Rd to Nebraska Pkwy	Southeast	High
623	Briarpark Dr	Bike Route	S 40th St to S 48th St	Southeast	Low
627	Whitlock Rd	Bike Route	Collister Rd to San Mateo Ln	Southeast	Low
631	Larchdale Dr	Bike Route	S 79th St to S 77th St	Southeast	Low
636	Cotner Blvd	Sidepath	Randolph St to 66th St	Northeast	High
637	N 60th St	Bike Route	Francis St to Madison Ave	Northeast	Low

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
638	Havelock Ave	Sidepath	Cornhusker Hwy to Touzalin Ave	Northeast	Medium
639	Havelock Ave	Bike Route	Touzalin Ave to N 84th St	Northeast	Low
642	N 56th St	Sidepath	Mopac Trail to Orchard St	Northeast	Medium
650	A St	Sidepath	S 70th St to Cottonwood Dr	Southeast	High
651	S 70th St	Sidepath	Yankee Hill Rd to Old Cheney Rd	Southeast	High
652	Pine Lake Rd	Sidepath	S 84th St to S 91st St	Southeast	High
653	S 30th St	Bike Route	Pioneers Blvd to Prescott Ave	Southeast	Low
654	S 40th St	Sidepath	Prescott Ave to Prescott Ave	Southeast	Low
656	Antelope Creek Rd	Sidepath	S 44th St to Billy Wolff Trail	Southeast	Low
657	N Shore Dr/E Shore Dr	Bike Boulevard	Ashbrook Dr to S 84th St	Southeast	Medium
658	S 40th St	Sidepath	Helen Boosalis Trail to Gertie Ave	Southeast	Low
659	Blanchard Blvd	Bike Route	S 70th St to Pine Lake Rd	Southeast	Low
660	S 63rd St	Bike Boulevard	Yankee Hill Trail to Bridle Ln	Southeast	Medium
665	Sutherland St	Sidepath	Yankee Hill Rd to Yankee Hill Trail	Southeast	Low

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
667	Van Dorn St	Sidepath	Bison Trail to S 11th St	Downtown	Low
668	S 12th St	Bike Boulevard	S 14th St to S 8th St	Downtown	Medium
670	South St	Sidepath	S 8th St to 17th St	Downtown	High
673	Sunburst Ln/S 45th St	Bike Boulevard	South St to O St	Southeast	Medium
674	South St	Sidepath	S 45th St to S Cotner Blvd	Southeast	Medium
675	S 52nd St	Separated Bike Lane	O St to R St	Northeast	High
676	N 84th St	Sidepath	John Dietrick Trail to Havelock Ave	Northeast	High
677	W Adams St	Sidepath	N Park Rd to NW 12th St	Northwest	High
679	S Folsom St	Sidepath	W South St to W A St	Southwest	High
680	W South St	Sidepath	SW 27th St to S Folsom St	Southwest	High
682	SW 14th St	Bike Boulevard	Van Dorn St to W South St	Southwest	Low
687	Saunders Ave	Bike Lane	N 11th St to Antelope Valley Pkwy	Northwest	Low
690	N 59th St	Bike Route	Madison Ave to Adams St	Northeast	Low
691	Touzalin Ave	Buffered Bike Lane	Adams St to Havelock Ave	Northeast	Low
696	A St	Sidepath	S 26th St to Rock Island Trail	Downtown	High
697	NW 48th St	Sidepath	W Holdrege St to Knight St	Northwest	High

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
699	SW 40th St	Sidepath	W Van Dorn St to North of W F St	Southwest	High
700	W Van Dorn St	Sidepath	SW 47th St to Prairie Corridor Trail	Southwest	High
705	N Antelope Valley Pkwy	Sidepath	P St to R St	Downtown	Medium
708	R St	Buffered Bike Lane	N 16th St to N 19th St	Downtown	Low
710	S 70th St	Sidepath	Monterey Dr/Lincolnshire Rd to MoPac Trail	Northeast	High
711	W J St	Bike Route	Salt Creek Levee Trail to S 1st St	Downtown	Low
712	S 17th St	Bike Boulevard	South St to Burnham St	Downtown	Medium
715	N 45th St	Bike Route	W St to MoPac Trail	Northeast	Low
717	Yankee Hill Rd	Sidepath	S 48th St to S 70th St	Southeast	High
718	Yankee Hill Rd	Sidepath	S 14th St to S 27th St	Southwest	High
719	N 48th St	Sidepath	M St to Leighton Ave	Northeast	High
720	N 70th St	Sidepath	Fremont St to Murdock Trail	Northeast	Medium
722	S 14th St	Sidepath	Salt Creek to Pine Lake Rd	Southwest	High
723	S 48th St	Sidepath	Old Cheney Rd to Briarpark Dr	Southeast	Medium
724	Rockledge Rd	Bike Lane	Crown Pointe Rd to S 84th St	Southeast	Low
728	S 10th St	Sidepath	H St to J St	Downtown	Medium

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
731	Sandalwood Dr	Bike Route	Hazelwood Dr to Smoky Hill Rd	Southeast	Low
733	W Cuming St	Bike Route	NW 54th St to NW 48th St	Northwest	Low
734	Burt Dr	Bike Route	NW 12th St to NW 4th St	Northwest	Low
735	Crown Pointe Rd	Bike Route	E Pointe Rd to Rockledge Rd	Southeast	Low
736	S 70th St	Sidepath	Old Post Rd to Monterey Dr/Lincolnshire Rd	Southeast	High
737	Fremont St	Sidepath	N 68th St to N 70th St	Northeast	Medium
738	Judson St	Bike Route	N 48th St to N 68th St	Northeast	Low
741	N 68th St	Bike Route	Adams St to Fremont St	Northeast	Low
743	A St	Sidepath	S 4th St to S 11th St	Downtown	High
745	N 27th St	Sidepath	Old Dairy Rd to Superior St	Northeast	High
747	Pioneers Blvd	Sidepath	S Coddington Ave to S 13th St	Southwest	High
748	Park Blvd	Sidepath	Salt Creek Levee Trail to S 4th St	Downtown	High
749	NW 27th St	Sidepath	W Fletcher Ave to W Alvo Rd	Northwest	High
751	Cornhusker Hwy	Sidepath	N 20th St to N 29th St	Northwest	High
752	W Holdrege St	Sidepath	W Patridge Ln to East of NW 40th St	Northwest	High
753	Military Rd	Sidepath	N 10th St to Bessie St	Downtown	High

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
754	W P St	Sidepath	W S St to Sun Valley Blvd	Northwest	High
756	South St	Sidepath	S Folsom St to Jamaica North Trail	Downtown	High
757	S Coddington Ave	Sidepath	Pioneers Blvd to South of W Burnham St	Southwest	High
759	S Folsom St	Sidepath	W Denton Rd to Pioneers Blvd	Southwest	High
761	S 1st St	Sidepath	Saltillo Rd to Proposed Trail	Southwest	High
762	Breagan Rd	Sidepath	Rokeby Rd to S 91st St	Southeast	High
763	Old Cheney Rd	Sidepath	Billy Wolff Trail to West of S 138th St	Southeast	High
764	N 1st St	Sidepath	W Cornhusker Hwy to West Lincoln Park	Northwest	Medium
768	Alvo Road	Sidepath	N 16th St to Interstate 80	Northwest	High
772	48th St	Sidepath	M St to Billy Wolff Trail	Southeast	High
773	48th St	Sidepath	Billy Wolff Trail to Calvert St	Southeast	High
779	S 13th St	Sidepath	Hudson St to Plum St	Downtown	Medium
781	N 14th St	Buffered Bike Lane	H St to R St	Downtown	Low
782	Cotner Blvd	Sidepath	Normal Blvd to Randolph St	Southeast	High
784	27th St	Sidepath	Pine Lake Rd to Southpointe Trail	Southeast	Medium

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
785	56th St	Sidepath	Pine Lake Rd to London Rd	Southeast	High
786	Pine Lake Rd	Sidepath	27th St to Nebraska Hwy	Southeast	High
787	Calvert St	Bike Boulevard	Pace Blvd to Calvert St	Southeast	Medium
788	Calvert St	Bike Lane	44th St to 48th St	Southeast	Low
791	Fairfax Ave	Bike Route	63rd St to Cotner Blvd	Northeast	Low
792	98th St	Sidepath	Glass Ridge Dr to Old Cheney Rd	Southeast	High
794	29th St	Bike Lane	Pine Lake Rd to Collister Rd	Southeast	Low
795	Jane Ln	Bike Route	Norman Rd to Williamsburg Trail	Southwest	Low
801	Adams St	Sidepath	75th St to 84th St	Northeast	High
804	77th St	Bike Boulevard	Holmes Park Rd to A St	Southeast	Medium
805	S 76th St	Bike Boulevard	Nebraska Pkwy to Cooper Ave	Southeast	Medium
811	Y St	Bike Lane	N 17th St to N 22nd St	Downtown	Low
815	44th St	Bike Boulevard	Prescott Ave to Antelope Creek Rd	Southeast	Medium
818	Vavrina Ln	Bike Boulevard	Vavrina Blvd to Tropp Ridge Dr	Southwest	Low
819	Grainger Pkwy	Bike Boulevard	Tropp Ridge Dr to Blanchard Blvd	Southeast	High
820	S 84th St	Sidepath	Cheney Ridge Rd to Laroche Rd	Southeast	Medium

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
822	Prescott Ave	Bike Boulevard	Teri Ln to S 58th St	Southeast	Medium
824	S 46th St	Bike Boulevard	Gertie Ave to Prescott Ave	Southeast	Medium
827	11th St	Bike Boulevard	South St to C St	Downtown	Low
828	Lake St	Bike Boulevard	S 11th St to S 20th St	Downtown	Medium
829	J St	Bike Boulevard	S 16th St to S 24th St	Downtown	Low
830	Saltillo Rd	Sidepath	S 1st St do 27th St	Southwest	High
832	A St	Sidepath	Billy Wolff Trail to 48th St	Downtown	High
834	O St	Sidepath	S 48th St to S 66th St	Northeast	High
835	42nd St	Bike Boulevard	Holdrege St to Vine St	Northeast	Low
837	Fremont St	Bike Lane	84th St to 89th St	Northeast	Low
838	68th St	Bike Route	Adams St to Fremont St	Northeast	Low
839	76th St	Bike Route	Holmes Park Rd to Ringneck Dr	Southeast	Low
840	Teton Dr	Bike Route	70th St to Seacrest Park	Southeast	Low
841	Cooper Ave	Bike Route	S 76th St to S 84th St	Southeast	Low
842	Lake St/Sheridan Blvd	Buffered Bike Lane	S 20th St to S 44th St	Downtown	Medium
846	Fremont St	Bike Boulevard	Leighton Ave to N 89th St	Northeast	Medium
849	Haverford Cir	Bike Boulevard	Van Dorn St to L St	Southeast	Medium
850	E Bermuda Dr	Bike Boulevard	S 84th St to Sumner St	Southeast	Medium
851	Gertie Ave	Bike Boulevard	S 40th St to S 70th St	Southeast	Medium

Project ID	Street Name	Facility Type	Project Extents	Quadrant	Cost Range
854	56th St	Sidepath	Nebraska Highway 2 to Elkcrest Dr	Southeast	High
855	N 48th St	Sidepath	Benton St to Superior St	Northeast	High
857	Fletcher Ave	Sidepath	NW 27th St to NW 12th St	Northwest	High
858	NW 38th St	Sidepath	NW 48th St to NW 27th St	Northwest	High
859	Arbor Rd	Sidepath	Interstate 80 to Salt Creek	Northeast	High
860	N 14th St	Sidepath	Manatt St to Superior St	Northwest	High
861	W A St	Sidepath	Hwy 77 to Salt Creek	Southwest	High
862	11th St	Buffered Bike Lane	Lincoln Mall to between N St and O St	Downtown	Low

Project Evaluation & Prioritization

Mobility needs and opportunities in Lincoln are substantial. The Lincoln Mobility Plan outlines a comprehensive vision for an on-street bicycle network aimed at improving safety, connectivity, and mobility throughout. However, the city does not have a large enough forecast budget to fully address all recommended projects in the Lincoln Mobility Plan and LRTP. As a result, while the Lincoln Mobility Plan and the accompanying LRTP encourages the pursuit of alternative funding sources, projects have been evaluated and prioritized for when funding is available.

Project Prioritization Process

Given limited available funding, project prioritization must be both comprehensive and strategic, identifying investments that will most effectively advance the region's mobility network. The prioritization process is designed to select projects that provide the greatest contribution toward achieving the Lincoln Mobility Plan goals. The evaluation criteria used to assess and compare projects are directly aligned with these goals.

Evaluation Criteria

Each bike project received a score ranging from 0.0 to 1.0 for each goal of the Lincoln Mobility Plan, with 0.0 being the least favorable and 1.0 being the most favorable. The seven Lincoln Mobility Plan goals include:

1. Safety
2. Connected Network
3. Access and Options
4. Healthy, Active Lifestyle
5. Sustainable Mobility
6. Economic Vitality & Access to Jobs
7. Implementation, Funding & Partnerships

These goals, as well as support from the public, were used as the basis for project evaluation. **Table 7** describes the evaluation criteria and supporting data.

Table 7. Evaluation Criteria Scoring Scale Details

1. Safety: A safer multimodal network that supports walking, biking, rolling, and transit access in a manner that eliminates fatal crashes and reduces severe crashes.	
High Injury Network (HIN), Vulnerable Road User (VRU) HIN	The safety score is an average of two VZAP metric sub-scores for a maximum total score of 1. • HIN (Segment <u>or</u> Intersection): ○ Tier 1 = 1.0 ○ Tier 2 = 0.5 ○ Neither = 0.0 • VRU HIN: ○ Tier 1 = 1.0 ○ Tier 2 = 0.5 ○ Neither = 0.0

2. Connected Network: A connected citywide network linking people – both in established areas and the growing edges – to goods, services, and amenities such as jobs, schools, services, parks, and transit.	
Barrier Breaker, Gap Closure, Cross-Town Connection	The connected community score is the average of three metrics for a maximum total score of 1. Cross-Town Connection is double weighted. - Barrier Breaker: - Formalized crossing of arterial street = 0.5 - No crossing = 0.0 - Gap Closure: - Complete a Complete Streets gap = 0.5 - Complete a gap in bike network = 0.33 - Extend bike network = 0.16 - Disconnected from bike network = 0.0 - Cross-Town Connection - Located on cross-town connector = 1.0 - Access to cross-town connector = 0.5 - Neither = 0.0
3. Access & Options: A reliable multimodal network that supports daily travel needs for all members of the Lincoln community through practical travel choices, especially in areas with limited transportation options.	
Community with limited transportation option mapping (older adults, youth, people with disabilities, zero vehicle households, low-income); Social services connection	Project scored based on the presence of communities with limited transportation options surrounding project area. If the project passes through areas with more than one index category, the score defaults to the highest score. - Low = 0.0 - Low to moderate = 0.25 - Moderate = 0.5 - Moderate to high = 0.75 - High = 1.0
4. Healthy, Active Lifestyle: A city designed to encourage active transportation and cultivate healthier, more livable neighborhoods.	
Mobility node, school proximity	Mobility Node or School: - At least one within ¼ mile radius = 1.0 - At least one within ½ mile radius = 0.5 - Otherwise = 0.0

5. Sustainable Mobility: A transportation system that advances clean technologies, improves air quality, uses resources efficiently, and strengthens long-term resilience.	
Short Trips (greatest potential for converting vehicle trips to biking or walking trips)	Value of 1 was set based on the highest volume of short trips in the dataset; all other projects were scaled relative to the highest volume. A 1/4-mile buffer was used to capture short trips on parallel routes.
6. Economic Vitality & Access to Jobs: A multimodal system that builds a stronger economy through improved access to jobs, education, and key destinations, supporting talent attraction and long-term retention.	
Mixed use and commercial land uses, employment	The economic vitality score is the average of two metrics for a maximum total score of 1: Project located within 1/4 mile of mixed use or commercial area = 1.0 Otherwise = 0.0 Jobs within 1/4 mile buffer of the project; value of 1 will be set based on the highest number of jobs in the dataset; all other projects will be scaled relative to the highest number
7. Implementation, Funding & Partnerships: Cost-effective implementation of the Lincoln Mobility Plan through a coordinated 'dig once' approach, backed by reliable funding and strong partnerships.	
Project cost; feasibility	The implementation score is the average of two metrics for a maximum total score of 1: Cost score: • >\$1 million = 0.0 • \$500k-999k = 0.2 • \$250-499k = 0.4 • \$100-249k = 0.6 • \$50-99k = 0.8 • <\$50k = 1.0 Feasibility score: • Challenging = 0.0 • Moderate = 0.5 • Easy = 1.0
Public Support	
Public Support	The number of "votes" for each project were counted. A score of 1 was based on the highest value in the dataset.

Evaluation Criteria Weights

To ensure the evaluation reflected the priorities established in the Lincoln Mobility Plan, each goal was assigned a weighting factor, as shown in **Table 8**. Goals identified as higher priorities were assigned greater weights, allowing them to have a larger influence on the overall project score. This approach recognizes that while all goals are important, not all goals contribute equally to advancing the community's vision and desired outcomes.

The final project score was calculated by multiplying each goal score by its assigned weight and then summing the weighted scores across all seven goals. Final scores were normalized to a scale of 0 to 100, where 0 represents the least favorable project and 100 represents the most favorable project. Projects with higher scores are those that more effectively support the Lincoln Mobility Plan goals and community priorities.

Table 8. Bike Project Goal Weights

Goal Area	Weight
Safety	21.10
Implementation, Funding & Partnerships	16.40
Access & Options	15.80
Connected Network	14.30
Healthy, Active Lifestyle	10.10
Public Support	9.60
Sustainable Mobility	7.90
Economic Vitality & Access to Jobs	4.80

Cross-Town Connection Corridors

As shown in **Table 7**, a specific evaluation criterion associated with the Connected Network goal was Cross-Town Connection. This criterion was used because one of the primary desired outcomes of the Lincoln Mobility Plan was definition of cohesive bikeway corridors that would provide connectivity across a substantial portion of the city via a combination of linked on-street and off-street bike facilities. Following the network development process and finalization of the recommended project list, the future Lincoln bicycle network was reviewed to identify specific Cross-Town Connection corridors (considering existing and planned on-street and off-street facilities).

The Lincoln Mobility Plan envisions bicycle boulevards and other active transportation facilities that form an identifiable, branded system of bikeways, which complement the trail network as citywide corridors.

These connections inform project evaluation and prioritization as well as future wayfinding implementation, as there is a desire to develop a unique wayfinding program for identifying these corridors on the ground for users.

Nine primary Cross-Town Connection corridors were defined: three north-south and six east-west. **Table 9** defines the general alignment and extent of each as well as the corresponding Lincoln Mobility Plan projects, and **Figure 34** illustrates the recommended Lincoln Mobility Plan projects which were assessed as having a crosstown connection benefit.

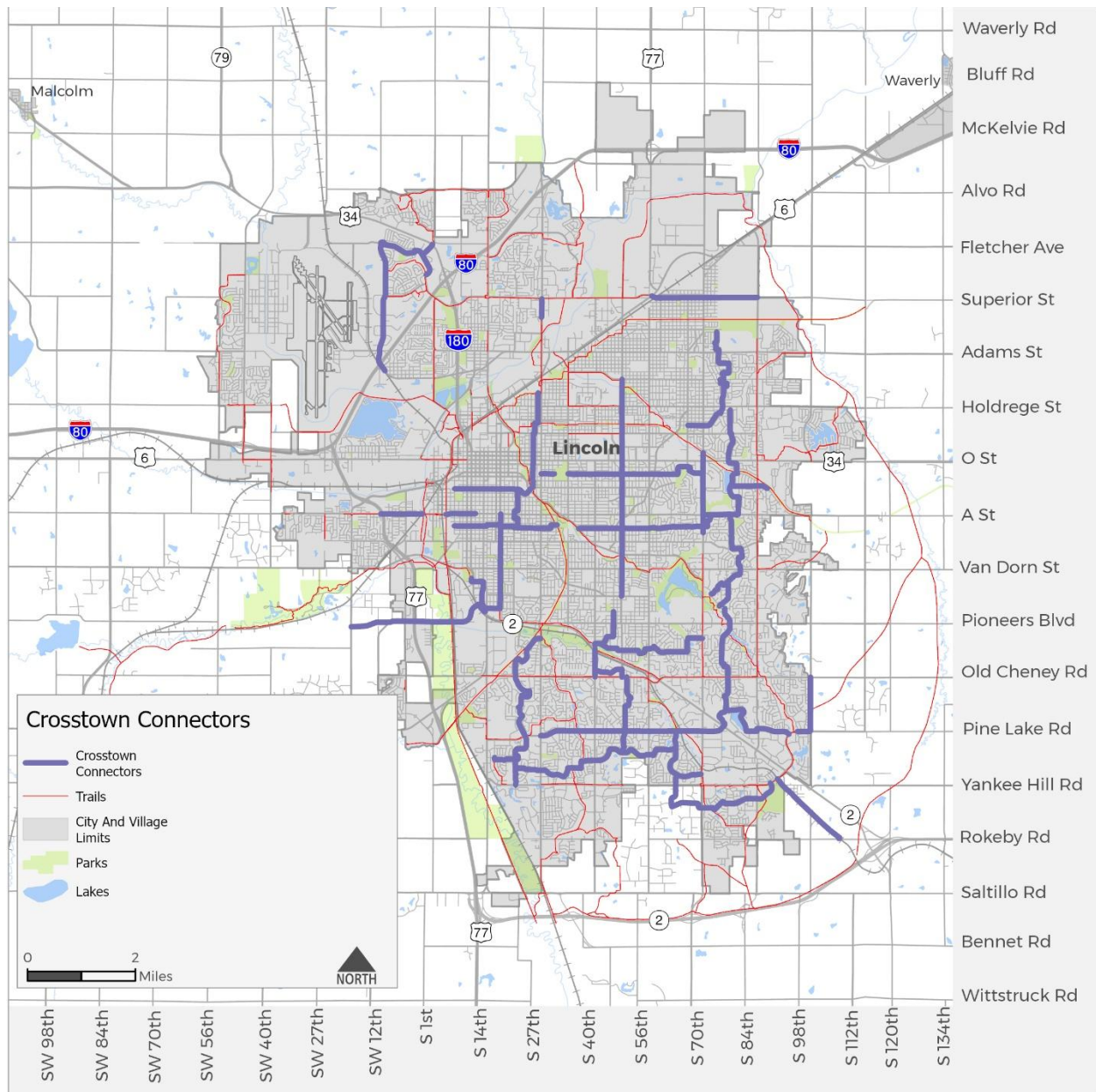
Table 9. Primary Cross-Town Connection Corridors

Primary Corridor	Connector Start (North/West)	Connector End (South/East)	Included Lincoln Mobility Plan Project IDs
Superior Street	NW 13th St	84th St	639, 638, 552, 734, 553
L Street	S 33rd St	S 70th St	503, 596, 529, 583, 710
Sumner St	SW 23rd St	Smoky Hill Rd	861, 743, 560, 557, 650, 612, 731
Pioneers Blvd	S Coddington Ave	S 70th St	747, 531, 851, 658
Pine Lake Rd	Rock Island Trail	98th St	786, 805, 657, 652, 792
Yankee Hill Rd	S 16th St	Rokeby Rd	818, 620, 819, 659, 660, 665, 762
75th St	Eagle Dr	Pine Lake Rd	613, 612, 650, 804, 839, 805
48th St	Leighton Ave	Union Hill Rd	719, 772, 773, 824, 851, 658, 622, 623, 723, 621
16th St	Superior St	Yankee Hill Rd	745, 596, 503, 559, 560, 506, 712, 620



Above: Conceptual signage for Sumner Street Neighborhood Bikeway

Figure 34. Cross-Town Connection Bike Projects (Bikeways)



Chapter 8: Policy and Programmatic Considerations

To accomplish the goals of the Lincoln Mobility Plan, programs and policies need to be put in place to encourage and require the inclusion of these elements into existing and future transportation infrastructure. Policy and programmatic considerations are drawn from relevant City of Lincoln policies, best practices, and trends from peer cities.

Signage & Wayfinding

Signage and wayfinding are easy ways to improve bicycling in an area because they help to identify the best routes to destinations, help riders overcome a barrier of not knowing where to ride, and helps motorists anticipate the presence of bicyclists. Wayfinding systems typically use signage and pavement markings to guide bicyclists on preferred routes throughout the community. Routes may be numbered, named, or color coded. Wayfinding signage or pavement markings should align with a map for riders to reference. Signage may also indicate distances or travel times to key destinations. As the bicycle and mobility network expands, it is important to implement signage and wayfinding consistently, to create a cohesive, comprehensive wayfinding system.

Mobility-Oriented Development

A number of tools can be utilized by the City to allow and encourage MOD as proposed in this Plan:

Zoning Code

A way to support mobility is through the regulation of development patterns and standards that promote and allow for compact development and walkable neighborhoods. Existing regulations for development that improve mobility include a requirement for sidewalks to be built on both sides of all streets and pedestrian ways to be built when a block exceeds 1,000 ft in length. A policy within the city code that encourages the further integration of elements that promote mobility into future development is a Floor Area Ratio (FAR) bonus in commercial and industrial areas where pedestrian-oriented features and bike racks are included. While cul-de-sacs are still permitted in Lincoln code, there is a maximum length of 1,000 ft.

Comprehensive Plan

The Comprehensive Plan's redevelopment strategies should point to the Lincoln Mobility Plan recommendations, concepts, and projects. Numerous goals and planned policies within the 2050 Comprehensive Plan (2021), which is currently in the process of being updated. Relevant goals and policies include eliminating or reducing parking minimums, encouraging large employers and public agencies to provide bike parking, and establishing bike parking standards for all new development and redevelopment of commercial, multi-family housing, and mixed-use redevelopment projects. Redevelopment nodes should be expanded to endorse Mobility Nodes, where Growth Mobility Nodes will have a redevelopment and/or placemaking component, while Intermodal Nodes will be limited to transportation connections.

Complete Streets

In 2013, the Mayor adopted a Complete Streets Executive Order that aims to provide “full consideration to the accommodation of the transportation needs of all users, regardless of age or ability, including those traveling by private vehicle, mass transit, foot, and bicycle” in the design, planning and development of projects. A Complete Streets approach remains relevant and is at the core of the recommendations of this Plan. LTU’s approach is “holistic,” where every project is viewed as an opportunity for multimodal improvements. Ensuring strong coordination with all city departments early in the process will be important to successful implementation of the Lincoln Mobility Plan vision going forward.

Safe Streets Lincoln

Lincoln adopted the Vision Zero Action Plan in early 2026, which identifies a number of safety policies and strategies. It also identifies priority corridors and opportunities for roadway projects to enhance safety. Projects scoring high in the safety category are noted in Chapter 9 of this plan. Going forward, efforts should be made to coordinate mobility and safety projects to the maximum extent possible.

Other Plans and Policies

Lincoln identified additional opportunities for coordination and implementation of Lincoln Mobility Plan recommendations. The City’s **Climate Action Plan** calls for environmentally-friendly transportation strategies. This 2021 plan is schedule for an update in 2027, which will be an opportunity to incorporate current mobility technologies and the Lincoln Mobility Plan vision. The Tax Increment Financing (TIF) process, including **TIF review plans**, are critical opportunities to fund multimodal infrastructure and advance the Lincoln Mobility Plan’s recommendations. **Subarea plans** that are developed for neighborhoods and corridors present strong opportunities to translate Lincoln Mobility Plan concepts and recommendations into the local, neighborhood context.

The City recently adopted an **Age-Friendly Action Plan**, which provides a linkage to the growing concern to provide transportation options for all ages and abilities. In addition, the **Parks Facilities Plan** guides the Parks and Recreation Department’s plan for projects over a ten year period. Ensuring coordination as related to trails and the connection between transportation and recreation is considered in the goals and project identification and prioritization is part of a holistic vision for Lincoln.

Multimodal Design Standards

In recent years, street design standards have evolved to incorporate all modes and shift the focus away from roadway capacity and congestion to safety and comfort for all roadway users. An example of this in Lincoln is the adoption of a Complete Streets program in 2013. Although the city has an adopted policy, there are few guidelines available on the implementation of the policy or integration of policy concepts into design.

Many other cities, such as the City of Omaha, have [Complete Streets design guides](#) to accompany their policies. These design guides provide examples of designs and elements that align with Complete Streets principles based on land use contexts, existing right-of-way constraints, and typical roadway users. The creation of a design guide for the City of Lincoln would help the city consistently implement the

objectives of its Complete Streets policy while providing a framework for applying nationally recognized best practices, including guidance from the AASHTO Guide for the Development of Bicycle Facilities. Incorporating these design standards would support the development of safe, comfortable, and connected bicycle infrastructure throughout the city.

Emerging Technology

There are many emerging technologies when considering mobility efforts, including e-bikes and micromobility systems. Advancements that the City has made in this space includes the creation of a shared mobility program for e-scooters. The city has also been proactive in clearly defining and creating regulations for the operation of these devices.

An example of an emerging technology that other communities are requiring of their micromobility services is technology to reduce e-scooter riding and parking on sidewalks.

Education & Enforcement

To successfully implement the ideas of the Lincoln Mobility Plan, both education and enforcement efforts are needed to ensure that the public is aware of and understands mobility opportunities and regulations in the community. Existing programs, such as Lincoln Safe Routes to School and Safe Kids Lincoln-Lancaster County's Pedestrian/Bicycle Safety Task Force, provide important foundations for promoting safe travel behaviors, supporting school zone safety initiatives, and delivering pedestrian and bicycle education and outreach. Building upon these efforts, while coordinating with enforcement strategies, can help improve safety, awareness, and compliance across the transportation network.

Common educational and enforcement campaigns in peer communities include:

- Walking and biking education for elementary, middle, and high school students
- Education and outreach about the risks of driving distracted, preoccupied, emotionally upset, or fatigued
- Educate roadway users about safe speeds

Chapter 9: Implementation Plan

The Lincoln Mobility Plan establishes a comprehensive vision for a safe, connected, and accessible multimodal transportation system. Building on the conditions, networks, typologies, and policy recommendations presented in previous sections, this implementation plan describes how the Mobility Plan will be implemented over time.

Implementation of the Lincoln Mobility Plan will require a coordinated approach that integrates infrastructure investment, policy direction, program delivery, and partnerships. This chapter outlines the strategies, tools, and processes that will guide decision-making and ensure that Lincoln continues to make meaningful progress toward its vision of a low-stress, people-centered mobility network.

Implementation Framework

Components of Implementation

The Lincoln Mobility Plan establishes a clear path toward achieving a safer, more connected, and more accessible transportation system. Implementation of the Lincoln Mobility Plan is organized around four complementary components: infrastructure investments, programs and initiatives, policies and standards, and operations and maintenance. Together, these components provide a holistic approach to enhancing mobility.

Infrastructure Investments

Representing the most visible element of the Lincoln Mobility Plan, infrastructure investments include the construction, reconstruction, and enhancement of facilities that support walking, biking, rolling, and access to transit.

Key types of these investments include:

- On-street bicycle facilities (bike lanes, bike boulevards, separated facilities)
- Sidewalk infill, and ADA-compliant curb ramps
- Safe and comfortable street crossings
- Trail and sidepath connections
- Streetscape and transit-supportive improvements

These investments are guided by the Active Transportation Network and Mobility-Oriented Development framework. Rather than isolated projects, they are part of a coordinated effort to build a better transportation system.

Programs and Initiatives

Programs and initiatives complement infrastructure by reinforcing safe and effective use of the transportation system. These efforts are especially important for addressing behavioral and access barriers identified through community engagement.

These strategies may include:

- Education campaigns
- Safe Routes to School and youth-focused mobility programs
- Encouragement initiatives and community events
- Targeted safety campaigns
- Data collection and performance tracking programs

Coupled with infrastructure investments, these initiatives help ensure meaningful changes in how people travel.

Policies and Standards

Policies and standards are critical for ensuring that mobility improvements are consistently integrated into projects. They establish expectations of how the system should function and provide a framework for incorporating multimodal elements into everyday decision making.

Key policy and regulatory tools include:

- Complete Streets policy
- Development regulations that support walkable, connected neighborhoods
- Multimodal design standards and guidance
- Parking, access, and site design requirements

By strengthening and aligning these policies, the City can ensure that every project enhances the mobility network, even when mobility is not the primary project purpose.

Operations and Maintenance

Operations and maintenance are essential for preserving the safety, accessibility, and usability of the network over time. Even the most well-designed infrastructure requires ongoing attention to remain effective. A strong maintenance program protects prior investments and ensures that facilities remain accessible for people of all ages and abilities.

Integrating the Lincoln Mobility Plan into Decision-Making

The Lincoln Mobility Plan is intended to serve as a core decision-making tool for transportation and land use decisions in Lincoln. Its effectiveness depends on its consistent use across planning, design, and implementation processes. The Lincoln Mobility Plan will guide the prioritization and development of projects included in the City's Capital Improvement Program (CIP) and the regional Transportation Improvement Program (TIP). Projects identified in this plan will be advanced as funding becomes available, with priority given to those that best support plan goals and address critical needs.

The Lincoln Mobility Plan is closely coordinated with the LRTP, Comprehensive Plan, and other modal and neighborhood plans. Implementation will require continued alignment with these plans as well as future iterations of the StarTran Transit Development Plan, Vision Zero Action Plan, redevelopment plans and subarea studies, and capital and maintenance programming efforts.

Advancing Implementation Over Time

Implementation of the Lincoln Mobility Plan will occur incrementally over time, shaped by funding availability, project opportunities, and evolving community needs. The mobility network will grow through the continuous process of strategic capital investments, opportunistic improvements through other projects, and policy-driven changes. Through this multifaceted, phased approach, the city can make steady progress toward its vision while remaining adaptable and responsive.

To ensure long-term success, implementation will be supported by clearly defining roles and responsibilities across agencies, identifying performance measures tied to plan goals, regularly monitoring and reporting progress, and making periodic updates to reflect new data and priorities. By establishing a framework for accountability and continuous improvement, the city can ensure that the Lincoln Mobility Plan remains a living document that best serves the community.

Network Implementation Strategy

Implementing the Active Transportation Network

The Active Transportation Network establishes a comprehensive system of bicycle and pedestrian facilities designed to provide safe, comfortable, and connected travel options throughout Lincoln. The implementation of this network will occur incrementally over time. Rather than serving as a static list of projects, the network serves as a long-term blueprint that will guide decision-making and investment over time. The city will use this framework to prioritize investments that:

- Close critical gaps in the existing network
- Improve safety along high-risk corridors and intersections
- Enhance access to key destinations, including mobility nodes, schools, employment centers, parks, and transit stops
- Overcome major physical barriers such as arterial roadways and rail crossings
- Strengthen connections between on-street facilities and the existing trail system

Phasing and Priorities

The implementation of the Lincoln Mobility Plan will occur over time and will be guided by a phased approach that balances immediate needs with long-term system mobility. While the prioritization process identifies high-value projects, phasing helps organize these investments into a realistic strategy for delivery.

Near-Term (0-5 Years)

Near-term implementation will focus on projects that can be delivered quickly and cost-effectively, with an emphasis on safety and connectivity. These projects generally include:

- Quick-build improvements such as pavement markings, signage, and temporary materials
- Bicycle and pedestrian safety enhancements along the High Injury Network
- Gap closures that connect existing, high-demand facilities
- Improvements near schools, parks, and mobility nodes
- Maintenance and upgrading of existing facilities

These projects provide early progress toward plan goals and can often be implemented with limited design and construction complexity.

Mid-Term (5-10 Years)

These investments will focus on expanding the network and improving the quality and comfort of facilities along key corridors. These projects may include:

- Corridor retrofits to add or upgrade bicycle and pedestrian facilities
- Intersection and crossing improvements at major barrier points
- Expanded connections to transit routes and mobility-oriented development nodes
- Enhancements that greatly support increased usage and access

Mid-term projects often require more coordination and design. However, they can provide significant benefits in terms of connectivity and user experience.

Long-Term (10+ Years)

The long-term implementation strategies include larger-scale capital projects that are typically tied to major roadway reconstruction, redevelopment, or regional investments. They may include:

- Reconstruction of major corridors to accommodate Complete Street designs
- Grade-separated crossings or major barrier mitigation projects
- Extensive right of way modifications or capital-intensive infrastructure

These projects are longer-term strategies to transform key parts of the transportation system and are often dependent on funding availability and broader infrastructure cycles.

Opportunity-Based Implementation

A key strategy for implementing the Lincoln Mobility Plan is to integrate bicycle and pedestrian improvements into projects that are planned or funded. This approach maximizes efficiency and reduces implementation costs. These opportunities may include:

- Street resurfacing and reconstruction projects—incorporating bike lanes, crossings, and sidewalk improvements during roadway work
- Utility upgrades and infrastructure projects—coordinating with underground work to minimize disruption and reduce costs
- Private development and redevelopment—requiring or incentivizing multimodal improvements through development review processes and tools such as Tax Increment Financing (TIF)
- Streetscape and corridor enhancement projects—integrating mobility considerations into public improvements

Aligning mobility improvements with these opportunities can accelerate network buildout while making efficient use of available resources.

Projects and Priority Investments

Project Identification

The Lincoln Mobility Plan identifies a comprehensive set of improvements through a data-driven and community-informed approach. Projects were identified through an analysis of existing conditions, stakeholder conversations, and robust community engagement. This work was essential for identifying gaps in the existing bike and pedestrian network, barriers to safe and convenient travel, accessibility needs surrounding mobility nodes and key destinations, and locations with higher concentrations of bicycle and pedestrian activity. Additionally, recommendations from previous plans, such as the Lincoln Bike Plan, and ongoing local initiatives were incorporated into this plan to ensure continuity and alignment with established priorities. Together, these inputs resulted in a broad collection of potential projects that reflect both current needs and long-term opportunities for improving mobility in Lincoln.

Project Prioritization

Given the scale of identified needs and reality of the funding outlook, a structured prioritization process was used to evaluate and rank projects based on their ability to advance the goals of the Lincoln Mobility Plan, as described in the Active Transportation Network chapter. The result is a prioritized set of investments that represent the most strategic and effective opportunities to improve safety, accessibility, and connectivity in Lincoln.

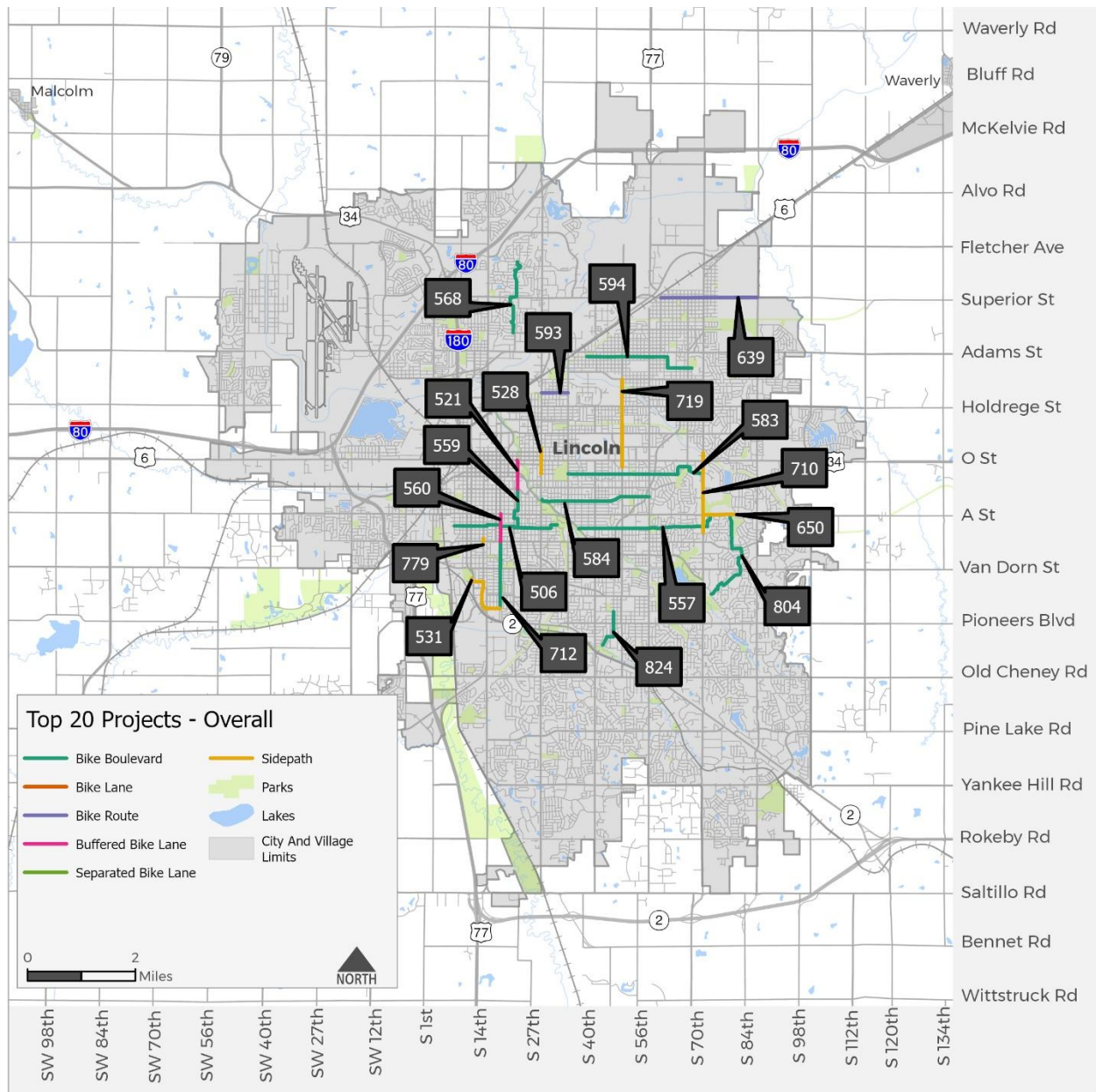
The scoring process resulted in a prioritized version of the Lincoln Mobility Plan project list presented previously in this report (see **Table 6**). While the projects are all ranked in order from 1 to 207 based on their evaluation scores, it is critical to note that these overall rankings are not intended to represent planned implementation sequencing of the projects – i.e., the highest ranked project will not necessarily be the first one to be built. The rankings provide important insight into the relative benefit and need of each project, but there are a variety of additional factors that must be considered when determining implementation phasing; among them funding availability, sequencing of other infrastructure projects, extent of right of way and utility impacts, and development/redevelopment plans. Recognizing that the exact order of implementation for the recommended Lincoln Mobility Plan projects will gradually evolve and gel over time, **Table 10** through **Table 16** present select prioritization results by a variety of filters – top scoring projects overall, top scoring projects with high implementation and safety sub-scores, and top scoring projects within each defined city quadrant. **Table 11** reflects “quick-win” projects that have a relatively high ease of implementation and high overall score.

Project Rankings: Top 20 Overall Projects

Table 10. Top 20 Projects Overall

Project ID	Street Name	From	To	Facility Type	Total Score	Rank
584	D St/Valley Rd	Alpha St	S 56th St	Bike Boulevard	71.18	1
779	S 13th St	Hudson St	Plum St	Sidepath	66.08	2
719	N 48th St	M St	Leighton Ave	Sidepath	64.36	3
593	Fair St	N 27th St	N 33rd St	Bike Route	64.17	4
528	N 27th St	L St	R St	Sidepath	63.90	5
639	Havelock Ave	Touzalin Ave	N 84th St	Bike Route	63.21	6
594	Cleveland Ave	N 38th St	N 67th St	Bike Boulevard	61.75	7
583	L St	Woods Park	S 70th St	Bike Boulevard	60.66	8
506	S 17th St	South St	A St	Buffered Bike Lane	58.97	9
560	Sumner St	S 6th St	Park Dr / Sumner St	Bike Boulevard	58.68	10
712	S 17th St	South St	Burnham St	Bike Boulevard	58.18	11
568	N 20th St	Folkways Blvd	Fairfield St	Bike Boulevard	58.00	12
521	S 21st St	G St	O St	Buffered Bike Lane	57.61	13
531	Burnham St / High St.	Van Dorn Park	S 17th St	Sidepath	57.54	14
804	77th St	Holmes Park Rd	A St	Bike Boulevard	57.54	15
557	Sumner St	Normal Blvd	A St	Bike Boulevard	57.54	16
559	S 21st St	Sumner St	G St	Bike Boulevard	56.81	17
710	S 70th St	Monterey Dr/Lincolnshire Rd	MoPac Trail	Sidepath	56.75	18
650	A St	S 70th St	Cottonwood Dr	Sidepath	56.70	19
824	S 46th St	Gertie Ave	Prescott Ave	Bike Boulevard	56.26	20

Figure 35. Top 20 Overall Projects



Project Rankings: Quick-Wins and Safety-Focused Projects

Table 11. Top 10 Projects – High Implementation Score

Project ID	Street Name	From	To	Facility Type	Implementation Score	Total Score	2026 Rank
584	D St/Valley Rd	Alpha St	S 56th St	Bike Boulevard	0.7	71.18	1
593	Fair St	N 27th St	N 33rd St	Bike Route	1	64.17	4
506	S 17th St	South St	A St	Buffered Bike Lane	0.75	58.97	9
712	S 17th St	South St	Burnham St	Bike Boulevard	0.8	58.18	11
568	N 20th St	Folkways Blvd	Fairfield St	Bike Boulevard	0.7	58.00	12
804	77th St	Holmes Park Rd	A St	Bike Boulevard	0.7	57.54	15
559	S 21st St	Sumner St	G St	Bike Boulevard	0.8	56.81	17
824	S 46th St	Gertie Ave	Prescott Ave	Bike Boulevard	0.8	56.26	20
616	N 50th St	South of Y St	Colfax Ave	Bike Route	1	54.99	27
529	L St	S 27th St	Woods Park	Bike Boulevard	1	54.74	28

Table 12. Top 10 Projects – High Safety Score

Project ID	Street Name	From	To	Facility Type	Safety Score	Total Score	2026 Rank
584	D St/Valley Rd	Alpha St	S 56th St	Bike Boulevard	1.00	71.18	1
779	S 13th St	Hudson St	Plum St	Sidepath	0.75	66.08	2
719	N 48th St	M St	Leighton Ave	Sidepath	1.00	64.36	3
593	Fair St	N 27th St	N 33rd St	Bike Route	0.75	64.17	4
528	N 27th St	L St	R St	Sidepath	1.00	63.90	5
639	Havelock Ave	Touzalin Ave	N 84th St	Bike Route	0.75	63.21	6
594	Cleveland Ave	N 38th St	N 67th St	Bike Boulevard	0.75	61.75	7
521	S 21st St	G St	O St	Buffered Bike Lane	0.75	57.61	13
710	S 70th St	Monterey Dr/Lincolnshire Rd	MoPac Trail	Sidepath	0.50	56.75	18
650	A St	S 70th St	Cottonwood Dr	Sidepath	0.50	56.70	19

Project Rankings By Sub Area

Table 13. Top 10 - Downtown Area

Project ID	Street Name	From	To	Facility Type	Total Score	2026 Rank	Downtown Rank
584	D St/Valley Rd	Alpha St	S 56th St	Bike Boulevard	71.18	1	1
779	S 13th St	Hudson St	Plum St	Sidepath	66.08	2	2
593	Fair St	N 27th St	N 33rd St	Bike Route	64.17	4	3
528	N 27th St	L St	R St	Sidepath	63.90	5	4
583	J St	Woods Park	S 70th St	Bike Boulevard	60.66	8	5
506	S 17th St	South St	A St	Buffered Bike Lane	58.97	9	6
560	Sumner St	S 6th St	Park Dr / Sumner St	Bike Boulevard	58.68	10	7
712	S 17th St	South St	Burnham St	Bike Boulevard	58.18	11	8
521	S 21st St	G St	O St	Buffered Bike Lane	57.61	13	9
557	Sumner St	Normal Blvd	A St	Bike Boulevard	57.54	16	10

Table 14. Top 10- Northeast Lincoln

Project ID	Street Name	From	To	Facility Type	Total Score	2026 Rank	Northeast Rank
719	N 48th St	M St	Leighton Ave	Sidepath	64.36	3	1
639	Havelock Ave	Touzalin Ave	N 84th St	Bike Route	63.21	6	2
594	Cleveland Ave	N 38th St	N 67th St	Bike Boulevard	61.75	7	3
710	S 70th St	Monterey Dr/Lincolnshire Rd	MoPac Trail	Sidepath	56.75	18	4
636	Cotner Blvd	Randolph St	66th St	Sidepath	55.16	25	5
616	N 50th St	South of Y St	Colfax Ave	Bike Route	54.99	27	6
738	Judson St	N 48th St	N 68th St	Bike Route	52.92	34	7
690	N 59th St	Madison Ave	Adams St	Bike Route	51.02	43	8
611	Francis St	N 52nd St	N 63rd St	Bike Route	48.89	52	9
613	N 76th St/Urbana Ln	N 66th St	Eagle Dr	Bike Boulevard	48.71	54	10

Table 15. Top 10 - Northwest

Project ID	Street Name	From	To	Facility Type	Total Score	2026 Rank	Northwest Ranking
568	N 20th St	Folkways Blvd	Fairfield St	Bike Boulevard	58.00	12	1
751	Cornhusker Hwy	N 20th St	East of N 29th St	Sidepath	51.89	39	2
547	N 11th St	Adams St	Superior St	Bike Boulevard	49.51	50	3
551	W Dawes Ave	W Cornhusker Hwy	N 1st St	Bike Route	47.71	61	4
733	W Cuming St	NW 54th St	NW 48th St	Bike Route	47.52	65	5
577	Folkways Blvd	Rockford Dr	N 21st St	Bike Route	47.33	67	6
579	N 20th St	Cornhusker Hwy	Fairfield St	Buffered Bike Lane	46.09	78	7
580	Fairfield St	N 14th St	N 20th St	Bike Route	45.81	82	8
764	N 1st St	W Cornhusker Hwy	West Lincoln Park	Sidepath	44.73	92	9
581	Fairfield St	N 20th St	N 27th St	Buffered Bike Lane	43.52	100	10

Table 16. Top 10 - Southeast

Project ID	Street Name	From	To	Facility Type	Total Score	2026 Rank	Southeast Rank
804	77th St	Holmes Park Rd	A St	Bike Boulevard	57.54	15	1
650	A St	S 70th St	Cottonwood Dr	Sidepath	56.70	19	2
824	S 46th St	Gertie Ave	Prescott Ave	Bike Boulevard	56.26	20	3
787	Calvert St	14th St	44th St	Bike Boulevard	56.17	21	4
623	Briarpark Dr	S 40th St	S 48th St	Bike Route	54.20	31	5
850	E Bermuda Dr	S 84th St	Sumner St	Bike Boulevard	52.47	35	6
622	S 40th St	Old Cheney Rd	Nebraska Pkwy	Sidepath	52.19	37	7
627	Whitlock Rd	Collister Rd	San Mateo Ln	Bike Route	49.98	46	8
786	Pine Lake Rd	27th St	Nebraska Pkwy	Sidepath	48.74	53	9
839	76th St	Holmes Park Rd	Ringneck Dr	Bike Route	48.48	55	10

Table 17. Top 10 - Southwest

Project ID	Street Name	From	To	Facility Type	Total Score	2026 Rank	Southwest Rank
531	Burnham St / High St	Van Dorn Park	S 17th St	Sidepath	57.54	14	1
620	Tipperary Trail	Yankee Hill Rd	S 27th St	Bike Boulevard	54.35	30	2
795	Jane Ln	Norman Rd	Williamsburg Trail	Bike Route	52.29	36	3
747	Pioneers Blvd	S Coddington Ave	S 13th St	Sidepath	49.99	45	4
818	Vavrina Ln	Vavrina Blvd	Tropp Ridge Dr	Bike Boulevard	44.59	94	5
682	SW 14th St	Van Dorn St	W South St	Bike Boulevard	34.72	161	6
722	S 14th St	Salt Creek	Pine Lake Rd	Sidepath	33.93	168	7
619	Old Cheney Rd	Warlick Blvd	S Folsom Rd	Sidepath	31.16	178	8
679	S Folsom St	W South St	W A St	Sidepath	28.24	183	9
757	S Coddington Ave	Pioneers Blvd	South of W Burnham St	Sidepath	27.60	186	10

Policies and Programmatic Implementation

Infrastructure investments alone are not sufficient to achieve the goals of the Lincoln Mobility Plan. The policies and programmatic recommendations in the previous chapter provide a framework for shaping how projects are delivered, how development occurs, and how people interact with the transportation system. This section outlines how those policies and programs will be implemented over time to support a safe, connected, and accessible mobility network.

A primary function of the Lincoln Mobility Plan is to ensure that multimodal considerations are consistently integrated into everyday decision-making. Policies outlined in this plan will be implemented by embedding them into existing City processes, including project planning and design, development review and redevelopment, and capital programming and budgeting.

Key Policy and Program Areas

The Lincoln Mobility Plan identifies several key policy and program areas that will play an important role in plan implementation:

- **Multimodal Design Standards and Guidance:** Continued development and refinement of design standards will support consistent implementation of Complete Streets principles and ensure that facilities are designed appropriately for their context.
- **Mobility-Oriented Development:** Land use and development regulations will be used to encourage compact, connected development patterns that support walking, biking, and transit access.
- **Micromobility and Emerging Technologies:** As technologies continue to evolve, the city will evaluate policies to ensure safe and effective integration of e-bikes, scooters, and other emerging mobility options.
- **Wayfinding and System Legibility:** A cohesive wayfinding system will improve navigation and reinforce the identity of the citywide mobility network.
- **Education and Outreach:** Expanded efforts will help inform residents about safe travel behaviors, mobility options, and system changes.
- **Encouragement Programs:** Encouraging and facilitating walking, biking, and transit use through community-based programs will reinforce positive behaviors.
- **Enforcement and Safety Initiatives:** Aligning enforcement with Vision Zero goals will help reduce unsafe behaviors and improve compliance.
- **Data Collection and Performance Tracking:** Enhanced data collection efforts will help with understanding travel patterns, measuring progress, and informing future decision making.

Ongoing coordination across City departments, partner agencies, and community organizations will ensure that policies, programs, and infrastructure investments are aligned and implemented effectively. Together, these efforts translate into enhanced mobility, systemwide.

Funding Strategy

Funding Approach

Implementation of the Lincoln Mobility Plan will require a strategic and flexible approach to funding that reflects the scale of identified needs and the variety of project types included in the plan. Given constrained financial resources, the City will prioritize investments that provide the greatest benefit in terms of safety, connectivity, and accessibility. A key component to this approach is coordinating mobility improvements with other planned investments, including roadway construction, resurfacing, utility, and redevelopment projects. This strategy allows the city to incorporate bicycle and pedestrian improvements into projects already funded, reducing costs and accelerating implementation timelines.

Phased implementation, as described in the Network Implementation Strategy, will ensure that near-term investments focus on cost-effective improvements, while larger capital projects are advanced as funding becomes available.

The City of Lincoln has a strong track record of leveraging grant funding and partnerships to support the development of its trail system and on-street bike network. Continued implementation of the plan will require a sustained and strategic approach to pursuing funds, building on this history of success. The funding strategy is centered on maximizing existing resources, coordinating investments, and pursuing diverse funding opportunities. The key elements of this approach include:

- Leveraging planned capital and maintenance projects
- Committing local funding resources
- Building partnerships
- Strategic pursuit of competitive funding
- Expanding non-governmental funding opportunities

Planning-Level Cost Estimates

To support project prioritization and implementation, the projects included in this plan have been assigned planning-level cost categories. These categories provide a general understanding of the relative cost and complexity of improvements and are intended to support high-level decision-making. Consistent with the approach used in the 2019 Lincoln Bike Plan, projects have been grouped into three categories:

- **Low Cost:** These projects typically can be built quickly and as part of maintenance projects. They require minimal design, have limited construction effort, and are well-suited for near-term implementation. Examples include:
 - Signing and pavement markings
 - Restriping existing roadways to reallocate space
 - Minor crossing enhancements (i.e., signage, rectangular rapid flashing beacons (RRFBs), etc.)
- **Medium Cost:** These projects require a moderate level of design, coordination, and construction. They often involve modifications within existing right of way but may require a higher level of planning or traffic operations adjustments than the project types listed above. Examples include:
 - Bicycle boulevards and traffic calming improvements
 - Sidepaths and shared-use paths within existing corridors

- Intersection and node modifications
- Signal upgrades and crossing improvements
- Streetscape enhancements that include multimodal elements
- **High Cost:** High-cost projects involve significant construction, reconstruction, or infrastructure changes and typically require an even more extensive level of design, coordination, and funding. These projects are often implemented as part of larger capital improvement projects. Examples include:
 - Reconstruction of roadways to accommodate curb-separated facilities
 - Major corridor redesigns
 - Bridges, underpasses, or grade-separated crossings
 - Significant right of way modifications

Funding Sources

The following funding sources reflect those that have already been used for mobility-related projects as well as some short-term opportunities to consider.

Local Funding Sources:

- General Fund: The City's general fund, supported by local sales and property taxes, provides a flexible funding source that can be used for a wide range of transportation improvements, including bicycle and pedestrian infrastructure improvements.
- Trail Impact Fees: Trail impact fees are collected from new development and dedicated to funding trail-related infrastructure. These fees are restricted to projects within the service area where they are collected and provide a consistent local funding source for expanding the trail network.
- Tax Increment Financing (TIF): TIF can be used in designated redevelopment areas to support infrastructure improvements, including bike and pedestrian facilities, that are necessary to support development and revitalization.

State and Regional Funding Sources:

- Lower Platte South Natural Resources District (LPSNRD): The LPSNRD provides funding for trail redevelopment, particularly in areas connected to regional drainage systems and natural corridors. These funds require a local match and have historically supported expansion of Lincoln's trail system.
- NDOT Highway Safety Office (NDOT-HSO): The NDOT-HSO provides funding for projects and programs that result in a reduction in traffic fatalities and injuries. These funds are particularly well-suited for bicycle and pedestrian safety campaigns and education initiatives.

Federal Funding Sources:

- Surface Transportation Block Grant (STBG): A flexible funding source that can be used for roadway, transit, bicycle, and pedestrian projects, including small-scale mobility improvements.
- Transportation Alternatives Program (TAP): This program supports projects such as bicycle and pedestrian facilities, Safe Routes to School, and community improvement initiatives.
- Recreational Trails Program (RTP): The RTP funds projects for redevelopment and maintenance of trails and related facilities. Lincoln is eligible for annual funding allocations.

- Highway Safety Improvement Program (HSIP): These funds are designated for infrastructure projects that improve safety and reduce serious injuries and fatalities, including bike lane, crossing, and intersection improvements, especially at high-crash locations.
- Federal Transit Administration (FTA) Grants: Transit funding programs can be used to support bicycle and pedestrian improvements that enhance access to transit services.
- Community Development Block Grant (CDBG) Program: CDBG funds can be used for streetscape and pedestrian infrastructure improvements in eligible areas. Because funding is provided annually, communities often accumulate allocations over several years to implement larger projects, such as corridor beautification, sidewalk upgrades, accessibility improvements, and other public realm enhancements.

Other Funding Sources:

Lincoln has historically received private donations to support trail construction and enhancements. Continued engagement with private partners can provide additional funding for both infrastructure and program strategies. Collaborations with universities, school districts, major employers, and healthcare organizations can support targeted improvements, particularly those that enhance access to key destinations.

Measuring Success

[The Lincoln MPO's LRTP](#) is a performance-based plan, which includes performance measures that are tracked on an annual basis to ensure that transportation resources are used effectively and are contributing toward achieving the community's overall transportation goals. The performance measures that directly pertain to this plan are:

- **Miles of Trails, Sidewalks, and On-Street Bike Facilities:** This performance measure supports the Livability and Travel Choice goal of the LRTP.
- **Square feet of Sidewalks Repaired:** This metric aligns with the Maintenance goal of the LRTP.
- **Annual Transit Ridership:** This performance measure supports the Livability and Travel Choice goal of the LRTP.
- **Number of Non-Motorized Fatalities and Serious Injuries:** Supporting the LRTP's Safety and Security goal.
- **Mode Split (Percent of Non-SOV Travel):** Supporting the LRTP's Environmental Sustainability goal.

Plan Maintenance and Amendments

The Lincoln Mobility Plan is intended to function as a living document that evolves over time, reflecting changing conditions, new data, the desires of the community, and emerging opportunities. To remain effective and relevant, the plan will be periodically reviewed and updated in coordination with the LRTP update cycle and other related planning efforts. This approach ensures that the plan continues to align with broader regional goals.

Amendments to the plan may be necessary to address new projects, revise priorities, or respond to unforeseen need and opportunities. A clear and transparent amendment process will allow the city to remain flexible while maintaining consistency with the Lincoln Mobility Plan's goals and framework, ensuring that investments continue to advance safety and mobility for all.