

Lincoln MPO 2050 LRTP Update & Lincoln Mobility Plan Project Oversight & Planning Committee (POP-C) Meeting #7

August 27, 2026
10:00 AM



Agenda

- ▶ LRTP
 - Document
 - Funding Scenarios
 - Air Quality and Environmental Travel Demand Modeling
 - Policy Recommendations
- ▶ Public Engagement Phase 3

L RTP Review

- ▶ Staff and POP-C Review
- ▶ Aug. 25 – Sept. 11
- ▶ Word document
- ▶ One-drive link from Rachel



DRAFT 1
(for Staff Review)
September 2026



Outline

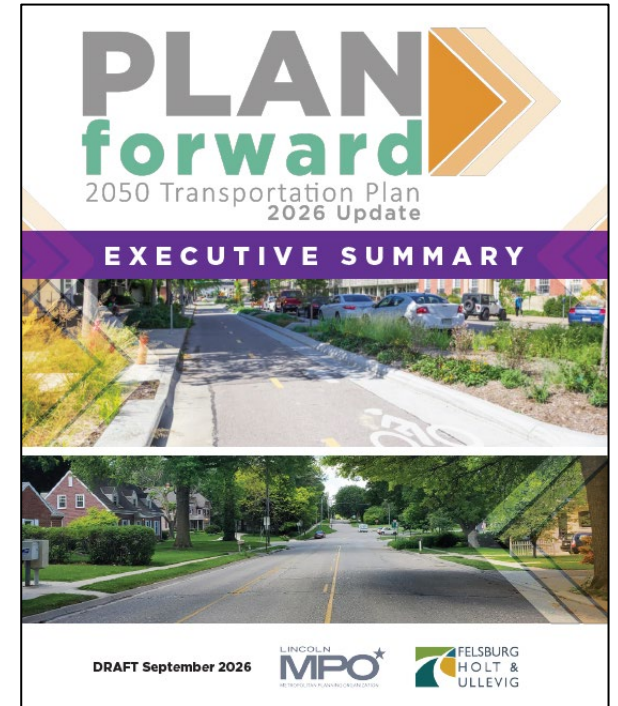
Executive Summary

1. Introduction
2. Vision, Goals, and Performance Measures
3. Public Engagement
4. Current Transportation System Overview
5. Future Needs Assessment
6. Funding Outlook
7. Fiscally Constrained Plan
8. Implementation Plan

Executive Summary

Ch. 1 Intro

- ▶ ES: Graphics-heavy PDF
- ▶ Readable, 20 pages (with covers)
Includes project maps
- ▶ Ch. 1: Planning context
- ▶ LRTP Approach
- ▶ Overview (Public Involvement, Committees, etc.)



1. INTRODUCTION

Ch. 2: Vision, Goals and PMs

- ▶ Goals and Performance Measures reflect extensive input and discussion from staff and committees
- ▶ PMs aim to utilize salient metrics that also have available data sources



Maintenance

As the transportation system continues to age, increased investment is needed to maintain and preserve existing infrastructure. Many street networks constructed in the 1950s, 1960s, and 1970s have reached a point where significant reinvestment is necessary. Nebraska's climate further accelerates deterioration—freeze-thaw cycles and wide temperature fluctuations place ongoing stress on roadway systems.

At the same time, funding for maintenance and operations often competes with investments in new infrastructure. Deferring maintenance to prioritize short-term needs can lead to substantially higher costs over time. Additionally, constructing new roadways expands the system and introduces future maintenance obligations as those assets age.

Goal: A well-maintained transportation system.

Objectives

- Maintain streets, sidewalks, trails, transit fleet, and amenities to a state of good repair to maximize the value of Lincoln and Lancaster County transportation assets.

System Performance Measures	Desired Trend
1. Percent of pavement Good/Poor for Interstate/non-Interstate NHS (FHWA Performance Target: $\geq 50\%$ Good Condition and $\leq 5\%$ Poor Condition)	↗
2. Percent of NHS bridges Good/Poor (FHWA Performance Target: $\geq 40\%$ Good Condition and $\leq 10\%$ Poor Condition)	↗
3. Percent of rolling stock (revenue vehicles) exceeding Useful Life Benchmark (ULB) (FTA Performance Target: $\leq 25\%$ Bus and $\leq 25\%$ Paratransit Van)	→
4. Percent of equipment (non-revenue vehicles) exceeding ULB (FTA Performance Target: $\leq 10\%$ Automobile and 0% Other Support Vehicle)	→
5. Percent of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale (FTA Performance Target: 0%)	↗
6. Percent of streets rehabilitated (City Performance Target: $\geq 5\%$ Arterial and $\geq 3\%$ Residential Annually)	↗
7. Square feet of sidewalks repaired (City Performance Target: $\geq \$1$ Million Annually for Sidewalk System Repair)	↗
8. Number of traffic poles and signals replaced annually (City Performance Target: Replace 8-12 Annually that are ≥ 30 Years Old)	→
9. Bridge Condition Inventory by Good/Fair/Poor (Performance Target: $\geq \%$ (TBD) Good Condition and $\leq \%$ (TBD) Poor Condition for City/County)	↗

Ch. 3: Public Engagement

- ▶ Reviews Phase 1 & 2 Activities
- ▶ Summarizes public input
- ▶ Recurring themes
- ▶ Draft Review: Still to come



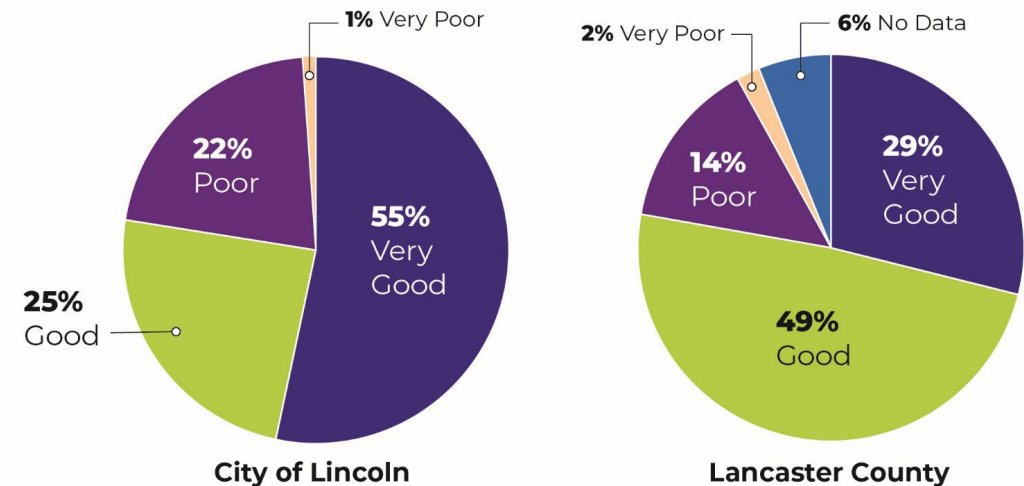
Recurring Themes

- **Safety:** Public input consistently emphasized the need for a safer transportation system, with improvements to intersections, crossings, roadway design, and operations to better protect all users.
- **Active Transportation Connectivity:** Community members expressed strong support for expanding and connecting sidewalk, trail, and bicycle networks to provide safe and convenient access to destinations throughout Lincoln and Lancaster County. Residents cited "Trails and Biking" as what they liked best about Lincoln's transportation system.
- **Transit and Mobility Choice:** Participants highlighted the importance of reliable transit service and expanded mobility options that provide residents with more ways to travel throughout the region.
- **System Reliability and Maintenance:** Maintaining and improving existing transportation infrastructure emerged as a priority, with attention to roadway conditions, congestion, and overall system performance. While maintenance of the system remains a critical priority, it received less focus than in past plans, when it ranked as the top concern. This change likely reflects the success of increased local investment in recent years, including "Lincoln on the Move."
- **Growth and Accessibility:** Residents emphasized the need for transportation investments that not only support future growth but also improve access to housing, jobs, services, and community destinations.
- **Multimodal Transportation:** Engagement participants supported a balanced transportation system that accommodates walking, bicycling, transit, freight movement, and automobile travel while strengthening connections between modes.
- **Funding and Implementation:** Stakeholders stressed the importance of strategic investment decisions, project prioritization, and coordinated implementation to maximize

Ch. 4: Current Transportation System Overview

- ▶ Shorter than Baseline Report (chapter in previous LRTP), which is moved to an Appendix
- ▶ Highlights of Roadway System Data
- ▶ Modal Components (Rail, Intermodal, Aviation, etc.)

Figure 5. Roadway Surface Conditions by Percent (2025)



Ch. 5: Future Needs Assessment

- What are the transportation challenges and needs that Lincoln and Lancaster County are facing?

Project Category	Committed Projects	Committed Cost	Additional Identified Projects	Additional Need	Total Identified Need
Lincoln Roadway Projects	24	\$275 M	106	\$1,001 M	\$1,276 M
Lancaster County Roadway Projects	13	\$61 M	69	\$203 M	\$264 M
NDOT Projects	2	\$224 M	4	\$212 M	\$436 M
East Beltway	NA	NA	1	\$775 M	\$775 M
Trail Projects	4	\$5 M	37	\$71 M	\$76 M
Total	43	\$565 M	217	\$2,262 M	\$2,827 M

1 Keeping up with growth without overloading streets, budgets or travel times: Growth is increasing travel demand, travel times, and long-term infrastructure costs across Lincoln and Lancaster County.

2 Maintaining streets and bridges before they become "too far gone": Lincoln and Lancaster County must continue improving streets and bridges as delays increase costs and closure risks.

3 Persistent safety problems, especially where people walk, bike, and take transit: Serious crashes remain concentrated near downtown and on corridors like O Street, 13th, 27th and 48th streets.

4 Growing congestion threatens reliability on Lincoln's key corridors: Congestion and unpredictable travel times are expected to worsen on O Street, Cornhusker Highway, 27th, 84th, Hwy 77, and I-80 interchanges.

5 Transportation access is not equally available across the community: Some households lack reliable transportation options to reach jobs, school, and healthcare.

6 Gaps in the bike network limit system connectivity: Missing links and challenging crossings prevent Lincoln's trails and bikeways from functioning as a continuous, citywide network.

7 Major barriers make short trips feel unsafe or impossible without a car: Wide arterials, rail crossings, and missing or damaged sidewalks make walking and biking difficult in many areas, and key crossings remain uncomfortable to navigate.

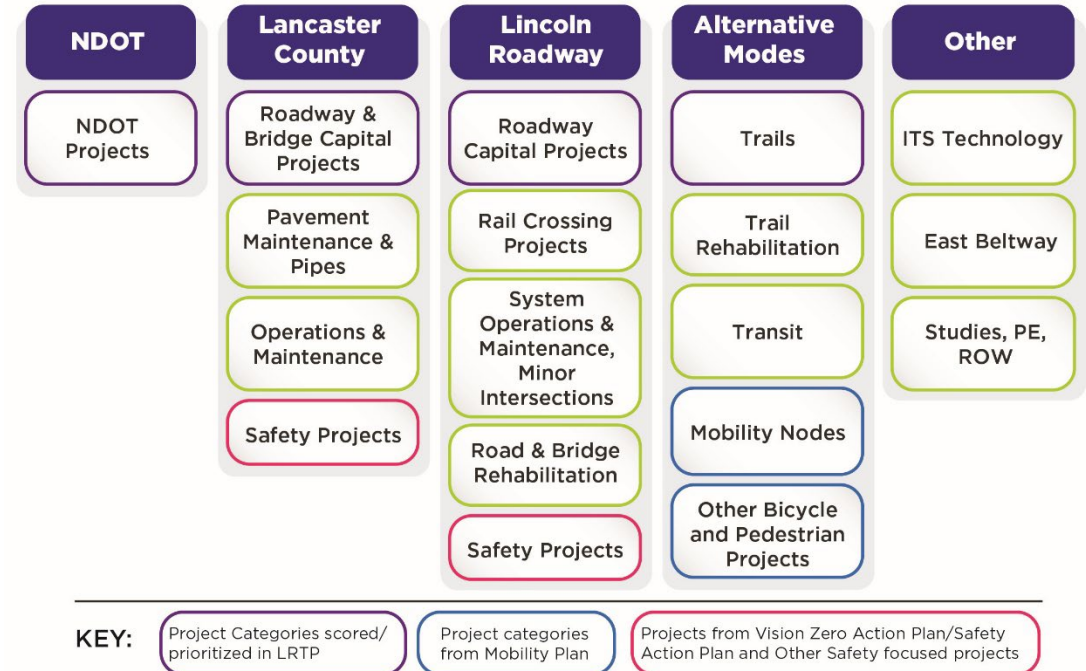
8 Transit works for many trips, but the network structure limits flexibility: A downtown-centered route system can make cross-town trips slow and transfers inconvenient.

10 Rail crossings create risk and daily delays: Rail crossings, especially 33rd & Cornhusker, create significant delay and risk exposure.

9 First/last-mile gaps make transit harder to use than it should be: Many StarTran stops near destinations like UNL, SCC, and Gateway are hard to reach safely.

Ch. 6: Funding Outlook

- ▶ Rural Roads
- ▶ Urban Roads
- ▶ Rail Crossings
- ▶ Transit Program
- ▶ Trails & Bike-Ped



Ch. 7: Fiscally-Constrained Plan

- ▶ Evaluation Criteria & Project Prioritization
- ▶ NDOT Projects
- ▶ Lancaster Co. Projects
- ▶ Lincoln Roadways
- ▶ Lincoln Trails
- ▶ Transit
- ▶ Bike Projects (bundled with roadways)
- ▶ Others (ITS, East Beltway, Studies)
- ▶ Model & Air Quality Analysis
- ▶ Illustrative Project Lists

Category	Project Category	Funding in \$M (FY 31-50)
NDOT	Nebraska Department of Transportation Projects	\$496.41
Lancaster County	Roadway and Bridge Capital Projects	\$315.18
	Pavement Maintenance and Pipes	\$231.21
	Operations and Maintenance	\$734.23
	Safety Projects	\$118.33
Lincoln Construction Activities	Roadway Capital Projects	\$466.55
	Rail Crossing Projects	\$134.21
	Safety Projects	\$133.44
Lincoln Maintenance Activities	System Operations and Maintenance, Minor Intersections	\$728.72
	Road and Bridge Rehabilitation	\$482.94
	Trail Rehabilitation	\$30.22
Alternative Modes	Trail Projects	\$59.98
	Transit	\$774.35
	Mobility Nodes and Connecting Corridors	\$1.63
	Bicycle and Pedestrian Projects	\$88.34
Other	ITS and Technology	\$130.00
	East Beltway	\$120.06
	Studies, PE, ROW, and Statutorily Required Records	\$101.32
Total		\$5,153.13

Ch. 8: Implementation Plan

- Policy Recommendations:
 - Policy
 - Discussion
 - Action Steps

Complete Streets

POLICY RECOMMENDATION: Plan, design, build, and maintain streets to provide travel mode choice and to accommodate people of all ages and abilities



A minimum of three percent of the total street improvement Project cost shall be allocated to the installation of new multimodal infrastructure within the Project limits. The percentage calculation may be calculated, if necessary, as an average across projects annually or during the five (5) years following adoption of the LRTP. Eligible multimodal infrastructure includes, but is not limited to, sidewalks, shared-use paths, bicycle lanes, separated bicycle facilities, pedestrian crossings, curb ramps, pedestrian refuge islands, traffic control devices that improve pedestrian or bicycle safety (such as traffic calming measures for bicycle boulevards), transit stops and passenger amenities, and other facilities that improve access and mobility for pedestrians, bicyclists, or transit users. Expenditures for the repair, replacement, or reconstruction of existing multimodal infrastructure shall not count toward this minimum requirement unless they result in the addition of new multimodal facilities or a measurable increase in multimodal capacity, connectivity, or accessibility.

5-Year Priority Action Step

- Implement and track the 3 percent multimodal investment requirement for street improvement projects, with progress evaluated annually and over the first five years following LRTP adoption.

Action Steps

- Expand the Complete Streets Program by ordinance to include a Complete Streets Plan, procedures, guidelines, and project review process.
- Establish department policy statements affirming the value of Complete Streets and the structural and non-structural design elements that will achieve the objectives of Complete Streets when making program and project review decisions within the traveled way and right-of-way.
- Publish an annual Complete Streets Report that includes a record of projects that were reviewed, summarizes any design standards that conflicted with best practices, and lists exceptions that were approved from adopted design standards.
- Add safe and accessible connections to transit, multiuse trails, sidewalks, and bicycle facilities.
- Complete demonstration projects based on advisory input from the Complete Streets Committee to accomplish Complete Streets objectives and gain public input by implementing lower cost solutions that address identified infrastructure challenges.
- Incorporate green infrastructure into Complete Streets, where feasible.
- Identify supplemental funding sources for Complete Streets projects.

Revenue Forecasts

- ▶ Start with 2027 revenue estimate
- ▶ Apply annual growth rate (varies by funding source, average of 2.5%)
- ▶ 24 years of revenues (2027 – 2050); first 4 years are committed

	Revenue Forecasts (millions)
TIP/CIP Commitments (2027-2030) [Estimated]	\$791.96
Roadway/Flexible (2031-2050)	\$4,352.58
Transit (2031-2050)	\$727.94
Trails (2031-2050)	\$72.61
Total (24 Years)	\$5,945.10
20 Year Total to be Allocated in LRTP (2031-2050)	\$5,153.13

Base Allocation (\$M) by Project Category (Restricted and Committed Funding)



20 Year Total (2031-2050) Restricted/Committed Funds = \$3,247 M

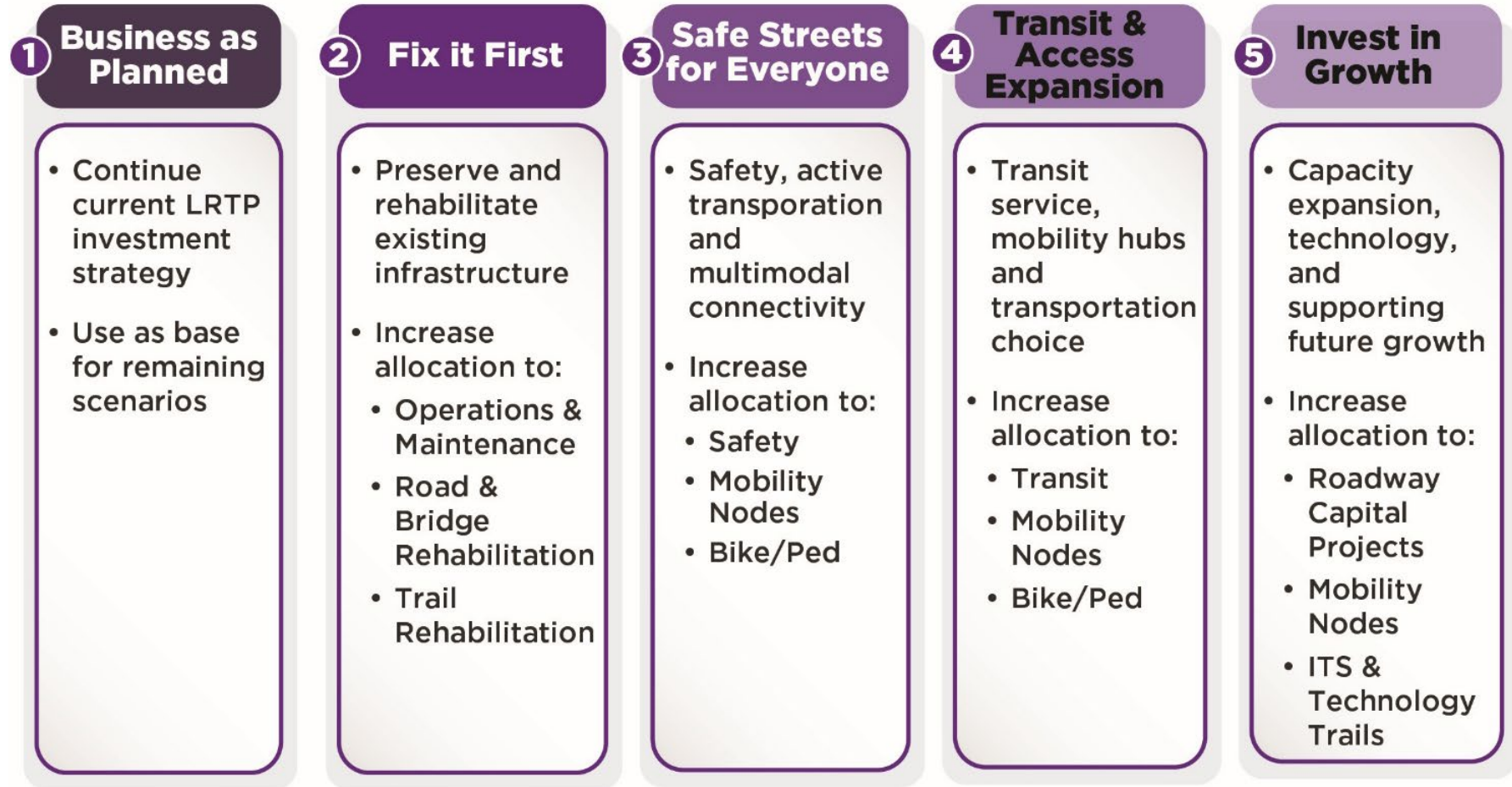
Flexible Funds

Funding Source	20-Year Total (\$M)
Must be used in Lancaster County:	\$285.45
Surface Transportation Block Grant Program (30%)	\$85.49
General Revenues (Lancaster County)	\$199.96
Must be used in Lincoln:	\$1,620.67
Surface Transportation Block Grant Program (70%)	\$199.47
Remaining Wheel Tax (50%)	\$302.61
General Revenues (Lincoln)	\$225.88
Highway Allocation Fund (less Bond Payment)	\$892.71

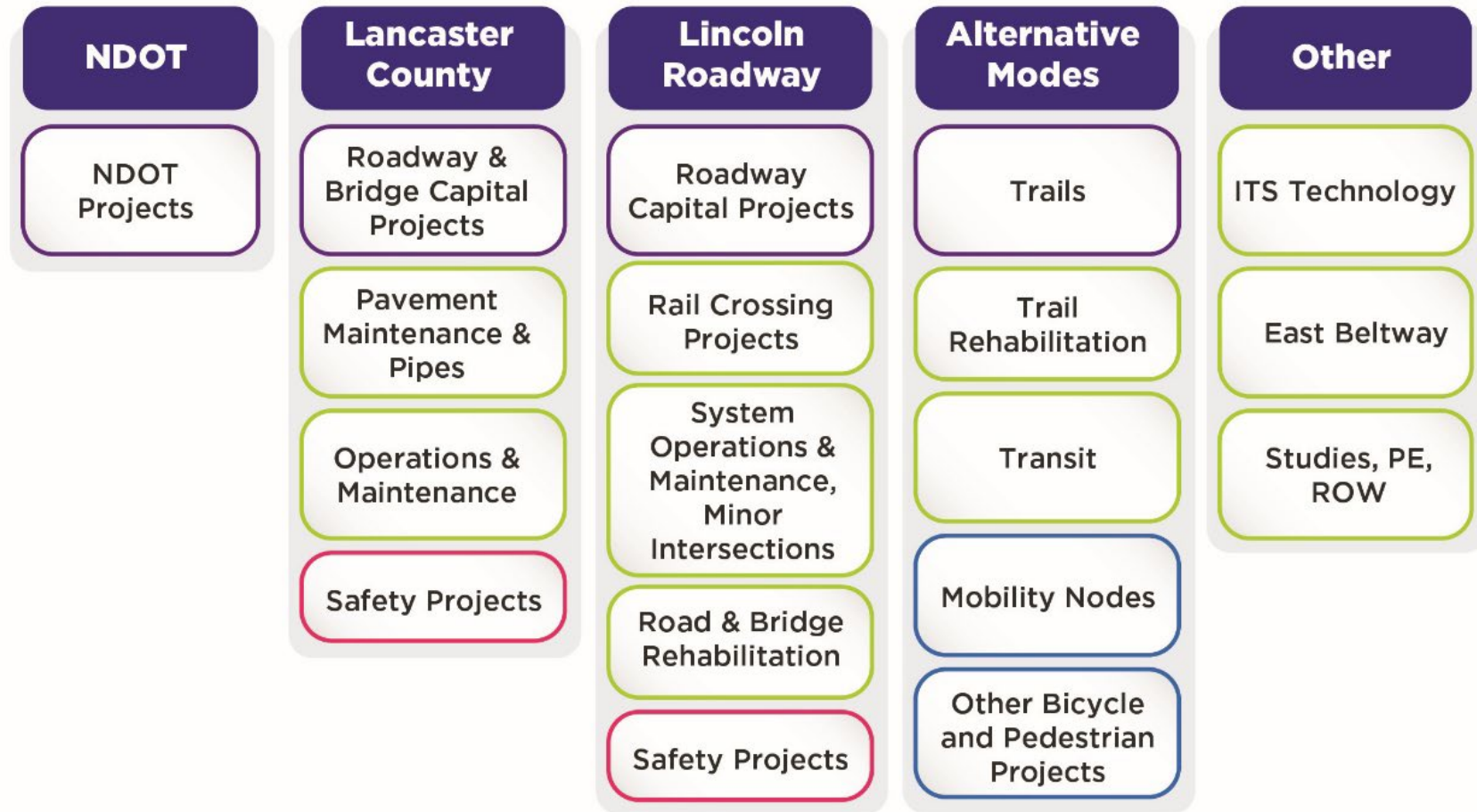
Lancaster County Flexible Funds

- ▶ \$195.02 M funds all capital projects
- ▶ \$90.70 M to East Beltway

Lincoln Funding Scenarios



Project Categories



KEY:

Project Categories scored/prioritized in LRTP

Project categories from Mobility Plan

Projects from Vision Zero Action Plan/Safety Action Plan and Other Safety focused projects

POPC & Roadway Subcommittee Feedback on Funding Scenarios

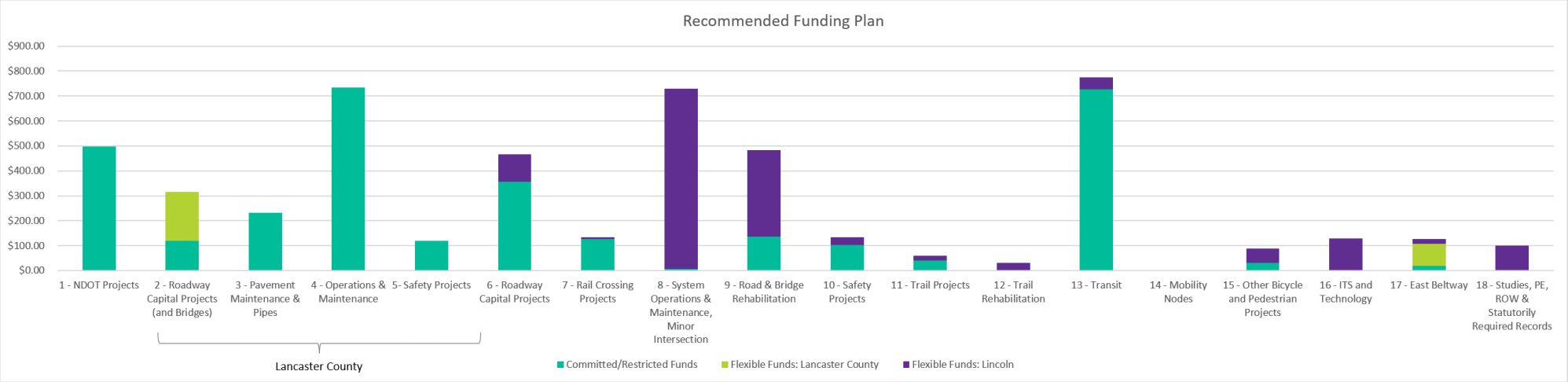
- ▶ **All scenarios have value:** All scenarios captured important transportation priorities; none fully captured the community's needs and aspirations.
- ▶ **A balanced approach is preferred:** Members preferred a hybrid approach that balances investments across multiple objectives.
- ▶ **Incremental increases in key priority areas:** There was support for increased investment in safety, infrastructure rehabilitations, and transit while avoiding reductions in other program areas.
- ▶ **Recognition of funding constraints and tradeoffs:** Funding is limited relative to needs; prioritization is essential.
- ▶ **Additional support for the East Beltway:** Members expressed interest in allocating more funds toward the East Beltway due to its importance as a long-term regional investment.

Funding Strategy based on Tri-Chair Input

- ▶ Continued emphasis on **preservation** through investment in roadway, bridge, and trail rehabilitation to protect existing infrastructure.
- ▶ Incremental increases in funding for **safety** to address high-crash locations and improve safety for all transportation users.
- ▶ Expanded investment in **multimodal transportation**, including transit, trails, bicycle and pedestrian projects, and the new Mobility Nodes program identified in the Lincoln Mobility Plan.
- ▶ Continued support for **strategic roadway improvements**, including key capital projects, operational improvements, and regional mobility initiatives.
- ▶ Positioning the **East Beltway** for future implementation through increased local investment from both Lancaster County and Lincoln, demonstrating regional commitment while leveraging future state and federal funding opportunities.

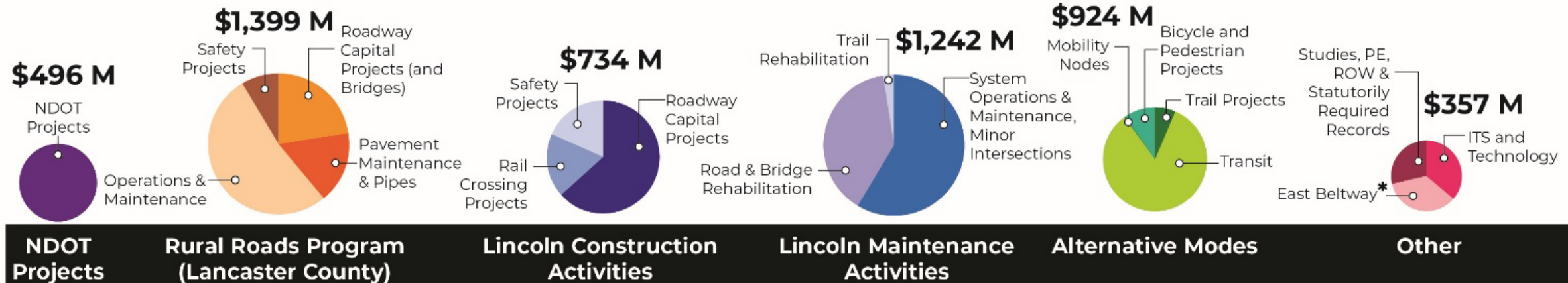
Recommended Funding Plan

	NDOT	Lancaster County				Lincoln Roadway					Alternative Modes					Other			
	1 - NDOT Projects	2 - Roadway Capital Projects (and Bridges)	3 - Pavement Maintenance & Pipes	4 - Operations & Maintenance	5 - Safety Projects	6 - Roadway Capital Projects	7 - Rail Crossing Projects	8 - System Operations & Maintenance, Minor Intersection	9 - Road & Bridge Rehabilitation	10 - Safety Projects	11 - Trail Projects	12 - Trail Rehabilitation	13 - Transit	14 - Mobility Nodes	15 - Other Bicycle and Pedestrian Projects	16 - ITS and Technology	17 - East Beltway	18 - Studies, PE, ROW & Statutorily Required Records	TOTAL
Committed/Restricted Funds	\$496.41	\$120.15	\$231.21	\$734.23	\$118.33	\$355.86	\$125.86	\$7.23	\$135.59	\$103.44	\$40.63	\$1.98	\$727.94	\$0.00	\$30.00	\$0.00	\$18.15	\$0.00	\$3,247.02
Flexible Funds: Lancaster County (Percentage)		68.3%															31.7%		
Flexible Funds: Lancaster County		\$195.02															\$90.43		\$285.45
Flexible Funds: Lincoln (Percentage)						6.8%	0.5%	44.5%	21.4%	1.9%	1.2%	1.7%	2.9%	0.10%	3.6%	8.0%	1.1%	6.3%	100.0%
Flexible Funds: Lincoln						\$110.69	\$8.35	\$721.49	\$347.35	\$30.00	\$19.35	\$28.24	\$46.41	\$1.63	\$58.34	\$130.00	\$17.49	\$101.32	\$1,620.67
Total	\$496.41	\$315.18	\$231.21	\$734.23	\$118.33	\$466.55	\$134.21	\$728.72	\$482.94	\$133.44	\$59.98	\$30.22	\$774.35	\$1.63	\$88.34	\$130.00	\$126.06	\$101.32	\$5,153.13
Percentage	9.6%	6.1%	4.5%	14.2%	2.3%	9.1%	2.6%	14.1%	9.4%	2.6%	1.2%	0.6%	15.0%	0.0%	1.7%	2.5%	2.4%	2.0%	100.0%



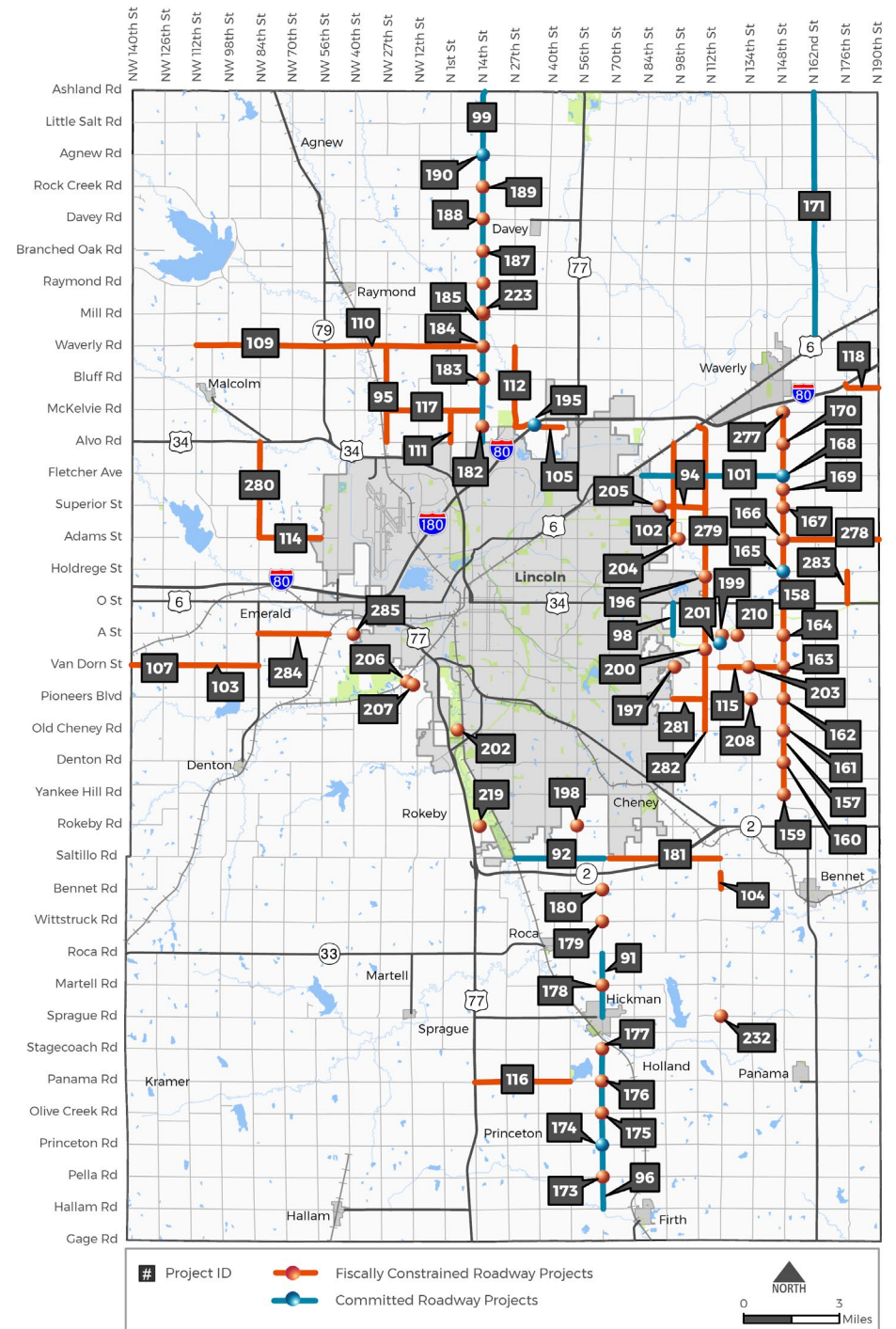
Recommended Funding Allocation

\$5.15 B in Revenue Forecasts (2031-2050)

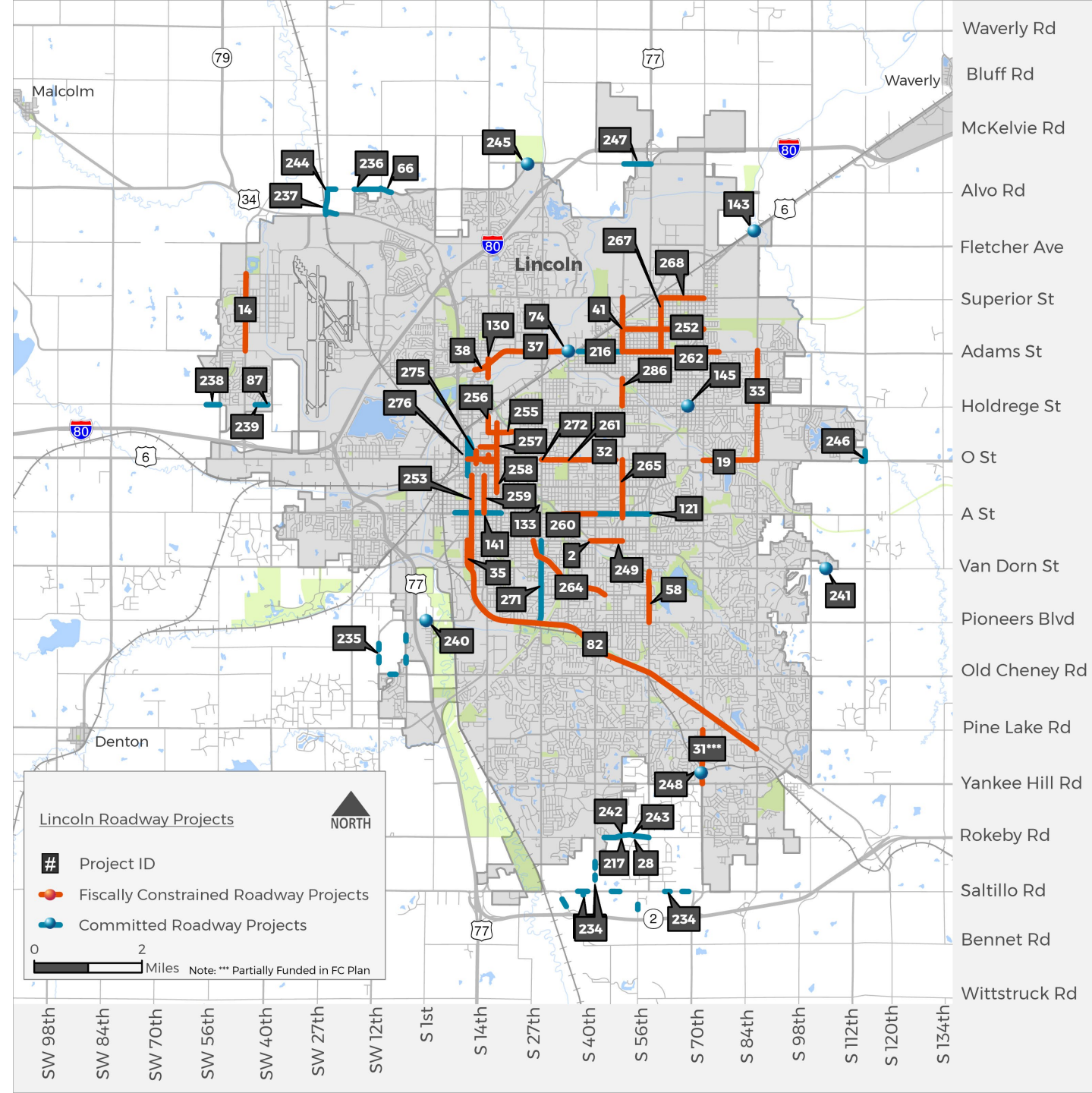


* East Beltway funding represents an initial investment from both the City of Lincoln and Lancaster County toward advancing the project; additional funding will be needed for full design and construction.

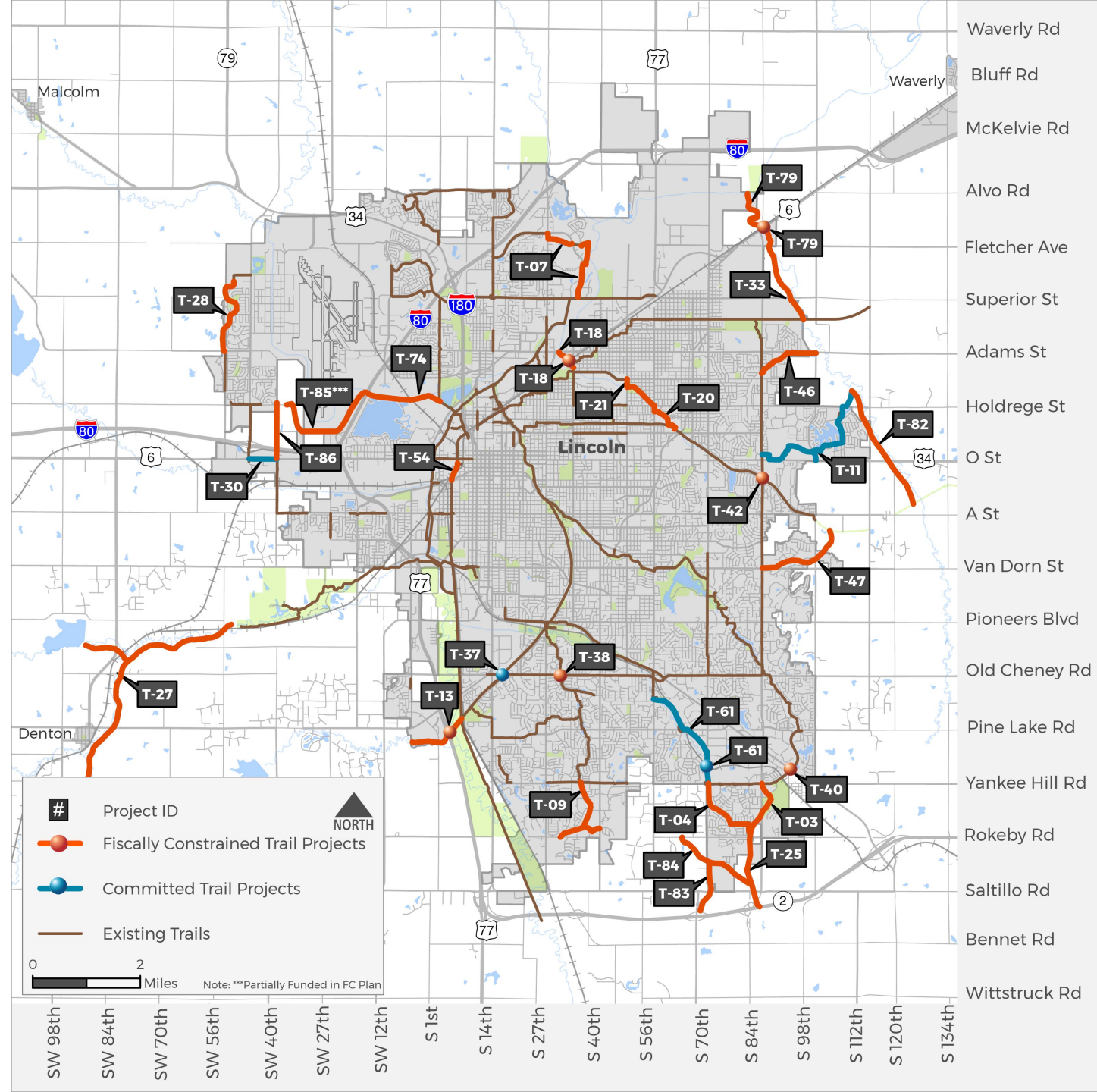
Lancaster County Fiscally Constrained Roadway Projects



Lincoln Fiscally Constrained Roadway Projects



Fiscally Constrained Trail Projects



Air Quality & Environmental Review

- ▶ Lincoln/Lancaster County is currently in attainment or unclassifiable for National Ambient Air Quality Standards (NAAQS) under the Clean Air Act
- ▶ Air quality evaluation was performed for informational, planning, and stewardship purposes and not for regulatory compliance
- ▶ Climate Action Plan has an “80 by 50” goal to reduce net greenhouse gas (GHG) emissions 80 percent by year 2050.



Air Quality & Environmental Review

- ▶ Analysis is based on travel demand model data
- ▶ Utilizes EPA's MOVES 4 software. MOVES 5 incorporated federal vehicle rules and associated electric-vehicle assumptions that were scheduled to be rescinded at the time of the analysis. MOVES 4 remained within EPA's applicable grace period and provided a more appropriate basis for comparison with the previous LRTP air quality analysis.
- ▶ MOVES 4 national dataset utilized.
- ▶ Coordinated with LLCHD



Air Quality & Environmental Review

The evaluation examined **four** air pollutants of concern commonly associated with motor vehicles:

- **Particulate matter less than 2.5 microns in diameter (PM_{2.5})**
- **Two precursor pollutants for ozone (volatile organic compounds [VOC] and oxides of nitrogen [NO_x])**
- **Overall GHGs expressed as carbon dioxide (CO₂) equivalent**

Results and Previous LRTP Comparison

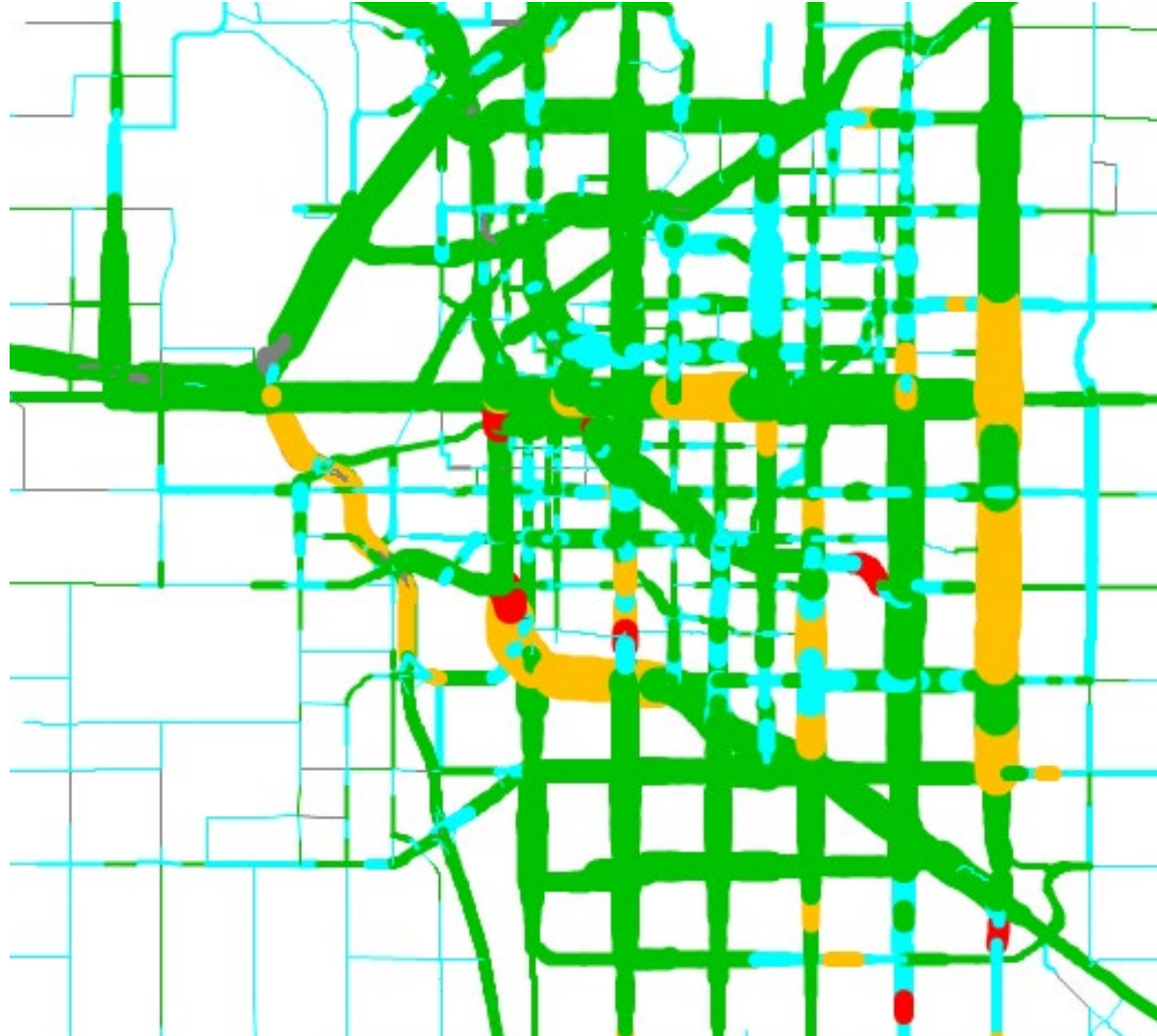
Pollutant	2024	2036 E+C	2050 E+C	2050 FC
PM _{2.5}	0.12	0.07	0.07	0.07
NOx	3.60	1.27	0.98	0.98
VOC	2.29	1.29	1.08	1.08
GHGs as CO ₂ e	3,283	2,606	2,610	2,610
LRTP Daily VMT (miles)	6,411,929	7,033,479	8,082,242	8,080,172

Pollutant	2024	2036 E+C	2050 E+C	2050 FC
PM _{2.5}	0.00	0.00	-0.01	-0.01
NOx	-0.70	-0.83	-1.32	-1.32
VOC	1.77	1.13	0.92	0.92
GHGs as CO ₂ e	42	-658	-1,108	-1,090
LRTP Daily VMT (miles)	191,929	-1,145,521	-1,786,758	-1,754,828

Results and Previous LRTP Comparison

- ▶ Cleaner vehicles with lower emission factors will be important improvements in the near term (to 2036)
- ▶ Beyond 2036, the gains from cleaner traditional vehicles will lessen. As older vehicles are replaced with newer ones, lower emissions are expected. Because of this, total vehicle emissions in future years may be lower, even with more vehicles and VMT.
- ▶ Compared with the previous LRTP, lower horizon-year emissions are estimated, although the results vary by pollutant. The updated travel model forecasts ~ 1.1 million fewer daily vehicle miles traveled in 2036 and approximately 1.8 million fewer daily VMT in 2050.

Travel Demand Model



Green=LOS A-C

Yellow=LOS D-E

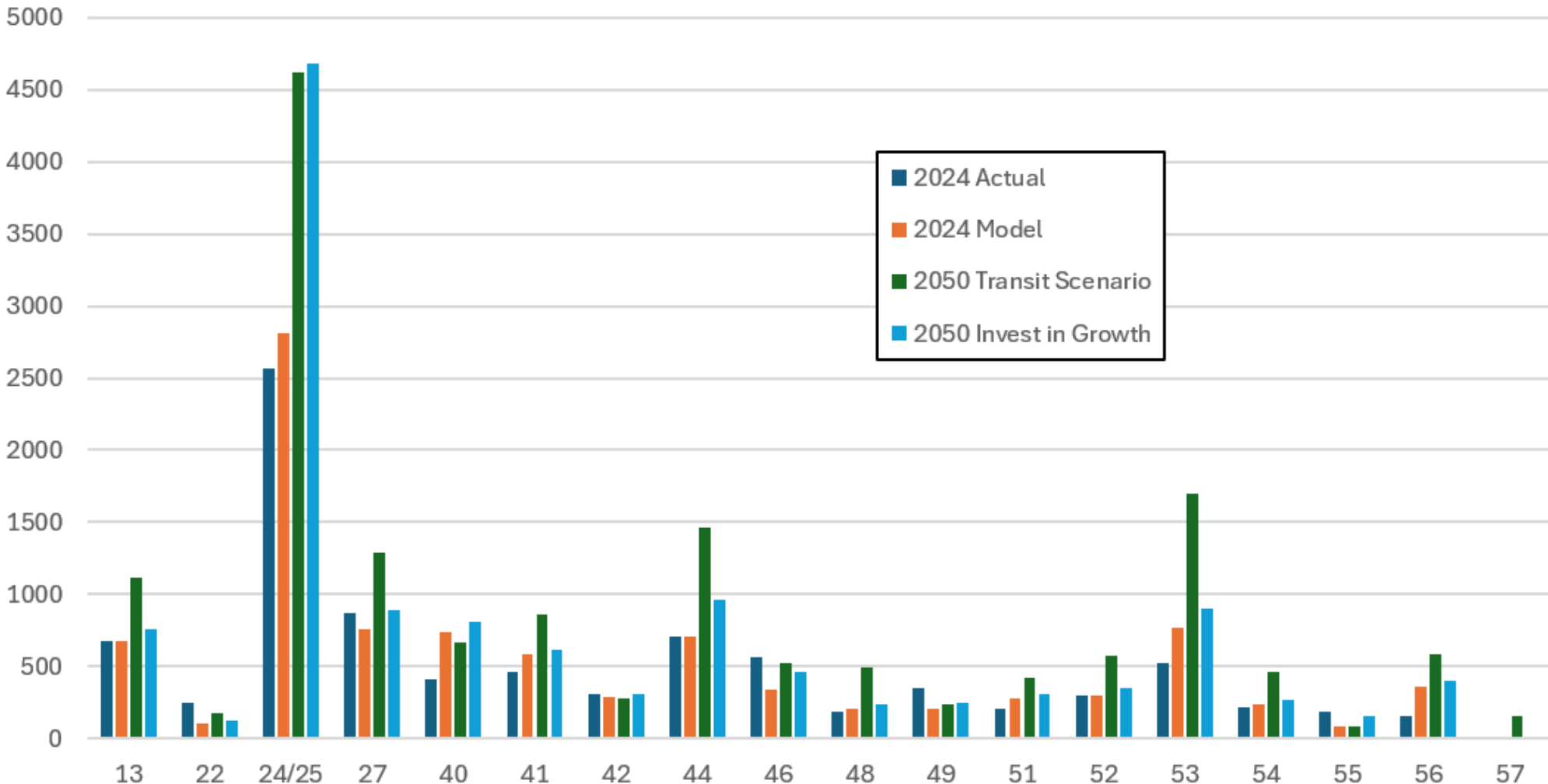
Red=LOS F

Blue=no actual or estimated* count data

Assignment Results

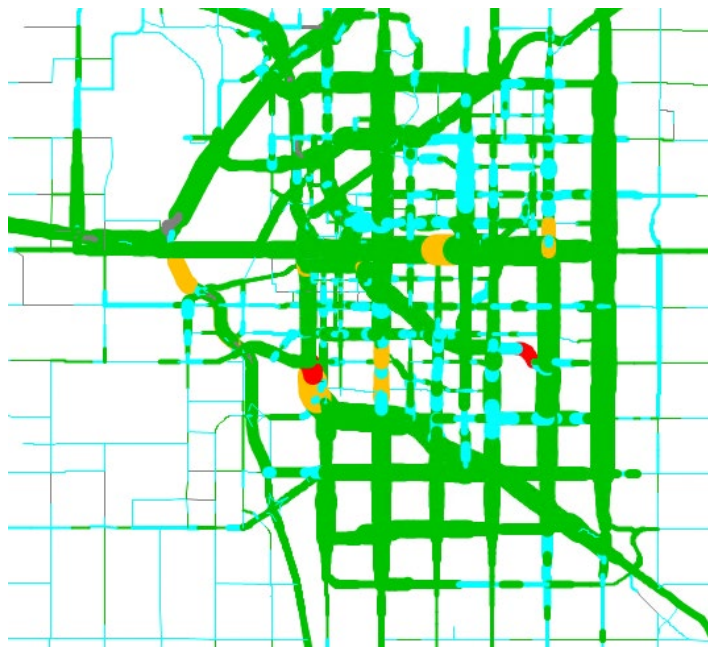
	2024	2050 E+C	2050 E+C + East Beltway	2050 Transit Scenario	2050 Invest in Growth
Daily VMT (weekday), million	6.41	8.07	8.13	8.07	8.08
Daily VHT (weekday), thousand	169	212	211	212	212
Lane Miles at LOS:					
A-C	1,520	1,474	1,553	1,493	1,493
D	10	53	29	48	48
E	3	13	10	9	9
F	1	5	4	6	6
Total D-F	13	70	43	63	63
Transit Trips	8,000	10,700	10,700	12,800	10,700
Mode Splits					
Auto	89.6%	89.6%	89.6%	89.5%	89.6%
Transit	0.3%	0.4%	0.4%	0.5%	0.4%
Walk/Bike	10.1%	10.0%	10.0%	10.0%	10.0%

Transit Ridership by Route

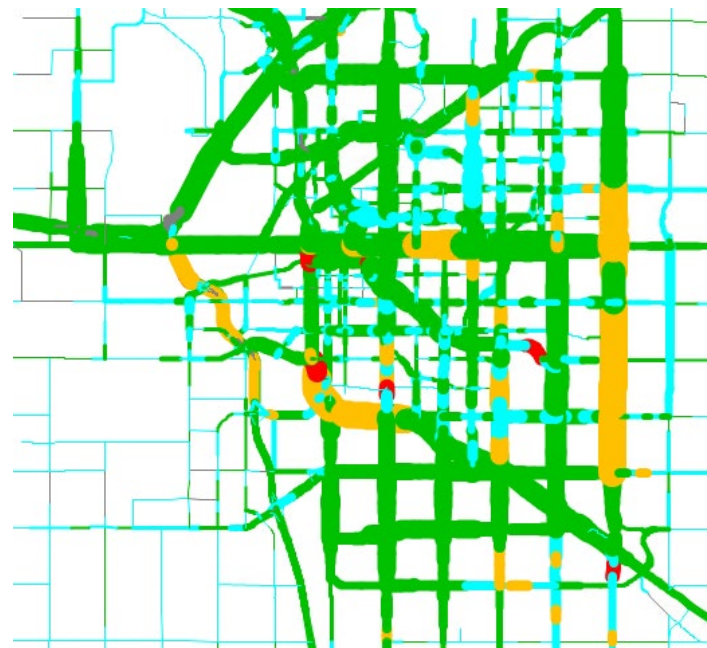


East Beltway Impact

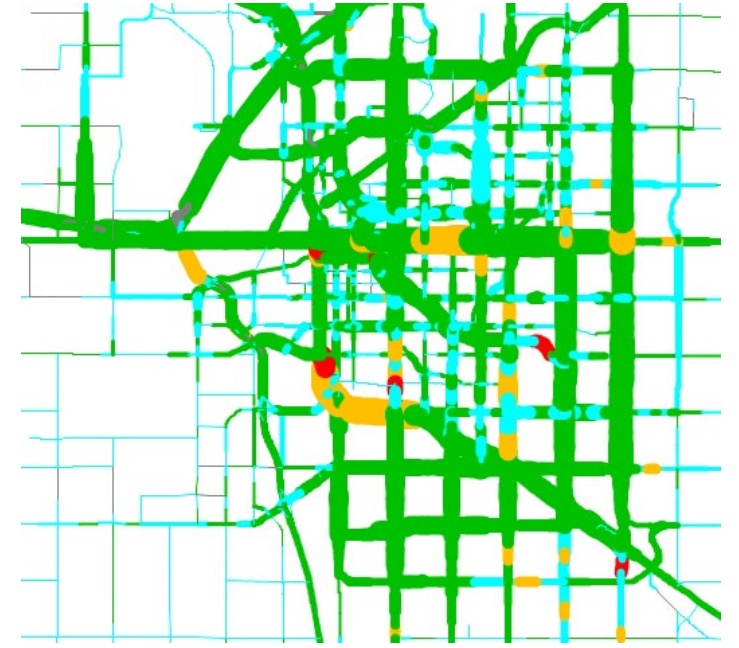
Green=A-C, Yellow=D-E, Red=F, Blue=no actual or estimated* count data



2024



2050 E+C

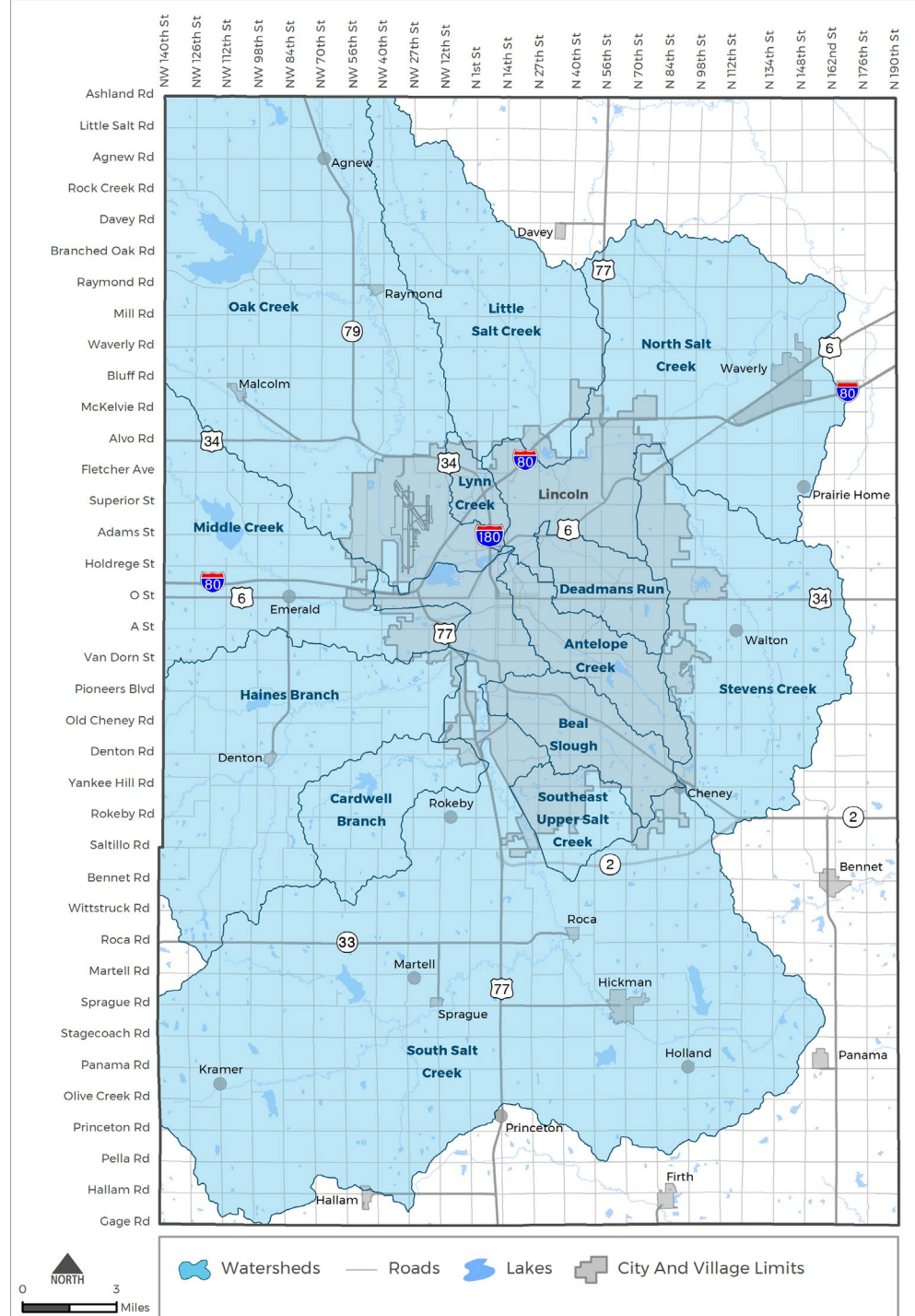


2050 E+C + East Beltway

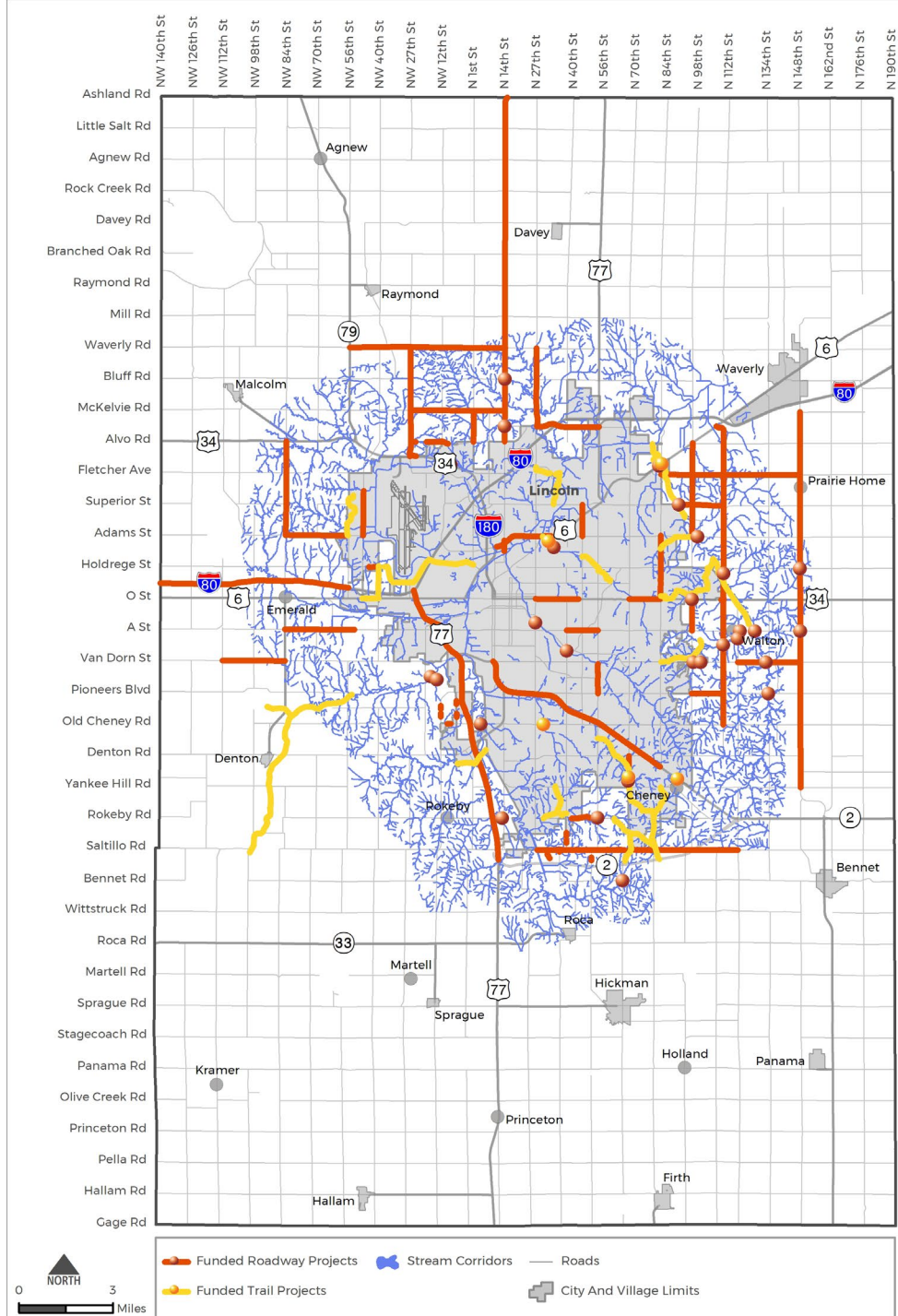
* Counts on freeways, expressways and arterials without count data were estimated based on adjacent road counts and model volumes, so these roadway types all have an LOS

Environmental Review

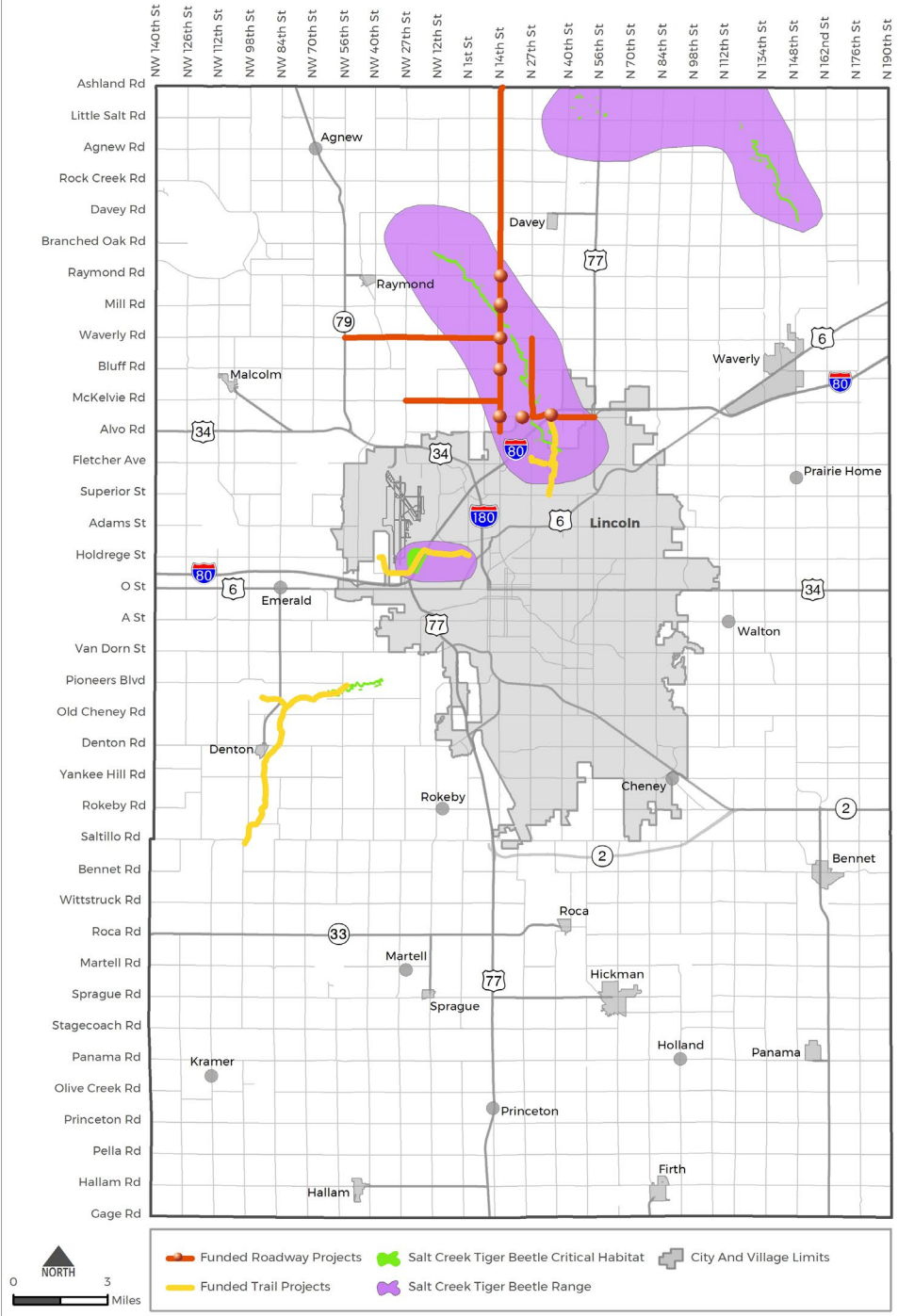
Stream corridor ecosystems can be important to wildlife because they provide water, shelter, a source of food, and connections to other habitat areas, especially in the areas surrounding Little Salt Creek where the federally endangered Salt Creek tiger beetle (*Cicindela nevadica lincolni*) and state endangered saltwort (*Salicornia rubra*) occur.



Streams



Salt Creek Tiger Beetle



Policy Recommendations

- ▶ 12 Policy Recommendations
- ▶ Goals and Policies
- ▶ Areas to Monitor
- ▶ Some Specific Policies and Guidance
- ▶ LRTP Ch. 8: Discussion & Action Steps

Access and Opportunity

POLICY RECOMMENDATION: Prioritize transportation systems that facilitate freedom of movement for all community members, including for communities with limited transportation options.



Transportation and the Environment

POLICY RECOMMENDATION: Incorporate environmental stewardship, sustainability, and resiliency into transportation decisions, design, and investments while considering impacts to all transportation users.



Complete Streets

POLICY RECOMMENDATION: Plan, design, build, and maintain streets to provide travel mode choice and to accommodate people of all ages and abilities.



Complete Streets

5-Year Priority Action Step

- Implement and track the 3 percent multimodal investment requirement for street improvement projects, with progress evaluated annually and over the first five years following LRTP adoption.

A minimum of three percent of the total street improvement. Project cost shall be allocated to the installation of **new multimodal infrastructure** within the Project limits. The percentage calculation may be calculated, if necessary, as an average across projects annually or during the five (5) years following adoption of the LRTP. Eligible multimodal infrastructure includes, but is not limited to, sidewalks, shared-use paths, bicycle lanes, separated bicycle facilities, pedestrian crossings, curb ramps, pedestrian refuge islands, traffic control devices that improve pedestrian or bicycle safety (such as traffic calming measures for bicycle boulevards), transit stops and passenger amenities, and other facilities that improve access and mobility for pedestrians, bicyclists, or transit users. Expenditures for the repair, replacement, or reconstruction of existing multimodal infrastructure shall not count toward this minimum requirement unless they result in the addition of new multimodal facilities or a measurable increase in multimodal capacity, connectivity, or accessibility.

Transportation and Managing Growth

POLICY RECOMMENDATION:

Integrate land use and transportation decisions to ensure transportation infrastructure can support travel demands associated with growth.



Action Steps

Increase multimodal connections within and between all neighborhoods and commercial centers. Support transportation options near infill development projects by developing mobility nodes as recommended in the Lincoln Mobility Plan.

Continue roadway **project coordination between the City of Lincoln and Lancaster County** so that roadways within Lincoln growth Tiers 1 and 2 are in good condition and meet design standards when transferred to the City.

Implement **Access Management Policy** on internal transportation routes (e.g., State highways and City arterials) to support efficient access to adjacent businesses and external transportation connectors (such as Interstates and Freeways) to minimize disruption to future land uses.

Program new construction that supports growth areas and increased corridor density for residential and commercial growth as city limits expand in support of the PlanForward growth scenario.

Identify supplemental funding sources for Complete Streets projects.

Congestion Management

POLICY RECOMMENDATION: Manage an efficient and reliable multimodal transportation network.



Transportation & Economic Health

POLICY RECOMMENDATION: Foster economic health through transportation investments that improve access to education, employment, and services and reduce transportation costs.

5-Year Priority Action Step

- Seek funding opportunities to implement conversion of identified Downtown streets to two-way traffic.

Transit

POLICY RECOMMENDATION: Enhance the community's public transportation operations to support the local economy and expand travel choice.



Active Transportation

POLICY: Support Active Transportation through implementation of recommendations in the Lincoln Mobility Plan.

RECOMMENDATION: Improve and expand sidewalks, on-street bicycle facilities, and the trail network to enhance safety, comfort, connectivity, and travel choice for users of all ages, abilities, and income levels.



5-Year Priority Action Step

- **Establish and maintain a dedicated annual funding pool for standalone bicycle and pedestrian projects that improve safety, close network gaps, and strengthen multimodal connectivity.**

Public Right-of-Way & Access

POLICY RECOMMENDATION: Preserve and enhance the efficiency of the freight system to support the local, regional, and national economy.

Freight

POLICY RECOMMENDATION: Preserve and enhance the efficiency of the freight system to support the local, regional, and national economy.



Advanced Mobility

POLICY RECOMMENDATION: Support the orderly deployment of advanced mobility technologies that preserve and enhance the safety of all road users.



Transportation Partnerships

POLICY RECOMMENDATION: Seek partnerships with both public and private entities to finance mutually beneficial transportation projects.



Safety

POLICY RECOMMENDATION: Strive to eliminate transportation-related deaths and serious injuries.



Transportation Maintenance

POLICY RECOMMENDATION: Optimize the maintenance of transportation infrastructure through data-driven asset management.



Transportation Funding

POLICY RECOMMENDATION: Seek innovative finance and funding methods to support continued investment in transportation infrastructure projects that benefit the community.



Airport

POLICY RECOMMENDATION: Ensure the Lincoln Municipal Airport is efficient, accessible, and environmentally sound.



Table 32: Agencies & Their Roles

Agency	Primary Role
Lincoln MPO	Regional transportation planning, LRTP implementation, performance monitoring, Transportation Improvement Program (TIP) administration, and STBG funding programming.
City of Lincoln – Planning & Development Department	Comprehensive planning, land use coordination, development review, mobility node implementation, corridor planning, and integration of transportation and land use decisions.
City of Lincoln – Lincoln Transportation and Utilities - Transportation	Delivery of urban transportation projects, traffic operations, Complete Streets implementation, Vision Zero implementation, roadway maintenance, and multimodal infrastructure development.
City of Lincoln – Lincoln Transportation and Utilities -StarTran	Transit service planning, operations, capital investment, and implementation of transit-related recommendations.
City of Lincoln – Parks and Recreation Department	Planning, development, and maintenance of trails and recreational transportation facilities; coordination of greenway and trail connections.
Lancaster County	Delivery of rural transportation projects, roadway maintenance, bridge improvements, and coordination of transportation investments in unincorporated areas.
Municipalities	Coordination of local transportation priorities, development review, and implementation of transportation improvements within municipal jurisdictions.
Nebraska Department of Transportation	Planning, funding, operation, and maintenance of the state highway system and coordination of state and regional transportation investments.
Lower Platte South Natural Resources District	Coordination of watershed management, recreation, trail initiatives, flood mitigation projects, and environmental stewardship efforts that affect transportation infrastructure.

Public Engagement

- ▶ Coordination through Lincoln-Lancaster MPO
- ▶ Social Media Posts for City, County and Surrounding Communities
- ▶ Press releases and earned media coverage
- ▶ Email communications to focus group participants
- ▶ Project website landing page (linked from MPO site)
- ▶ Postcard mailing to key partners and community groups

Public Engagement

- ▶ Public Open House #3:
Sept. 22nd @ 5-7 pm
Gere Branch Library
2400 S 56th Street

Virtual Open House:
Available Sept. 22 – Oct. 22

- ▶ October – December
 - ▶ Public Input Reviewed
 - ▶ Planning Commission
 - ▶ City Council & County Board
 - ▶ MPO Tech & Officials Committees
 - ▶ October 22: POP-C

Thank You!

