

Lincoln MPO 2050 LRTP Update & Lincoln Mobility Plan Project Oversight & Planning Committee (POP-C) Meeting #4

January 22, 2026
10:00 AM



Agenda

- ▶ Transportation & Mobility Needs
- ▶ LRTP project categories
- ▶ Project prioritization methodology
- ▶ Subcommittee Updates
 - ▶ Roadway
 - ▶ Mobility
 - ▶ Funding
- ▶ Phase 2 Public Involvement
- ▶ Next Steps

Transportation & Mobility Needs

What problems are we trying to solve with the LRTP and Lincoln Mobility Plan?

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 has improved pavement quality, but many city and county streets and bridges remain in poor condition, and delays increase costs and closure risks.

3 

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

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.



Transportation & Mobility Needs (cont.)

What problems are we trying to solve with the LRTP and Lincoln Mobility Plan?

5



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

6



A bike network that works in pieces, but not as a connected system: Gaps and stressful crossings keep Lincoln's trails and bike facilities from functioning as a 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



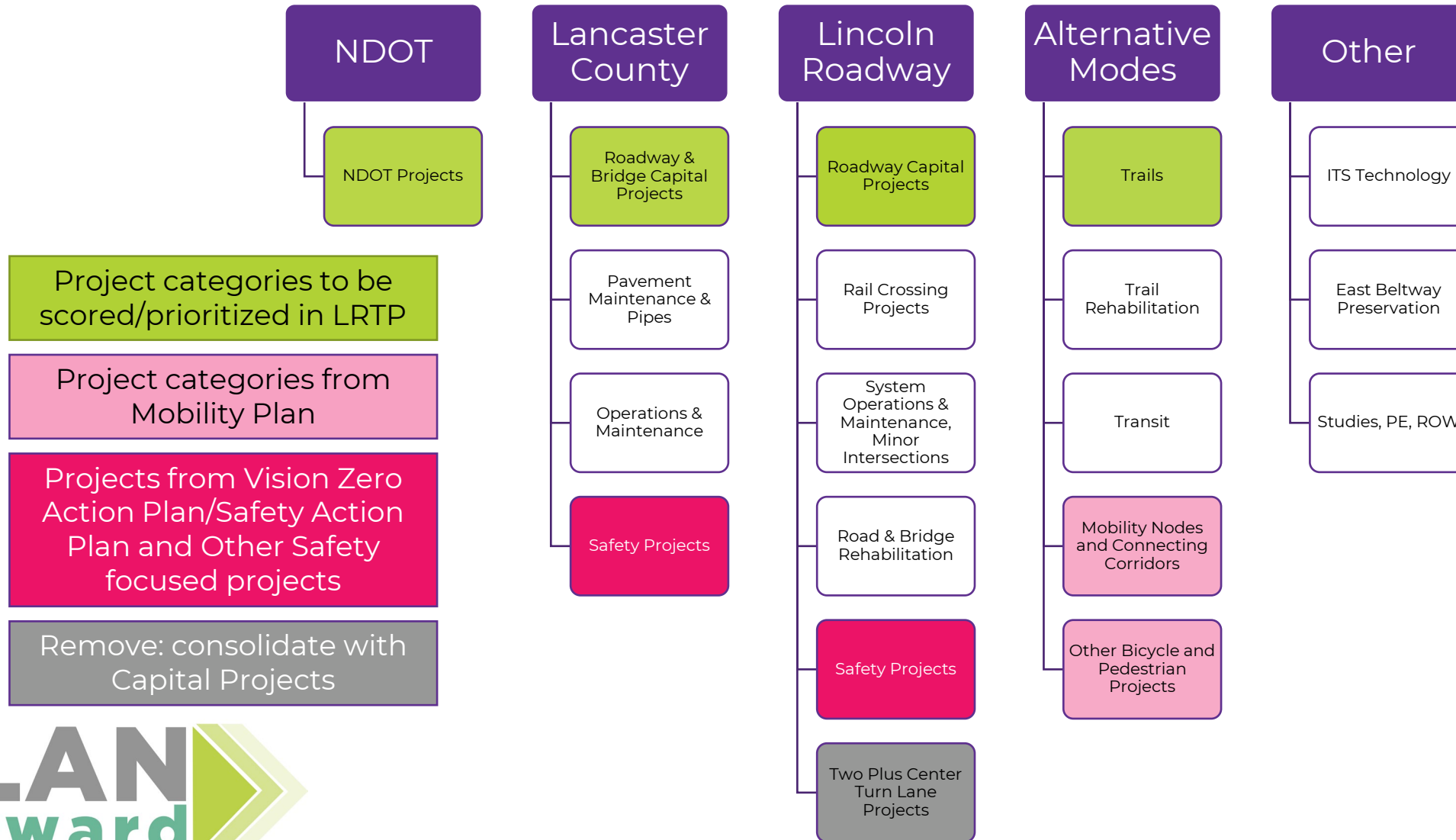
Rail crossings create both safety risks and daily delays: Rail crossings, especially 33rd & Cornhusker, create significant delay and safety exposure.

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 on foot.

L RTP Project Categories



L RTP Vision & Goals:

The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable system that expands mobility choices, strengthens community connections, and enhances quality of life and economic vitality.

Maintenance

Economic Vitality

Mobility & System Reliability

Environmental Sustainability

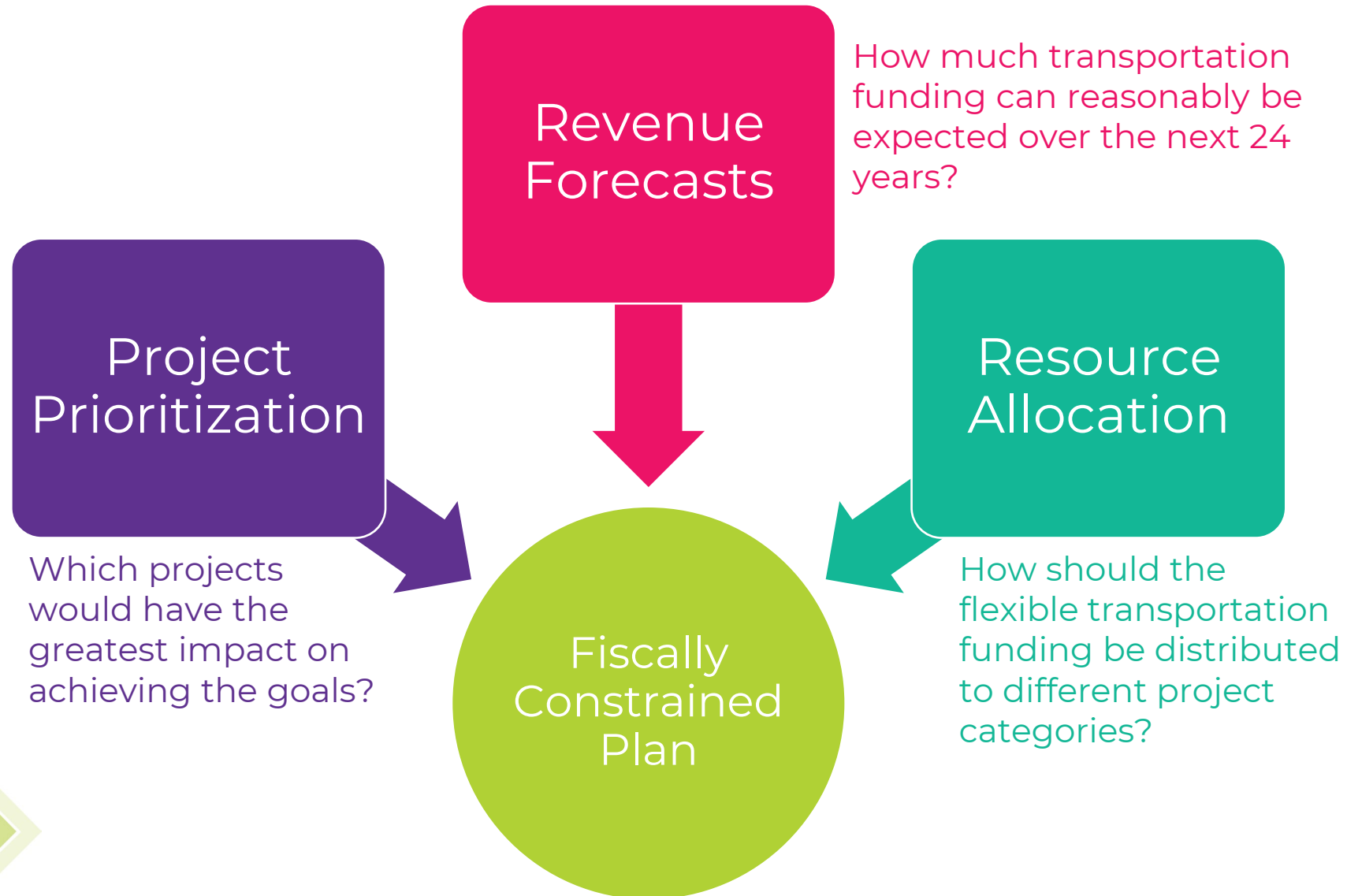
Livability & Travel Choice

Funding & Cost Effectiveness

Safety & Security

Access & Opportunity

Developing a Fiscally Constrained Plan



Project Prioritization

1

Each project receives a score from **0 to 1** for each of the 8 goal areas + public support; 0 is the least favorable, 1 is the most favorable

Maintenance (0-1)

Mobility & System Reliability (0-1)

Livability & Travel Choice (0-1)

Safety & Security (0-1)

Economic Vitality (0-1)

Environmental Sustainability (0-1)

Funding & Cost Effectiveness (0-1)

Access & Opportunity (0-1)

Public Support (0-1)

2

Each goal area is weighted based on the relative importance; the weights across the 8 goal areas + public support total 100

Maintenance %

Mobility & System Reliability %

Livability & Travel Choice %

Safety & Security %

Economic Vitality %

Environmental Sustainability %

Funding & Cost Effectiveness %

Access & Opportunity %

Public Support %

X

3

The score for each goal is multiplied by the weight, then summed for a total score ranging from **0 to 100**

Projects will be ranked based on their total score.

TBD if projects are listed in rank order or tiers in the LRTP

Different weights can be used for Lancaster County vs. City of Lincoln projects to recognize that some goal areas are more important in the urban vs. rural context

=

Roadway Project Scoring

 Maintenance: A well-maintained transportation system	Evaluation Question: Is the project located on a road that is in poor condition and would therefore serve dual functions of rehabilitating and improving the road?
	Evaluation Metric: Current pavement condition index (PCI)
 Mobility and System Reliability: An efficient, reliable, resilient, and well-connected transportation system that leverages innovation and technology for moving people and freight.	Evaluation Question: Is the project located on a road that is currently congested or expected to experience congestion in the future?
	Evaluation Metric: Volume to capacity ratio (V/C)

Roadway Project Scoring (cont.)

	Livability and Travel Choice: A multimodal system that provides convenient and affordable travel options to support a more compact, healthy, livable urban environment.	Evaluation Question: Does the project include multimodal elements?
		Evaluation Metric: Presence of <u>StarTran</u> route; inclusion of bicycle or pedestrian enhancements
	Safety and Security: A safe and secure transportation system.	Evaluation Question: Will the project alleviate a known safety problem?
		Evaluation Metric: Crash rate, number of bicycle and pedestrian crashes, number of injury and fatal crashes

Roadway Project Scoring (cont.)

 Economic Vitality: A transportation system that promotes economic vitality and sustainable growth for residents and businesses.	NOTE: This category has two evaluation criteria; the combined score will be used.
Evaluation Question 1: Will the project improve access to and/or add value to surrounding land uses?	Evaluation Metric 1: Proximity of project to commercial, industrial, or light industrial land uses in Future Land Use (FLU) map
Evaluation Question 2: Will the project improve travel on a designated truck route and/or the National Highway System (NHS)?	Evaluation Metric 2: Primary and secondary truck routes and NHS routes

Should we consider a new or replacement evaluation question that targets the “sustainable growth” element of the goal?

Roadway Project Scoring (cont.)

 Environmental Sustainability: A transportation system that enhances the natural, cultural, and built environment.	Evaluation Question: Will the project <u>impact</u> the natural, cultural, or built environment?
	Evaluation Metric: Presence of red-flag environmental resources within the project area
 Funding and Cost Effectiveness: Collaboration in funding transportation projects that maximize user benefits and local funding and embrace innovative funding approaches.	Evaluation Question: How does the cost of the project compare to the benefits?
	Evaluation Metric: Benefit/Cost Ratio

Should we consider a new or replacement evaluation question that targets the “innovative funding” element of the goal?

Roadway Project Scoring (cont.)

	Access and Opportunity: A multimodal transportation system that expands <u>access to</u> opportunities and enhances connections for communities with limited transportation options.	Evaluation Question: Is the project located in an area of communities with limited transportation options and does the project address the needs identified for that area?
		Evaluation Metric: Community with limited transportation option mapping (older adults, youth, people with disabilities, zero vehicle households, low-income).
	Public Support	Evaluation Question: Does the project have strong community support?
		Evaluation Metric: Number of “votes” in Phase 2 engagement activity

Example Project Score...

Scores will range from 0 - 1

To be established by POPC at March meeting

Goal Area Score x Weight

Goal/Criterion	Goal Area Score	Weight	Project Score
Maintenance	0.2	20	4.0
Mobility and System Reliability	0.9	15	13.5
Livability and Travel Choice	1.0	15	15.0
Safety and Security	0.4	15	6.0
Economic Vitality	0.5	10	5.0
Environmental Sustainability	0.8	10	8.0
Funding and Cost Effectiveness	0.7	5	3.5
Access & Opportunity	0.6	5	3.0
Public Support	0.8	5	4.0
Total Score		100	62

Total Score will range from 0 – 100

Project Prioritization Next Steps

- ▶ Determine prioritization process for Trail projects
- ▶ Gather data needed for project evaluation
- ▶ Finalize roadway and trail project lists
- ▶ Establish evaluation criteria weights
- ▶ Complete project evaluation

Roadway Subcommittee Update

- ▶ Refine list of roadway projects from 2021 LRTP
- ▶ Consider additional projects based on:
 - ▶ Phase 1 public input
 - ▶ Travel demand model results
 - ▶ Mobility Plan and Vision Zero Action Plan
- ▶ Refine project costs and estimating cost increase over time

Mobility Subcommittee Update

- ▶ Define Mobility Node locations, types, and prototypes
 - ▶ Existing
 - ▶ New Growth
 - ▶ Intermodal
- ▶ Identify Connecting Corridors
- ▶ Apply street typologies
- ▶ Citywide bike network
- ▶ Determine priority projects



Funding Subcommittee Update

- ▶ Revenue projections for 24 years (2027 – 2050)
- ▶ Identify all federal, state, and local funding sources
- ▶ Establish base year (2027) revenue
- ▶ Estimate annual growth rate and other variations in funding levels over time
- ▶ Identify funding restrictions
- ▶ Identify funding commitments

Phase 2 Public Involvement

- ▶ April 1, 2026 public meeting at Kindler Hotel
- ▶ Corresponding online engagement April 2026
- ▶ Focus group follow up
- ▶ Key activities to inform Mobility Plan and LRTP:
 - ▶ Mobility Plan Network: which locations are most important?
 - ▶ LRTP Projects: which projects are most important?
 - ▶ Funding: how would you spend limited transportation and mobility funds?

Schedule

- ▶ Upcoming Subcommittees
 - ▶ Funding Subcommittee, January 26
 - ▶ Data & Modeling Subcommittee, February 11
 - ▶ Roadway Subcommittee, February 26
- ▶ Next POP-C Meeting: March 26
- ▶ Next Public Meeting – April 1st at Kindler Hotel

Thank you!

