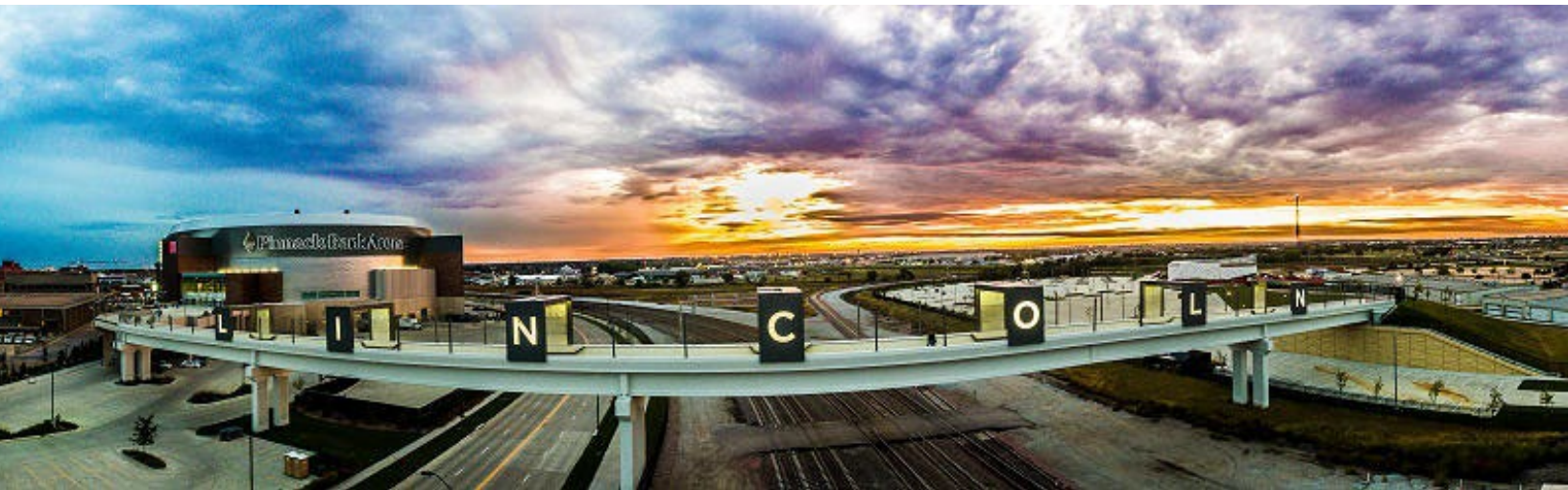




2 ■ VISION, GOALS, AND PERFORMANCE MEASURES



2. VISION, GOALS, AND PERFORMANCE MEASURES

The Vision

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.

Guided by this vision, the plan focuses on maintaining a reliable system, improving resilience and mobility, and offering travel options that foster a healthy, livable urban environment. The system should prioritize safety and security, foster economic growth, promote environmental stewardship, and ensure access for all users.

Through cost-effective and collaborative funding strategies, this plan will deliver a transportation network that meets the needs of the community today, while preparing for the challenges and opportunities of tomorrow.

Goals

The LRTP goals establish the desired outcomes for the region's transportation system and provide the foundation for evaluating needs, prioritizing projects, and guiding future investments. The goals are generally consistent with the previous LRTP, providing continuity in the region's long-term transportation priorities, with targeted updates to reflect community and stakeholder feedback and evolving transportation needs.



Maintenance: A well-maintained transportation system



Mobility & System Reliability: An efficient, reliable, resilient, and well-connected transportation system that leverages innovation and technology for moving people and freight



Livability & Travel Choice: A multimodal system that provides convenient and affordable travel options to support a more compact, healthy, livable urban environment.



Safety & Security: A safe and secure transportation system.



Economic Vitality: A transportation system that promotes economic vitality and sustainable growth for residents and businesses.



Environmental Sustainability: A transportation system that minimizes negative impacts on and strives to enhance the natural, cultural, and built environment.



Funding & Cost Effectiveness: Collaboration in funding transportation projects that maximize user benefits and local funds while embracing innovative approaches.



Access & Opportunity: A multimodal transportation system that expands access to opportunities and enhances connections for communities with limited transportation options.

Performance Measures

Performance-based planning provides a structured framework for the LRTP, ensuring that limited resources are used effectively. Community transportation values are embedded throughout the plan's goals, objectives, performance measures, and evaluation criteria. Together, these elements guide the identification of high-priority projects.

Goals and objectives form the foundation of this approach. The goals outline the desired long-term outcomes, while the associated objectives provide specific, measurable steps to achieve them. The system-level performance measures are tied to these objectives to enable ongoing evaluation of progress.

The Lincoln MPO first introduced performance measures in the 2040 LRTP. Since then, federal rulemakings for FHWA and FTA performance measures have been finalized, along with guidance for establishing targets. The performance measures included in the 2050 LRTP align with federal requirements, while reflecting local priorities, strengthening the connection to PlanForward 2050, the Lincoln-Lancaster County Comprehensive Plan.

FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system data to inform investment and policy decisions aimed at achieving national performance goals. As part of TPM, NDOT and Lincoln MPO established targets within the planning and programming process. These targets address key areas such as safety, state of good repair (SGR), and system performance.

The Lincoln MPO adopted NDOT's performance targets in 2025 and 2026. StarTran establishes and monitors State of Good Repair (SGR) performance targets to support effective transit asset management and long-term investment planning. This plan includes an inventory of capital assets, condition assessments, decision-support tools, and investment prioritization.

In 2026, the Lincoln MPO adopted StarTran's performance measure targets, as documented in the StarTran 2025 Agency Safety Plan, which aligns with FTA's National Public Transportation Safety Plan. Performance measures support planning, policy development, investment prioritization, and progress tracking.

The Lincoln MPO and StarTran annually evaluate and report on system performance and trends. For each performance measure, current and historical data are used to assess existing conditions and track long-term trends to provide insight into projects, strategies, and policies needed to meet established targets. Specific targets are maintained for each measure, along with a defined desired trend of change (increase, decrease, or maintain) to guide decision-making and monitor progress over time.

Effective performance measures typically share several key characteristics:

Available Data: Measures are often influenced by continuous availability of data.

Trackable Over Time: Measures should be based on consistently tracked data that can be compared on a regular basis.

Relation to Goals: In performance-based planning, performance measures should track progress toward stated goals and objectives.

Storytelling Potential: Measures should be meaningful and help to weave a storyline around system performance. They can be an effective communication tool for requesting funds and garnering public support.

Desired Trends Key:

Increase	
Decrease	
Maintain	



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 National Highway System (NHS) (FHWA Performance Target: $\geq 50\%$ Good Condition and $\leq 5\%$ Poor Condition Interstate; $\geq 40\%$ Good Condition and $\leq 10\%$ Poor Condition Non-Interstate)	
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: $\leq 0\%$ Bus, $\leq 22\%$ Cutaway, $\leq 0\%$ Minivan, and $\leq 0\%$ Paratransit Van)	
4. Percent of equipment (non-revenue vehicles) exceeding ULB (FTA Performance Target: $\leq 0\%$ Automobile and 50% 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)	



Mobility and System Reliability

An efficient transportation system enables people to travel between destinations as directly as possible to minimize travel time, distance, and delays caused by congestion. Innovation and emerging technologies can play a key role in supporting these efficiencies. A high-performing system also provides users with reliable access to multiple transportation modes, allowing them to select options that best meet their needs. As reliability improves, tolerance for unexpected delays declines, as such disruptions can have more significant impacts than the routine congestion experienced in daily travel.

Goal: An efficient, reliable, resilient, and well-connected transportation system that leverages innovation and technology for moving people and freight.

Objectives

- Optimize the efficiency of the transportation network.
- Improve the performance and reliability of the transportation system.

System Performance Measures	Desired Trend
10. Percent of person miles-traveled that are reliable for Interstate/non-Interstate NHS (FHWA Performance Target: $\geq 96.0\%$ Interstate and $\geq 85.0\%$ Non-Interstate)	→
11. Truck Travel Time Reliability Index (FHWA Performance Target: ≤ 1.25)	→
12. Transit on-time performance (City Performance Target: $\geq 85\%$ On-Time Performance Annually)	↗
13. Annual number of retimed signalized intersections based on current signal timing needs and changes in traffic flow	→



Livability and Travel Choice

Lincoln consistently ranks as a highly livable city and one of the best places to live in the country. Transportation options including walking, biking, transit, and driving play a critical role in maintaining and enhancing residents' quality of life and overall health. Community members of all ages have expressed a strong preference for walkable environments that provide convenient access to jobs, education, shopping, and community destinations. **Chapter 3** addresses Public Engagement, and **Appendix B** includes summaries of public input. Connectivity across the transportation network is essential to support seamless transitions between modes. In addition, higher-density land use patterns that encourage alternative modes of travel can help maximize the efficiency and longevity of existing infrastructure.

Goal: A multimodal system that provides convenient and affordable travel options to support a more compact, healthy, livable urban environment.

Objectives

- Improve the quality of alternative transportation options (transit, biking, walking).
- Accommodate all travel modes on Lincoln's street network.

System Performance Measures	Desired Trend
14. Miles of trails, sidewalks, and on-street bike facilities (City/County Performance Target: Increase miles of trails, sidewalks, and on-street bike facilities)	
15. Annual transit ridership per capita (City/County Performance Target: $\geq$ Match or exceed annual transit growth rate with annual growth rate of city population, as measured by the ACS)	
16. Percent of transit supportive areas served (City/County Performance Target: Provide Service to $\geq$ 90% of Transit Supportive Areas Annually)	
17. Percent of household income spent on transportation (Source: H+T Index)	
18. Average cost of transit service to the user	



Safety and Security

The safety and security of the transportation system for both motorized and nonmotorized users are of paramount importance. All transportation improvements should be designed with these priorities in mind. Strategies such as enhancing visibility, managing access, and separating incompatible modes through buffers or grade separations can help reduce conflicts and improve user comfort. Security features at key locations, including bus stops and trailhead facilities, further enhance user safety and confidence.

At the national level, the federal government has advanced the Vision Zero approach to traffic safety, which aims to eliminate fatalities and serious injuries on the transportation system. This principle is reflected in the Lincoln MPO's transportation goals and in the Lincoln Vision Zero Action Plan.

Goal: A safe and secure transportation system.

Objectives

- Reduce fatal, injury, and total crash rates for vehicles, bicyclists, and pedestrians.
- Improve personal security for transportation system users.

System Performance Measures	Desired Trend
19. Number and rate of fatalities (FHWA Performance Target: ≤ 235 Fatalities and ≤ 1.120 Fatalities per 100 million Vehicle Miles Traveled)	
20. Number and rate of serious injuries (FHWA Performance Target: $\leq 1,183$ Serious Injuries and ≤ 5.357 Serious Injuries per 100 million Vehicle Miles Traveled)	
21. Number of non-motorized fatalities and serious injuries, including vulnerable road users such as pedestrians and cyclists (FHWA Performance Target: ≤ 113)	
22. Number and rate of major events (FTA Performance Target: Fixed Route ≤ 0.67 Major Events and ≤ 0.04 Major Events per 100,000 Vehicle Revenue Miles. Demand Response: 0 Major Events and 0 Major Events per VRM)	
23. Number and rate of collisions: (FTA Performance Target: Fixed Route: ≤ 0.67 collisions, ≤ 0.04 Collisions per 100,000 Vehicle Revenue Miles; 0 Pedestrian and 0.4 Vehicular Collisions per 100,000 Vehicle Revenue Miles. Demand Response: 0 Collisions and 0 Collisions per VRM)	
24. Number and rate of fatalities (FTA Performance Target: Fixed Route: 0 Fatalities and 0 Fatalities per 100,000 Vehicle Revenue Miles. Demand Response: 0 Fatalities and 0 Fatalities per VRM)	
25. Transit worker fatality rate (FTA Performance Target: Fixed Route: 0 fatalities per 100,000 Vehicle Revenue Miles. Demand Response: 0 Fatalities and 0 Fatalities per VRM)	

System Performance Measures	Desired Trend
26. Number of injuries and injury rate (FTA Performance Target: Fixed Route: ≤ 5.33 Injuries and ≤ 0.29 injuries per 100,000 Vehicle Revenue Miles. Demand Response: 2.67 Injuries and 0.39 Injuries per VRM)	
27. Transit worker injury rate (FTA Performance Target: Fixed Route: ≤ 0.67 Injuries per 100,000 Vehicle Revenue Miles. Demand Response: 0.04 Injuries per VRM)	
28. Number and rate of assaults on transit workers (FTA Performance Target: Fixed Route: ≤ 2 Assaults and ≤ 0.26 Assaults per 100,000 Vehicle Revenue Miles. Demand Response: 0 Assaults and 0 Assaults per VRM)	
29. Mean (or average) revenue miles of service between major mechanical failures (FTA Performance Target: Fixed Route: Increase from Baseline of 5,298. Demand Response: Increase from Baseline of 25,577)	



Economic Vitality

Economic vitality depends on a wide range of factors beyond transportation infrastructure alone, including a competitive cost of doing business, reliable and integrated technology, a skilled and educated workforce, market-ready goods, diverse housing options, high-quality schools, and sound fiscal management, among other intangible qualities. A well-functioning transportation system—encompassing transit, roadway, freight, air, rail, and nonmotorized modes, all integrated with land use—plays a vital role in supporting these conditions and fostering a strong, resilient economy.

Goal: A transportation system that promotes economic vitality and sustainable growth for residents and businesses.

Objectives

- Reduce the cost of transportation for system users.
- Improve the economic competitiveness of the region by enhancing the transportation system.
- Improve the operations of the existing freight transportation system.

System Performance Measures	Desired Trend
30. Travel time to work (City Performance Target: $\geq 60\%$ Commute 20 Minutes or Less)	→
31. Number of potential stops on primary truck routes (City Performance Target: Decrease from baseline of 83)	
32. Exposure rating of railroad at-grade crossings (City/County Performance Target: Reduce number of crossings with $\geq$ exposure rating from baseline of 12)	



Environmental Sustainability

Stewardship of the natural, cultural, and built environments was a priority under the Bipartisan Infrastructure Law and continues to be for the Lincoln MPO. With fossil fuels being finite and their use contributing to environmental impacts—including greenhouse gas emissions, particulate matter, and ground-level ozone (smog)—there is a clear need to transition toward a more efficient, low-carbon transportation system.

Transportation improvements in undeveloped areas can also affect natural resources, such as waterways, landscapes, and tree cover. Wherever feasible, these impacts should be avoided or minimized through thoughtful planning and design. Effective stewardship also involves preserving existing community character and ensuring that traditionally underrepresented populations—including minority and low-income communities—are protected from disproportionate impacts.

Goal: A transportation system that minimizes negative impacts on and strives to enhance the natural, cultural, and built environment.

Objectives

- Maintain compliance with national ambient air quality standards.
- Reduce fossil fuel consumption by providing access to alternative modes and fuels.
- Avoid, minimize, and mitigate environmental impacts of transportation projects to the extent reasonably practical.

System Performance Measures	Desired Trend
33. Percent of Non-SOV Travel (FHWA Performance Target: Establish Benchmark in 2027)	↗
34. Number of EV registrations	↗
35. Number of publicly available EV charging stations	↗
36. Number of alternatively fueled vehicles (AFVs) in fleet (City/County Performance Target: Increase from baseline of 292)	↗



Funding and Cost Effectiveness

Public funding for transportation infrastructure, both locally and nationally, continues to fall short of identified needs. In response, public and private stakeholders have emphasized the importance of investing available resources as efficiently as possible and identifying new funding sources to expand active transportation networks. A successful transportation system relies on collaboration among public agencies, private partners, and nonprofit organizations working toward shared objectives. The Lincoln MPO and its members actively pursue innovative funding strategies to advance high-priority projects and support a balanced, multimodal transportation network.

Goal: Collaboration in funding transportation projects that maximize user benefits and local funding and embrace innovative funding approaches.

Objectives

- Make the best use of public financial resources.
 - Decrease the gap between funding needed to achieve LRTP goals and currently available funding.
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System Performance Measures	Desired Trend
37. Annual value of grant or outside funding secured for transportation projects	



Access and Opportunity

A well-connected transportation system provides people with access to jobs, education, healthcare, shopping, and other essential destinations. However, access to transportation options is not the same for everyone. Lower-income households, older adults, youth, people with disabilities, and households without access to a vehicle may face greater transportation barriers and rely more heavily on transit, walking, bicycling, or other travel options. Improving the availability, quality, and connectivity of these options can expand access to opportunities and help ensure the transportation system serves the needs of the entire community.

Goal: A multimodal transportation system that expands access to opportunities and enhances connections for communities with limited transportation options.

Objectives

- Reduce disparities in transportation network availability and quality for the most underserved and overburdened populations, particularly those with limited transportation options.

System Performance Measures	Desired Trend
38. Transit service frequency across communities with varying levels of transportation options (City Performance Target: Maintain consistent distribution of transit service)	→
39. Access to on-street bike lanes and trails across communities with varying levels of transportation options (City Performance Target: Expand the distribution of on-street bike lanes and trails in areas with fewer transportation options)	↗
40. Average travel time to work across communities with varying levels of transportation options (City Performance Target: Maintain similar travel times to work among all community index categories)	→
41. Roadway condition rating across communities with varying levels of transportation options (City Performance Target: Improve and maintain comparable roadway conditions among all community index categories)	↗