



Executive Summary LINCOLN MOBILITY PLAN

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Capriotti's
SANDWICH SHOP

Moving Lincoln Forward

The Lincoln Mobility Plan establishes a bold vision for a connected, safe, and resilient transportation system that provides people with practical choices for how they travel. Building upon previous planning efforts and Lincoln's nationally recognized trail system and long-standing commitment to active transportation, the plan creates a comprehensive, long-range strategy for walking, bicycling, transit, and emerging mobility options, while supporting continued growth and economic prosperity.

Lincoln has long distinguished itself as one of the Midwest's most bicycle- and pedestrian-friendly communities. The city's trail system now approaches 200 miles and continues to serve both recreational users and daily commuters. Lincoln has earned Silver Bicycle Friendly Community designation from the League of American Bicyclists and consistently ranks among highly livable communities because of its transportation options and outdoor amenities. These existing assets

provide an exceptional foundation, but the community also recognizes opportunities for improvement. The Lincoln Mobility Plan identifies opportunities for Lincoln.

As Lincoln continues to grow, current and prospective residents increasingly seek neighborhoods where daily destinations are accessible without relying solely on an automobile, and active lifestyles are facilitated. These priorities are important to employers, families, as well as older adults and

people with disabilities. The Lincoln Mobility Plan responds to these needs by providing a coordinated framework for multimodal transportation investments over the coming decades.



Vision & Goals

The Lincoln Mobility Plan (LMP) was developed through extensive collaboration with residents, elected officials, technical experts, community organizations, businesses, and partner agencies. Development of the LMP was closely coordinated with updates to the Long Range Transportation Plan and Comprehensive Plan, creating one of the community's most comprehensive transportation outreach efforts. Input from the process defined the LMP Vision and Goals:

Vision: A connected, low-stress city network that makes walking, biking, rolling, and transit safe, convenient, and practical for everyday trips, while improving access citywide and supporting a healthy, resilient, and prosperous Lincoln.

Goals: The seven goals of the LMP guided the plan development process and were considered for project identification and prioritization. These are shown at right.

Goals



Safety. A safer multimodal network that supports walking, biking, rolling, and transit access in a manner that eliminates fatalities 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 & 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.



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.

Current & Future Conditions

Before identifying future improvements, the Lincoln Mobility Plan development process evaluated existing transportation conditions throughout the city. The assessment examined existing multimodal infrastructure, programs, safety performance, land use and redevelopment opportunities and community policies.

Mobility Network Distribution and Performance

In addition to Lincoln's extensive trail network, the City has been expanding on-street bicycle facilities and making annual improvements to sidewalks. StarTran serves as the city's transit provider and is working to bring to life the vision of a new Multi-modal Transportation Center (MMTC), which will bring together transit riders, bicyclists, pedestrians and others for

a more convenient and safe way to travel throughout the city.

Lincoln's multimodal network is well used, particularly around Downtown, the University of Nebraska City Campus, schools, and other activity centers. However, the LMP identifies connectivity gaps, higher-stress arterial corridors, and safety concerns that continue to limit travel choices for people in some areas.

Safety is a central focus of the Lincoln Mobility Plan. Building on the City's Vision Zero Action Plan, the safety analysis examined crash patterns involving vulnerable road users (pedestrians and bicyclists) to identify high-risk corridors and intersections. The analysis reviewed where severe crashes are concentrated and identifies opportunities for safer crossings, lower-stress bicycle facilities, and targeted infrastructure investments.

The LMP recommends strategic improvements to sidewalks and bike facilities, as well as safety improvements to crossings and continued trail expansion. The active transportation system should support and complement robust transit service, first- and last-mile connections, as well as Mobility-Oriented Development (see below). Together, these investments support Lincoln's long-term goal of eliminating roadway fatalities while encouraging more people to choose walking, bicycling, and transit.



Community Engagement

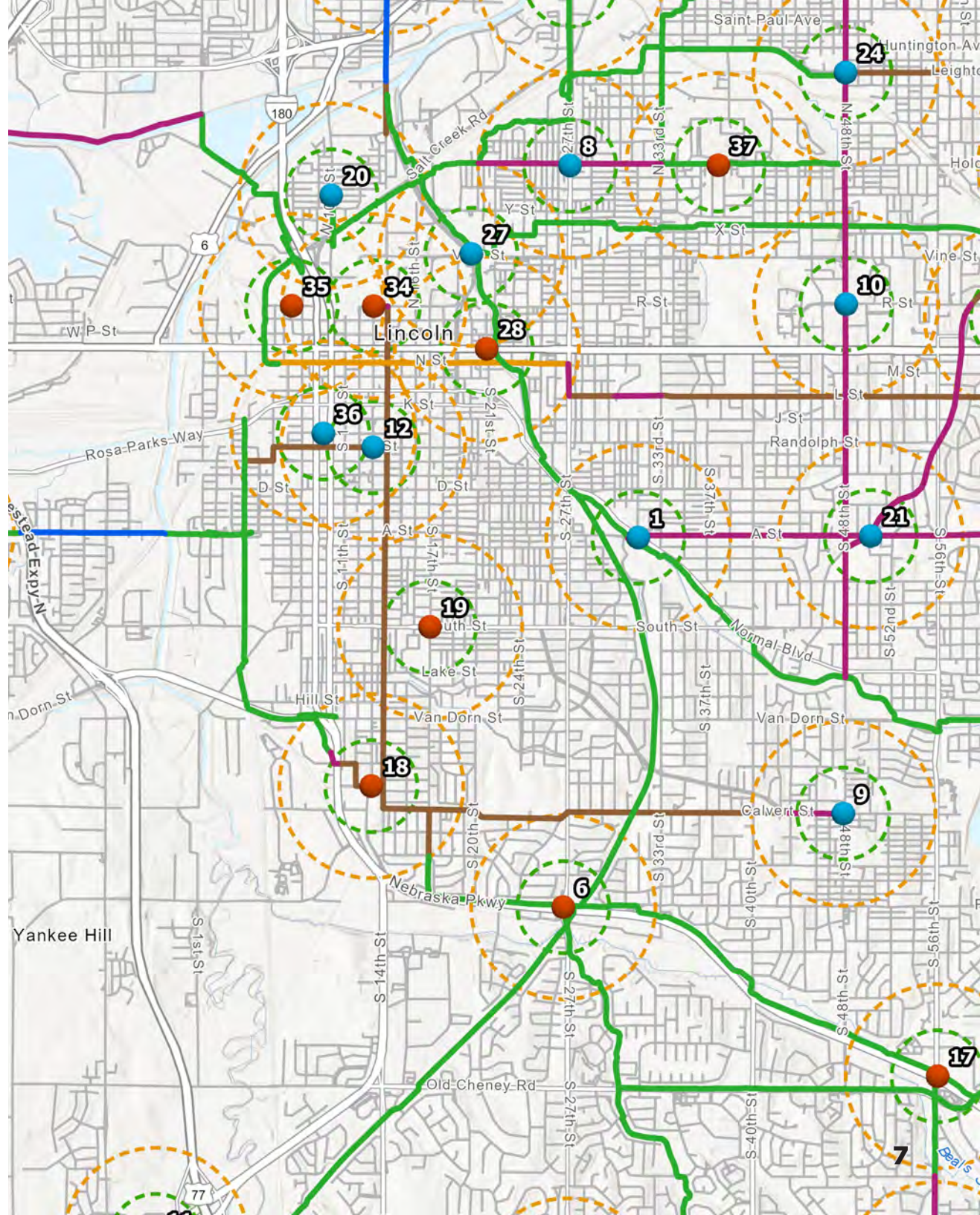
Community engagement comprised an essential part of the Lincoln Mobility Plan development effort to ensure that recommendations were informed by and consistent with the mobility experiences and needs of Lincoln community members. The project team organized a series of focus group discussions, meant to identify goals and opportunities, as well as priorities for the future. Pop-up events were held throughout the city, as well as Open Houses and digital engagement. Together the public outreach efforts reached thousands of residents, who provided valuable comments and input toward the plan.

Key takeaways from engagement efforts include:

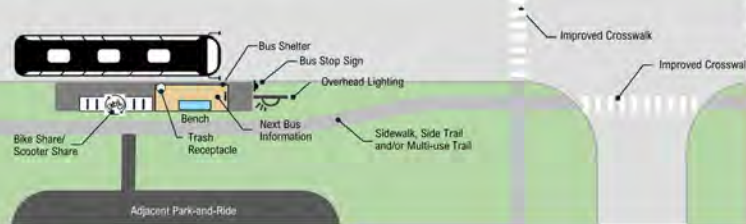
- The community would like to see quality opportunities for biking and walking, including seamless connections between different parts of the city.
- There are many barriers to multimodal travel, including network gaps, uncomfortable routes, and rail crossings.
- Pedestrian safety is a key priority for 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.

A New Framework for Mobility: Nodes & Street Typologies

Every trip is part of an interconnected transportation system where walking, biking, transit, micromobility, and driving all play important roles. The LMP envisions expanding the existing concept of redevelopment nodes in the Comprehensive Plan through the development of Mobility Nodes, which function as neighborhood transportation hubs where multiple travel options converge. At a mobility node, people can conveniently transition between walking, bicycling, transit, micromobility, and automobiles. Growth Mobility Nodes also present opportunities for redevelopment and placemaking, while Intermodal Mobility Nodes provide seamless and convenient connections between transportation. 37 recommended mobility nodes are distributed throughout Lincoln to strengthen access between neighborhoods and major destinations, while encouraging future investment around these centers.



Example Mobility Node



Nodes

Depending upon the mobility node type and location, nodes may include some or all of the following features:

- Transit Stops
- Bicycle Parking
- BikeLNK Stations
- ScooterLNK Stations
- Shelters
- Concrete Pads
- Park-and-Ride Access
- Seating
- Lighting
- Wayfinding
- Public Spaces
- Redevelopment Opportunities

Street Typologies

The Mobility Plan also establishes a new street typology framework that recognizes that streets serve different purposes throughout the city.

Each typology category has a unique character, particularly as it relates to how multi-modal opportunities are designed. Seven street typologies guide future roadway design:



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

Conceptual Visualization of a Bicycle Priority Street Typology



Connecting the Gaps: Active Transportation Network

The LMP vision builds and expands upon past planning and projects to serve the broader community. The Plan integrates on-street bicycle facilities, trails, sidewalks, and transit. The following facility types were defined as part of the planning process:

Category	Facility Type	Description
Shared Use Paved Trails	Multi-Use Trails	Shared use path separated from roads, often through greenways or former rail corridors.
	Sidepaths	Shared-use path located within the right-of-way that runs parallel to the street.
Bike Lanes & Bike Boulevards	Bicycle Boulevards	Low-speed residential street prioritized for bicycling and non-motorized uses with traffic calming and wayfinding features.
	Bike Lanes (Conventional)	On-street bike lane designated with pavement markings and striping.
	Buffered Bikes Lanes	Painted buffer separates cyclists from traffic.
	Protected Bike Lanes	Bike lane is protected by curbs, bollards, or other barriers. Includes “cycle tracks.”
Neighborhood Routes	Bike Routes	Signed low-traffic street where bicycles and vehicles share the travel lane.
	Neighborhood Sidewalks	Pedestrian-only walkway parallel to streets.



The Plan reviewed and evaluated projects based on rigorous evaluation criteria that considered a number of factors related to the project goals. The LMP identified more than 200 potential projects throughout Lincoln, with projects that performed well identified below:

Top-Scoring Projects

Street Name	From	To	Facility Type	Length (mi.)
D St/Valley Rd	Alpha St	S 56th St	Bike Boulevard	2.02
S 13th St	Hudson St	Plum St	Sidepath	0.12
N 48th St	M St	Leighton Ave	Sidepath	1.63
Fair St	N 27th St	N 33rd St	Bike Route	0.49
N 27th St	L St	R St	Sidepath	0.48
Havelock Ave	Touzalin Ave	N 84th St	Bike Route	1.80
Cleveland Ave	N 38th St	N 67th St	Bike Boulevard	2.31
L St	Woods Park	S 70th St	Bike Boulevard	2.70
S 17th St	South St	A St	Buffered Bike Lane	0.51
Sumner St	S 6th St	Park Dr / Sumner St	Bike Boulevard	1.99
S 17th St	South St	Burnham St	Bike Boulevard	1.24
N 20th St	Folkways Blvd	Fairfield St	Bike Boulevard	1.75
S 21st St	G St	O St	Buffered Bike Lane	0.54
Burnham St / High St.	Van Dorn Park	S 17th St	Sidepath	1.08
77th St	Holmes Park Rd	A St	Bike Boulevard	2.12



The Lincoln Mobility Plan envisions bicycle boulevards and other active transportation facilities that form an identifiable, branded system of bikeways. These on-street facilities provide medium- to long-distance connections that complement the trail network and provide connectivity across a substantial portion of the city via linked on-street and off-street bike facilities. Bikeways and bicycle boulevards are growing in popularity in many cities throughout the Midwest; they improve safety and comfort, particularly as e-bikes and e-scooters become more popular.



Mobility-Oriented Development

The Lincoln Mobility Plan acknowledges the interrelationship between transportation and land use. Mobility-Oriented Development, or MOD, provides enhanced access to nearby trails or transit facilities. Future development patterns are encouraged to incorporate MOD principles, where housing is located in proximity to some or all of the following features:

- Multi-use trails
- On-street bicycle and pedestrian facilities
- Bus stops or Mobility Nodes
- Compact, walkable development
- Mixed-use development
- Enhanced Public Spaces

In order to successfully implement MOD, it is critical that planning tools are utilized to take advantage of opportunities. This includes the reviewing and potential updating of the City's Zoning Code, Comprehensive Plan, Complete Streets Plan, Tax Increment Financing (TIF) Policy, as well as its recently adopted Vision Zero Action Plan.



From Vision to Action: Implementation & Funding

The Lincoln Mobility Plan is intended to guide transportation decision-making over many years. Projects are categorized by planning-level cost (low, medium, and high) to help prioritize investments and match them with appropriate funding opportunities. Ongoing development review, capital improvement programming, and redevelopment initiatives, are regular opportunities for implementation.

One key strategy is to continue coordinating, or “bundling,” multimodal projects as opportunities arise with roadway reconstruction, utility work, resurfacing projects, and redevelopment efforts. This serves to reduce costs, minimize disruption, and accelerate implementation.

The funding strategy for this plan focuses on maximizing existing resources while pursuing new opportunities through partnerships and competitive grant programs. Key implementation strategies include:

- Leverage planned capital projects by incorporating bicycle and pedestrian improvements into scheduled roadway, utility, and maintenance projects.
- Commit local funding through sources such as the General Fund, Trail Impact Fees, and Tax Increment Financing (TIF) where appropriate.
- Pursue state and federal grants, including programs that support active transportation, trail development, transit access, and roadway safety.
- Strengthen partnerships with educational institutions, major employers, healthcare organizations, philanthropic and non-profit organizations, and other partners to expand funding opportunities and support projects serving key destinations.
- Phase implementation by advancing lower-cost, high-impact improvements in the near term while planning for larger capital investments as funding becomes available.

The Lincoln Mobility Plan is coordinated with the Long Range Transportation Plan (LRTP), which prioritizes federal funding opportunities for the Lincoln-Lancaster County region. This coordinated approach provides flexibility while ensuring that investments deliver benefits in terms of safety, connectivity, and accessibility.

The Lincoln Mobility Plan is more than a transportation document—it is a blueprint for creating healthier neighborhoods, stronger businesses, safer streets, and greater opportunities for everyone who lives, works, studies in, and visits Lincoln. Together, these investments will strengthen Lincoln’s position as one of the nation’s leading communities for multimodal transportation and will improve quality of life for all residents.

