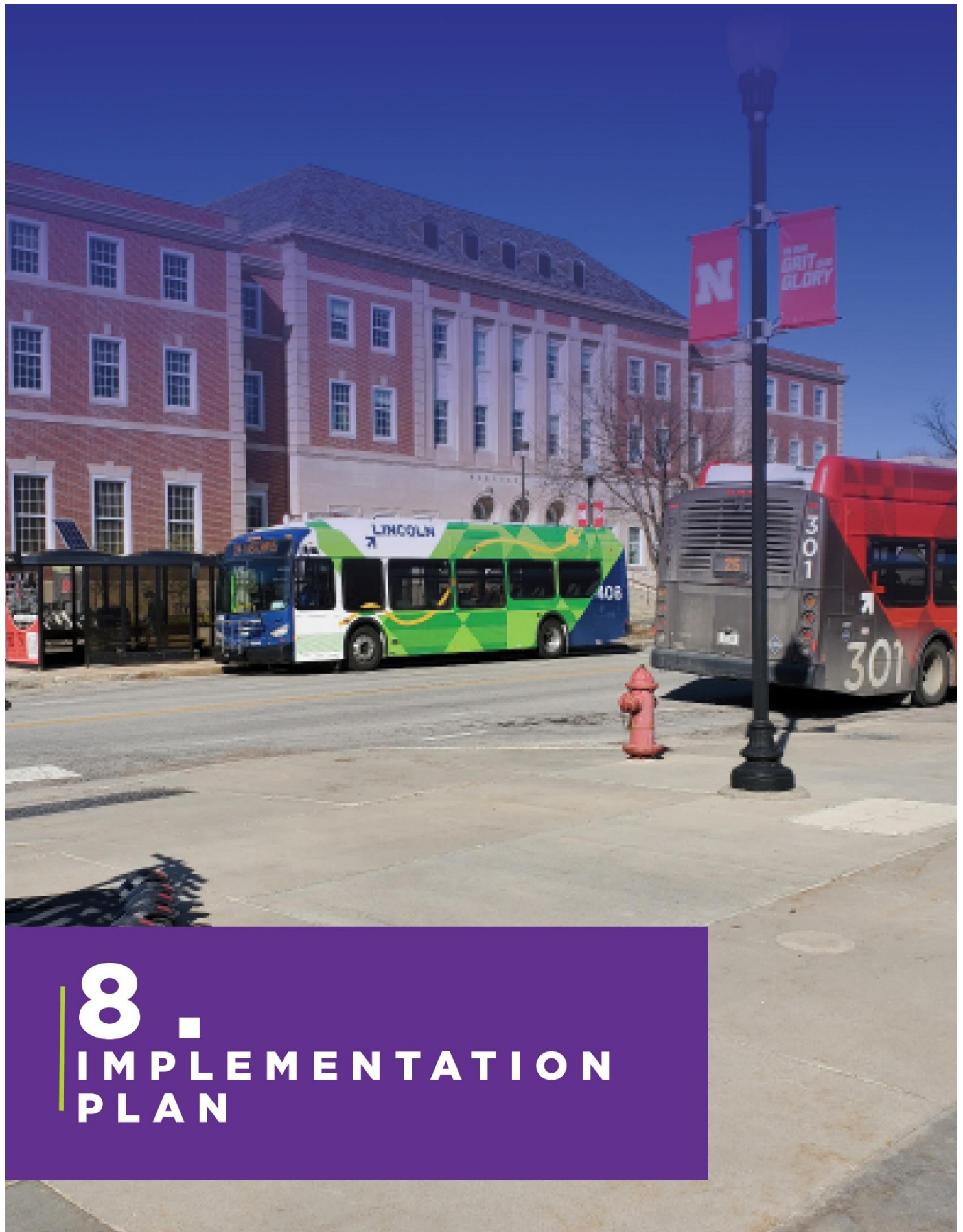




8.

IMPLEMENTATION
PLAN

8. IMPLEMENTATION PLAN

The LRTP establishes a long-term framework for addressing the transportation needs identified in **Chapter 5**, investing the revenues forecast in **Chapter 6**, and advancing the projects and programs included in the Fiscally Constrained Plan in **Chapter 7**. Implementation is the next step to turn the long-range priorities into transportation investments, policies, programs, and coordinated actions over time.

Implementing the LRTP will require more than constructing the individual projects identified in the Fiscally Constrained Plan. The plan will guide ongoing decisions about system preservation, safety, multimodal transportation, operations, future growth, and regional mobility, while providing the flexibility to respond to changing conditions and emerging opportunities. Many of these decisions will occur through the TIP, local Capital Improvement Programs (CIPs), annual funding and programming decisions, project development and design, development review, corridor and subarea planning, and daily operations and maintenance.

Implementation will also require close coordination with the other plans that helped shape the LRTP. The Lincoln Mobility Plan provides more detailed direction for active transportation, mobility nodes, and multimodal connectivity, while the Safe Streets Lincoln – Vision Zero Action Plan guides safety investments and strategies. The Comprehensive Plan, Transit Development Plan, Climate Action Plan, Congestion Management Process, and other adopted plans provide additional direction for land use, transit, sustainability, system operations, and related community priorities. The LRTP provides the regional investment framework through which many of these recommendations can be advanced.

Transportation Investment Policies

The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable transportation system that enhances quality of life, supports community livability, and promotes economic vitality. To help achieve this vision, the policies and action steps developed through public and stakeholder engagement are intended to guide implementation of the LRTP and support the Comprehensive Plan.

The policies are designed to be applied across all transportation modes and serve as the foundation for future planning, investment, and decision-making. While many action steps advance multiple policies, each is generally organized under the policy it most directly supports. In some cases, action steps are included under more than one policy to reflect their broader contribution to the transportation system.

This chapter describes the policies, partnerships, programming processes, and implementation actions needed to carry the LRTP forward. It begins by reaffirming the plan's investment strategy and then identifies the transportation policies and action steps that should guide future decisions. It also defines agency roles and responsibilities, describes the relationship between the LRTP and the TIP and other adopted plans, addresses environmental mitigation and plan amendments, and establishes an approach for tracking progress over time.

Access and Opportunity

POLICY RECOMMENDATION:

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

Transportation plays a critical role in connecting people to employment, education, healthcare, services, recreation, and other daily destinations. As Lincoln and Lancaster County continue to grow, maintaining and expanding a transportation network that supports travel options will help residents access opportunities and participate fully in community life. Providing reliable transportation choices can increase mobility, strengthen economic vitality, and improve access to destinations throughout the region.

Supporting freedom of movement also requires identifying and reducing barriers that can limit access to the transportation network. Physical barriers such as missing sidewalk connections, inaccessible crossings, and gaps in bicycle or transit facilities can make travel difficult for some users. Other challenges may include limited transit service availability, scheduling constraints, or language barriers that affect residents' ability to obtain transportation information and services. Transportation agencies and partner organizations should work to address these obstacles while using public engagement approaches that seek broad and representative participation. Outreach efforts should use various engagement methods, accessible formats, multilingual communication where appropriate, and partnerships with community organizations to ensure that transportation planning reflects the needs and experiences of people who rely on various transportation options. By expanding barriers and improving connectivity, the region can support greater access and opportunity for all residents.



Action Steps

- Expand and maintain infrastructure for all modes of transportation serving populations with limited transportation options.
- Remove physical, temporal, and language barriers to using the transportation network.
- Use public engagement methods that strive for representative input and full involvement of communities with limited transportation options.

Transportation and the Future

POLICY RECOMMENDATION:

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

Maintaining clean air, protecting natural resources, and building resilience to changing environmental conditions are essential to the community's long-term quality of life. While Lincoln and Lancaster County currently meet federal air quality standards, transportation remains a significant source of greenhouse gas emissions. The [Lincoln Climate Action Plan](#) identifies transportation as a key area for reducing emissions and advancing the community's goal of a more sustainable and resilient future.

Transportation and land use decisions should work together to reduce dependence on single-occupancy vehicle travel, support cleaner transportation technologies, and expand access to walking, bicycling, and transit. Investments in multimodal transportation and sustainable infrastructure can improve environmental outcomes, while enhancing access to parks, natural areas, cultural destinations, and other community amenities. Transportation projects should also incorporate practices that protect water quality, reduce environmental impacts, improve corridor aesthetics, and strengthen the long-term resilience and cost-effectiveness of public infrastructure. By aligning transportation investments with the goals of the [Lincoln Climate Action Plan](#), the community can reduce emissions, adapt to future environmental challenges, and create a healthier, more connected, and more sustainable transportation system for future generations.



Action Steps

- Support the Lincoln Climate Action Plan to build a decarbonized, efficient, and resilient transportation system.
- Expand electric charging stations with public access.
- Electrify the remaining municipal fleet with electric vehicles and charging stations.
- Coordinate with businesses to ensure workplaces have adequate facilities for active commuters. Incentivize active/sustainable commuting. Establish a Guaranteed Ride Home (GRH) program.
- Design transportation infrastructure to limit stormwater runoff and incorporate green design elements, where feasible.
- Dedicate parking areas for carpool, vanpool, and shared micromobility vehicles in municipal garages.

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.

Transportation and Managing Growth

POLICY RECOMMENDATION:

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



Lincoln is expected to add approximately 48,000 households by 2050, creating both opportunities and challenges for transportation planning. Accommodating this growth will require strategic investments that serve existing residents, while supporting future development. Infill development can maximize the value of existing infrastructure, support transit and active transportation, reduce travel distances, and create more connected communities. At the same time, continued growth at the community's edges will require targeted investments to expand and connect the transportation network.

Transportation and land use decisions should be coordinated to provide safe, reliable, and efficient access to jobs, services, schools, parks, and other community destinations. As the community grows, new developments should incorporate multimodal transportation options to expand travel choice, improve connectivity, and optimize the long-term performance of the transportation system.

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 congestion occurs when travel demand exceeds available system capacity, resulting in delays, reduced reliability, and increased emissions. Effective congestion management improves the efficiency of the multimodal transportation network and helps people and goods move more reliably throughout the region.

Congestion can vary by time of day, location, and special events, requiring a range of operational and infrastructure solutions. Through its [Congestion Management Process](#), the Lincoln MPO identifies congestion challenges and prioritizes strategies that optimize system performance, improve reliability, and maximize the value of existing transportation investments.



Action Steps

- Implement the Congestion Management Process by programming multimodal transportation projects, traffic signal coordination, and other Process recommendations.
- Encourage infill and mixed-use development that aligns with the PlanForward growth scenario.

Transportation and Economic Health

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

A well-connected multimodal transportation network supports economic prosperity for both the community and individual households. Reliable transportation infrastructure provides access to jobs, education, services, and cultural opportunities, while helping businesses attract employees, move goods, and grow. Lincoln and Lancaster County support economic development through coordinated transportation investments and strong partnerships with the private sector.

As technology continues to influence how people work, learn, and conduct business, investments in transportation and digital infrastructure will play an increasingly important role. Transportation decisions should support innovation, expand opportunity, and ensure that economic benefits are shared throughout the community.



5-Year Priority Action Step

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

Action Steps

- Provide well-maintained infrastructure for all modes of transportation that support existing businesses and services inside the city.
- Encourage redevelopment that adds a mix of uses that diversify the economic potential and access to jobs within neighborhoods.
- Continue to eliminate or reduce minimum parking requirements where land use and active transportation infrastructure plans support zero or limited vehicle households and businesses.

Transit

POLICY RECOMMENDATION:

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

StarTran seeks to maximize available resources by providing efficient, reliable, and accessible transit service that meets the community's mobility needs. Together with Lancaster County Public Rural Transit, the transit network provides broad access to destinations throughout the region and serves a critical role for transit-dependent populations.

Service levels, frequencies, and coverage remain important considerations as the community continues to evaluate how best to meet evolving travel needs. Expanded transit use can reduce household transportation costs; improve access to jobs, education, and services; and support broader environmental and mobility goals. Future transit investments and operational decisions should be guided by community priorities, coordinated regional planning efforts, and opportunities to increase ridership, connectivity, and system efficiency.



Action Steps

- Incorporate more paratransit, flex route, and demand-response support; advanced technology integration; and off-peak service hours where feasible.
- Broaden transit development public input and validate priorities, alternatives, and plans with diverse stakeholders.
- Improve the transit experience by reducing the distance between the transit stop and traveler's destination (known as first/last mile connections) and by adding amenities at transit stops as recommended by the Lincoln Mobility Plan.
- Use decision support tools recommended by StarTran's Transit Asset Management Plan (TAMP) to optimize lifecycle planning of capital public transportation assets.

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.



Active transportation plays an important role in creating a connected, healthy, and accessible community. Walking, bicycling, rolling, and shared mobility options expand transportation choice, provide affordable travel opportunities, and connect residents to jobs, schools, parks, services, transit, and other destinations throughout the region.

Investments in sidewalks, trails, bicycle facilities, crossings, and shared mobility programs support a transportation network that serves people of all ages and abilities. Lincoln's trail system, bicycle network, and shared mobility services provide both transportation and recreation benefits. Safe and connected active transportation facilities can reduce reliance on personal vehicles, improve public health, reduce congestion and emissions, and strengthen access to transit by addressing first/last mile travel needs.

Developed alongside this LRTP update, the Lincoln Mobility Plan provides a framework for expanding active transportation opportunities throughout the city. Together, these plans support a more connected transportation system that increases mobility choice, improves access to opportunity, and enhances quality of life for current and future residents.

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.
- Develop planning tools to support implementation of Mobility Oriented Development (MOD).

Action Steps

- Build on the existing trail and on-street bicycle and pedestrian network by focusing on first/last mile connections; critical gaps in connectivity; facilitation of multimodal connections; high-risk corridors and intersections; overcoming major physical barriers such as arterial roadways and rail crossings; transitions from on-street facilities to trails.
- Maintain and upgrade existing facilities.
- Include natural resources in active transportation planning to the greatest extent possible.
- Establish mobility nodes to support multimodal travel. Use the redevelopment node concept from the Comprehensive Plan to establish mobility nodes in existing city areas. Prioritize transit routes and bicycle routes to provide connections to key destinations (schools, employment centers, parks, healthcare facilities). Integrate mobility nodes into areas of new growth. Use mobility nodes to facilitate transit use and Mobility Oriented Development (MOD), i.e., compact and walkable. Use street typologies to plan effective connections between mobility nodes. Incorporate cultural resources into mobility node planning and advance placemaking.
- Invest in sidewalks to improve the pedestrian environment and support MOD.
- Integrate shared mobility/micromobility options, e.g., bike, scooter, into MOD and incentivize such integration.
- Incorporate wayfinding and sustainable lighting into pedestrian facilities.
- Consider how emerging technologies such as e-bikes, e-scooters, and other micromobility devices might interact with and be used on the transportation network.
- Support driver education and awareness campaigns to increase tolerance and consideration for vulnerable road users and to educate about the risks of speeding, as well as driving distracted, preoccupied, emotionally upset, or fatigued.
- Support walking and bicycling education for elementary, middle, and high school students, including content on electric/electric assist micromobility devices.
- Enhance connectivity for bicycle and pedestrian travel by prioritizing low-stress facilities, e.g., bicycle boulevards.
- Align efforts with programs and policies that support active transportation, such as Complete Green Streets, development and redevelopment regulations, and design standards.
- Coordinate with other departments to optimize resources and integrate active transportation improvements into street resurfacing and reconstruction projects, utility upgrades and infrastructure projects, redevelopment projects, and streetscape enhancements.
- Partner with business improvement districts and institutions (e.g., universities) to plan for maintenance of bicycle and pedestrian facilities and connections. View active transportation facilities as opportunities for placemaking and economic development.
- Incorporate cultural and natural resources within the network of active transportation corridors.

Public Right-of-Way and Access

POLICY RECOMMENDATION: Manage public right-of-way and access to balance multimodal mobility needs and protect the value of adjacent property.

Public spaces within transportation corridors can enhance both individual travel experiences and community identity. Elements such as landscaping, public art, pedestrian-scale lighting, and wayfinding help create attractive, welcoming, and navigable environments. The public right-of-way can also serve multiple functions, accommodating utilities, stormwater management, shared-use paths, and transit facilities alongside transportation needs. Transportation design standards provide the framework for coordinating these uses, while flexible design approaches should be leveraged to maximize the value, functionality, and character of public spaces.



Action Steps

- Monitor the relative cost-benefit analysis of programmatic roadway design standards for sidewalks, stormwater management, lane sizes, trails, culverts, and right-of-way widths currently required.
- Study right-of-way needs for future major roads, as shown in the Comprehensive Plan, and recommend adjustments based on study findings.
- Encourage flexible and performance-based geometric design processes and best practices that address challenges to transportation agencies created by funding and right-of-way constraints.
- Require public and private development to abide by required design standards and make flexible decisions based on the value of investment.
- Review and update access management standards to support an efficient transportation network that is safe for active transportation users as well.
- Preserve or provide adequate right-of-way space for healthy street trees and separation between vehicles and pedestrians.
- Consider strategies that reduce the negative impacts of transportation projects on existing neighborhoods.

Freight

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

Freight transportation is essential to the region's economy, supporting jobs, businesses, and the movement of goods that sustain daily life. A reliable, efficient, and safe freight network strengthens economic competitiveness and attracts investment.



Freight movement relies on an integrated system of roadways, traffic operations, rail corridors, pipelines, and air transportation facilities. Prioritizing freight movement on freeways and major highways improves reliability while reducing congestion and conflicts on local streets. Transportation planning will continue to support coordination of a future East Beltway to enhance regional mobility and efficient movement of freight.

Action Steps

- Maintain a network of truck routes that provides for the safe, efficient, and reliable delivery of goods.
- Continue to support the Railroad Transportation Safety District (RTSD) in reducing the number of conflicts between traffic and railroads, improving railroad crossings, and implementing quiet zones.
- Continue corridor preservation, funding, and planning for the East Beltway.
- Coordinate with State and County partners to consider expansion of freight parking and electric refueling.
- Implement the East Beltway Sinking Fund from City and County sources recommended in the LRTP and track other potential financing sources such as the NDOT Regional Infrastructure Accelerators (RIA) grant.
- Support the freight demands associated with Lincoln Airport-based distribution with quality roadway infrastructure.

Advanced Mobility

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

Advances in technology will continue to shape mobility options and travel behavior. Emerging technologies, including autonomous vehicles, connected transportation systems, and drone delivery, have the potential to improve the safety, efficiency, and reliability of the transportation network. Investments in transportation technology and operations can further enhance system performance and user experience.

As these technologies evolve, the community will prioritize safety and accessibility outcomes when evaluating and implementing new mobility solutions. While the long-term effects on travel demand and vehicle miles traveled (VMT) remain uncertain, trends such as telecommuting and flexible work arrangements will continue to influence transportation needs. Technology investments should support community goals and deliver broad public benefits through a safer, more efficient, and more accessible transportation system.



5-Year Priority Action Step

- Study parking and development strategies that reimagine the use of public spaces for automated vehicles and the incremental replacement of on-street parking with curbside drop-off and pick-up areas.

Action Steps

- Develop strategies to accommodate future advanced mobility options and vehicle technologies such as for the Delivery Economy and vehicle communication (V2X).
- Revise rules and regulations that currently prohibit or deter advanced mobility technologies.
- Study opportunities to capture the value of autonomous vehicles to distribute the cost across all community members.

Transportation Partnerships

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

Effective multimodal transportation planning and implementation depend on strong coordination among public agencies and community partners working toward the shared vision of the LRTP. The City of Lincoln, Lancaster County, and the State of Nebraska play critical roles in developing, operating, and maintaining the roadway and bridge network. Integrating a transit system coordinated by StarTran and trail development supported by the Lower Platte South Natural Resources District expands mobility options to create a more connected and resilient transportation network. Community organizations can help share information and engage residents, while private development can leverage and enhance public transportation investments. These partnerships strengthen the region's ability to secure funding, align investments, and deliver a coordinated multimodal transportation system that supports community goals.



5-Year Priority Action Step

- Scope projects to advance multiple adopted plans, whenever feasible, by including recommendations from the Vision Zero Action Plan, Lincoln Mobility Plan, and corridor and other planning studies.
- Bundle projects whenever possible.

Action Steps

- Continue planning for development of the East Beltway to complete a freeway system that efficiently and safely moves regional and thru traffic without using arterial roadways.
- Support education campaigns that promote safe driving, sharing the road, and reducing car dependence to ensure safety and security for all users of the transportation system.
- Maintain proactive working relationships with railroad operators to facilitate effective processes for planning and constructing at-grade and grade separated crossing improvements.
- Leverage the University of Nebraska and the Nebraska Clean Cities and Communities Coalition for more opportunities to research safety, integrating active transportation, shared mobility, and advanced mobility.

Safety

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

Safety is a fundamental consideration in all transportation planning, design, operations, and investment decisions. Transportation-related fatalities and serious injuries have lasting impacts on individuals, families, and the community. Improving safety requires understanding the factors that contribute to crashes across all modes of travel and applying data-driven strategies to reduce risks.

The City of Lincoln, Lancaster County, and the State of Nebraska will continue to work collaboratively to improve the safety of roadways, intersections, railroad crossings, transit facilities, and active transportation networks. Through ongoing evaluation, design improvements, education, and targeted investments, transportation partners will strive to create a safer transportation system for all users.



5-Year Priority Action Step

- Evaluate roadway width and design streets for slower speeds.
- Reference the Lincoln Vision Zero Action Plan and other safety plans during project scoping.
- Incorporate safety countermeasures where feasible.
- Prioritize projects that reduce fatal and serious injury crashes.

Action Steps

- Prioritize the protection of vulnerable road users such as bicyclists and pedestrians.
- Generate community support to establish and reach specific goals for reducing transportation-related deaths and injuries.
- Prioritize transportation resources based on evidence of the greatest needs and impacts for safety.
- Support updates to state and local regulations that make the multimodal transportation network safer.
- Provide safety improvements for on-street bicyclists based on safety countermeasure best practices and available crash data as recommended in the Lincoln Vision Zero Action Plan and Lincoln Mobility Plan.
- Implement incident management planning to help the transportation system recover swiftly from incidents.
- Study and recommend policies that prioritize walkability and safety near mobility nodes, employment centers, commercial corridors, and high-density residential areas.
- Provide intersection crossings that are safe for bicyclists and pedestrians.
- Review crash history and systemic risk factors.
- Reanalyze access management during initial development of vacant properties or after substantial land use changes, as travel patterns change, and at the time of roadway widening or reconstruction to reduce trip delay and congestion, facilitate walking and biking, and enhance safety for all modes of transportation.

Transportation Maintenance

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

Transportation infrastructure is one of the largest public assets maintained by local agencies, making preservation and maintenance critical to community mobility and quality of life. Poorly maintained roadways, bridges, transit facilities, trails, traffic control devices, and sidewalks can increase costs, reduce safety, and create barriers to travel. Ongoing maintenance and replacement are necessary to keep the transportation system in a state of good repair, while new infrastructure investments add to future maintenance obligations. Prioritizing asset preservation and addressing deferred maintenance protects public investments and ensures reliable system performance.



Action Steps

- Continue to implement Lincoln on the Move rehabilitation projects; update and monitor the maintenance plan and funding parameters.
- Advance system preservation (e.g., filling potholes, repairs, and crack sealing) to extend the life of existing streets and program rehabilitation of major and residential streets annually with priority for resolving deferred maintenance throughout the community.
- Continue to strive for methods that use durable and resilient materials for all new construction and assets.
- Continue annual programming for the sidewalk replacement and rehabilitation program to meet the safety, access, and connectivity needs of residents within the city.
- Establish methods for trail segment evaluation to guide and program maintenance needs.

Transportation Funding

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

City, county, and state partners collaborate to fund and maintain the multimodal transportation network by leveraging federal, regional, and local resources, along with developer contributions, transit fare revenues, and private investment. Community members value a transportation system that is well maintained, safe, and capable of supporting continued growth and development. While available funding is strategically directed toward these priorities, projected revenues are insufficient to fully address identified multimodal transportation needs. To close this gap, the community must explore innovative funding approaches that maximize the impact of existing resources while identifying new and sustainable revenue sources.



5-Year Priority Action Step

- Establish dedicated and sustainable funding sources for pedestrian and bicycle projects and programs.
- Implement and track the flexible funds recommended for allocation in the LRTP Preferred Fiscally-Constrained Scenario.

Action Steps

- Implement the funding program and construct the committed and priority projects per the Fiscally Constrained Plan in the LRTP.
- Coordinate with state and federal agencies on developing new and updated transportation funding opportunities to meet transportation needs of the community.
- Capitalize on opportunities to leverage alternative funding sources, such as public-private partnerships, for roadway improvements and transit services.
- Coordinate with NDOT to program funding solutions for constructing the East Beltway.
- Continue to support the Railroad Transportation Safety District (RTSD) in its mission to reduce the number of conflicts between roadway traffic and railroads, improve safety for pedestrian and bicycle crossings, and study, design, and construct railroad crossing improvements that have the greatest economic and safety return on investment to the overall community.
- Maintain a quality transportation system in all areas of the community by distributing funding to those areas of greatest need.

Airport

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

The Lincoln Airport is a key gateway to the region, meeting local air transportation needs while connecting residents, businesses, and visitors to destinations around the country. The airport's location supports a range of critical functions, including private aviation, industrial distribution, and national security operations. Efficient and accessible landside transportation infrastructure connects air travelers to personal vehicles, ride-sharing services, public transit, and active transportation networks, creating a seamless multimodal transportation system. Preserving and improving these connections is essential to sustaining economic competitiveness, expanding mobility options, and supporting the region's continued growth and prosperity.



Action Steps

- Support the development of landside transportation infrastructure as recommended by the Airport Master Plan.
- Improve multimodal access to the Lincoln Airport and business park campus.
- Maintain compatible land uses and zoning within the 60 DNL and 75 DNL noise contour lines.
- Continue to enforce zoning restrictions for building and structure height in the approach and turning zones.

Roles and Responsibilities

Implementation of the LRTP will require ongoing coordination among the Lincoln MPO, City of Lincoln, Lancaster County, NDOT, StarTran, local partners, and municipalities. While each agency has distinct responsibilities, the LRTP's success depends on collaboration during project identification, prioritization, funding, design, and construction.

Transportation projects should be developed through a coordinated process that considers recommendations from the Lincoln Mobility Plan, Transit Development Plan, Vision Zero Action Plans, Comprehensive Plan, corridor studies, and other adopted planning documents. Early and frequent coordination among agencies can identify opportunities to bundle projects to meet multiple community goals, leverage funding resources, and maximize public benefit, as indicated in **Table 33**.

Table 33. Agencies and 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 and Lancaster County Planning & Development Department	Comprehensive planning, land use coordination, development review, mobility node implementation, corridor planning, and integration of transportation and land use decisions.
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 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.
City of Lincoln Urban Development Department	Neighborhood and focus area-level transportation planning, LRTP implementation, and coordination of transportation investments and funding in redevelopment areas.
City of Lincoln and Lancaster County Railroad Transportation Safety District	Funding and implementation of railroad safety related projects and performance monitoring.
Lancaster County Engineering	Delivery of rural transportation projects, roadway maintenance, bridge improvements, and coordination of transportation investments in unincorporated areas.
Lancaster County Public Rural Transit	Transit service planning, operations, and implementation of transit-related recommendations.

Agency	Primary Role
Lincoln Lancaster County Health Department	Public health education and air quality monitoring.
Lincoln Fire Department, Lincoln Police Department, Lancaster County Sherriff's Office, and other first responders	Emergency and traffic safety response.
Other 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.

To support implementation of the LRTP, participating agencies should:

- **Coordinate** early during project scoping and development to identify opportunities to advance multiple adopted plans through a single project.
- **Review** the Lincoln Mobility Plan, Transit Development Plan, recommended active transportation network, Vision Zero Action Plan, and corridor study recommendations during project development.
- **Identify** opportunities to bundle transportation, utility, park, drainage, and development projects to improve efficiency and reduce costs.
- **Align** funding strategies and project schedules to maximize available local, state, and federal funding resources.
- **Monitor** implementation progress and system performance through regular communication among agencies and MPO performance reporting.

Mitigating Impacts to Environmental, Social, and Cultural Resources

As part of the LRTP planning process, the LRTP team evaluated proposed transportation projects for potential environmental impacts. The evaluation informed project screening, alternative development, and consideration of environmental stewardship objectives during plan development. **Appendix H** provides additional information about the environmental evaluation process and resource-specific analyses.

Lincoln MPO and other implementing agencies are committed to avoiding, minimizing, and mitigating environmental impacts associated with transportation projects. As individual projects advance into design and environmental review, more detailed analyses will be completed to identify potential impacts and appropriate mitigation measures.

Resources that may require detailed evaluation during project development include wetlands, floodplains, streams and riparian corridors, threatened and endangered species habitat, tree resources, migratory birds, public parks and recreation areas, native prairie, and historic and cultural resources. Projects affecting these resources may require additional coordination, permitting, mitigation, or environmental review.

Transportation agencies will continue to coordinate closely with regulatory and resource agencies throughout project planning, design, and construction to identify environmental concerns early and implement appropriate mitigation strategies. This collaborative approach helps protect natural, cultural, and community resources while allowing the transportation system to be improved in a manner consistent with local, state, and federal requirements.

Mitigation strategies will be developed on a project-by-project basis in coordination with federal, state, and local resource agencies. Consistent with federal and state environmental regulations, agencies will seek to:

- Avoid impacts where practicable.
- Minimize unavoidable impacts through project design.
- Compensate for unavoidable impacts when required.
- Maintain compliance with applicable environmental permits, regulations, and agency requirements.

Key Mitigation Considerations

Common mitigation approaches that may be considered during project development include:

- Avoidance of sensitive environmental and cultural resources during project design
- Protection and restoration of wetlands, streams, floodplains, and native habitats
- Conservation measures for threatened and endangered species and migratory birds
- Replacement of vegetation and tree resources when removal is unavoidable
- Protection of parks, trails, recreational resources, and historic properties
- Stormwater management practices that improve water quality and reduce runoff impacts

Appendix H presents detailed resource-specific mitigation measures, permitting requirements, and agency coordination procedures.

Relationship to Transportation Improvement Program

The Lincoln MPO TIP identifies the prioritized list of federally funded and/or regionally significant transportation projects programmed for implementation over the next four years. The TIP supports all surface transportation modes, including highways, local streets, public transit, and bicycle and pedestrian facilities. Projects advance from the LRTP's Fiscally Constrained Plan into the TIP as funding and implementation schedules are established.

The TIP organizes many projects under two broad categories—**Transportation System Preservation** and **Transportation System Optimization**—that relate to several of the more detailed investment categories used in the LRTP.

System Preservation generally encompasses projects that maintain, rehabilitate, or replace existing transportation infrastructure, while **System Optimization** includes targeted improvements that enhance the safety, efficiency, reliability, and operation of the existing system. Together, these TIP categories provide an implementation framework for advancing many of the investments identified in the LRTP.

The TIP is updated annually and identifies funding sources for each project. The Lincoln MPO coordinates with NDOT to develop and approve highway, transit, and active transportation investments included in the program. Following adoption, the TIP may be amended or administratively modified to reflect changes in funding or project needs. All TIP revisions must remain consistent with the LRTP to maintain alignment with the region's long-term priorities.

Emerging and Advanced Transportation Technology

Transportation technology is evolving rapidly and will continue to influence how people and goods move and how transportation systems are planned, designed, operated, and maintained over the LRTP planning horizon. Advances in vehicle technology, communications, electrification, artificial intelligence, data analytics, and mobility services could create opportunities to improve the safety, mobility, accessibility, system reliability, and efficiency of transportation investments.

The timing and scale of these changes are difficult to predict, although there have been significant advances in automated vehicle technology due to increases in available computing power. Some technologies will develop incrementally, while others could experience more rapid adoption as costs decline, regulations evolve, infrastructure becomes available, and consumer preferences change. The LRTP, therefore, does not assume widespread adoption of any particular emerging technology. Instead, Lincoln should maintain a flexible approach that monitors emerging technologies, prepares for changes that appear increasingly likely, and invests where technology can demonstrably advance regional transportation goals.

Connected and Automated Transportation

Automated vehicle technology ranges from driver-assistance systems available today to highly automated vehicles capable of operating with limited or no human involvement under certain conditions. Potential applications include robotaxis, automated transit, and automated commercial vehicles.

Vehicle technology is progressing along two related but distinct paths: increased automation of the driving task and increased communication among vehicles and transportation infrastructure.

The long-term transportation effects of automation remain uncertain. Automated vehicles are likely to expand mobility for people who cannot or choose not to drive. More coordinated vehicle operations could also significantly improve roadway efficiency. Conversely, convenient automated travel and trips made by vehicles without

passengers could increase vehicle miles traveled, congestion, and demand for passenger loading and curbside space. Automation could also affect parking demand and the relationship among personal vehicles, transit, walking, and bicycling.

Connected vehicle and infrastructure technology may provide benefits independently of widespread vehicle automation. Vehicle-to-everything (V2X) communications can allow vehicles to exchange information with traffic signals, roadside infrastructure, other vehicles, and other transportation system users. Applications could include collision and hazard warnings, traffic signal information, emergency and transit vehicle priority, work-zone notifications, and improved traffic management.

Connected Corridors

A practical way to prepare for this future is by developing connected corridors. A connected corridor is not simply a roadway equipped with connected-vehicle radios. In practical terms, it is a corridor where transportation infrastructure, vehicles, agencies, and information systems are increasingly able to exchange timely and reliable information.

A connected corridor can build on infrastructure Lincoln already uses, such as traffic signals, detection systems, cameras, fiber communications, traffic management systems, transit systems, weather information, and work zone and incident data.

Better integration of these systems can improve operations today while creating a digital foundation for future V2X, automated vehicle, and artificial intelligence applications. For example, information about a crash, work zone, traffic signal, or hazardous roadway condition could be generated once and shared electronically among traffic management systems, emergency responders, navigation providers, connected vehicles, and travelers.

Connected Corridors is one of FHWA's Every Day Counts Round 8 initiatives for 2025-2026, reflecting current federal emphasis on standardized real-time transportation data, interoperability (*i.e.*,

the ability of different vehicles and technologies to communicate and work together), and information exchange. Federal transportation programs may also provide opportunities to fund eligible planning, demonstration, and deployment activities related to connected transportation systems. Because federal programs and priorities

change, Lincoln should monitor USDOT and FHWA funding opportunities and position appropriate projects to compete for funding as it becomes available.

Lincoln should pursue connected corridors incrementally. As major corridors are reconstructed or traffic signal systems are modernized, the City can consider installing or preserving fiber and conduit, modernizing traffic controllers and detection, improving data collection and exchange, providing power and communications capacity for future equipment, and adopting interoperable standards. This approach can provide immediate operational benefits while reducing the cost of deploying future technologies.

Electrification, Intelligent Systems, and Emerging Mobility

Continued adoption of electric vehicles could increase demand for charging infrastructure for passenger vehicles, commercial fleets, buses, and other applications. Transportation planning can help identify where transportation and electrical infrastructure needs intersect, particularly along major corridors and at public, fleet, and transit facilities.

At the same time, advances in ITS, artificial intelligence, machine learning, computer vision, and transportation data analysis may provide significant near-term opportunities. Applications include traffic signal optimization, incident detection, traveler information, transit operations, safety analysis, infrastructure inspection, and predictive maintenance. These technologies can help the City of Lincoln obtain greater performance from existing infrastructure and provide enhanced information for transportation investment decisions.

Technology is also changing how transportation services are delivered. Microtransit, on-demand transportation, shared mobility, integrated trip planning and payment, real-time

transit information, and eventually automated transit could complement traditional transit and provide additional options for first/last-mile travel and for people who do not have access to a personal vehicle.

Freight transportation may similarly be affected by vehicle automation, connectivity, electrification, and advances in logistics and delivery technology. Changes in freight transportation would be expected to have a large impact on the state of Nebraska, given the importance of the I-80 and rail corridors for regional, state, and interstate movement of goods.

As transportation systems become increasingly connected, cybersecurity, privacy, system reliability, data ownership, and technology obsolescence will become more important transportation planning considerations. Technology investments should incorporate cybersecurity and resilience and, where practical, use interoperable and open standards that preserve flexibility as technologies evolve.

Preparing Lincoln for Technology Change

Uncertainty about emerging technology does not mean that the City of Lincoln should wait for the future to become clear. Instead, the region should follow a “monitor, prepare, and invest approach.”

The City of Lincoln should monitor technological, regulatory, market, and federal policy developments and periodically reassess assumptions used in transportation forecasting and investment decisions. Lincoln should then prepare by making transportation infrastructure technology ready where doing so is practical and cost-

effective. Fiber, conduit, communications capacity, modern traffic controllers, electrical capacity, high-quality transportation data, cybersecurity, and flexible infrastructure can not only provide value today but preserve future options. Finally, the City of Lincoln should invest proactively when technologies address an identified transportation need and can demonstrably advance LRTP goals such as safety, mobility, accessibility, reliability, resilience, and cost effectiveness.

Doing so allows Lincoln to benefit from technological innovation without making long-range transportation decisions dependent on predictions about which technologies will ultimately succeed or how quickly they will be adopted. Future LRTP updates can incorporate new information as technologies mature and as their effects on travel behavior, roadway operations, transit, freight, safety, and infrastructure are better understood.

Relationship to Other Plans

The LRTP is **part of a broader, coordinated planning framework** that guides transportation, land use, mobility, safety, and community development decisions in Lincoln and Lancaster County. Rather than functioning as a standalone document, the LRTP **brings together priorities** established through other plans and planning processes and **translates them** into a long-term transportation investment framework. These relationships also help carry LRTP recommendations forward through more detailed planning, project development, programming, and implementation.

The **Lincoln-Lancaster County Comprehensive Plan (PlanForward)** establishes the community's overall vision for future growth, development, land use, and transportation. The LRTP supports that vision by identifying the transportation investments and policies needed to serve existing and future development and connect people with jobs, services, and other destinations.

The **Lincoln Mobility Plan**, developed concurrently with the LRTP, provides more detailed direction for creating a connected multimodal transportation system. The two plans share technical analysis, public engagement, and recommendations, with the Mobility Plan identifying priority bicycle facilities, mobility nodes, and other strategies and the LRTP establishing funding and implementation pathways for advancing those investments. The Mobility Plan also builds on other community planning efforts, including the StarTran Transit Development Plan, Lincoln Bike Plan, Safe Streets Lincoln, and PlanForward.

The **Safe Streets Lincoln – Vision Zero Action Plan** provides the framework for addressing fatal and serious-injury crashes. Its safety analysis, priority corridors, policies, and strategies inform LRTP project evaluation and the dedicated investment in safety projects, while also providing opportunities to incorporate safety improvements into roadway and multimodal projects. The Mobility Plan similarly calls for coordination between mobility and Vision Zero projects as they are implemented.

The MPO's **Congestion Management Process (CMP)** complements the LRTP by providing an ongoing, performance-based approach for identifying locations experiencing or expected to experience congestion and evaluating strategies to improve system performance. CMP findings inform LRTP needs and project development, including consideration of operational improvements, transportation system optimization, multimodal strategies, and targeted capacity improvements. As described in **Chapter 5**, the CMP was used during development of this LRTP to identify future congestion locations not already addressed by a planned project and to evaluate appropriate strategies for those locations.

The LRTP also supports implementation of the **Lincoln Climate Action Plan** by advancing transportation choices, system efficiency, multimodal connectivity, and other strategies that can reduce transportation-related environmental impacts and strengthen community resilience. The Mobility Plan similarly identifies the Climate Action Plan, redevelopment and subarea planning, Parks and Recreation Facilities Plan, and other community initiatives as opportunities to coordinate transportation and mobility investments.

Together, these plans and processes create an interconnected framework for transportation decision-making. The LRTP establishes the long-term regional priorities and funding framework, while the CMP and more focused plans provide the detailed strategies, projects, and implementation guidance needed to advance those priorities over time.

Amendment Process

Federal regulations require the LRTP to be updated every five years. Each update reexamines assumptions, needs, and priorities to reflect changes since the previous plan. Between updates, the LRTP may be updated through a formal amendment process. Because community conditions and growth patterns evolve, transportation needs and priorities may shift over time. For example, changes in development may accelerate the need for some projects while delaying others. Additionally, formal amendments may be required for updates to the goals, policies, or assumptions of PlanForward or the LRTP.

The MPO Technical Committee, Lincoln-Lancaster County Planning Commission, and MPO Officials Committee must review and approve all amendments. The amendment process must also adhere to the MPO's requirements for public engagement and information dissemination.

Changes to the Fiscally Constrained Plan must occur through the MPO amendment process, either as standalone actions or packaged as part of an annual review. For example, advancing a project may require reprioritizing or delaying projects of similar cost. Amendments affecting the first four years of the plan require particular attention to maintain consistency with the MPO's TIP.

Tracking Progress

To ensure the LRTP remains a living document, the MPO will monitor implementation progress through an annual performance reporting process. Each year, the MPO will evaluate key performance measures and implementation actions identified in the plan, using available data from local, regional, state, and federal sources. Performance measures will be organized around the plan's goals and objectives, allowing the MPO and its partners to assess whether the transportation system is advancing the community's long-term vision and desired outcomes. The MPO will summarize findings in an annual performance report and publicly accessible dashboard, providing a transparent overview of trends, accomplishments, and areas requiring additional attention.

The annual review will serve as a check-in point to identify emerging needs, changing conditions, and opportunities to refine implementation strategies. Rather than waiting for the next major plan update, the MPO will use performance data to inform project prioritization, guide investment decisions, and support ongoing coordination with member communities and stakeholders. This approach will help to ensure that transportation investments remain aligned with the LRTP's goals and continue to respond to community needs over time.