

Lincoln MPO 2050 LRTP Update & Lincoln Mobility Plan Project Oversight & Planning Committee (POP-C) Meeting #3

November 20, 2025
10:00 AM

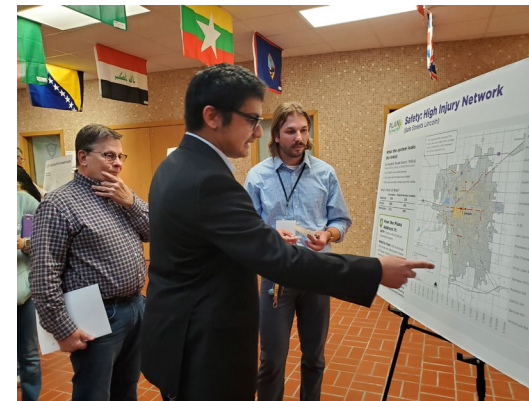


Agenda

- ▶ Public Engagement Summary
- ▶ Goals & Performance Measures
- ▶ Lincoln Mobility Plan: Typologies and Corridors
- ▶ Project Update
- ▶ Next Steps

Public Engagement

- ▶ **2,000+** Engagements
 - With diverse audiences
- ▶ **9** In-Community Events
- ▶ **10** Focus Groups
- ▶ Promotional Communications
 - Postcards, E-Blasts, Social Media, Press Release, Library Kiosks



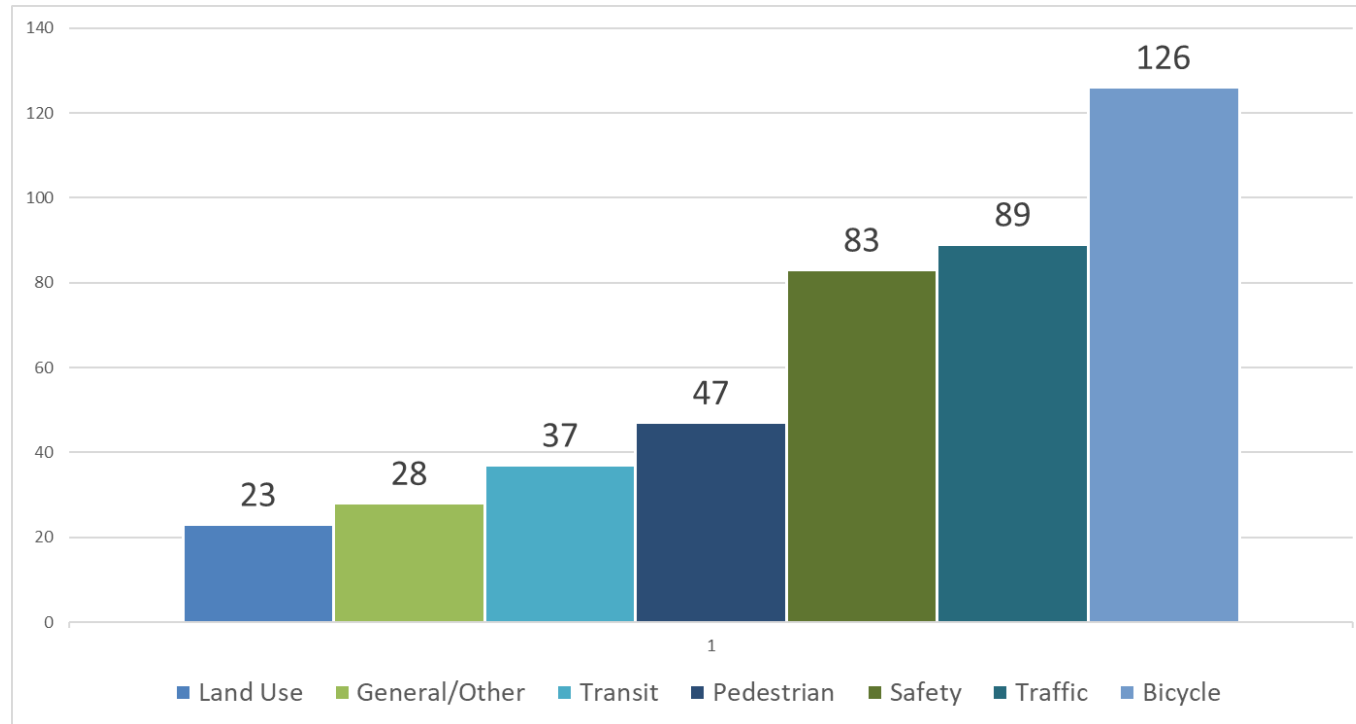
PlanForward Open House: Oct. 23rd

- ▶ **100+ Attendees**
- ▶ **One Stop Shop for 4 Plans**
- ▶ **Activities around:**
 - ▶ **LRTP & Mobility Plan Goals**
 - ▶ **Marble Game (Priorities)**
 - ▶ **Theme-Specific Info Boards**





Map Pin Categories



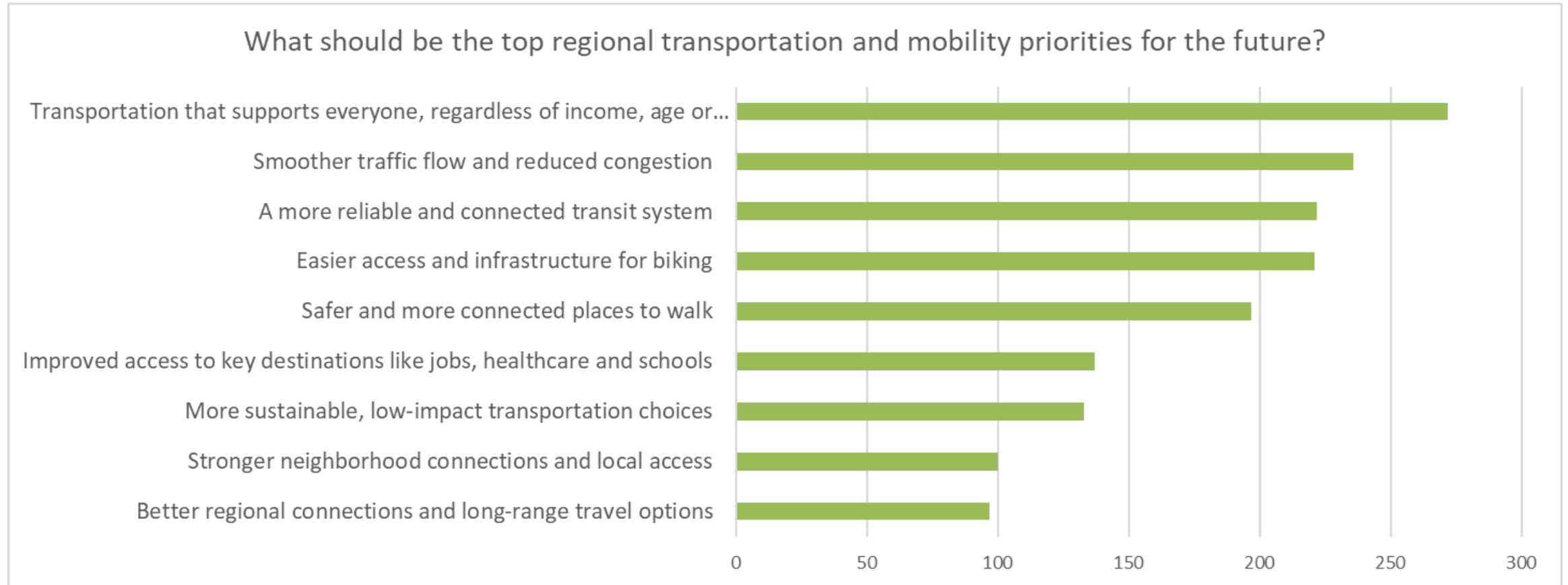
By Area

Quadrant / Area	# of Pins	Dominant Themes	Notes / Hot Spots
Southeast Lincoln	211	Bicycle, Safety, Traffic	Strongest concentration overall; Normal Blvd/A St and 70th St stand out. Focus on multimodal safety and neighborhood access.
Northeast Lincoln	99	Bicycle, Traffic, Safety	Activity near Vine St, 48th St, and Highway 6. Emphasis on trail connectivity and congestion.
Southwest Lincoln	40	Safety, Bicycle, Pedestrian	Comments near 14th St and Old Cheney; requests for crossings and neighborhood calming.
Northwest Lincoln	32	Traffic, Bicycle, Transit	Fewer overall, but concentrated near downtown and West Adams St. Transit and bike network connections noted.
Outside Lincoln Metro (Malcolm, Waverly, Hickman, etc.)	15	Transit, Bicycle, Traffic	Smaller clusters emphasizing regional connectivity—requests for expanded transit reach and safe cycling routes into Lincoln.

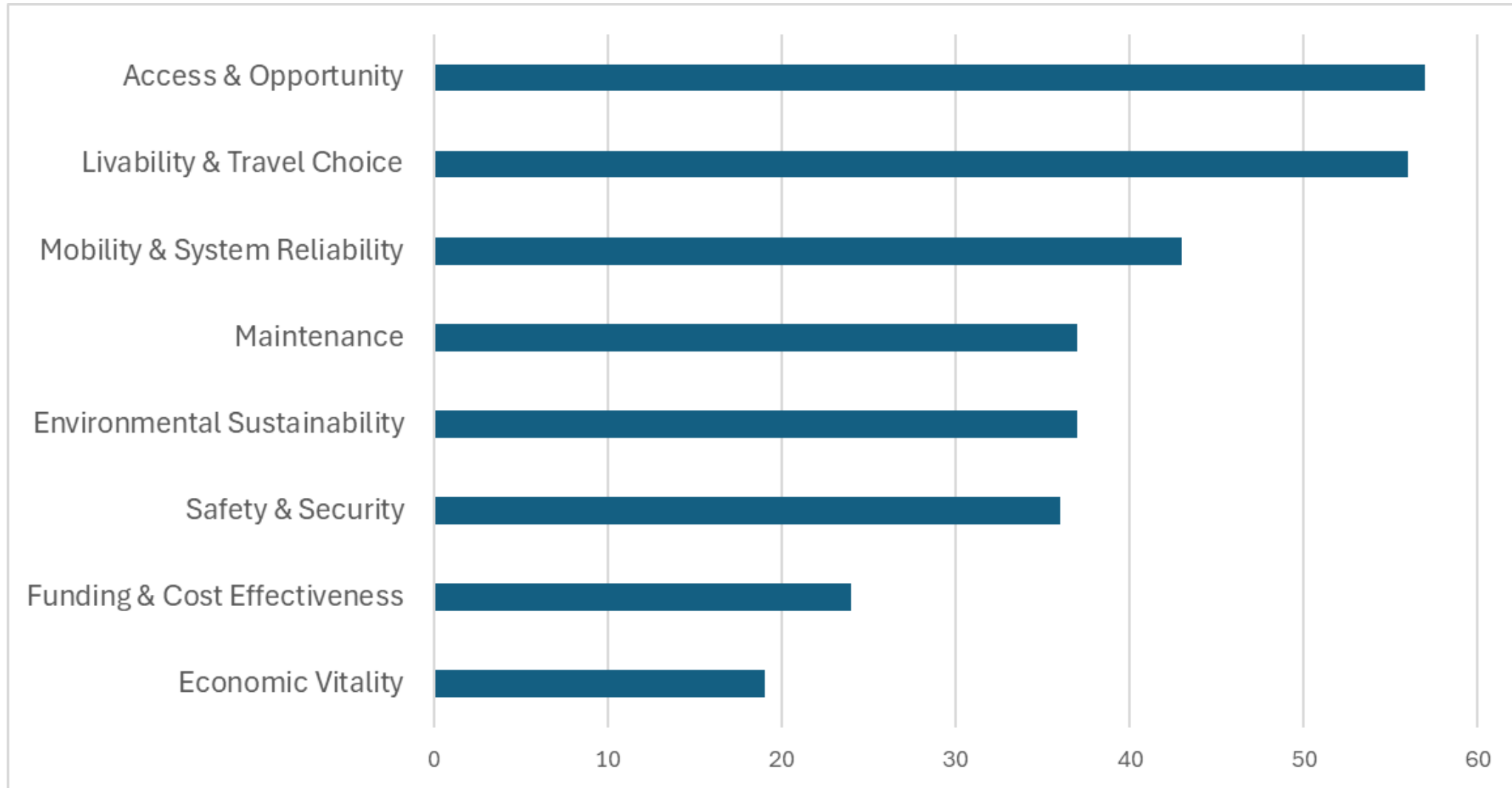
High Concentration Areas

- **27th & Nebraska Pkwy** (safety, trails, roundabouts)
- **48th–70th / A–O–Normal** (bike, crosswalks, redevelopment)
- **84th corridor** (safety, sidewalks, trails)
- **Warlick / US-77 / Beltway** (regional trail access)
- **Downtown/Haymarket** (bike, scooters, pedestrianization)
- **North 27th / Cornhusker / Fallbrook** (safety & capacity)
- **Havelock & East neighborhoods** (bike network & TOD)
- **Regional towns & county** (transit + trail extensions)

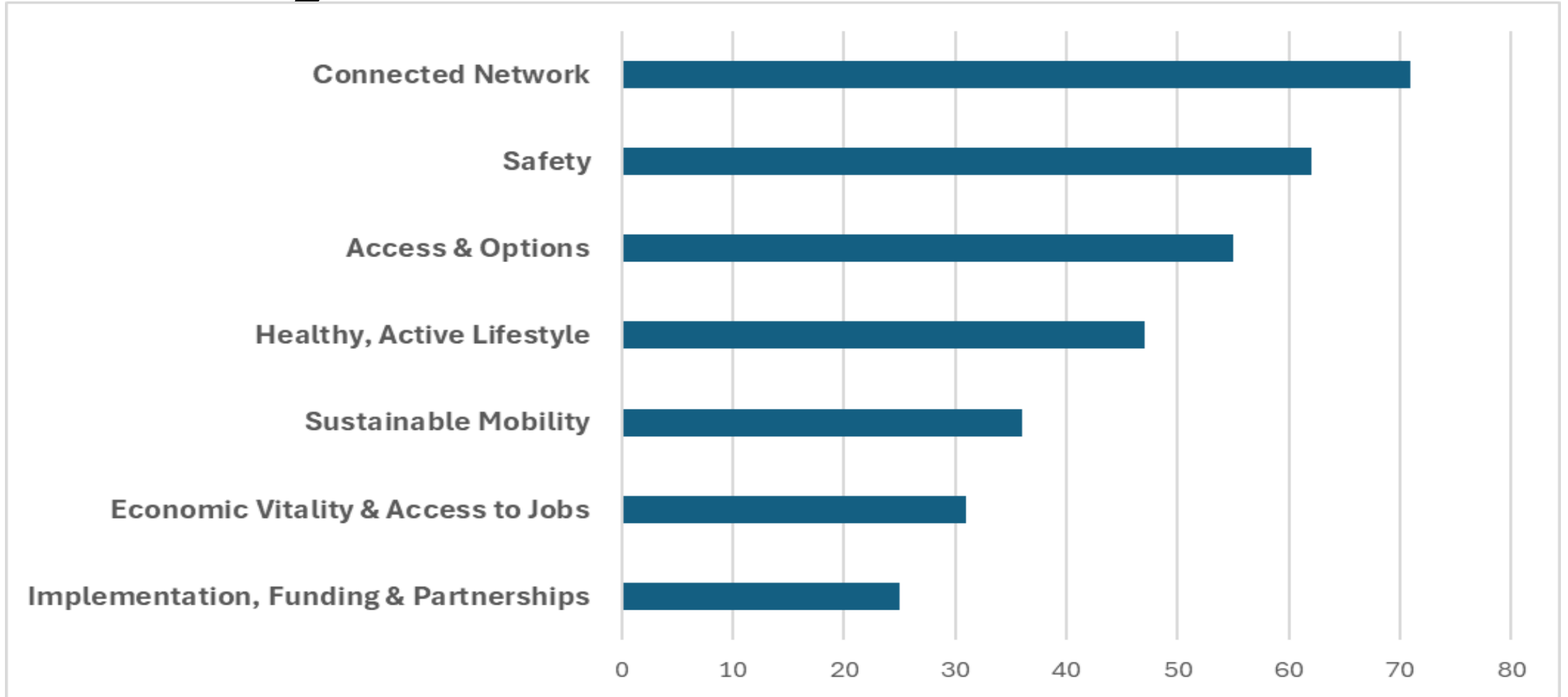
Top Regional Priorities (Marble Game)



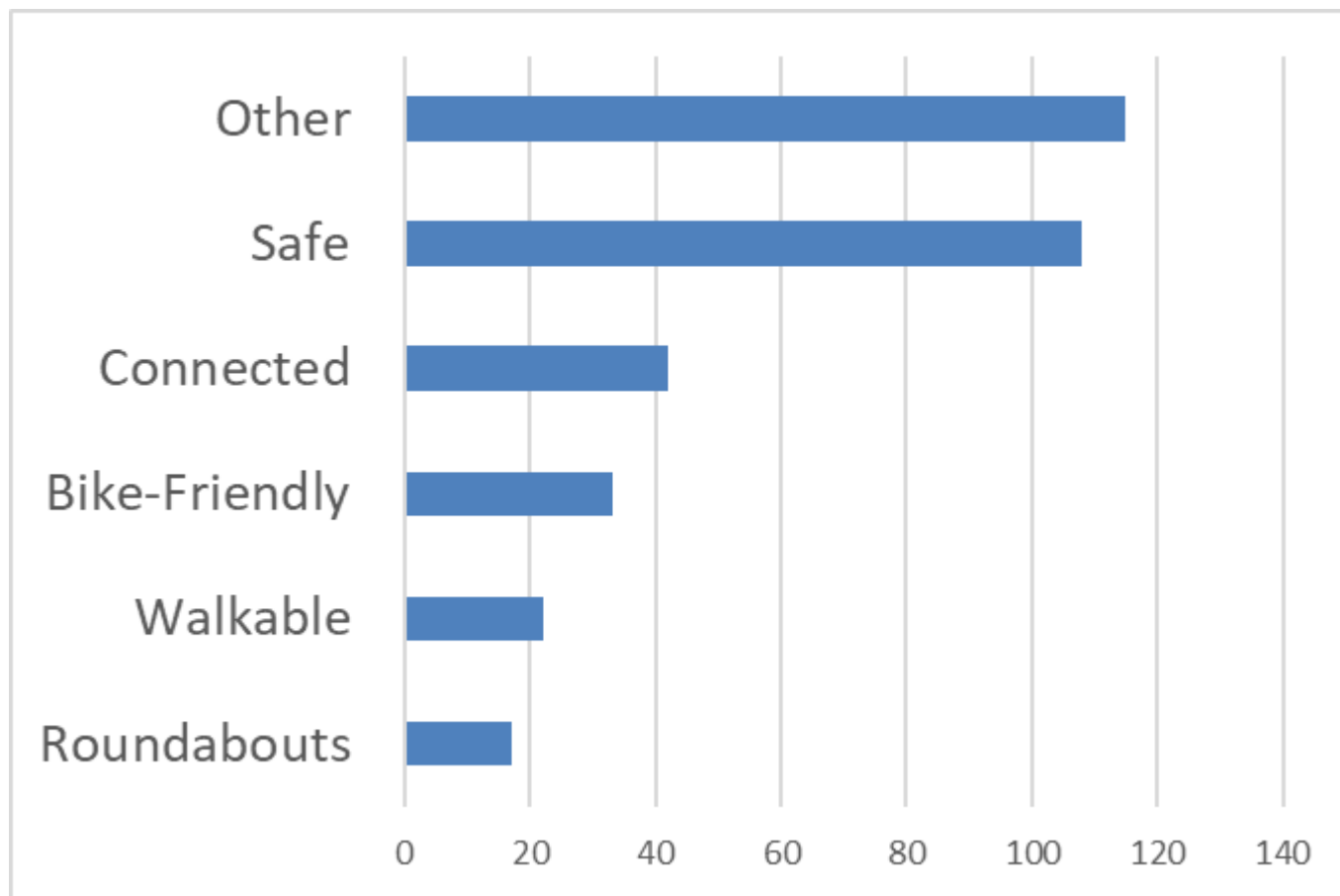
Transportation Goals



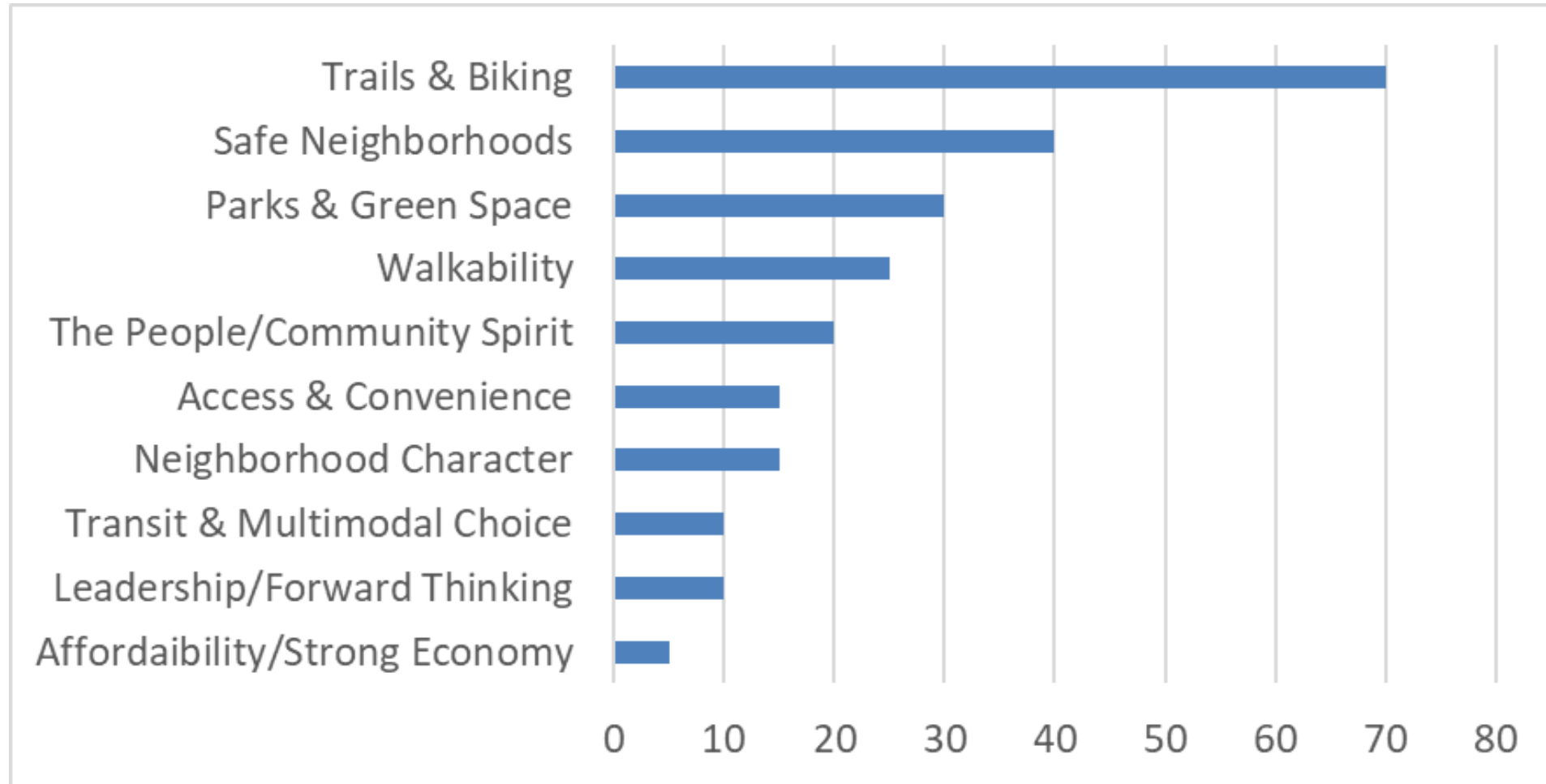
Mobility Goals



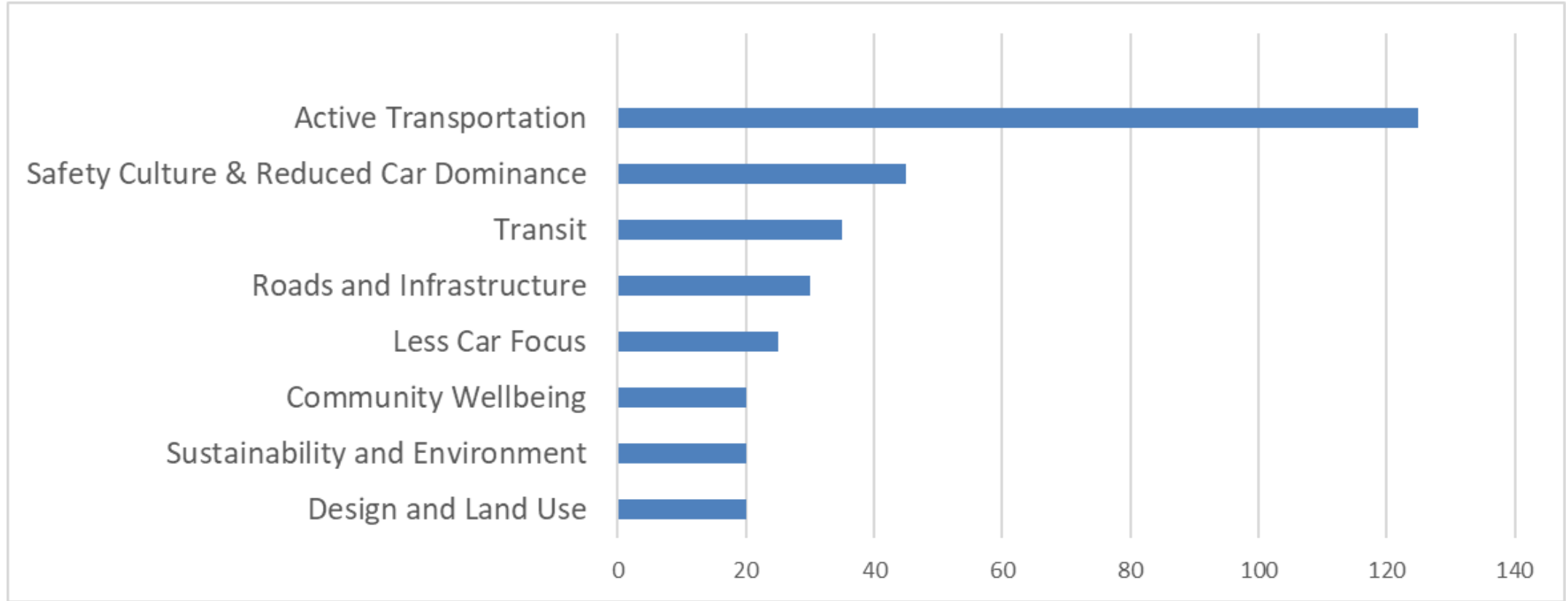
One Word



Like Best



Improved



Voting

1023 Total Votes

939  
 84

Comment	Category	Down	Up	Street
Redo intersection w/RAB for bike/ped safety	Bicycle	2	18	6236 Vine
Difficult to cross, lots of kids	Pedestrian		16	3200 A Street
Narrow to 3 lanes, lots of accidents	Safety	1	14	3200 A Street
Regional hourly rail	Transit		15	277 Pinnacle Arena Dr
Add safe crossing for bike/ped	Safety		15	3201 S 10th St
Difficult crossing, no refuge, signalize	Bicycle		14	3550 Normal Blvd
Connect trail to Haymarket	Bicycle		13	347 J St
Add signal for ped safety and safer left turns	Safety		12	3202 S 10th St
Bike lan along Deadman's Run – connect	Bicycle		11	1715 Deweese Dr
Make a RAB	Traffic	6	5	4201 S 27th St

Focus Groups

- ▶ **Positive interactions led to substantial conversations & input**
- ▶ **Participants discussed positives, challenges, what's changed, goals, & ideas to improve**



L RTP Vision & Goals:

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

Maintenance

Economic Vitality

Mobility & System Reliability

Environmental Sustainability

Livability & Travel Choice

Funding & Cost Effectiveness

Safety & Security

Access & Opportunity

Federal Performance Measure Requirements

- ▶ MPO must conduct a “performance-driven, outcome-based” metropolitan planning process and integrate performance measures, targets, and performance-based plans into the LRTP
- ▶ 15 federally required performance measures (FHWA/FTA)
- ▶ TIP is expected to make progress toward performance targets, and include “to the maximum extent practicable,” a description of the anticipated effect of the TIP on achieving those targets

Lincoln MPO's PM Approach

- ▶ Annual Transportation System Performance Report tracks progress on **15** FHWA/FTA required performance measures plus **21** locally-derived performance measures
- ▶ Performance measures are organized by 8 LRTP goals

Proposed PM Refinements

- ▶ **Retain 15** FHWA/FTA required PMs
- ▶ **Retain 9** of the locally-derived PMs
- ▶ **Eliminate 6** of the locally-derived PMs
- ▶ **Minor rewording** on **3** of the locally-derived PMs to better reflect available data
- ▶ **Rewording and recalculation** of **4** of the locally-derived PMs to align with shift from Transportation Equity to Access & Opportunity goal
- ▶ **Consider 5-6** new PMs

PMs for Elimination

Goal Area	Performance Measure	Reason
Mobility and System Reliability	Congested roadways	Model output; only available with LRTP update
Mobility and System Reliability	Signal detection reliability	Data availability*
Environmental Sustainability	Vehicle miles of travel (VMT) per capita, per day	Data validity*
Environmental Sustainability	Mobile source emissions	Model output; only available with LRTP update
Environmental Sustainability	Miles of minimal impact projects (2+1) completed	Relevance
Funding and Cost Effectiveness	Annual funding for transportation projects	Effectiveness of PM in communicating the story*

PMs for Minor Wording Changes

Goal Area	Performance Measure
Maintenance	Square feet of sidewalks ~~replaced~~ repaired
Maintenance	~~Age of traffic poles and signals~~ Number of traffic poles and signals replaced annually
Livability and Travel Choice	Annual transit ridership per capita

PMs for Rewording and Recalculation

Goal Area	Performance Measure
Access & Opportunity	Transit service frequency across communities with varying levels of transportation options
Access & Opportunity	Access to on-street bike lanes and trails across communities with varying levels of transportation options
Access & Opportunity	Average travel time to work across communities with varying levels of transportation options
Access & Opportunity	Roadway condition rating across communities with varying levels of transportation options

Demographics used for **Transportation Equity PMs**:

- Older Adults
- People with Disabilities
- LEP
- Single Head of HH
- Low Income
- Minority
- Zero Vehicle HH

Demographics used for **Access & Opportunity PMs**:

- Older Adults
- People with Disabilities
- Youth
- Low Income
- Zero Vehicle HH

New PMs for Consideration

- ▶ Mobility & System Reliability goal area:
 - A. Share of signalized intersections using adaptive signal control or coordinated timing plans.
 - OR**
 - B. Percentage of arterial corridors equipped with real-time traffic monitoring or data feeds.

New PMs for Consideration

- ▶ Mobility & System Reliability goal area:
 - A. Percent of household income spent on transportation
(SOURCE: H+T Index)
 - AND/OR**
 - B. Average cost of transit service to the user

New PMs for Consideration

- ▶ Environmental Sustainability goal area:
 - A. Estimated transportation-related greenhouse gas emissions per capita (SOURCE: EPA's National Emissions Inventory (NEI, county-level)
OR
 - B. Number of publicly available EV charging stations
OR
 - C. Other metric being tracked through EV Readiness Plan

New PMs for Consideration

- ▶ Funding & Cost Effectiveness goal area:
 - A. Share of total transportation funding from grants or other outside sources
 - OR**
 - B. Annual value of grant or outside funding secured for transportation projects

New PMs for Consideration

- ▶ Funding & Cost Effectiveness goal area:
 - A. Average life-cycle cost per lane mile for pavement assets
 - OR**
 - B. Ratio of expenditures on preventative maintenance to emergency/reactive repairs

Mobility Plan: Typologies & Corridors

Street Typology – What is It?

Process of defining corridors based on their **ROLE** in the community.

RELATED to functional classification but integrates a broader context.

Street Typology – What is It?

	Functional Classification	Street Typology
FOCUS	Role in MOVING TRAFFIC	How corridor SERVES USERS
PURPOSE	Define level of MOBILITY Vs ACCESS	Provide DESIGN GUIDELINES
HOW USED	Long range planning/funding	Street design/Placemaking

Street Type	Primary Function	Typical Right-of-Way (ROW)	Travel Lanes	Design Speed	Transit Facilities	Pedestrian Facilities	Bicycle Facilities	Land Use Context	Streetscape & Design Features
Freeway / Expressway	Regional mobility, long-distance traffic	150–300 ft	4–8	55–70 mph	Limited-access BRT or parallel service	None (separated)	None (prohibited)	Regional / Industrial	Sound walls, limited access ramps
Arterial (Major)	Connects urban centers, moves high traffic volumes	80–150 ft	4–6	35–50 mph	Bus routes, stops, sometimes BRT lanes	Sidewalks both sides	Buffered or protected bike lanes (if urban)	Mixed-use, commercial corridors	Medians, turn lanes, street trees where possible
Arterial (Minor)	Balances mobility and access	70–120 ft	2–4	30–40 mph	Bus routes or flex routes	Continuous sidewalks	Bike lanes or shared lanes	Commercial, mixed-use	Signalized intersections, street lighting
Collector	Connects neighborhoods to arterials	60–100 ft	2–4	25–35 mph	Local bus or on-demand service	Sidewalks both sides	Bike lanes or shared lanes	Residential, institutional	On-street parking, landscape strips
Bicycle Priority Street	Prioritizes bicycle travel for local and through trips	40–60 ft	2-3	20-25 mph	Limited	Sidewalks both sides,	Bike lanes or shared lanes Intersection markings	Residential (primary street) Commercial (parallel street to arterial)	Speed humps, narrowed lanes,
Transit Priority Street	Elevates transit connectivity across the community	60–100 ft	2–4	25–35 mph	BRT lanes, local bus or on-demand service	Sidewalks both sides	Shared lanes	Mixed-use, commercial, residential corridors	Landscape strips
Neighborhood / Local Street	Access to residences and local destinations	40–60 ft	2	15–25 mph	Rare	Sidewalks on at least one side	Shared streets / low-stress bikeways	Low-density residential	Trees, narrow lanes, curb extensions
Downtown / Main Street	High pedestrian activity, economic activity	60–100 ft	2–4	20–30 mph	Frequent transit stops	Wide sidewalks, active frontages	Protected bike lanes or shared lanes	Urban core / retail	Street furniture, lighting, curbside uses
Shared Street	Pedestrian priority with limited vehicle access	30–60 ft	Flexible / shared	≤15 mph	None / flexible transit routing	Fully walkable, curb-free	Shared / low-stress design	Urban mixed-use, civic nodes	Paving treatments, bollards, planters, flexible uses
Industrial / Service Street	Freight and service access	60–100 ft	2–4	25–35 mph	Rare	Minimal sidewalks	None or wide shoulders	Industrial, warehouse	Heavy-duty pavement, truck aprons

Application of Typologies

Street Type	Priorities	Land Use Context	Typical Right-of-Way (ROW)	Travel Lanes	Design Speed
Arterial	RANGE OF MODES/FUNCTIONS	Regional / Industrial	80–150 ft	4–6	35–50 mph
Arterial (Minor)		Mixed-use, commercial corridors	70–120 ft	2–4	30–40 mph
Bicycle Priority Street	RANGE OF FUNCTIONS	Residential (primary street) Commercial (parallel street to arterial)	40–60 ft	2-3	20-25 mph

Application of Typologies

Street Type	Priorities	Land Use Context	Typical Right-of-Way (ROW)	Travel Lanes	Design Speed
Transit Priority Street	RANGE OF MODES/FUNCTIONS	Mixed-use, commercial, residential corridors	60–100 ft	2–4	25–35 mph
Neighborhood / Local Street	RANGE OF FUNCTIONS	Low-density residential	40–60 ft	2	15–25 mph
Downtown / Main Street		Urban core / retail	60–100 ft	2–4	20–30 mph
Shared Street		Urban mixed-use, civic nodes	30–60 ft	Flexible / shared	≤15 mph

Transit Supportive Areas

- ▶ Transit is a Key Element of the Mobility Plan:
 - Integrates pedestrian/bicycle travel and land use/development
- Density Drives Transit Use
- Identify Transit Supportive Areas



Low: 0 – 3 P/Ac
3 – 6 P/Ac
6 – 12 P/Ac
High: Greater Than 12 P/Ac

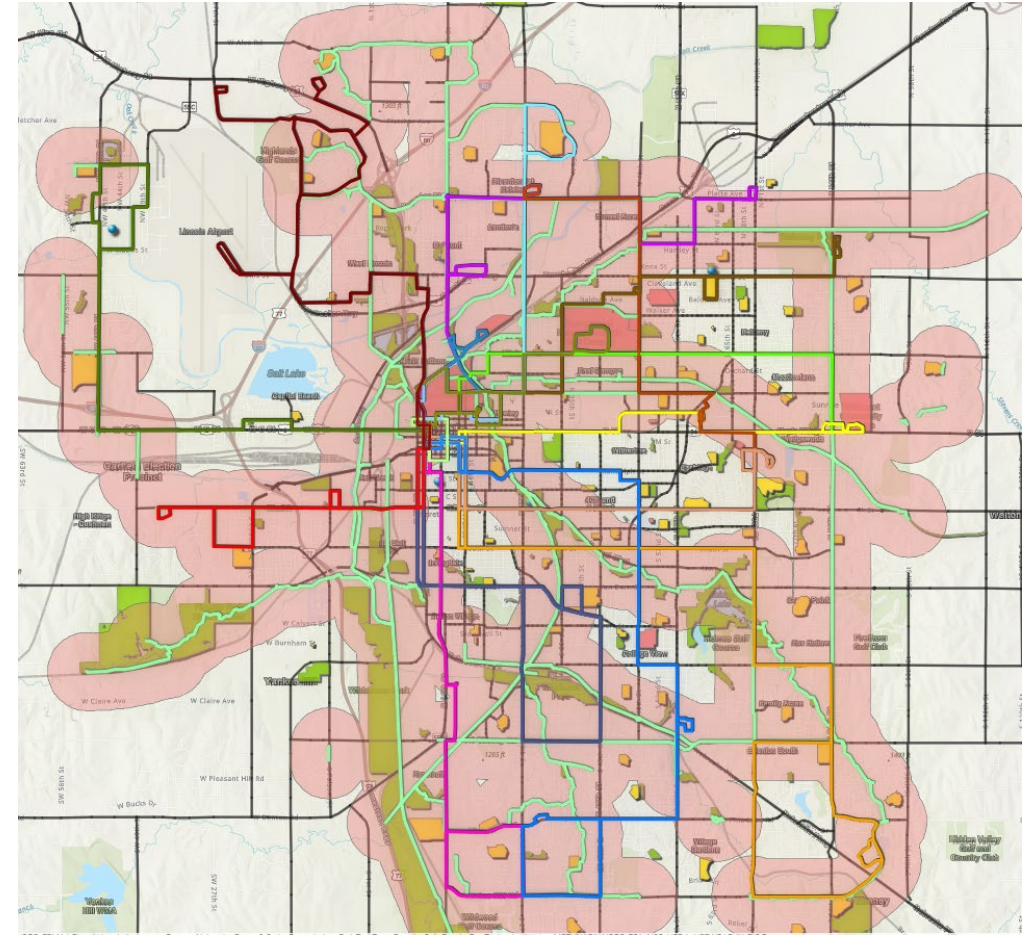
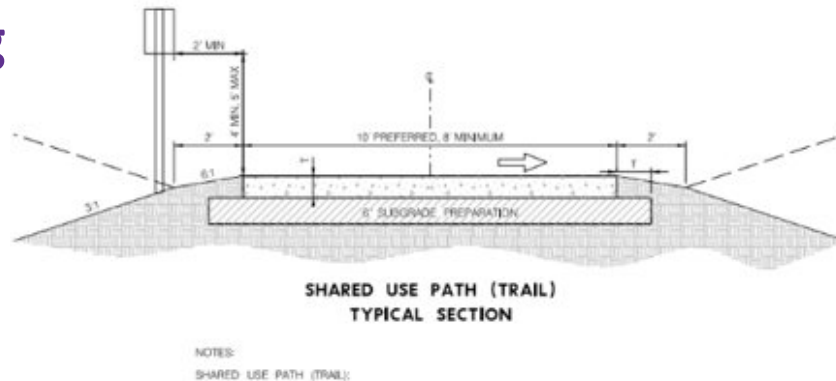
Low: 0 – 2 Emp/Ac
2 – 5 Emp/Ac
5 – 10 Emp/Ac
High: Greater Than 10 Emp/Ac

Mobility Plan – Connected Network*

Shared Use Paved Trails

organize the connected, urban mobility network and safe crossings that support:

- Walking
- Biking
- Rolling
- Transit



Mobility Plan – Connected Network

	INTERESTED BUT CONCERNED	SOMEWHAT CONFIDENT	HIGHLY CONFIDENT
 SHARED STREET			✓
 ON-STREET BIKEWAY		✓	✓
 Shared Use Paved Trails	✓	✓	✓

Not just for bicycles!



Mobility Plan – Connected Network

Shared Use Paved Trails

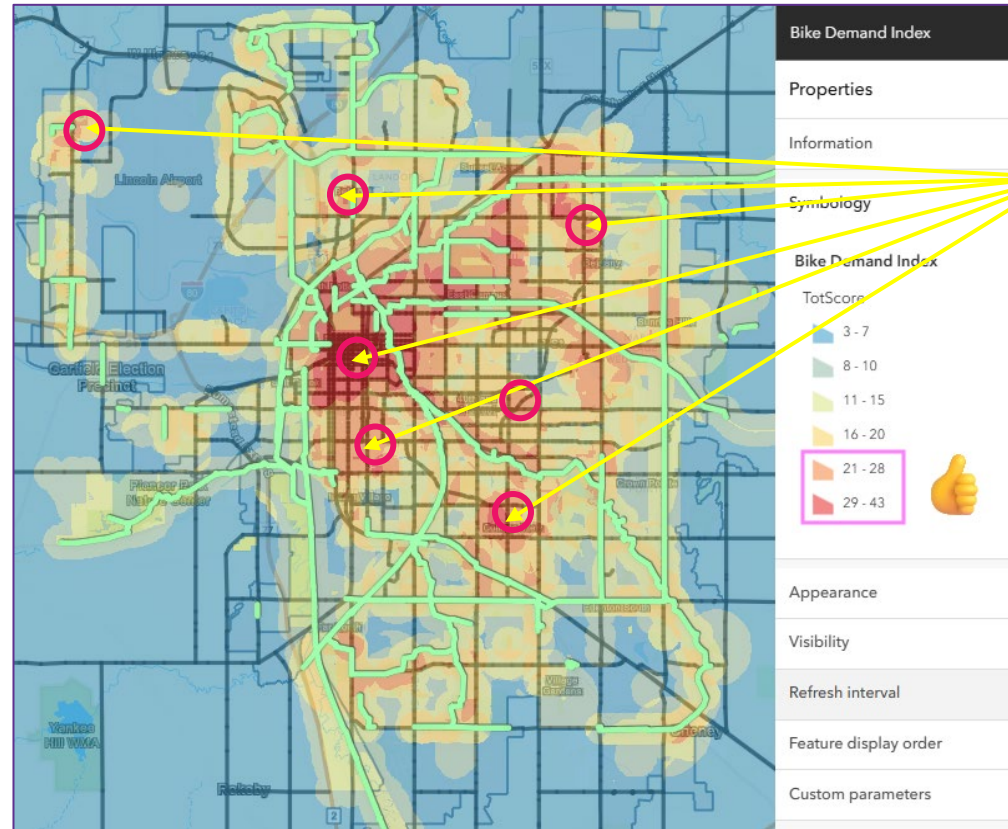
Serves as 1st order nodes of multi-use trails and connected sidepaths, Trail sign with D3.

On-Street Bikeways

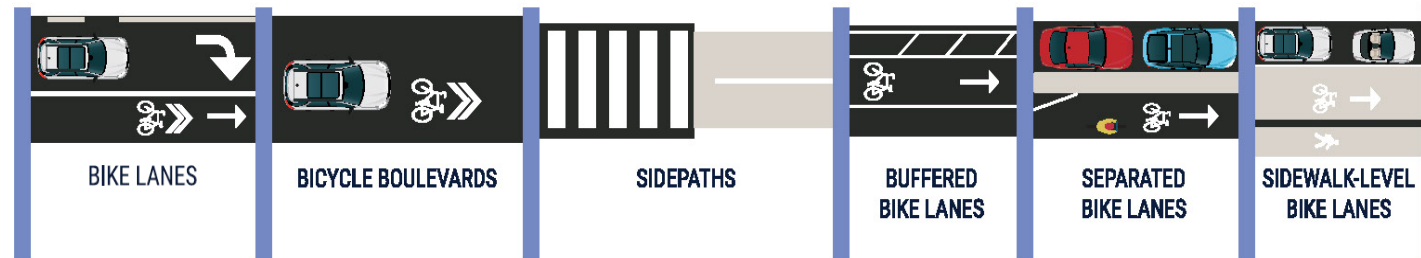
Serves as 2nd order nodes in neighborhoods between Shared Use Paved Trails, On-Street Bikeway sign with D3.

Shared Streets

Serves to access Shared Use Paved Trails and On-Street Bikeways, signed as Bike Routes



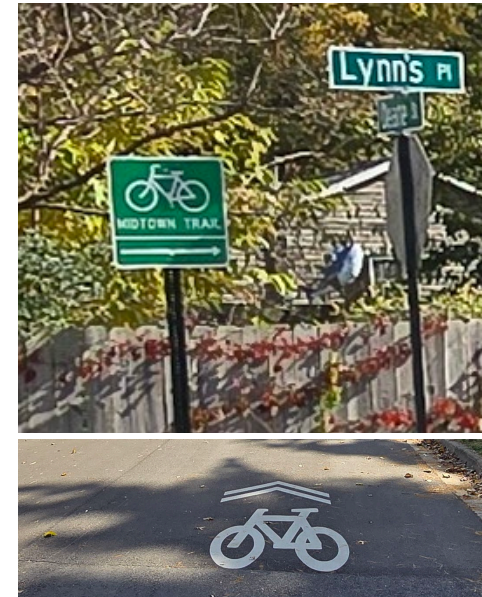
*MEASURE:
On-Street
Bikeways
should connect
all mobility
nodes with a
High Bike
Demand Index
to a Shared Use
Paved Trail.*



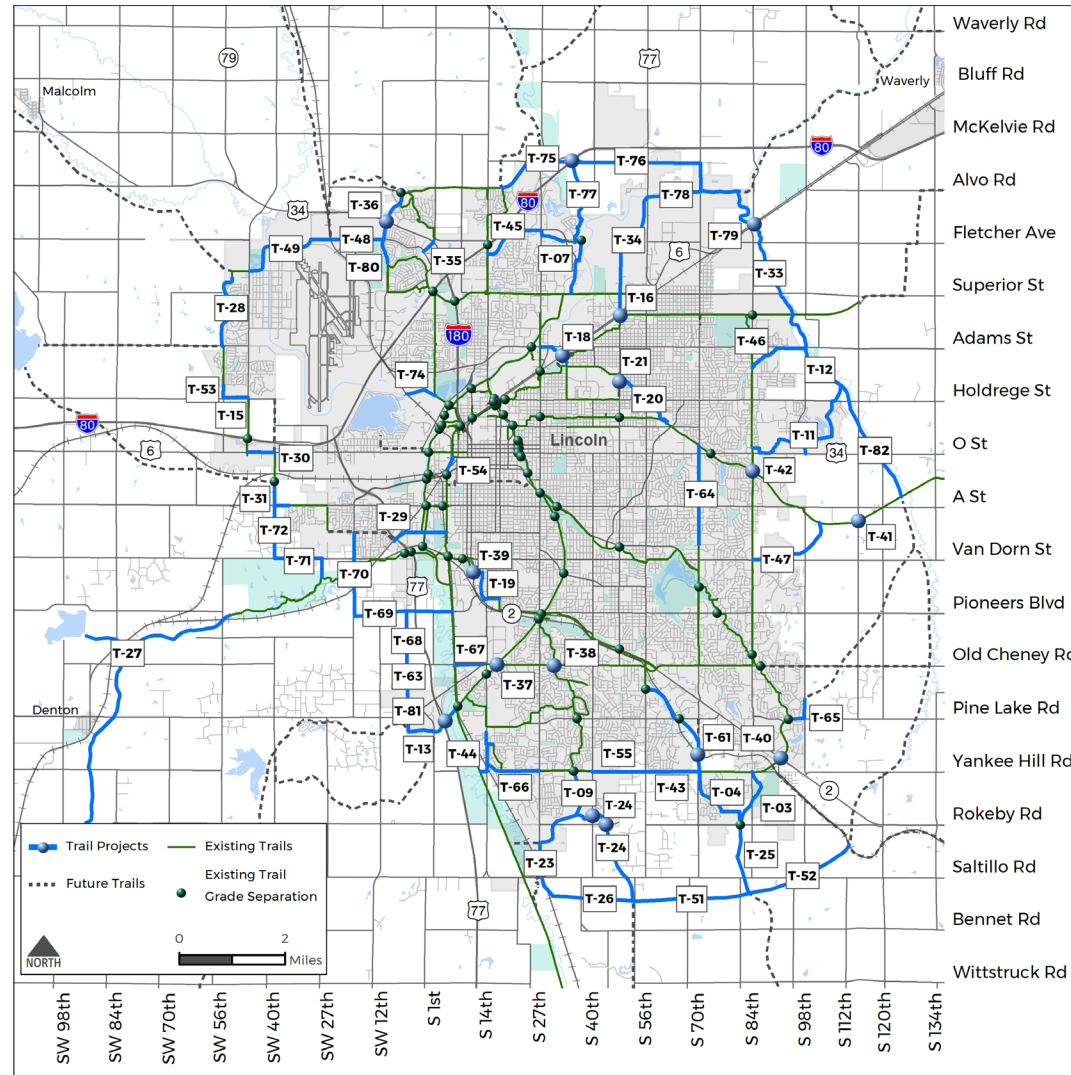
Mobility Plan – Safety*

Apply typology to defined routes and assign infrastructure type for navigation:

- Safe design of crossings
- Smooth transitions between
 - Shared Use Paved Trails
 - On-Street Bikeways
 - Shared Streets
- Support with Wayfinding



Project Inventory



Subcommittees

Initial Analysis (December & January):

- ▶ Review Progress Since Last LRTP
- ▶ Incorporate Themes and Priorities
- ▶ Identify Gaps and Needs
- ▶ Preliminary Project List & Screening
- ▶ Preliminary Policy Discussions

Schedule

- ▶ Next POP -C Meeting: January 22 (in-person)
- ▶ Upcoming Subcommittees
 - ▶ Mobility Subcommittee, December 10
 - ▶ Mobility Subcommittee, January 21
 - ▶ Travel Model Advisory Committee, Early 2026 (virtual)
 - ▶ Roadway Subcommittee, January 2026
- ▶ Next Public Meeting – First Week of April at Kindler Hotel

Thank you!

