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# Transportation Dialogue

## Community Committee Meeting

December 10, 2020

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**PLAN FORWARD 2050**  
Lincoln-Lancaster County Planning Department



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# Transportation

## Introduction

Over the next several months the Planning Department will be coordinating presentations with topic experts and discussions on various topics for the Community Committee meetings. This will be one of the key ways the Community Committee will have an opportunity to provide input on these topics. The discussion topic for the Community Committee meeting on December 10<sup>th</sup> will focus on transportation. This document is being provided to you as a resource in advance of the December 10<sup>th</sup> meeting.

## Transportation Policies in LPlan 2040

Transportation is an element of the Lincoln-Lancaster County Comprehensive Plan, but transportation planning is done through the vehicle of the Lincoln Metropolitan Planning Organization (Lincoln MPO). The Lincoln MPO's Long Range Transportation Plan (LRTP) is a much more detailed plan for transportation. This plan also serves as the Transportation chapter of the current City-County Comprehensive Plan, LPlan 2040. The transportation planning process is a collaborative effort between the City of Lincoln, Lancaster County, the Nebraska Department of Transportation (NDOT), StarTran transit and other agencies, where the multimodal transportation system is evaluated and a set of recommendations are made with extensive public input. The LRTP meets all federal requirements and addresses the goals, objectives, and strategies to meet the community's vision for the future. The 2040 LRTP - 2016 update was developed as an integrated part of LPlan 2040.

LPlan 2040, contains the many transportation strategies and goals. All of these strategies and goals are found in [Chapter 10, Transportation](#). These strategies and goals lay a good foundation for development of PlanForward 2050. Some of these goals have been accomplished over the last 10 years whereas others may be removed or carried forward in the new Comprehensive Plan. While the Comprehensive Plan lists over 90 goals and strategies related to transportation, a smaller sample of the strategies and goals is provided below. These will continue to be discussed and examined as PlanForward 2050 is developed.

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| Implement the Lincoln Bike Plan improvements as funding is available.  |
| Include bicycle and pedestrian amenities as part of all City and County facilities to serve as a model for private investment.   |
| Cooperate with public and private organizations to develop and deliver educational programs for pedestrians, bicyclists and motorists on the rules, regulations, and benefits of alternative transportation. |
| Implement Complete Streets projects and expand the on-street bike network for community purposes.  |
| Add bike lanes in conjunction with street rehabilitation "road-diet" projects.   |
| Make adequate maintenance of bicycle and pedestrian facilities a priority.   |
| Increase trail safety for all users.   |
| Consider grade separated crossings in conjunction with all new construction and reconstruction of transportation projects.   |
| In rural areas of the County, identify potential bicycle corridors that serve existing and planned activity centers and link to existing and planned City bicycle facilities.                                |
| Continue to expand the trail counting system for data tracking and development.  |
| Continue the practice of widening and paving the shoulders of County roads. This should occur when   |

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| reconstruction or resurfacing of the road is planned, with safety of users as a primary consideration.  |
| Increase direct access to the trail system from adjacent neighborhoods.   |
| Implement the recommendations in the Transit Development Plan (TDP). Extend evening service hours per the recommendations in the TDP.   |
| Examine alternatives to change from a coverage based transit system to a productivity based transit system.   |
| Consider Mixed Use Redevelopment Nodes and Corridors in developing transit corridors.   |
| Pursue funding for construction of a downtown Multimodal Transportation Center.   |
| Continue to have discussions regarding technology advances and how they can be implemented for enhanced transit.  |
| Identify opportunities to improve the connectivity between travel modes such as pedestrian access and bike parking at bus stops.  |
| Encourage the use of alternative travel modes (biking, walking and transit) to lessen the demand on the streets.  |
| Continue advancing preventative maintenance strategies (i.e. pothole repairs and crack sealing) to extend the life of Lincoln’s streets and minimize the life-cycle costs.                    |
| Rehabilitate 5% of major streets and 3% of residential streets each year.   |
| Implement an alternative approach to major widening projects through technology and intersection improvements.  |
| Continue to fund the sidewalk repair program.   |
| Promote consistency between land use and transportation plans to enhance mobility and accessibility.  |
| Provide a safe and secure transportation system.  |
| Support economic vitality of the community.   |
| Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.   |
| Improve intersection operations and coordinate signal timing.   |
| Consider the impacts that emerging technologies in transportation (e.g., autonomous cars and online goods delivery) may have on travel behaviors and the future capacity needs of the system. |

## Lincoln Bike Plan

The City of Lincoln has a strong tradition of supporting bicycle travel, not only for recreation but as a means of transportation. Lincoln has successfully built an extensive trail network that includes nearly 250 miles of trails. The primary purpose of the [Lincoln Bike Plan](#) is to identify an on-street bike network that builds on the City’s trail network and provides safe and low-stress bicycle commuting and recreational opportunities. This plan depicts a comprehensive system of off-street and on-street facilities to safely connect neighborhoods and destinations and encourage bicycle travel. To complement the bike network recommendations, this plan recommends programmatic initiatives pertaining to education, enforcement, and encouragement and policy changes to further Lincoln’s bicycle-friendly culture. The plan was approved by the Lincoln MPO Officials Committee in 2019.

## Lincoln Transit Development Plan

Providing transit services throughout the City requires careful consideration of the number of routes, the frequency of service, and the hours of service. The [Transit Development Plan](#) (TDP) adopted in 2016 provides a framework for monitoring and modifying transit services in response to changes in development patterns and user needs, and is based on adopted service standards and policies. The TDP is developed by Lincoln Transportation and Utilities – StarTran under the guidance of the StarTran Advisory Board and the public. The TDP is the main planning document for transit services in Lincoln and was last updated in 2016.

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## Green Light Lincoln

[Green Light Lincoln](#) is an initiative by the City of Lincoln Traffic Engineering Division to improve traffic safety and traffic flow citywide. Motorists in every corner of the community will see reduced congestion and ease of travel due to prioritization and implementation of several key components of the Traffic Management Master Plan. The continued deployment of Green Light Lincoln will result in vast improvements to the overall traffic signal system, and numerous projects with high benefit/cost ratios. Key benefits of this initiative are wide reaching and include: reduce the number & severity of crashes, reduce vehicle emissions & pollutants, smooth traffic flow & reduce driver frustration, reduce travel times, delays & stops, reduce fuel consumption for savings at the pump, and delay the need for major street widening projects. In order to make signal equipment and signal timing upgrades at the 410-plus signals across the City, implementation will occur through multiple phases. [Phases 1, 2 and 3](#) are complete. [Phase 4](#) will be completed in 2020.

## Community Indicators Report

The Planning Department publishes an annual report known as the [Community Indicators Report](#). This report is used to evaluate and monitor changes in the community and assess if assumptions in the Comprehensive Plan continue to be valid. The report is divided into six major areas of interest. A sample of the transportation indicators are provided below, and you can view the full report online.

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| StarTran 2019 ridership was 2.4 million, 53.4 percent higher than in 2000. Due to many factors, including gas prices, service, updated routes and the introduction of bike racks on buses, Lincoln's public transit ridership has been generally increasing since 2000. |
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| 98.18 percent of homes in Lincoln are located within 1 mile of a public multi-use trail. The proximity of trails to homes is an indicator of resident's accessibility to this important infrastructure. As a result of Lincoln's high level of trails coverage, an increasing number of commuters are using the trail system as a part of their daily bicycle commute trips. |
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| Between 1980 and 2000, the use of alternative modes for the work trip in Lincoln decreased by 49%. This decreasing trend ended between 2000 and 2010. As of 2018, almost 20 percent of Lincoln residents commute by a means other than the single occupant vehicle. |
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| The rate of increase in Vehicle Miles Traveled in Lincoln has slowed considerably between 2006 and 2014 due in part to increased fuel prices and the economic downturn. Between 2015 and 2017, VMT increased significantly compared to past years, but decreased in 2018 similar to 2007, 2008, and 2011. |
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| There has been an annual decline in Lincoln's crash rate of 2.82 percent per year since 1985. As a result in safety improvements in public infrastructure and better vehicle safety equipment such as anti-lock brakes and stability control, the Lincoln vehicle crash rate has continued to decline despite growth in the community. |
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