

Welcome!

Lincoln Metropolitan Organization Long Range Transportation Plan Open House Public Meeting

We are pleased you are here this evening to learn more about Lincoln's transportation system.

The Lincoln Metropolitan Planning Organization is eager to hear your ideas to help shape a safer and more efficient transportation system for your community.

How to get the most out of this meeting:



Spend as little or as much time with us this evening as you like.



Check out each display and talk with our staff to learn more and share your ideas.



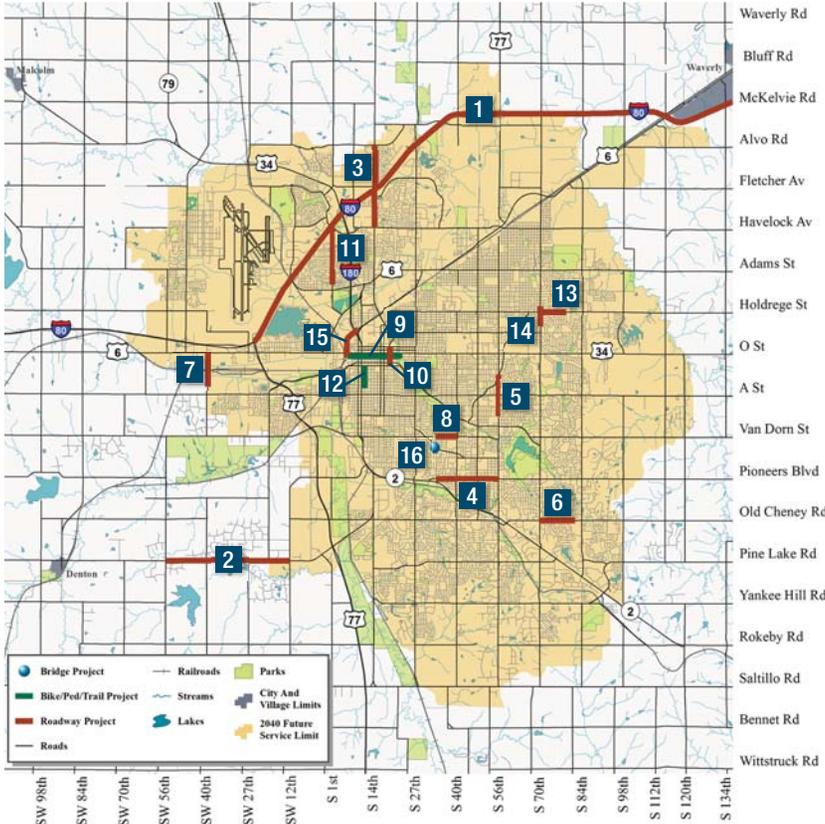
Participate in the interactive activities to help us understand your priorities.



Complete a comment sheet and place it in the drop box.

Transportation Planning in Lincoln

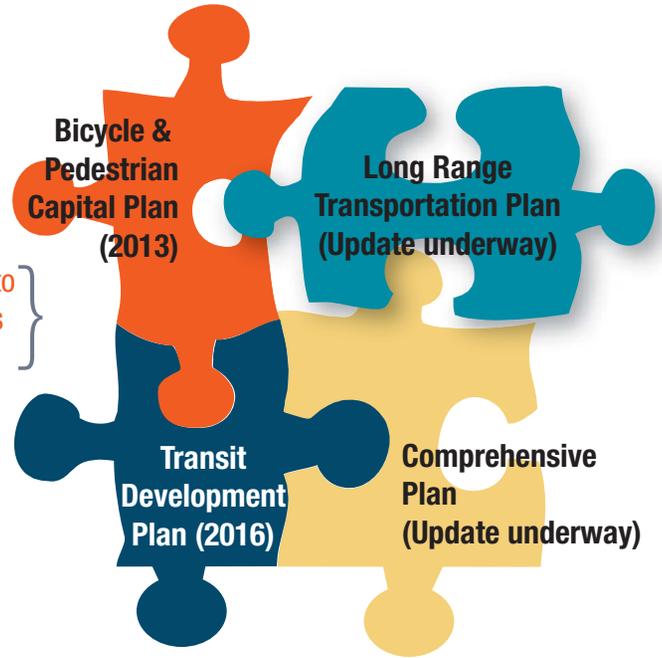
Transportation planning helps the region set a vision for our transportation system and establish funding priorities.



These projects have been completed since the last LRTP

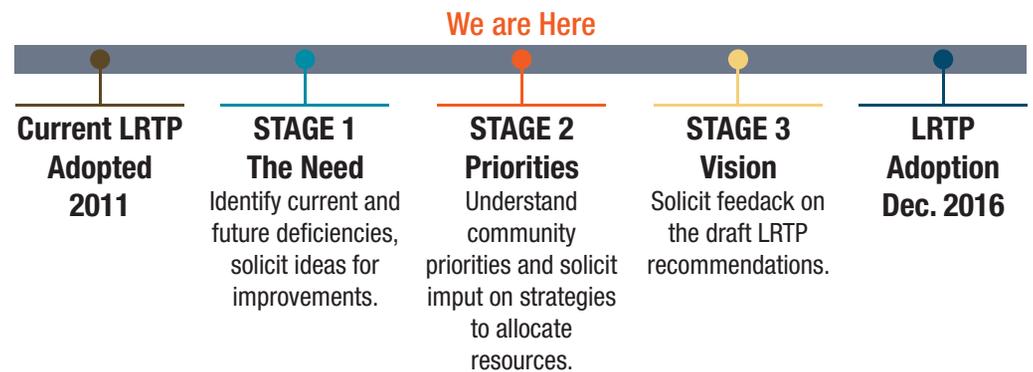
- | | |
|-------------------------------------|--|
| 1 I-80 Widening | 9 N. Street Cycle Track |
| 2 W. Denton Rd. Construction | 10 Antelope Valley Pkwy. Widening |
| 3 N. 14th St. Widening | 11 1st St. 2+1 |
| 4 Pioneers Blvd. 2+1 | 12 11th St. Bike Lanes |
| 5 56th St. 2+1 | 13 Holdrege St. 2+1 |
| 6 Old Cheney Rd. Widening | 14 N. 70th St. 2+1 |
| 7 SW 40th St. Viaduct | 15 Pinnacle Bank Arena Dr. New Road |
| 8 Van Dorn St. 2+1 | 16 Penny Bridge Replacement |

Lincoln Long Range Transportation Plan Update



Your involvement helps to ensure the plan reflects community values.

This is an important step in updating our existing plan



Current and Future Needs

Our current infrastructure is our springboard into the future.



GROWTH

Roughly 40% growth in households and employment is expected between now and 2040.



TRAVEL PATTERNS

Today, the average commute in Lancaster County is 18.4 minutes, and four out of five residents drive to work alone.



TRAFFIC

Vehicle-miles of travel are expected to grow considerably, and congestion will increase.



BICYCLE

The trails provide a strong spine for biking in Lincoln, and on-street bike routes complement the network; more bike facilities are planned.



PEDESTRIAN

Lincoln has sidewalks alongside most arterial and neighborhood streets; maintenance is important so the sidewalks remain an asset to the community.



TRANSIT

StarTran's bus and paratransit service have an annual rideship of nearly 2.5 million.



RAILROAD

A network of railroad tracks extends radially from central Lincoln. There are over 100 at-grade crossings which cause safety concerns and travel delays.

How and where can we improve our current infrastructure?

- How will Lincoln grow and change into the future?
- What do we need more of?
- What do we need less of?

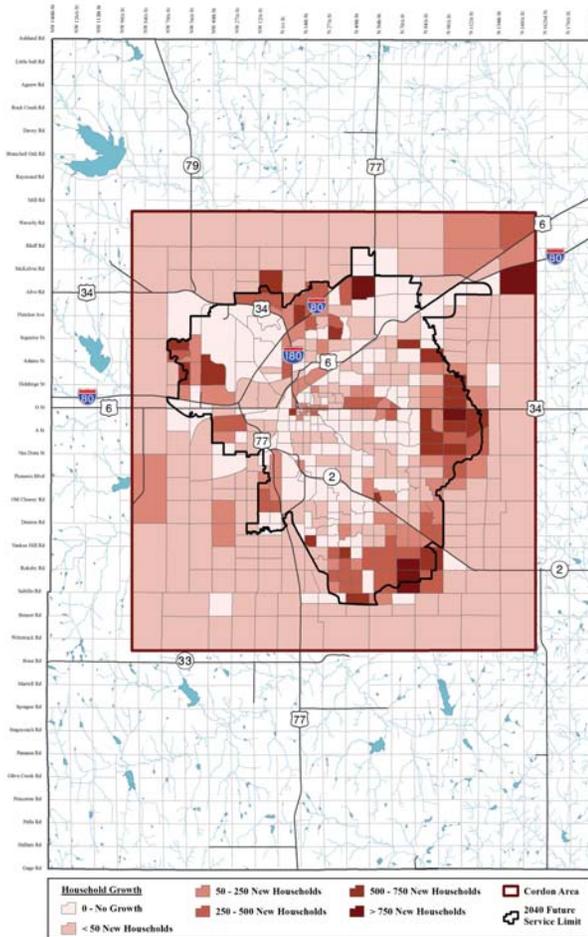
Your input will help establish the priorities and needs for our transportation system.

- The LRTP Update is your document and your future
- The LRTP helps to secure funding for future projects

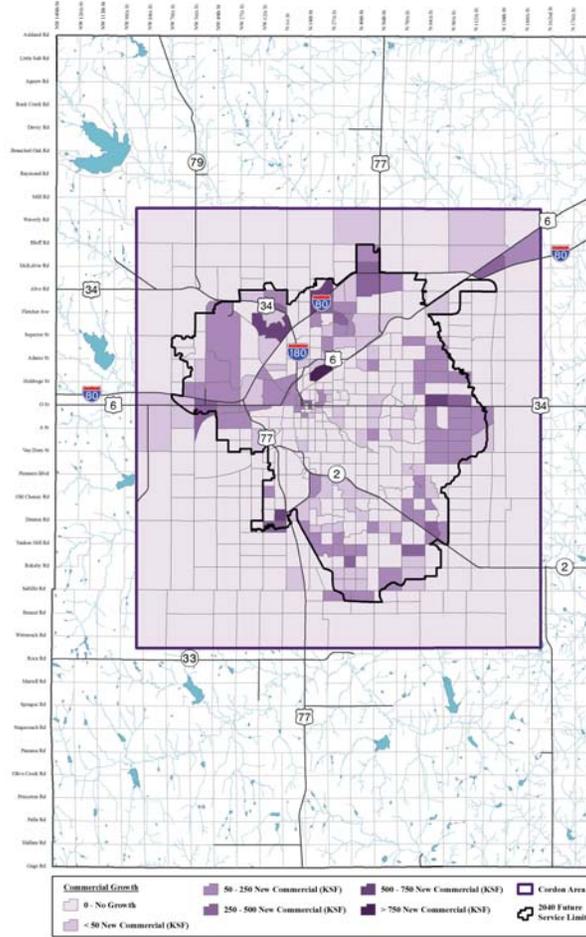


Household and Employment Growth

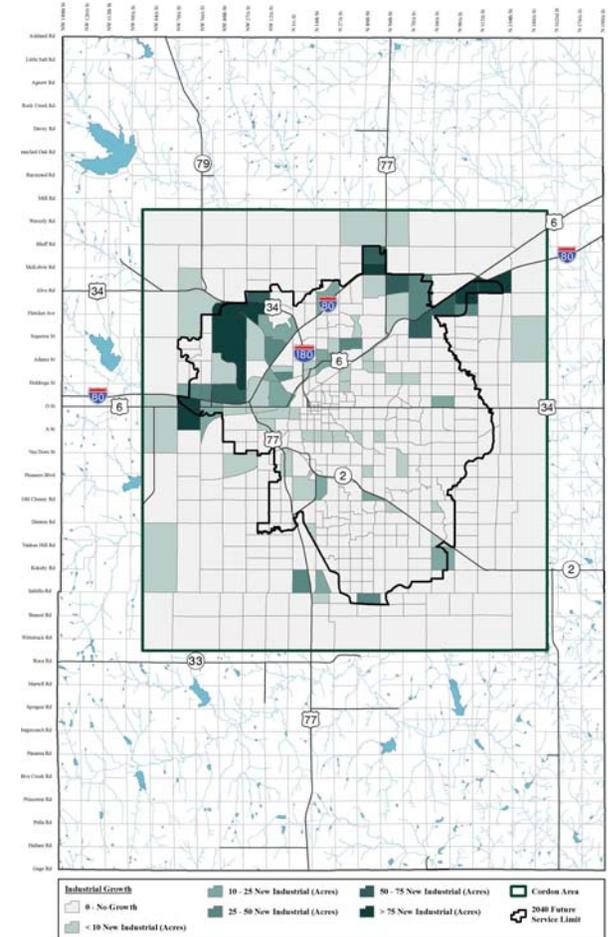
HOUSEHOLD GROWTH



COMMERCIAL EMPLOYMENT GROWTH



INDUSTRIAL EMPLOYMENT GROWTH

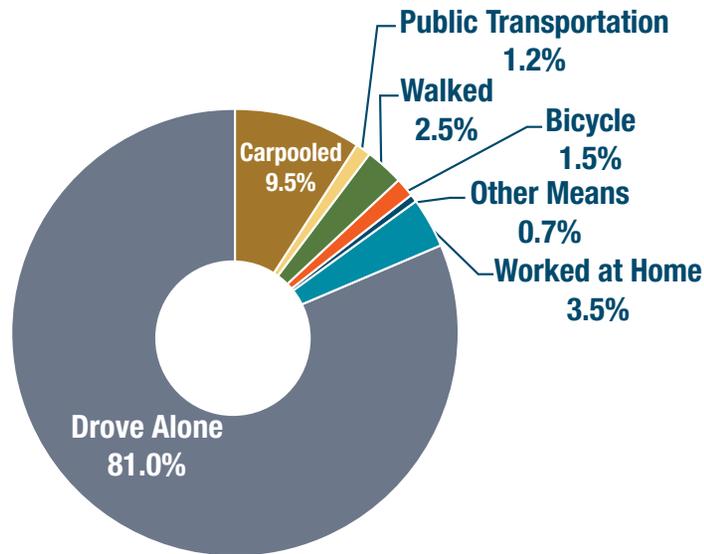




Travel Patterns

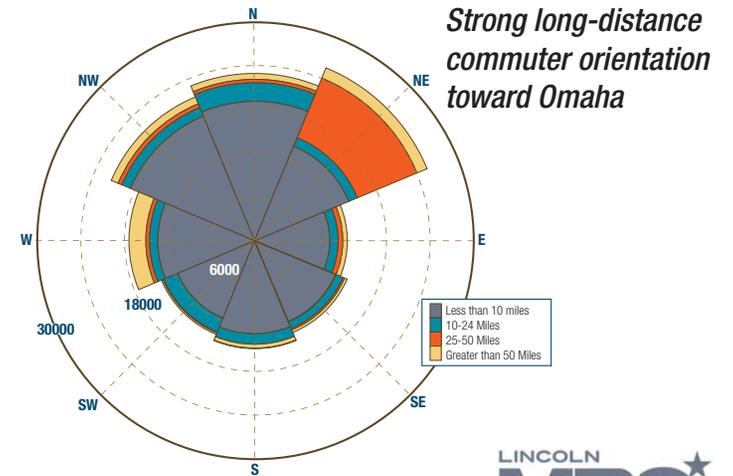
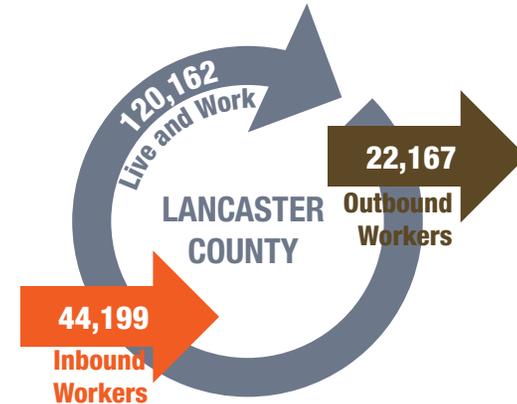
COMMUTER MODE SPLIT

7,614
Households in Lancaster County without access to a vehicle (6.5%)



WORKFLOWS

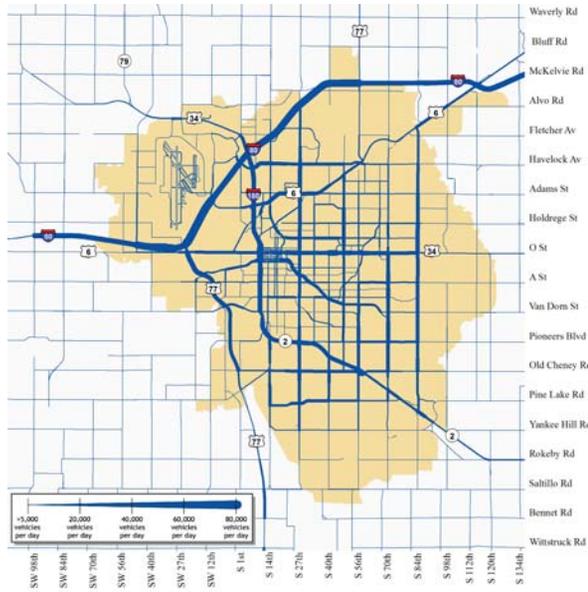
18.4
Average commute time in Lancaster County (minutes)



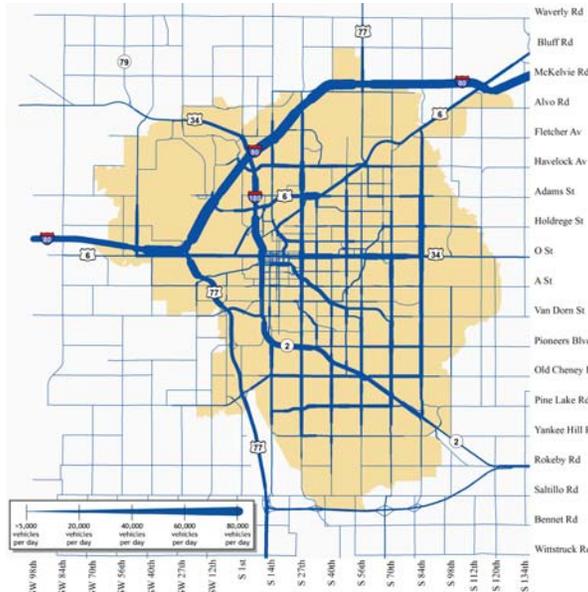


Traffic Growth Over Time

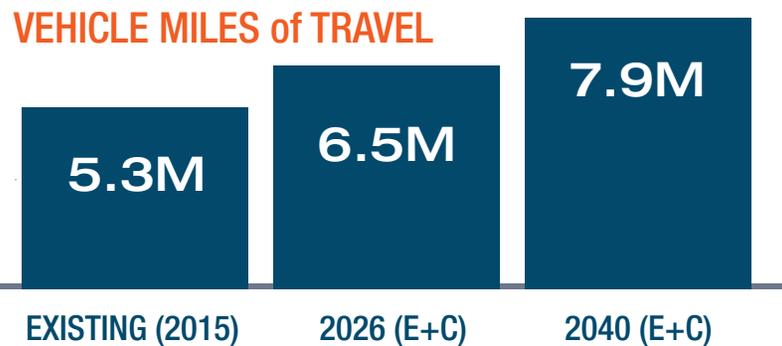
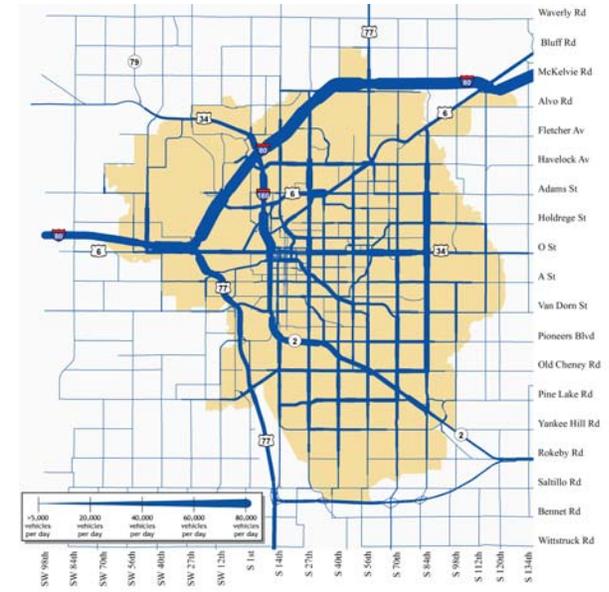
EXISTING (2015)



2026 (E+C)



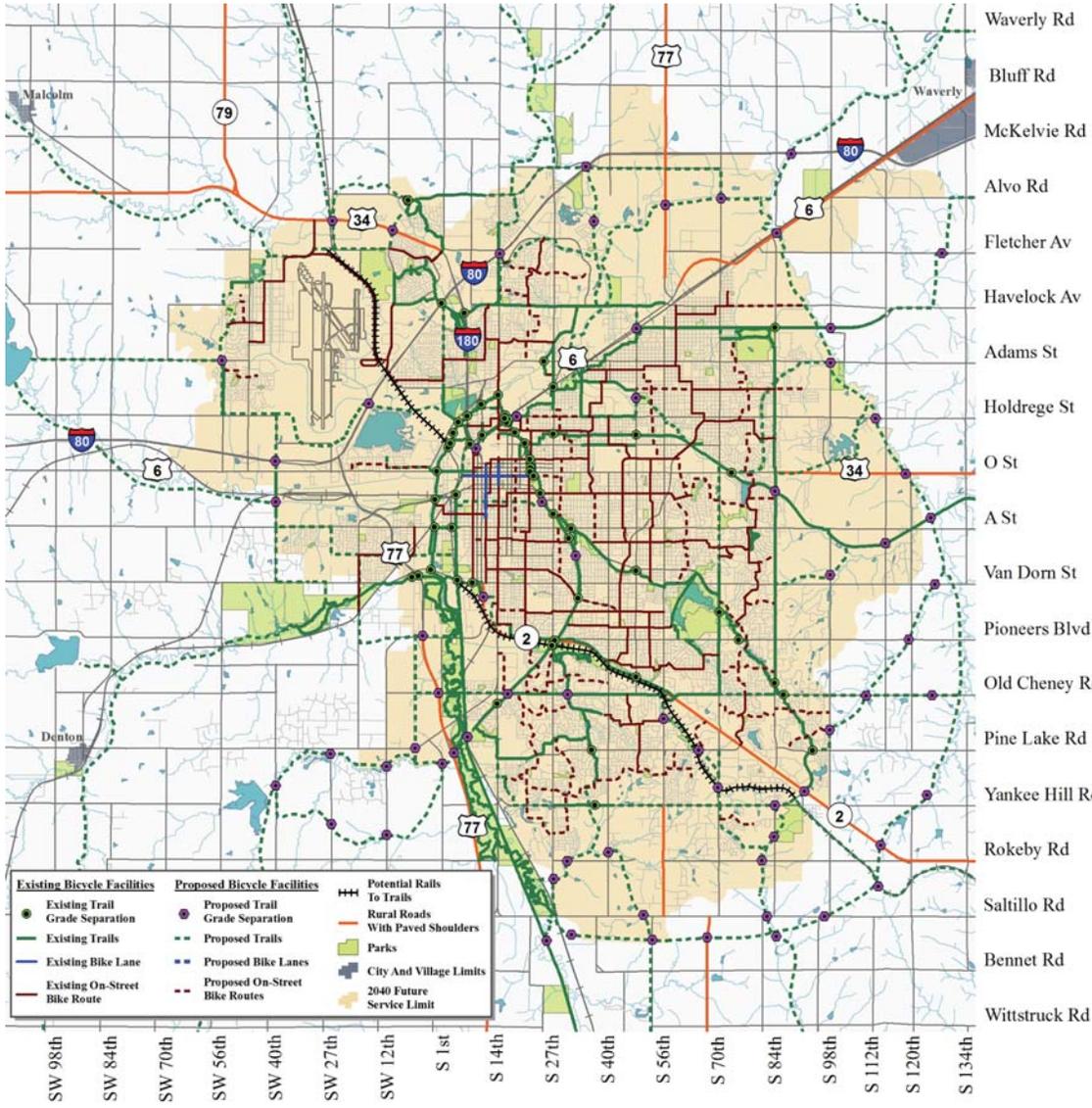
2040 (E+C)



The 2026 and 2040 forecasts are based on the existing network plus projects that have committed funding - the Existing plus Committed (E+C) network.



Existing & Proposed Bicycle Facilities



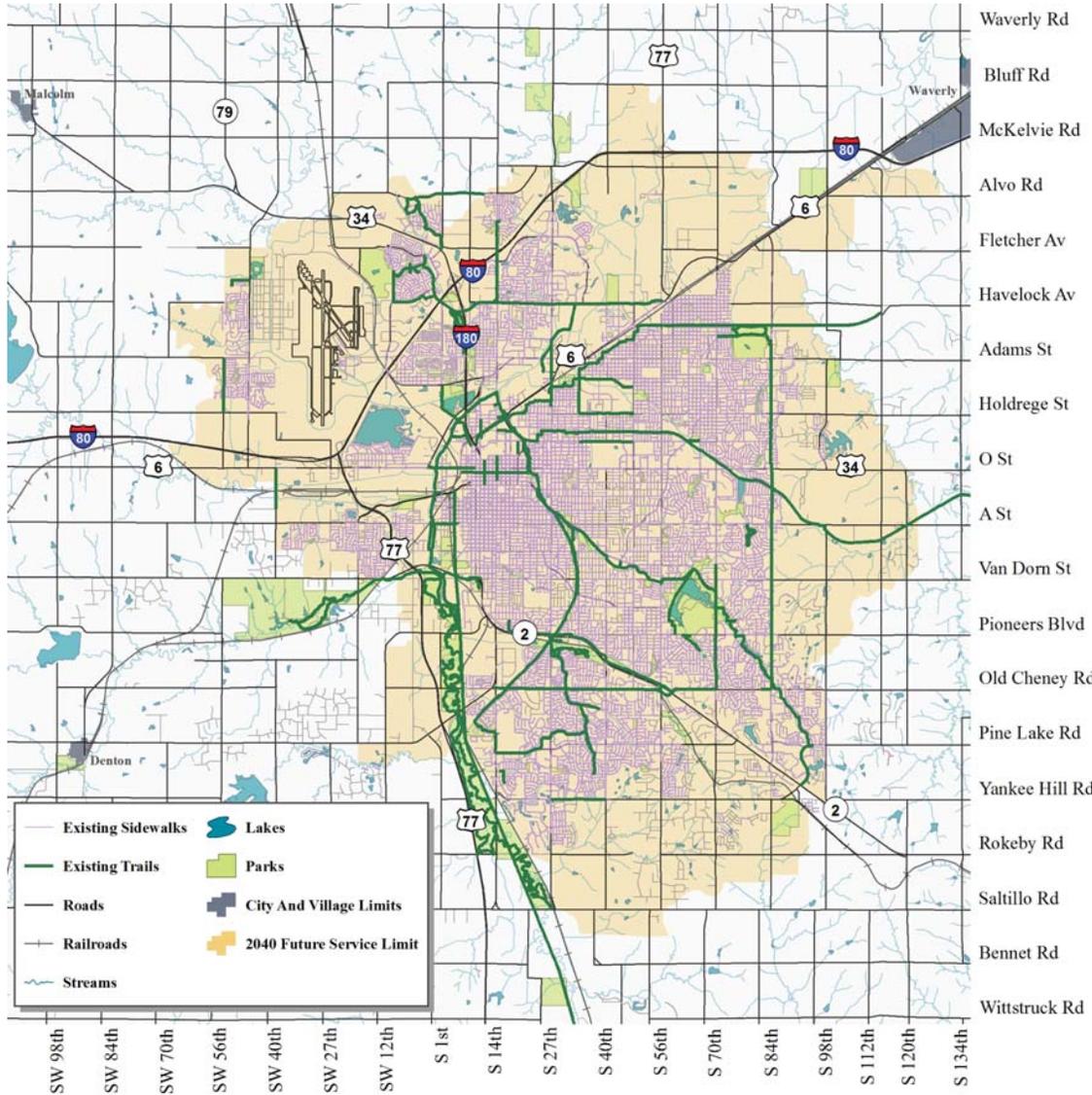
239
Miles of existing bike facilities (trails, bike lanes, bike routes)

Bicycle Network Needs

- Maintenance
- Complete missing links
- Address difficult arterial crossings
- Accommodate non-experienced riders



Existing Pedestrian Network



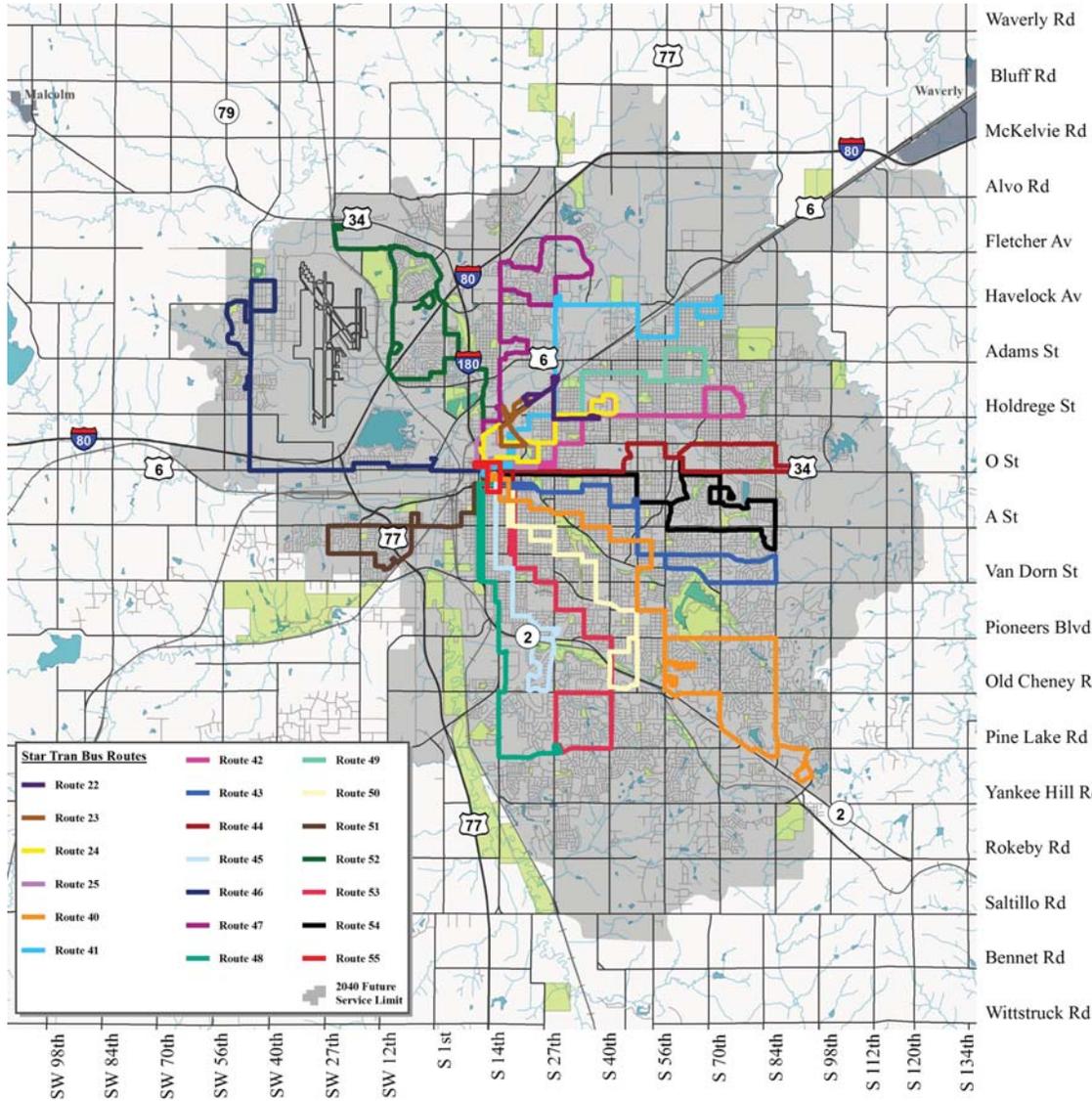
1,700+
Miles of sidewalks

Pedestrian Network Needs

- Maintenance
- Address difficult arterial crossings
- ADA compliance



Existing Transit System



20
Fixed routes

Transit Needs

- Expand hours of operation
- Increase service frequency
- Improve downtown connections
- Reduce customer travel time



Railroad Crossings

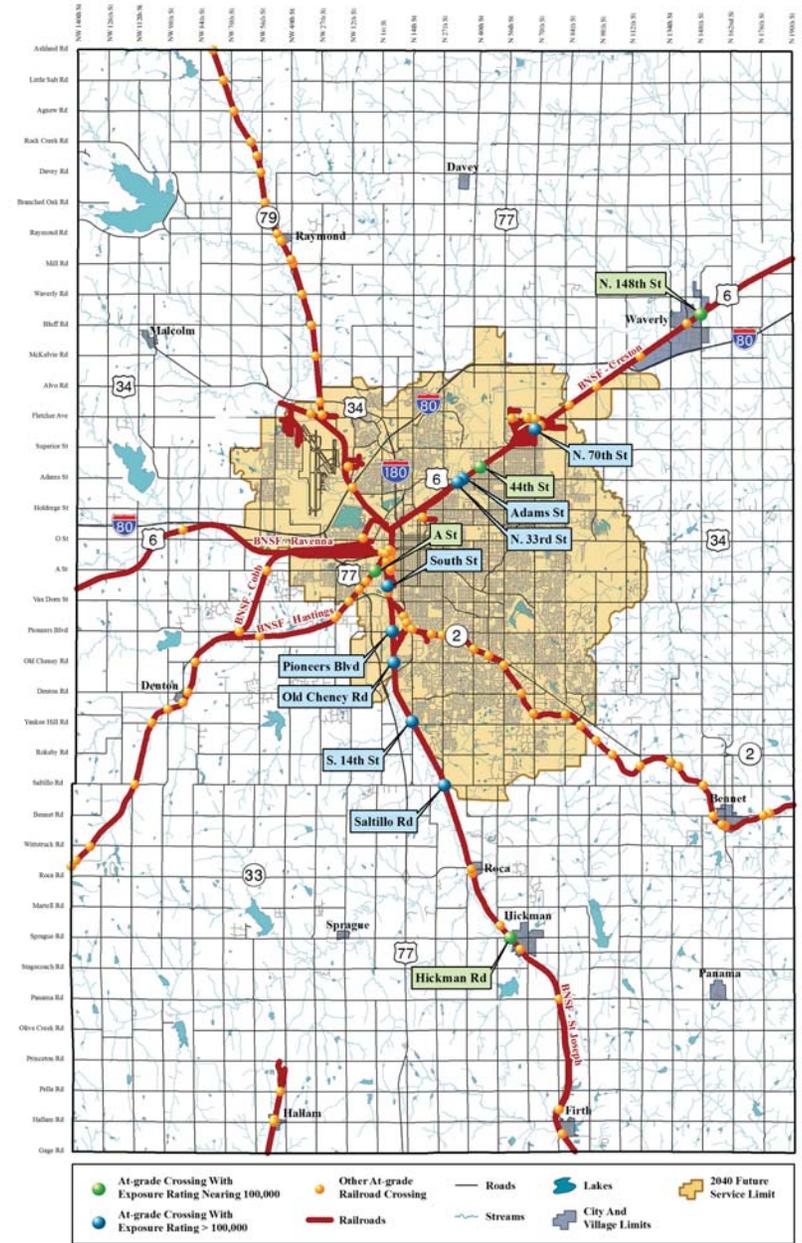
12

At-grade crossings with an exposure rating* above 50,000

8

At-grade crossings with an exposure rating* above 100,000

**Exposure rating =
Number of trains per day x
number of vehicle crossings per day*



Performance Based Planning

The vision for transportation in Lincoln and Lancaster County is a safe, efficient and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community.

Goals are the foundation of the Long Range Transportation Plan. Lincoln's transportation goals cover seven major categories:

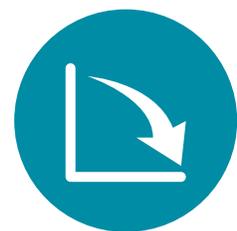
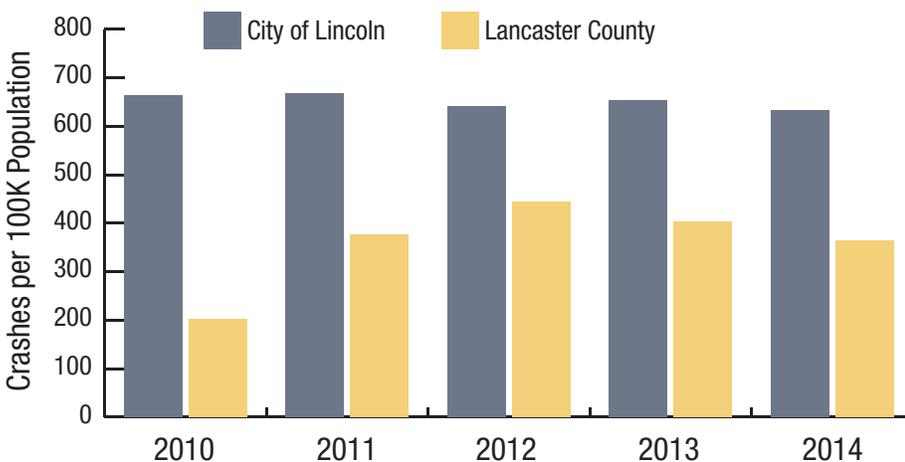
						
Maintenance	Mobility and System Reliability	Livability and Travel Choice	Safety and Security	Economic Vitality	Environmental Sustainability	Funding and Cost Effectiveness

This LRTP Update is a performance-based plan, which means Lincoln will use system-wide performance measures to track our progress toward meeting the transportation goals. The performance measures will help us better understand the impacts of transportation projects and programs.

Sample Performance Measure:

Injury and Fatal Crashes per Capita

Desired Trend:



Target: Maintain an injury/fatal traffic crash rate of no more than 850 crashes per 100,000 population.

You can read about the other system-level performance measures in the draft "Performance Measures" chapter of the LRTP Update.

Lincoln's Annual Transportation Budget

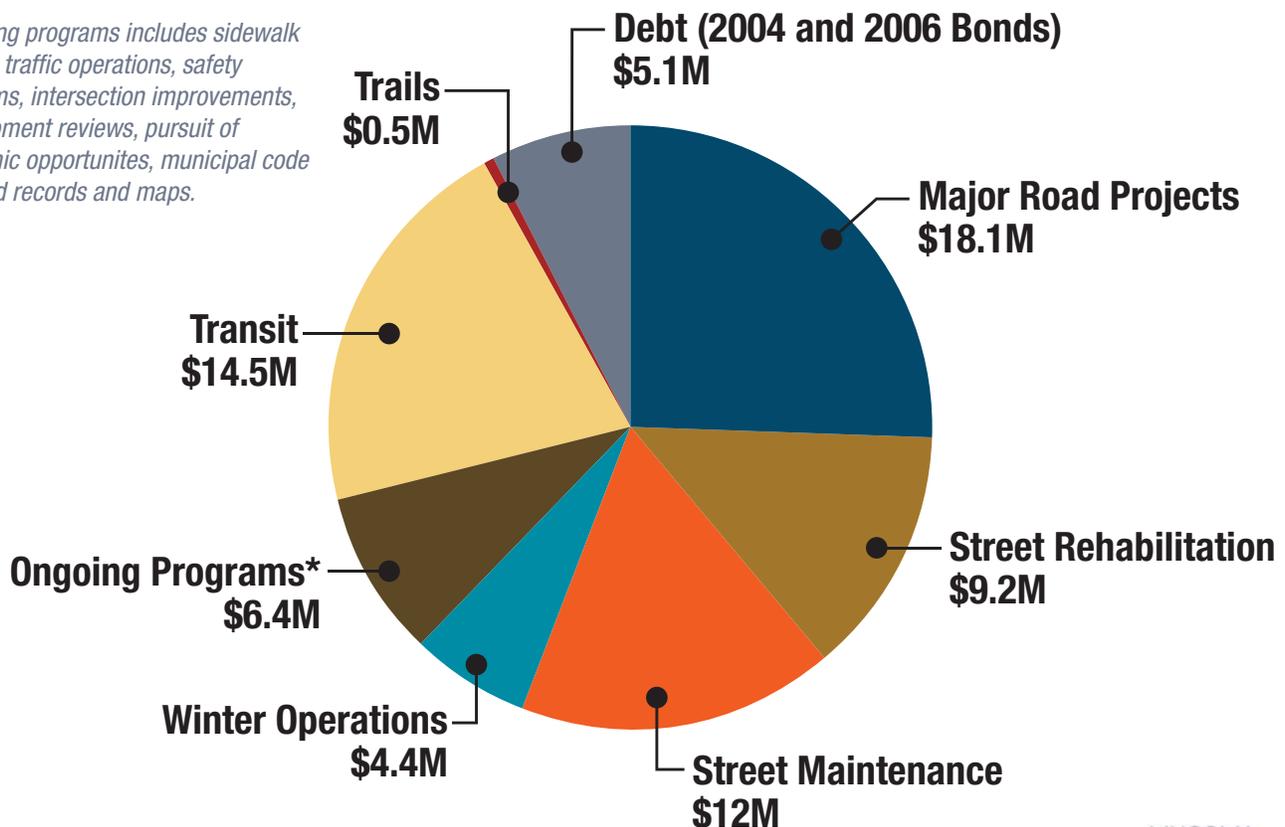
Transportation revenues come from:

- Highway Allocation (the state gas tax)
- Federal Funds
- Wheel Tax
- Impact Fees
- General Funds

Some of the revenues have restrictions and can only be used for certain types of projects. And because our needs exceed our revenues, we have to make tough choices about the way our transportation revenues are used.

Lincoln's annual budget for transportation is approximately \$70 million. This chart shows how Lincoln's annual budget for transportation is currently allocated:

**Ongoing programs includes sidewalk repairs, traffic operations, safety programs, intersection improvements, development reviews, pursuit of economic opportunities, municipal code required records and maps.*



If you had \$50M to fund transportation improvements, how would you spend it?

Place your "Transportation Dollars" in the buckets that represent the different needs of our transportation system. You can write on the back of your "Transportation Dollars" if you have specific ideas about how you would spend them.



Construct new trails and bike facilities



Rehabilitate sidewalks



Expand and improve transit services



Technology solutions to reduce congestion and delays (e.g., traffic signal coordination)



Build new streets and highways



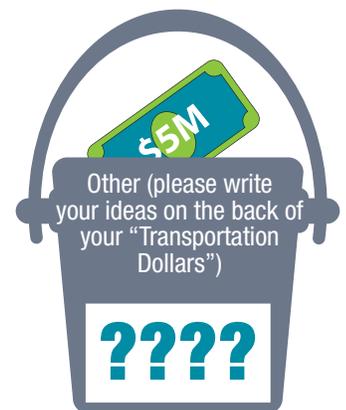
Widen existing streets (e.g., widen from 2 lanes to 3 lanes)



Make safety improvements (e.g., intersection improvements, roundabouts)



Maintain existing streets (e.g., fix potholes and resurfacing)



Other (please write your ideas on the back of your "Transportation Dollars")

?????

Projects Needs

The Long Range Transportation Plan prioritizes **Roadway Capital Projects** and **Trail Projects**. Other projects are prioritized through separate processes.

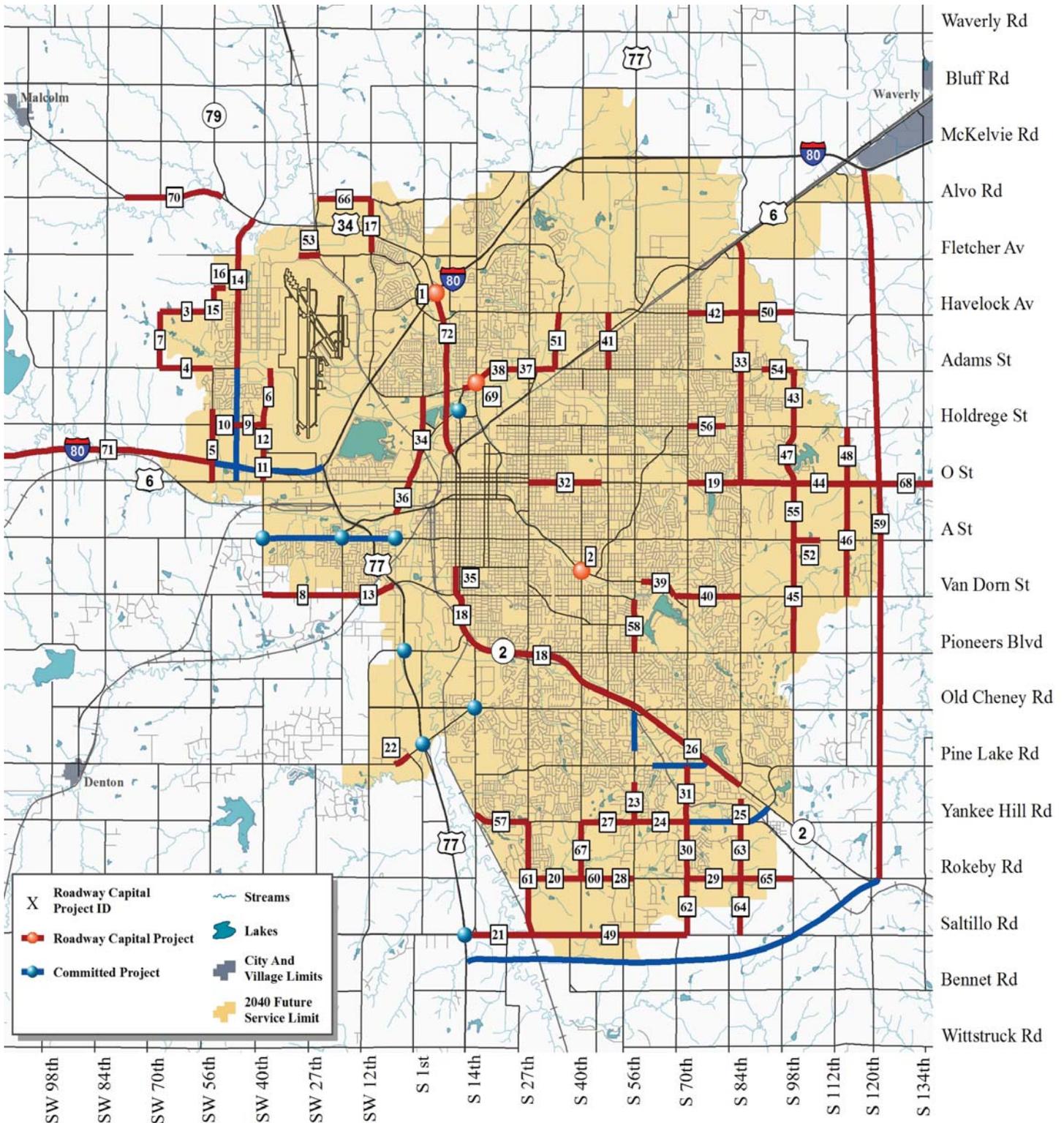
Tell us which 6 Roadway Capital Projects are most important to you by placing your ORANGE dots next to those projects.

Tell us which 3 Trail Projects are most important to you by placing your BLUE dots next to those projects.

There are many other project and program needs in Lincoln and Lancaster County that will be a part of the LRTP Update:

- Bicycle and Pedestrian improvements
(as described in the Bicycle and Pedestrian Capital Plan)
- Bus route changes (as described in the Transit Development Plan)
- County projects
- Intersection improvements and safety projects
- Traffic operations
- Railroad crossing improvements
- Ongoing maintenance and rehabilitation

Roadway Capital Projects



NOTE: The "Committed" projects already have transportation funds associated with them.

Roadway Capital Projects

Place orange dots here	Project ID	Street Name	Description	Limits	Project Cost
	1	I-80	I-80 and I-180	Major interchange work	\$\$\$
	2	S. 40th St	Normal Blvd and South St	Major intersection work	\$
	3	W. SUPERIOR St	NW 70th Street to NW 56th Street	2 lanes + turn lanes	\$
	4	W. ADAMS St	NW 70th Street to NW 56th Street	2 lanes + turn lanes	\$
	5	NW 56TH St	W. Partridge Lane to W. "O" Street	2 lanes + turn lanes	\$
	6	NW 38TH St	W. Adams Street to W. Holdrege Street	2 lanes + turn lanes	\$
	7	NW 70TH St	W. Superior Street to W. Adams Street	2 lanes + turn lanes	\$
	8	W. VAN DORN St	SW 40th Street to Coddington Avenue	2 lanes + turn lanes	\$\$\$
	9	W. HOLDREGE St	NW 48th Street to NW 40th Street	2 lanes + turn lanes	\$
	10	W. HOLDREGE St	NW 56th Street to NW 48th Street	2 lanes + turn lanes	\$
	11	NW 40TH St	W. Vine Street to US-6, including I-80 Overpass	Overpass	\$\$\$
	12	NW 40TH St	W. Holdrege Street to W. Vine Street	2 lanes + turn lanes	\$
	13	W. VAN DORN St	Coddington Avenue to US-77	2 lanes + turn lanes	\$
	14	NW 48TH St	US-34 to Adams	2 lanes + turn lanes	\$\$\$
	15	NW 56TH St	W. Cummings Street to W. Superior Street	2 lanes + turn lanes	\$
	16	W. CUMINGS St	NW 56th Street to NW 52nd Street	2 lanes + turn lanes	\$
	17	NW 12TH St	W. Alvo Road to Fletcher Avenue , US 34 Overpass	2 lanes + turn lanes + overpass	\$\$\$
	18	NEBRASKA HWY 2	Van Dorn Street to Old Cheney Road	6 lanes + turn lanes	\$\$\$
	19	O St (US-34)	Wedgewood Drive to 98th Street	6 lanes + turn lanes	\$\$\$\$
	20	ROKEBY Rd	S. 27th Street to S. 40th Street	2 lanes + turn lanes	\$
	21	SALTILLO Rd	Hwy 77 to S. 27th St	2 lanes + turn lanes	\$
	22	DENTON Rd	Amaranth Ln to S. Folsom St	2 additional lanes	\$
	23	S. 56TH St	Thompson Creek Boulevard. to Yankee Hill Road	4 lanes + turn lanes	\$
	24	YANKEE HILL Rd	S. 56th Street to S. 70th Street	4 lanes + turn lanes	\$\$\$
	25	S. 84TH St	Amber Hill Road to Yankee Hill Road	4 lanes + turn lanes	\$
	26	NEBRASKA HWY 2	Old Cheney Road to S. 84th Street	6 lanes + turn lanes	\$\$\$\$
	27	YANKEE HILL Rd	S. 40th Street to S. 56th Street	4 lanes + turn lanes	\$\$\$
	28	ROKEBY Rd	S. 48th Street to S. 56th Street	2 lanes + turn lanes	\$
	29	ROKEBY Rd	S. 70th Street to S. 84th Street	2 lanes + turn lanes	\$
	30	S. 70TH St	Yankee Hill Rd to Rokeby Rd	2 lanes + turn lanes	\$
	31	S. 70TH St	Pine Lake Road to Yankee Hill Road	4 lanes + turn lanes	\$\$\$
	32	O St (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	6 lanes + turn lanes	\$\$\$\$
	33	N. 84TH St	US-6 to US-34	6 lanes + turn lanes	\$\$\$\$
	34	US-6 (SUNVALLEY)	Corn. Hwy (US-6) to W. O St.(US-6)	4 lanes + turn lanes + overpass	\$\$\$\$
	35	S. 9TH St	Van Dorn St to South St	3 + turn lanes	\$
	36	SUN VALLEY Blvd	W. O St to Rosa Parks Wy	4 + turn lanes and RR overpass	\$\$\$\$
	37	CORNHUSKER (US-6)	N. 20th Street to N. 33rd Street	6 lanes + turn lanes	\$\$\$
	38	CORNHUSKER (US-6)	N. 11th St to N. 20th St	6 lanes plus turn lanes	\$\$\$
	39	NORMAL Blvd	S. 58th Street to Van Dorn Street	4 lanes + turn lanes	\$
	40	VAN DORN St	Normal Boulevard to S. 84th Street	4 lanes + turn lanes	\$\$\$
	41	N. 48TH St	Adams St to Superior St	4 lanes + turn lanes	\$\$\$
	42	HAVELOCK Ave	N. 70th Street to N. 84th Street	2 lanes + turn lanes	\$
	43	N. 98TH St	Adams Street to Holdrege Street	2 lanes + turn lanes	\$
	44	O St (US-34)	84th Street to East Beltway	4 lanes + turn lanes	\$\$\$\$
	45	S. 98TH St	A Street to Pioneers Boulevard	4 lanes + turn lanes	\$\$\$
	46	S. 112TH St	US-34 to Van Dorn Street	2 lanes + turn lanes	\$\$\$
	47	N. 98TH St	Holdrege St to O St	2 additional lanes	\$
	48	N. 112TH St	Holdrege Street to US-34	2 lanes + turn lanes	\$
	49	SALTILLO Rd	27th Street to 70th Street	2 lanes + turn lanes	\$\$\$
	50	HAVELOCK Ave	N. 84th St to N. 98th St	2 lanes plus turn lanes	\$
	51	N. 33RD St	Cornhusker Hwy to Superior St	4 lanes plus turn lanes & bridge	\$\$\$
	52	A STREET	S. 98th St to 105th St	2 lanes plus turn lanes	\$
	53	W. FLETCHER Ave	NW 31st St to NW 27th St	2 lanes plus turn lanes	\$
	54	ADAMS St	N. 90th St to N. 98th St	2 lanes plus turn lanes	\$
	55	S. 98TH St	US 34 (O St) to A St	4 lanes + turn lanes	\$\$\$
	56	HOLDREGE St	N. 70th St to N. 80th St	4 lanes + turn lanes	\$
	57	YANKEE HILL Rd	S. 14th St to S. 27th St	4 Lanes + turn lanes	\$\$\$
	58	S. 56TH St	Van Dorn St to Pioneers Blvd	4 lanes + turn lanes	\$\$\$
	59	EAST BELTWAY	Nebraska Hwy 2 to I-80	New 4 lane divided highway	\$\$\$\$
	60	ROKEBY Rd	S. 40th St to S. 48th St	2 lanes + turn lanes	\$
	61	S. 27TH St	Yankee Hill Rd to Saltillo Rd	4 lane realignment	\$\$\$
	62	S. 70TH St	Rokeby Rd to Saltillo Rd	4 lanes + turn lanes	\$\$\$
	63	S. 84TH St	Yankee Hill Rd to Rokeby Rd	4 lanes + turn lanes	\$\$\$
	64	S. 84TH St	Rokeby Rd to Saltillo Rd	4 lanes + turn lanes	\$\$\$
	65	ROKEBY Rd	84th St to 98th St	2 lanes + turn lanes	\$
	66	W. ALVO Rd	NW 27th Street to Tallgrass	2 lanes + turn lanes	\$
	67	S. 40th St	Yankee Hill Rd to Rokeby Rd	4 lanes + turn lanes	\$\$\$
	68	O St (US-34)	East Beltway to east county line	4 lanes + turn lanes	\$\$\$\$
	69	N. 14TH St	US-6 Cornhusker Highway	Interchange	\$\$\$
	70	US 34	N79 to Malcolm Spur	4 lanes + turn lanes	\$\$\$
	71	I-80	Pleasant Dale to NW 56th Street	6 lanes + bridges	\$\$\$\$
	72	I-180	I-80 to US-6	Reconstruction + bridges	\$\$\$\$

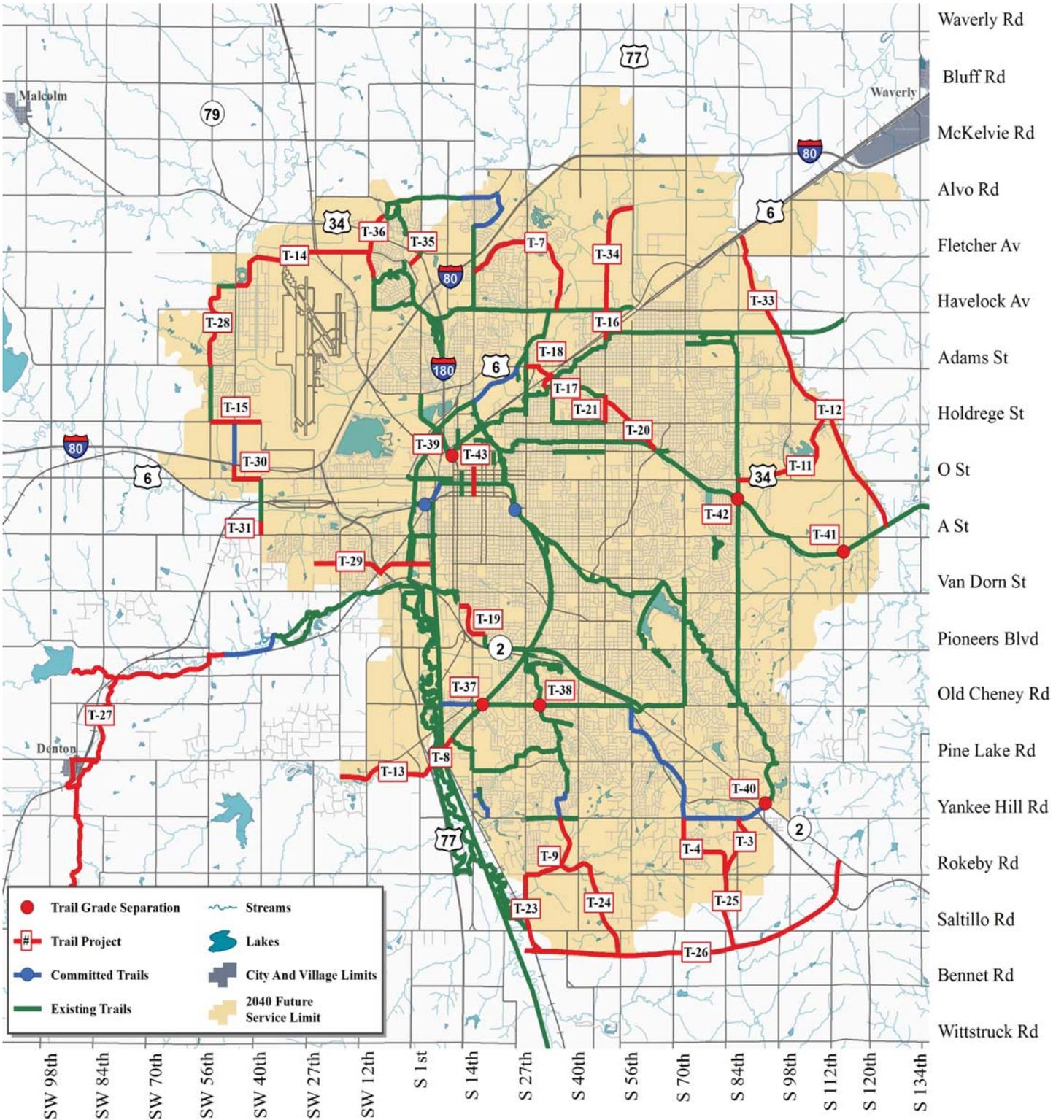
\$ = Less than \$5M

\$\$ = \$5M - \$10M

\$\$\$ = \$10M - \$25M

\$\$\$\$ = More than \$25M

Trail Projects



NOTE: The "Committed" projects already have transportation funds associated with them.

Trail Projects

Place blue dots here	Project ID	Trail Name	Limits	Cost
	T-3	Woodlands	Jensen Park to Rokeby Rd	\$
	T-4	Woodlands	Rokeby Rd to 70th St to Yankee Hill Rd	\$
	T-7	Landmark Fletcher	33rd St & Superior St to 14th St & Fletcher Ave	\$\$\$
	T-8	Rock Island Connection	Viaduct over BNSF in Wildness Park	\$\$\$
	T-9	Wilderness Hills	Yankee Hill Rd to Rokeby Rd	\$\$\$
	T-11	Waterford	84th to Stevens Creek	\$\$
	T-12	Stevens Creek	Murdock trail to Mo Pac trail	\$\$\$\$
	T-13	Cardwell Branch Trail	Hwy 77 to Prairie Creek	\$\$
	T-14	Air Park Connector - Fletcher Ave	N. 1st St to NW 48th St	\$\$
	T-15	W. Holdrege Street Trail	NW 40th St to NW 56th St	\$
	T-16	N. 48th St Trail	Murdock Trail to Superior St	\$
	T-17	N. 33rd St & Adams St	Murdock trail to Cornhusker Hwy	\$
	T-18	Deadmans Run Trail	N. 33rd St to Salt Creek	\$
	T-19	10th Street Trail	Van Dorn St to 17th St/Burnam St	\$
	T-20	Deadmans Run Trail	48th St to Mo Pac Trail	\$
	T-21	East Campus Trail	Leighton St to Holdrege St	\$
	T-23	27th St Connector	Rokeby Rd to South Beltway	\$
	T-24	56th Connector	Rokeby Rd to South Beltway	\$\$\$
	T-25	84th Connector	Rokeby Rd to South Beltway	\$
	T-26	South Beltway Trail	27th St to Hwy 2	\$\$\$\$
	T-27	Prairie Corridor Trail	SW 56th to Saltillo Rd	\$\$\$\$
	T-28	NW 56th	Adams to NW 56th to Havelock	\$\$
	T-29	South Street	SW 27th to Jamaica	\$\$
	T-30	O Street	SW 40th St to SW 48th St	\$
	T-31	SW 40th Street	A St to F St	\$
	T-33	Stevens Creek	Murdock trail to Hwy 6	\$\$
	T-34	N. 48th St	Havelock to N. 56th St	\$\$
	T-35	N. 1st St	N. 1st St crossing of Hwy 34	\$\$\$
	T-36	NW 12th St	NW 10th St to crossing of Hwy 34 to Aster	\$\$
	T-37	Rock Island	Grade separated crossing of Old Cheney	\$\$\$
	T-38	Tierra Williamsburg	Grade separated crossing of Old Cheney	\$\$\$
	T-39	10th Street	Grade separated crossing	\$\$\$
	T-40	Hwy 2 & Yankee Hill	Grade separated crossing	\$\$\$
	T-41	Mo Pac Trail	Grade separated crossing of 112th	\$\$\$
	T-42	Mo Pac Trail	Grade separated crossing of 84th	\$\$\$
	T-43	14th Street Protected Bikeway	K Street to R Street	\$\$\$

\$ = Less than \$0.5M

\$\$ = \$0.5M - \$1M

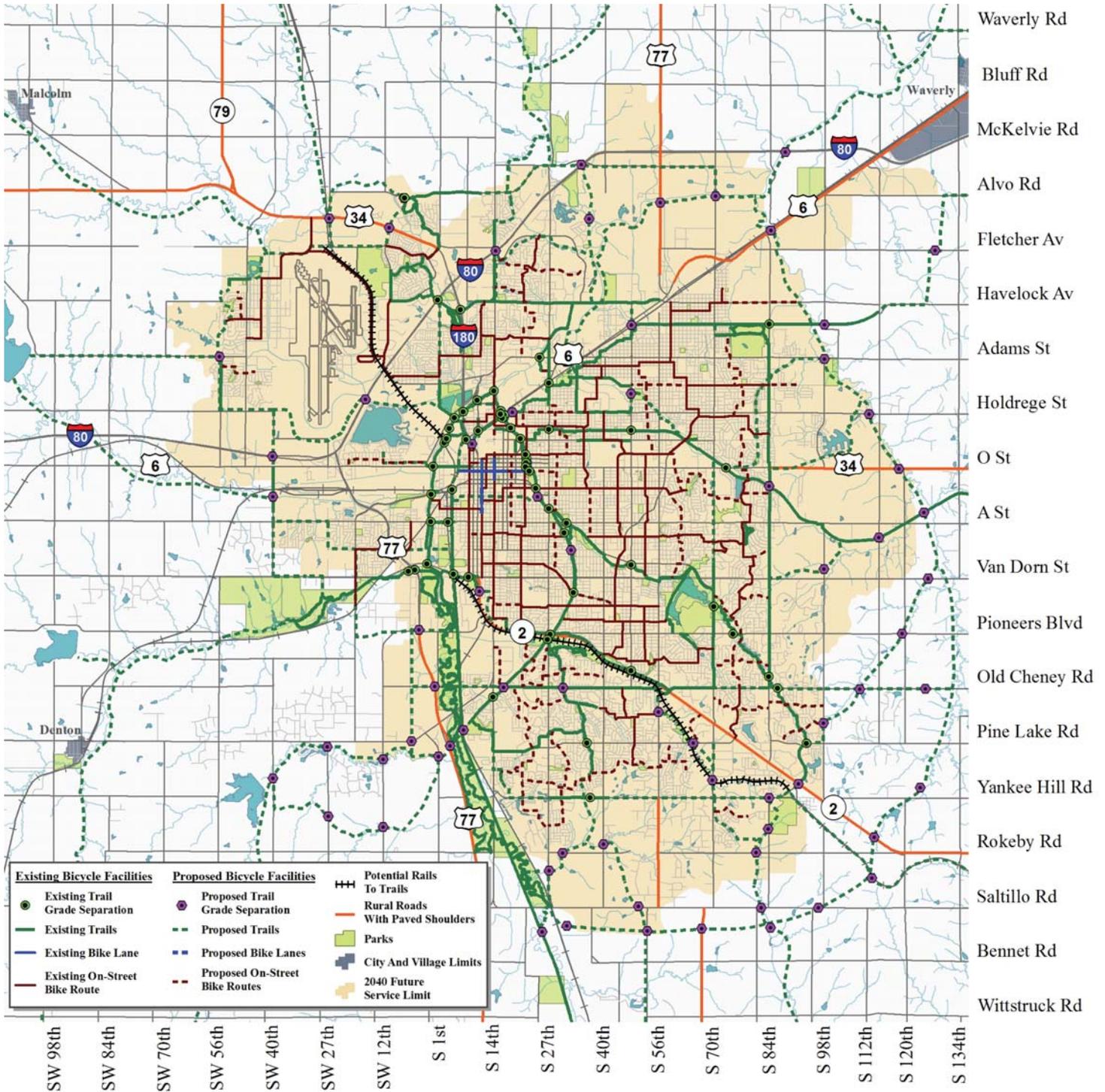
\$\$\$ = \$1M - \$2M

\$\$\$\$ = More than \$2M





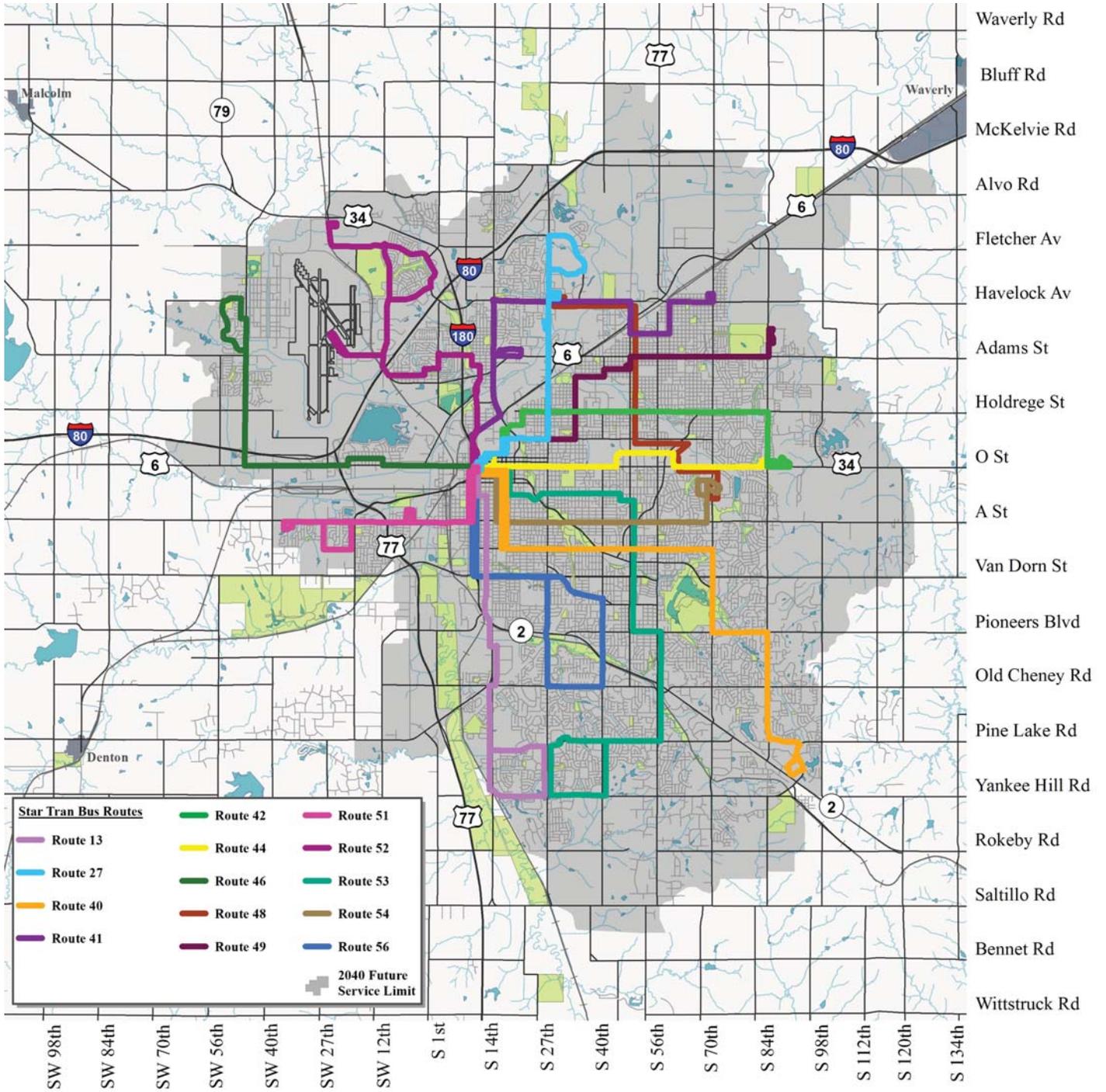
Proposed Bicycle Network



SOURCE: Bicycle and Pedestrian Capital Plan (2013)



Future Transit System



County Roadway Projects

