

Lincoln MPO Long Range Transportation Plan

PHASE 1 OUTREACH

HIGHLIGHTS

September – October 2020

Community input provides meaningful context and background information that is used to inform the development and implementation of the Long Range Transportation Plan (L RTP). Including the public in this process ensures the plan represents the current and future transportation and mobility needs for the region. The L RTP project team has used a number of strategies to gather community input. Directed health measures and public perceptions about in-person meetings had a strong influence on public outreach strategies used for this plan.

The development of the L RTP will be informed by community input during three phases of public engagement and outreach:

1

Values, Issues, and Trends

How does the transportation plan capture the goals, address the challenges and accommodate the trends that are important to the community?

2

Trade-Offs, Strategies and Priorities

How can the transportation plan recommend decisions between projects and strategies that maximize the outcomes from the anticipated funding available?

3

Outcomes and Validation

What is the recommended plan and does it reflect the needs and values of the community?

The first phase of community outreach for the L RTP development process began in June 2020 with the launch of a public website, www.LRTPLincolnMPO.com. The social media presence of the 2050 Comprehensive Plan and a municipal press release were the first lines used to promote the new website. The website provided the first opportunity for the community to learn about the L RTP process, history of transportation planning, recent outcomes achieved through transportation planning and contact information for receiving updates about the current planning process. The website also provided the opportunity for the public to provide comments and ideas about transportation improvements.

A variety of public input strategies were used to expand the number and diversity of public input received through October 2020. Social media, virtual meetings, and focus groups culminated with a 2050 L RTP Phase 1 public survey. These combined efforts helped to capture the public perception of goals, issues and trends.

Highlights of the community input received during the Phase 1 activities are summarized on the following pages. Records of public input received throughout the project will be provided in the final L RTP as an appendix.

Lincoln MPO Long Range Transportation Plan

ENGAGEMENT TOOLS

SUMMARY

Project Website and Social Media

The LRTP website was launched on June 2, 2020. The site provided helpful information and historical context for transportation planning, answers to frequently asked questions, an overview of the schedule with links to public materials, access to the Social Pinpoint comment wall and pin map as well as contact information and links to social media pages of the City of Lincoln and Lancaster County Engineering. Social media awareness was coordinated with the Lincoln/Lancaster County Planning Department Comprehensive Plan update. A Facebook post provided a direct link to the website and raised awareness for the upcoming Phase 1 public outreach. Beginning September 21st and continuing weekly, the same Facebook page was used to post topical encouragement for accessing the recorded virtual meeting and complete the online survey. These links were liked and shared by members of the public including members of the Focus Groups and attendees of public meetings described by this summary. To round out the Comprehensive Plan and LRTP media integration for Phase 1 public outreach, the Late Afternoon Show with David Cary, planning director for Lincoln hosted a transportation discussion with the project consultant.

Social Pinpoint

The project website hosted two opportunities for the public to have open ended comments and ideas about transportation. The community was asked to provide their comments as digital sticky notes and their ideas for locations where specific considerations should be made. This input informs the development of the LRTP Current and Future Conditions Report, goals, and recommendations for potential projects. The Social Pinpoint digital platform resulted in 25 comments with online discussion and more than 50 locations.

Community Presentations

The 2050 LRTP Phase 1 Public Outreach was conducted during the height of Covid-19 community responses and directed health measures. The planning process incorporated virtual strategies intended to get the word out to a motivated group of community representatives and leaders. A series of live meetings and one virtual meeting helped to engage the community of Lincoln early and widen the range of the community that received updates about the LRTP.

Focus Groups

A series of 10 focus group meetings was facilitated as small group virtual conversations with members of the community. Invitations to participate were extended to 138 members of the community. The presented materials were designed to be interactive and promote a discussion about the proposed goals, ease of travel, anticipated challenges and potential strategies that could be considered to accomplish goals.

Public Survey

Community input about transportation is provided to help inform the development and implementation of the LRTP, ensuring the plan meets the current and future transportation and mobility needs of the entire community. The Phase 1 outreach public survey was launched on September 21, 2020 and the English version was translated for Spanish speaking individuals. A broad contact list was asked to visit the LRTP website, consider the information presented in the virtual meeting and/or complete the survey online. A four-week social media push was used to keep attention on the survey opportunity. By October 20th, the online survey had been completed by more than 235 community representatives.

Lincoln MPO Long Range Transportation Plan

PHASE 1 : SOCIAL PINPOINT COMMENTS

SUMMARY

Social Pinpoint

The project website hosted two opportunities for the public to have open ended comments and ideas about transportation. The community was asked to provide their comments as digital sticky notes and their ideas for locations where specific considerations should be made.

This input informs the development of the LRTP Current and Future Conditions Report, goals, and recommendations for potential projects. The Social Pinpoint digital platform resulted in **25 comments with online discussion and more than 50 locations**. Contact information emails were captured with each comment to ensure these individuals were invited to the Phase 1 virtual meeting and public survey.

Comment Wall

The online comment wall offered community members an opportunity to express their ideas about important transportation themes for the LRTP. A wide range of comments were shared to spur more ideas and conversation within the community. The comment wall discussion is summarized in this section.

TRANSPORTATION MODE

“Buses, buses, buses! More of them, more frequent, more routes, more hours especially at night and on weekends, distributed throughout every part of town.”

Improve public transportation system to make it convenient and economical rather than a last resort.

Move away from routing every bus to the downtown area.

Expand public options for ride share that is not on fixed routes.

Connect major hubs of activity to reliable and frequent bussing.

Connect public transit to a rapid transit connection between Lincoln and Omaha.

Increase frequency of buses to increase use and utility as a reliable options.

Take action to incorporate car sharing as a service into transportation decisions.

Autonomous vehicles are not too far off and connecting autonomous vehicles and transit is recommended.

Plan for downtown/inner ring streetcar and associated TOD (transit oriented development) districts to allow the density to support it in the long run.

Coordinate construction projects to find more efficiencies to reduce congestion.

Consider changes that can be made to downtown corridors to make them safe and inviting for pedestrians and not just cars and trucks.

TRANSPORTATION CHALLENGE

Pave the unpaved roads within the City.

Consider decisions that make transportation easier for people with disabilities.

TRANSPORTATION SAFETY

- ▶ Maintain bicycle infrastructure and road conditions to reduce potholes and obstructions.
- ▶ Continue to make improvements to traffic operations where speed limits are highest in the community.
- ▶ Roundabouts provide greater safety with reduced severity of crashes and should continue in new growth areas to lower long term infrastructure costs.

TRANSPORTATION PRIORITIES

- ▶ Make transit reliable for 3rd shift workers.
- ▶ Improve communication about transit route changes to passengers as the current tracking system is unreliable.
- ▶ Don't prioritize the roundabout at 14th/Old Cheney/Warlick if it's not providing resolution to actual safety risks.
- ▶ Begin working on the East Bypass now!
- ▶ Prioritize public transportation and bicycle transportation to support community growth and protect the environment.

Pin Map Results

The pin map comments were organized around each theme and are summarized below for review.

28 Bicycle/Pedestrian Pins

A range of comments were provided for bicycle and pedestrian project locations. The City of Lincoln On-Street Bike Plan includes projects and policies related to many of these locations which are grouped below and are followed by pin comments that are not addressed by the Bike Plan.

Crossing 9th/10th near Van Dorn:

The Highway 2 corridor in this area presents a barrier to east/west bike and pedestrian traffic. A connection is desired between the Bison and Boosalis Trails. The bike plan includes a group of projects in the area to provide shared lanes and improve signing and marking. A pedestrian signal at the intersection of High Street and NE Highway 2 and a sidewalk widening on Van Dorn between Bison Trail and South 11th are key improvements to help address these comments.

Airpark/Airport Area Circulation:

Public comments continue to suggest the need to improve bicycle circulation around Airpark and providing safe connectivity to the larger trails network throughout Lincoln. The bike plan includes a group of projects that will provide support of these ideas including NW 48th Street, West Adams, West Cornhusker Hwy and Airport Road/Fletcher Avenue sidepaths, West Dawes Avenue and West Seward Street Shared Lanes.

Southwest Lincoln Circulation:

As development pressures grows southwest of Lincoln, public comments also encourage planning ahead for bicycle commuting corridors with safe infrastructure. Sidepaths along West Pioneers Boulevard, South Folsom Street, and Old Cheney Road included in the bike plan will support planned development progression.

Other Bike Plan Projects:

The Lincoln On-Street Bike included 157 projects needed to realize the vision of advancing a citywide low-stress bicycle network. Project priorities were placed on connecting the network and providing the lowest stress level reasonably feasible. As demand increases and funds become available, some on-street bike facilities are anticipated to evolve. Public comments about access to downtown from 14th Street, crossing Normal Boulevard at Sumner, crossing 9th/10th at T Street, downtown and campus infrastructure reflect the shared vision and projects or policies expressed in the bike plan.

28 Bicycle/Pedestrian Pins (continued)

Comments Not Addressed in Bike Plan:

Pin locations that were not addressed in the bike plan were reviewed to consider if they should be added to the project list.

- MoPac Trail crossing at 33rd Street
- MoPac Trail access to 48th Street
- MoPac Trail crossing at North Cotner Boulevard
- Vine Street bike lane markings on UNL Campus
- Traffic Control at Randolph Street and Billy Wolff Trail
- Pedestrian crossing at North Antelope Valley Parkway and R Street
- Pedestrian crossing at Highway 77 and West O Street
- Intersection improvements at Vine Street and 22nd Street
- J Street on-street bike route transition to a bike boulevard or lane

City/County Trails Network:

The Lincoln on-street bike network works in coordination with the urban multi-use trail network. Public comments encourage the City to provide the safest possible intersection crossings where these trails intersect City streets. Expanding the trails network into the County was also encouraged connecting existing trails to communities outside of Lincoln.

County Bicycle Circulation:

Some public input was also provided that called attention to the use of multi-use trails, gravel roads and paved shoulders in the County for bicycle recreation and some commuting. Preservation of corridors for county trails continues as the county plans for growth. Connectivity for bicycles is provided across the South Beltway at key locations. County design standards for paved shoulders and multi-use limestone sidepaths are shared for further consideration.

14 Traffic Pins

Improve North/South Capacity:

The public comments related to movement of north and south traffic were consistent with previous plan updates. Recommendations from the public ranged from widening cross sections along north and south 27th Street, connecting 33rd Street thru Capital Parkway, and matching cross sections along North Antelope Valley Parkway between R and Vine Streets.

Provide Intersection Improvements:

Public input helped identify possible intersection modifications that could be considered to improve operational capacity. Intersections recommended to evaluate ranged from North Antelope Valley Parkway at Vine Street to the adjustments that could address turning movements at 10th and High Streets. Operational improvements, such as signal timing, were encouraged to continue.

Improve Segment Efficiency:

The improvements that could be made to address roadway segment efficiency were also organized. Small improvements, such as configurations between Pioneers and Highway 2 at South 14th Street are scheduled for construction. More challenging suggestions focused on aging infrastructure challenges at North 29th Street, State Fair Park Drive and Cornhusker Highway or constrained right of way along O Street between 40th and 46th Streets.

14 Traffic Pins (continued)

National Highway System Coordination:

A few comments were provided that require coordination between multiple members of the MPO. An interchange with Interstate 80 at 14th Street was suggested and dueling comments were provided about completing the West Beltway segment Pioneers to Saltillo Road and the eventual need for an East Beltway connecting Highway 2 to Highway 6

12 Safety Pins

Accommodate Bicycle and Pedestrian Crossings:

Public comments focused on crossings that are used or desired to be used for bike/ped crossing. Many of these similar comments are addressed by Bike/Ped pins. Two intersections identified for addressing safe crossings included Vine Street at North Antelope Valley Parkway, Old Cheney Road at the Rock Island Trail Crossing and the users desire for safe crossing at Highway 2 and High Street.

Consider Reducing Posted Speeds:

Vehicle speed was identified as one safety concern the public considers. Suggestions were provided to study and possibly implement reduced speed of travel on Cornhusker Highway between 70th and Cotner as well as newly increased speeds on Highway 2 between 84th and 98th Streets.

Improve Intersections for Vehicle Safety:

Public comments identified some intersections that may be modified to improve safety. Intersections included 14th and Cornhusker, 9th and O Streets, 84th and O Streets, and Cornhusker and Havelock.

National Highway System Interchanges:

Growth to the northwest of Lincoln and increasing demand on Highway 34 and Fletcher raised some public concern for continued safety reduction. Intersections of I-80/I-180/Highway 34 and the intersection with Fletcher were recommended for considering improved interchanges for addressing the need for traffic safety.

6 Roadway Condition Pins

Provide Edge Growth Infrastructure:

As eastbound growth creates higher traffic counts, paving roadway infrastructure along 98th is encouraged.

Urban Paving:

Unpaved roadways within the City were identified and recommended for paving. Paving roads that also improve access to multi-use trails was a documented recommendation.

Roadway Condition and Configuration:

Public comments about roadway conditions that should be resolved sooner than later were recorded. The condition of South 56th Street between Van Dorn and South Street and R Street east of N 50th Street were specifically encouraged to be improved. Continued focus to improve the Vine Street intersection following improvements to 16th Street conversion to two way on UNL campus.

2 Transit Pins

Increase Density Adjacent to Highway 2:

Density was suggested as a way to increase ridership demands. Specific opportunities along Highway 2 were suggested to consider.

Lincoln MPO Long Range Transportation Plan PHASE 1: COMMUNITY PRESENTATIONS

SUMMARY

Community Presentations

The 2050 LRTP Phase 1 Public Outreach was conducted during the height of Covid-19 community responses and directed health measures. The planning process incorporated a range of virtual strategies intended to get the word out to a group of community representatives and leaders. A series of live meetings and one virtual recorded meeting helped to engage the community of Lincoln early and widen the range of the community that received updates about the LRTP. This summary provides a summary description of the key community presentations and expected outcomes.

Mayor's Neighborhood Roundtable

On August 10th, the agenda for this longstanding group included an update on the 2050 Comprehensive Plan and the 2050 LRTP. The attendees learned about the LRTP purpose, process and intended outcomes. The presentation included an encouragement for all attendees to let their neighborhoods know about the plan and how to provide public comments. A brief demonstration was made to show the group how to add a public comment and leave a pin map location comment on the LRTP website. The contacts included in this group were added to the distribution list for the Phase 1 Virtual Meeting and Survey.

2050 Comprehensive Plan Community Committee

On August 27th, the agenda for the Comprehensive Plan Community Committee included an update on the 2050 LRTP. The information shared with this group focused on the proposed goals of the LRTP, examples of land use scenarios that influence transportation decisions and a summary of the schedule for Phase 1 public outreach. This committee is an integrated part of the Comprehensive Plan outreach strategy and providing their input on the land use and transportation interactions was encouraged. Committee members were encouraged to support the public outreach process by providing comments and sharing about the input opportunities with the public.

Mayor's Advisory Committee on Transportation & Bicycle/Pedestrian Advisory Committee

The agendas for the August 27th Mayor's Advisory Committee on Transportation and the September 8th Mayor's Bicycle/Pedestrian Advisory Committee included an update on the 2050 LRTP. The information shared with these committees was similar to the Mayor's Neighborhood Roundtable. The ACT is focused on the transportation needs and funding for the City of Lincoln, and the BPAC is focused on the development of a comprehensive plan or bicycle/pedestrian network. Members of these committees were encouraged to support the public outreach process by providing comments and sharing about the input opportunities with the public.

Mayor's New Americans Task Force

On October 16th, the agenda for the Mayor's News American Task Force included an update on the 2050 LRTP. The information shared with the NATF was similar to the Mayor's Pedestrian/Bicycle Advisory Committee. This committee is focused on supporting New Americans in the City of Lincoln. Committee members were encouraged to support the public outreach process by sharing about the input opportunities with their respective organizations/communities.

Virtual Meeting

A virtual meeting was created for the public to hear information about the LRTP, learn about the planning process and access the public survey. The virtual meeting was hosted from September 21 to October 19, 2020. The virtual meeting was captured in sections that described the goals, modes, challenges and trends related to the LRTP. Each video segment provided a view of the survey section that would capture their thoughts on the topic. The recorded video sections provided a total of 20 minutes of recorded content. To accommodate the needs of Spanish-speaking population, a companion link was provided that translated the printed content into Spanish and demonstrated how to enable translated closed captioning on the YouTube recording.

A notification email was shared with all the contact list developed since Phase 1 public outreach began. The notification email sent to this group included a short description of the Virtual Meeting and Public Survey. A link was provided to the project website where both resources could be accessed. A digital fact sheet was provided as an attachment in English and Spanish to provide more background about the plan. Finally, draft language was provided in the email that could be used by anyone to copy and paste into an email for their own distribution group or posting on social media.

Lincoln MPO Long Range Transportation Plan PHASE 1 : FOCUS GROUPS

SUMMARY

Focus Groups

A series of 10 focus group meetings was facilitated as small group virtual conversations with members of the community. **Over 80 members of the community were invited to participate in one of the scheduled meetings.** The presented materials were designed to be interactive and promote a discussion about the proposed goals, ease of travel, anticipated challenges and potential strategies that could be considered to accomplish goals.

This document summarizes the results and input of the Focus Groups. The input will be used to inform the plan development as well as upcoming public outreach activities.

Focus Group categories included:

1 Development Community

2 Bicycle/Pedestrian Community

3 Freight Interests

4 Neighborhood Associations

5 Downtown Interests

6 Transit/Human Services

7 Institutions

8 Business Community

9 Healthy Living & Environmental Interests

10 Multicultural and Diversity Interests

Do the proposed goals reflect the community?

Each of the eight draft goals were described for the groups. This question asked the groups to assess how the goals reflected the community values they were representing. The average of all focus group scores (4.12 out of a possible 5) indicate that the goal represents the community slightly more than well. Once the survey responses were provided in real time, members of the group were asked to share some thoughts about why they entered their score. The comments were insightful and reflected a deep understanding of how Lincoln has grown and may grow in the future.

34%

VERY WELL

- “The new Transportation Equity goal is good. underserved areas need more effort to support an equitable transportation network as some areas are better served than others.”
- “The goals are overall well rounded and address the needs of the (multicultural) community.”

50%

WELL

- “This is a 30-year transportation plan. The MPO should consider that all of these goals are important, but some may be more important in the short term than others.”
- “Goals should reflect the need for active transportation needs to be met for more than recreation.”
- “Having these goals is helpful, but the process and affordability to reach them needs to be considered.”

11%

NEUTRAL

- “Recent progress has been made for street maintenance and sidewalk repair. The goals lead to positive outcomes, but more work is needed.”
- “The focus on compact and livable community may be someone’s vision, but is not reflected in Lincoln.”

4%

NOT WELL

- “The presumption of density being a desired goal should be challenged further.”
- “There is a lack of clarity how transportation manifests equity.”

1%

NOT WELL AT ALL

- “The goals are aspirational in nature, but don’t appear to reflect well how transportation decisions are actually being made.”

FOCUS GROUP SUMMARY

How each of the focus group ranked the eight goals is represented below. The public ranking of each goal is also provided to demonstrate how each focus group ranking compares to how the public perceives the importance of each goal. The average rankings shows mobility and system reliability was ranked most important by the focus groups. Phase 1 Public Survey responses are shown in the first column for comparison.

Goals Ranked by Focus Group

- Mobility and System Reliability

Safety and Security

Funding and Cost Effectiveness

Economic Vitality
- Maintenance

Livability and Travel Choice

Transportation Equity

Environmental Sustainability



Several key findings emerged in analyzing the focus group and public rankings of each transportation goal. Maintenance was ranked the most important goal to the public, which aligned with the neighborhood association, downtown interests, institutions, and the business community focus groups. Notably, the neighborhood association focus group aligned most closely with the rankings provided by the public.

Although mobility and system reliability had the highest ranking average among all goals, it was only ranked the most important goal by the multicultural and diversity focus group. Maintenance which had the second highest average ranking, was selected as the most important goal by five groups, more than any other goal.

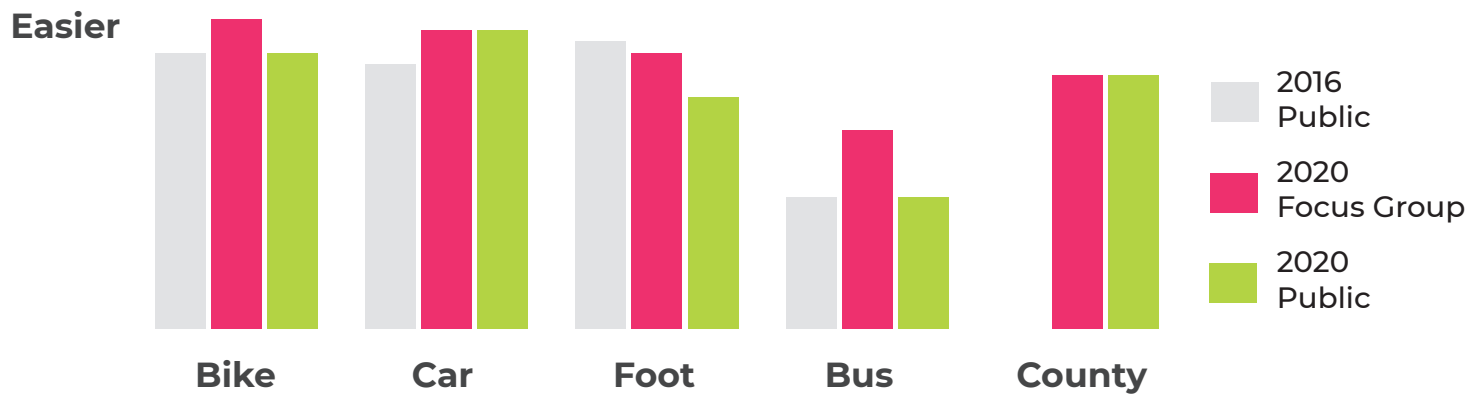
Transportation Equity ranked sixth among goals. Focus Group comments helped understand that by addressing other goals such as mobility, safety, livability and economic vitality, transportation equity can be achieved.

Understanding how each goal is valued by the focus groups provides insight into the needs of a community and the potential issues they face within the transportation network. Additionally, identifying particular and region-wide transportation gaps will allow the City of Lincoln and Lancaster County to improve upon the transportation system and better meet the needs of all users.

How easy is travel in and around Lincoln by mode and in the County?

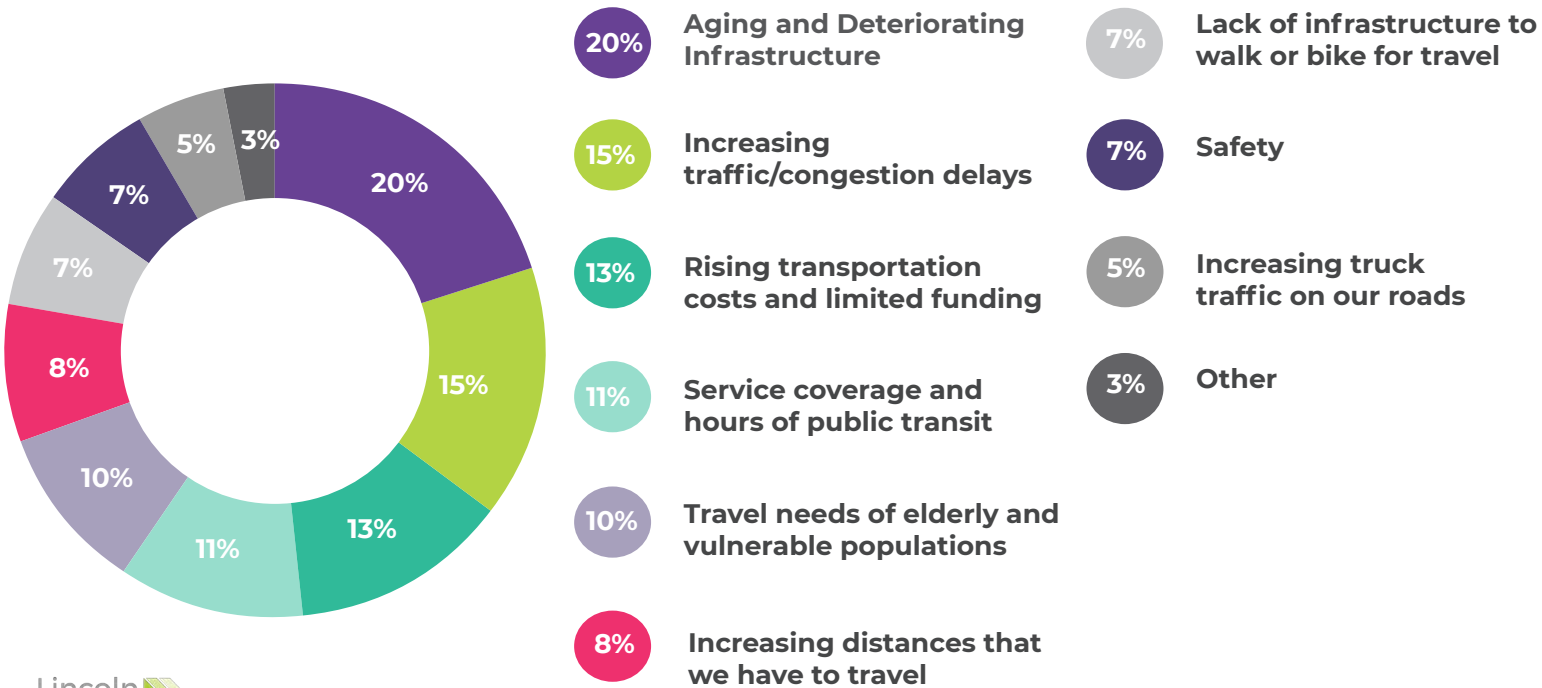
When the 2040 LRTP was being prepared by the Lincoln MPO, the first public survey asked about the ease of travel by mode. The same question was used for the 2050 LRTP and was asked of the Focus Group participants. Current perceptions of the ease of travel can be framed by personal experiences and common knowledge. The Focus Group participants were asked to answer the question from the perspective of community members they were asked to represent. The values returned from the public survey in 2016 and 2020 are shown for comparison.

Overall, traveling by personal vehicle or bike is perceived as easier than by foot. The City of Lincoln bicycle network was recognized as being very convenient and was rated with highest ease of transportation. Transit was rated as having the lowest ease of transportation. Participants were asked to rate the ease of travel outside the City of Lincoln. The groups expressed a lack of clarity how to answer that question but rated the ease of travel as moderately easy.



What are the most pressing challenges to be addressed by the LRTP?

Focus group participants were asked to select up to three pressing challenges from a list of options that represented the most pressing challenges that need to be addressed by the LRTP. All of the options received some votes. Having a good understanding of the range of challenges as well as how pressing the community perceives them helps with planning considerations and project identification.



What are the most pressing challenges to be addressed by the LRTP?

Aging and Deteriorating Infrastructure

“Lincoln keeps falling further and further behind the maintenance needed for existing infrastructure. Funding is not meeting the need for bridges, roadways and sidewalk maintenance.”

Rising transportation costs and limited funding

“We have an increasing number in our population that can’t afford access to a personal vehicle.”
“Design standards for infrastructure are increasing to exorbitant levels which drives up the cost of transportation for everyone.”

Service coverage and hours of public transit

“The days of only providing fixed routes and set schedules for transit seem to be coming to an end.”

Travel needs of elderly and vulnerable populations

“Bus schedules and appointment times don’t always connect.”
“When elderly and disabled lack access to transit services, they become restricted to certain parts of town and that hurts everyone.”

Increasing distances that we have to travel

“When businesses move away from the urban core, it hurts the residents that depend on it, but it also increases paving, increases miles traveled and increases congestion.”

Lack of infrastructure to walk or bike for travel

“I’m surprised by the lack of safe sidewalks that causes people to walk in the streets. Sidewalks are very important to quality of life in our neighborhoods.”

Other

“Nobody seems to stop to realize the negative impact of ever-increasing road noise on large arterial streets.”
“Lincoln residents have big city expectations for transit but also want front door parking everywhere, but when parking is convenient, transit isn’t very attractive”

What strategies would you employ to achieve the goals of the LRTP?

The final exercise that the Focus Groups were asked to complete was to provide feedback on strategies that could help accomplish the goals their group prioritized highest. Most groups were able to work through strategies for at least two goals and all eight goals were covered through the process of facilitating the 10 Focus Groups. The summary below organizes the ideas that were shared during these discussions.



Cost Effectiveness

- 1. Review and implement design standards that address stormwater, lane size, trails, culverts and right-of-way widths in a practical manner.
- 2. Direct local funding to local projects and retain federal funds for the major project.
- 3. Allow for flexibility in funding priorities over time.
- 4. Fund engineering services salaries with general fund dollars and eliminate paying for snow removal with wheel tax dollars.
- 5. Provide more upfront design to increase life span of structures.

Cost Effectiveness Total Strategies: 11



Economic Vitality

- 1. Integrate transit as an asset to development planning.
- 2. Prioritize existing corridor density to support population growth and business development
- 3. Prioritize growth areas for expansion of city limits.
- 4. Increased collaboration with private sector to maximize land use value, function, and integration of technology.
- 5. Distribute funding to all quadrants of the community that rely on a quality transportation network.

Economic Vitality Total Strategies: 24



Environmental

- 1. Encourage education and incentives that normalize alternative transportation for commuting to minimize carbon footprint and protect air quality.
- 2. Make investments that have lowest life-cycle costs and account for the true environmental costs of transportation on the environment.
- 3. Integrate infrastructure that supports a transition to electric mobility with fleet and transit vehicles.
- 4. Continue to improve quality, connectivity and access provided by the non-motorized transportation routes
- 5. Plan for walkable and bikeable neighborhoods with dense tree canopy.

Environmental Total Strategies: 23



Equity

- 1. Seek out and listen to all voices of the community to involve diverse community stakeholders in meaningful planning decisions from the beginning.
- 2. Provide more interline ticketing options, connected services and consider wider use of vouchers or free transit services city-wide.
- 3. Identify and remove connectivity and access gaps for sidewalks, trails and transit.
- 4. Protect services in the inner city as outward growth occurs.
- 5. Greater focus on quality infrastructure in aging neighborhoods and those with higher proportions of social disadvantages.

Equity Total Strategies: 25



Livability

- 1. Strengthen the complete streets policy and expand it into the county growth areas.
- 2. Provide multi-modal transportation options that support active living and access to services.
- 3. Test trial transportation innovations and new strategies quicker.
- 4. Incorporate more bike trails into new and existing neighborhoods for health and wellbeing.
- 5. Support the desired character of each neighborhood through well designed and maintained multi-modal transportation networks.

Livability Total Strategies: 37



Maintenance

- 1. Protect maintenance funding with user type fees or taxes to keep up with constant maintenance needs.
- 2. Use the materials and construction methods that will require the least maintenance over time.
- 3. Apply equal levels of transportation system maintenance to all areas of the city and county.
- 4. Apply prioritized levels of maintenance to improve the degraded condition of aging areas and areas where maintenance has been deferred because of limited funding.
- 5. Communicate about a defined maintenance plan with clear explanation of current and future costs.

Maintenance Total Strategies: 38



Mobility and Reliability

- 1. Continue to incorporate advanced mobility technologies that can improve operation, reduce congestion, support freight industry and increase personal mobility.
- 2. Map and eliminate gaps in the bike and pedestrian transportation network.
- 3. Increase the number of intermodal transfer hubs for transit user and connect a regional transit system with Omaha.
- 4. Increase frequency and weekly schedules for transit services that connect families to work (all shifts) and essential services.
- 5. Remove barriers to using transit related to language and low-income households.

Mobility and Reliability Total Strategies: 39



Safety and Security

- 1. Separate the modes within the on-street transportation network to the extent practicable
- 2. Reduce speed limits in residential neighborhoods and collectors.
- 3. Leverage available data to isolate and address the locations with most accidents.
- 4. Provide more improvements to sidewalk networks and pedestrian crossings.
- 5. Adopt a Vision Zero policy for all modes of transportation that can be used to evaluate future projects.

Safety and Security Total Strategies: 36

Lincoln MPO Long Range Transportation Plan

PHASE 1: PUBLIC SURVEY

SUMMARY

Public Survey

Community input about transportation is provided to help inform the development and implementation of the LRTP, ensuring the plan meets the current and future transportation and mobility needs of the entire community. The Phase 1 outreach public survey was launched on September 21, 2020 and the English version was translated for Spanish speaking individuals. A broad contact list was asked to visit the LRTP website, consider the information presented in the virtual meeting and/or complete the survey online. A four-week social media push was used to keep attention on the survey opportunity. By October 20th, the online survey had been completed by more than 235 community representatives. A summary of the information learned from the survey is provided below.

Goals

In the public survey a series of follow-up questions were asked to prompt respondents to provide further detail into why they prioritized and ranked the eight goals in the way they did. These responses provided a wide range of information. The results were all categorized in six key themes and showed that planning for a healthy, sustainable, and forward-looking city was something respondents wanted the goals to reflect and best described how they made decisions for which goals to prioritize. Reliability, collaboration between goals, and greater transportation accessibility closely followed as reasoning for the provided rankings.

In total, 135 responses were provided to the question about their reason for the goal ranking. Six key themes, that varied in detail and concern, emerged from the responses and are outlined below.

Goals were ranked in this order because:

- 28% It prioritizes planning for a healthy, sustainable, and forward-looking city
- 18% It prioritizes planning for a reliable transportation network
- 16% It prioritizes planning with a solid foundation for the transportation system and will lead to the success of all other goals
- 15% It prioritizes accessibility for all users of the transportation system and provides a greater focus to transportation equity
- 13% It prioritizes the need for safer and increased access to different mobility modes
- 10% It prioritizes the needed compromise between cost-effectiveness and transportation improvements

Transportation Modes

Survey responses indicated a relative ease of use for each mode of transportation (1 - very easy, 5 - very difficult). This survey question was asked in 2016 when the previous LRTP update was completed. Compared to the previous survey, perceptions about the ease of transportation have remained fairly consistent. The ease of travel by car was highest of all modes; improving from 2.6 in 2016 to 2.3 in 2020. Ease of travel for pedestrians showed the greatest decrease in perceived from 2.4 in 2016 to 2.9 in 2020. The ease of travel by bus and by bike have remained fairly steady between the two surveys. The reason for survey answers were most helpful in understanding how these relative ratings can be improved.

In total, 136 responses were provided to the question about their reason for the ease of travel ranking. Five major themes arose from the responses and are listed below.

Ease of travel was ranked in this order because:

- 34% Improvements are needed to balance all modes of transportation; some areas of the City have good bicycle/pedestrian options but lack transit connectivity
- 29% Improvements are needed for persistent road maintenance, operation/design, and capacity issues
- 17% Improvements are needed to address infrequent service, lack of shelters, and poorly designed routes which make transit difficult and time-consuming
- 11% Improvements are needed to increase connectivity and access across the City, specifically in being able to efficiently get across town
- 9% Improvements are needed for disconnected and missing bicycle/pedestrian trails and infrastructure

Transportation Challenges

When respondents were asked to provide more detail as to why they chose specific transportation challenges, the results showed a repeated pattern of concerns. This feedback was organized into three key themes that indicated greater interest in ensuring maintenance and sufficient capacity of existing infrastructure. Safer and more accessible ways to utilize other modal options and creating a city well-equipped to manage growth were mentioned frequently as well.

In total, 124 responses were provided to the question about their reason for selecting these challenges. Three primary reasons were consistently mentioned in responses and are highlighted below.

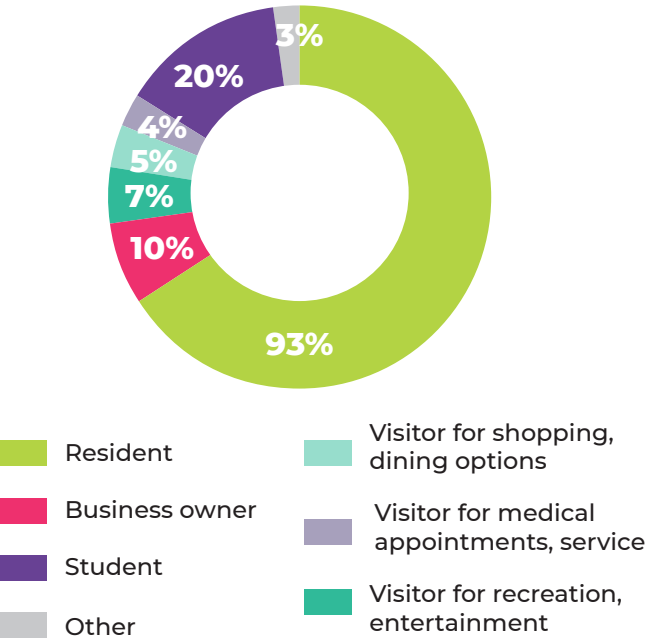
These challenges were selected because:

- 39% Ensuring maintenance and sufficient capacity of existing infrastructure is vital to the transportation network
- 33% Safer and more accessible ways to utilize other modal options are needed
- 28% Creating a city well-equipped to manage growth in a sustainable and inclusive way is important

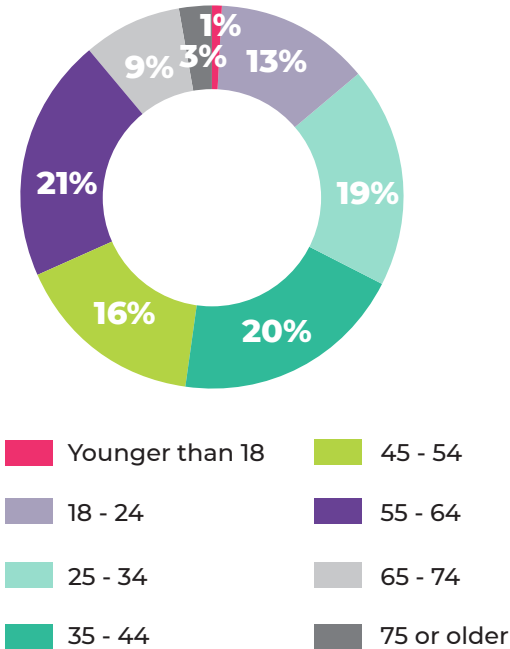
Who Completed the Survey?

Great effort went into the distribution of the public survey to ensure it was accessible to a wide variety of the Lincoln population. Information detailing respondent's affiliation with Lincoln or Lancaster County, age range, race and ethnicity, annual household income, and ZIP code data are represented here. Gathering an expansive range of comments and ideas is vital in being able to capture an accurate reflection of the diversity of transportation needs within Lincoln.

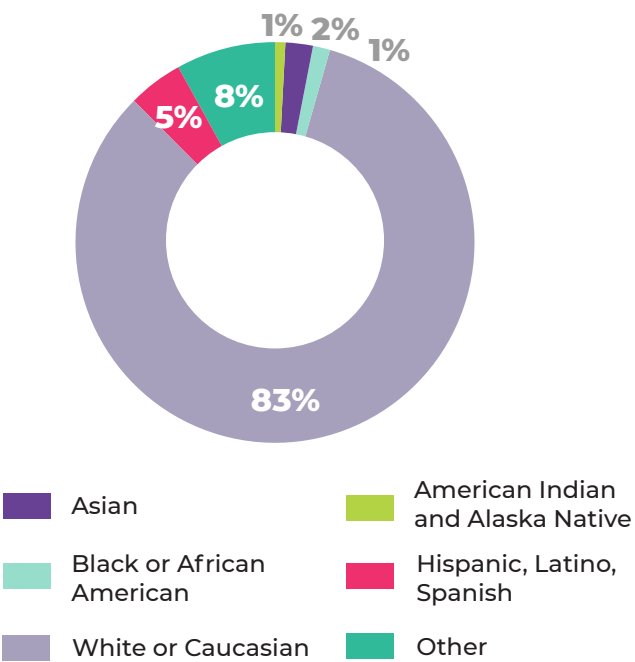
Affiliation with Lincoln or Lancaster County



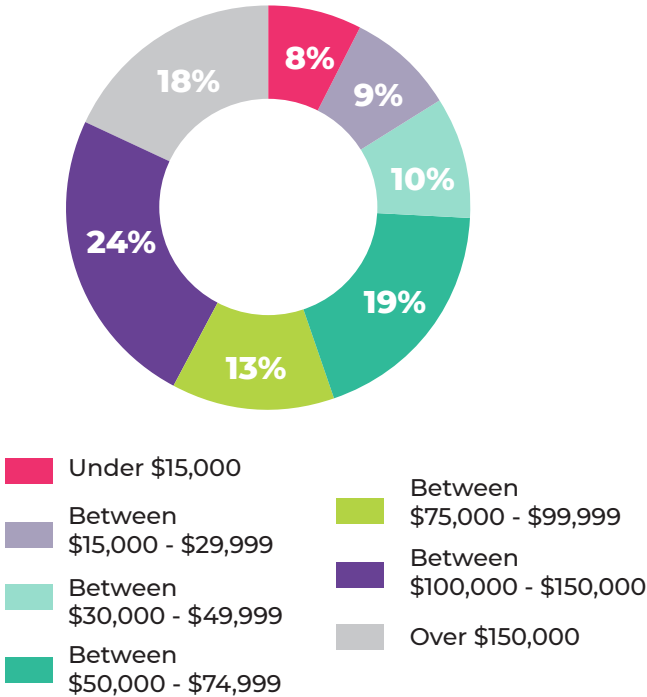
Age Range of Respondents



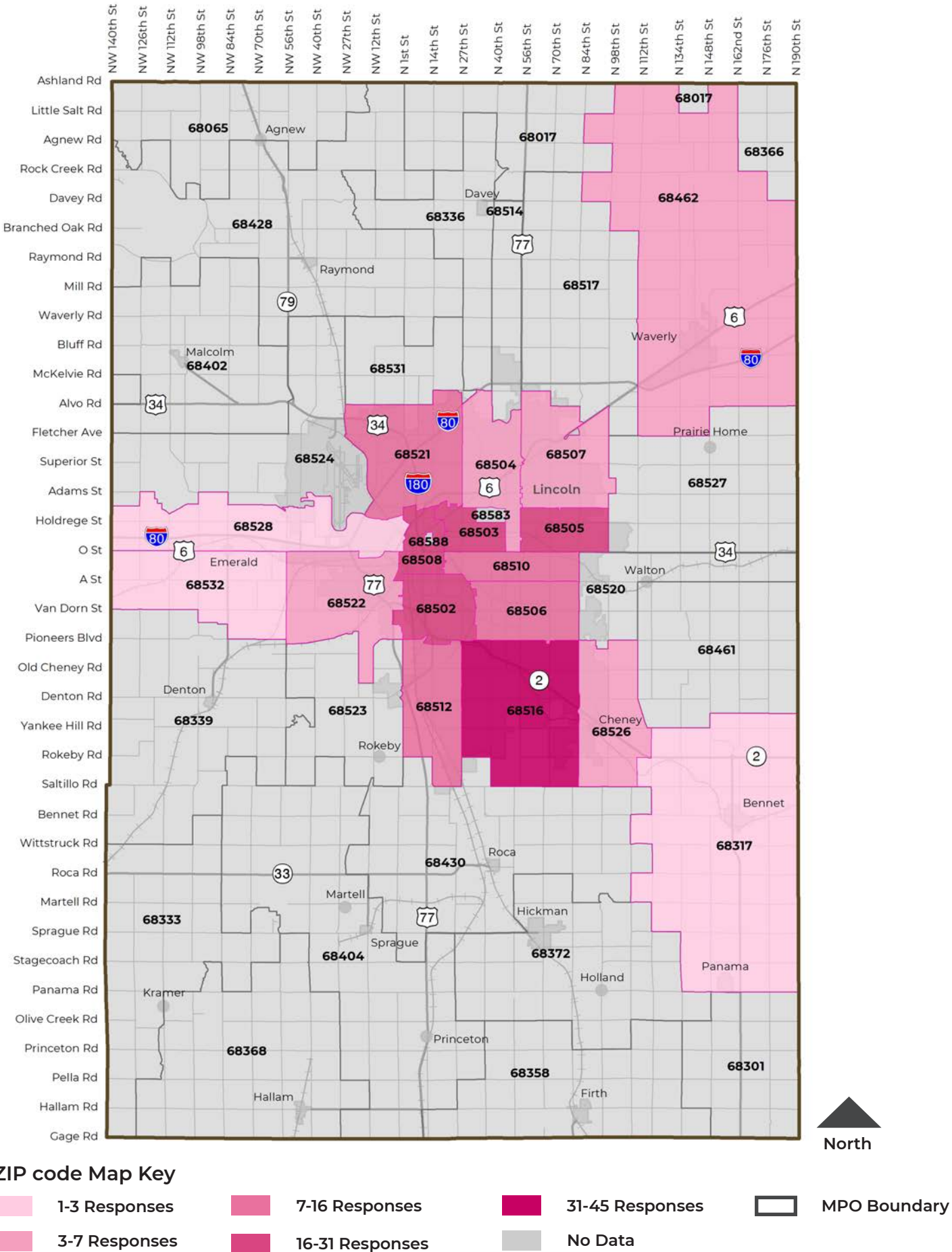
Race and Ethnicity of Respondents



Annual Household Income of Respondents



Public Survey Respondent ZIP code Map





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