

## 2. Vision, Goals, and Performance Measures

The existing multimodal transportation system was developed and maintained through an ongoing process of intentional work necessary to realize a community vision for how transportation supports everyday life. The future vision for multimodal transportation serves as a guidepost for community leaders who must work together to make decisions that reflect the collective intentions of the many community members affected by the transportation network. The vision is reinforced through specific goals established to communicate what the community looks like when the vision is achieved. The planning process leads to successful implementation when goals have been created with broad-based, inclusive community engagement. The goals are the basis for performance measures used to track progress over time, and the transportation plan is designed to make the incremental advances needed to achieve the community's long-term vision.

A complete transportation network is essential to supporting a complete community. Transportation serves the essential needs of the community and its

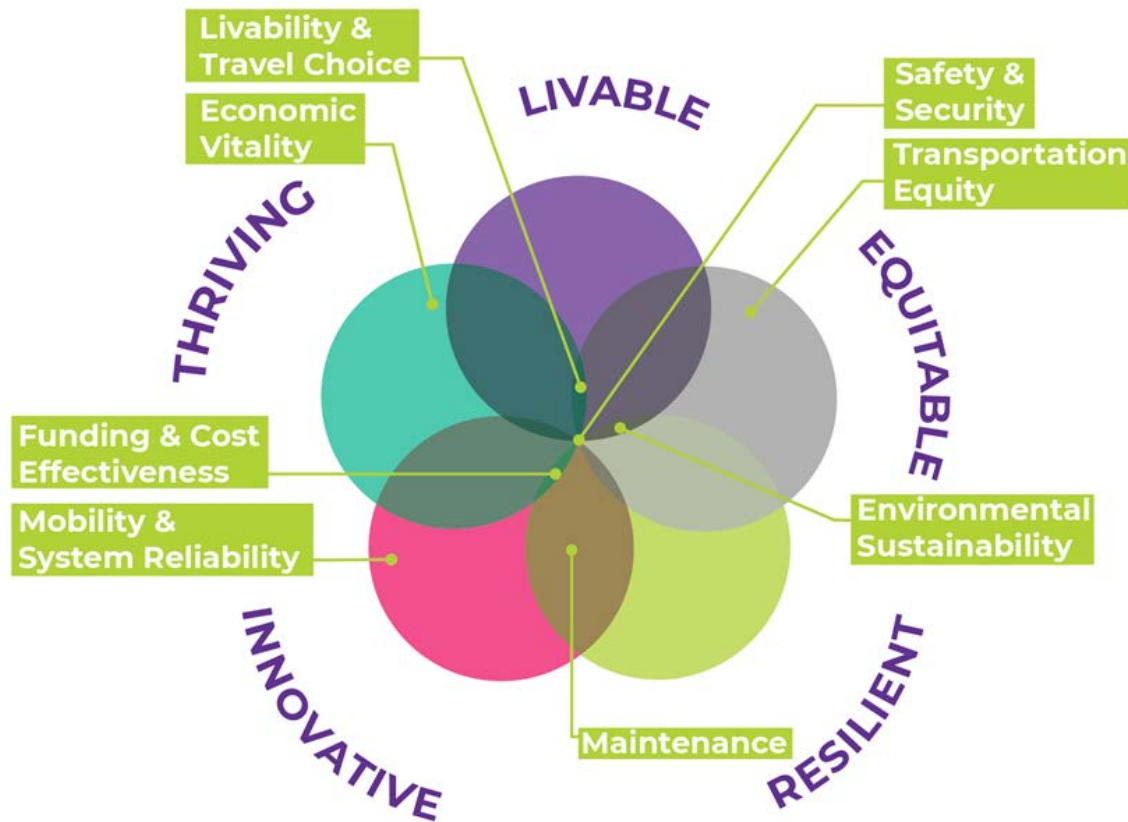
members. Land use planning decisions made for Lincoln and Lancaster County are reflected in the five PlanForward themes: Livable, Equitable, Resilient, Innovative, and Thriving. Each theme is supported by the eight transportation goals of the LRTP (**Figure 2.1**). All actions, plans and policies that lead to accomplishing transportation goals, therefore, serve to address the broader community planning efforts.

Community outreach efforts for this plan (**Chapter 3**) encouraged active participation in identifying the vision, goals, and needs of the region. To create a vision that reflects the needs and desires of the members of Lincoln and Lancaster County, the Lincoln MPO met with stakeholders across the region through internet surveys, virtual open houses, and focus groups. The City of Lincoln and Lancaster County provided opportunities for the PlanForward Community Committee to participate extensively in the development of this plan. The transit agency (StarTran), NDOT, and many community-based organizations and advocacy groups representing the diverse interests of Lincoln and Lancaster County supported the review and development of the vision and goals for the LRTP.

Eight LRTP Goals reinforce the five PlanForward planning themes. The two plans were developed concurrently and reflect a unified vision of how transportation supports the community.



Figure 2.1 PlanForward Themes and LRTP Goals



## Transportation Vision and Goals

The following five principles guide the plan toward that vision.

**One Community:** In Lincoln and Lancaster County, the unifying qualities of transportation will be emphasized. Complete neighborhoods, activity and employment centers, rural communities, and open lands should be connected by a continuous transportation network supporting all travel modes. The transportation network needs to sustain the One Community concept by linking neighborhoods and rural communities and eliminating disparities that exist for the quality of the network throughout the community.

### A Balanced Transportation System:

Transportation planning in Lincoln will be guided by the principle of balancing needs and expectations. It will recognize that transportation is a means to the goal of a unified, livable, and economically strong community. The system needs to move people and goods effectively around the community, while minimizing impacts on established neighborhoods, investments, and the natural environment. The concept of balance also applies to transportation modes. While the system must function well for motor vehicles, it should also promote and appropriately fund public transportation, bicycling, and walking as viable travel choices that

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.

support the public health, safety, and welfare of the community.

**Emphasis on Technology in Transportation:**

Transportation technologies continually emerge to meet the challenges of increased demand on the transportation network. Connected and autonomous vehicles, alternative fuels, traffic analytics, on-road communications, shared micromobility (such as bike and scooter share), ITS deployment, corridor signal optimization, among many other transportation technologies, offer efficient and cost-effective solutions to enhance the regional transportation systems. Technology investments and available data should be leveraged responsibly to help make the transportation system more efficient and reliable.

**Transportation as a Formative System:** As linked systems, transportation and land use are subject to change by growth and development. The future land use plan includes projections of future development and determines the character of the transportation plan. On the other hand, transportation has a major impact on the form of developing and redeveloping areas.

Lincoln and Lancaster County will use transportation improvements to guide new growth and infill development patterns.

**Planning as a Process:**

Transportation planning is a dynamic process, responding to factors such as community growth, development directions, social and lifestyle changes, and technological advances. Therefore, PlanForward and LRTP use an ongoing process of updates and amendments that respond to these changes. While this Plan is intended to guide future decisions regarding the development of an integrated and multimodal transportation system, it is flexible and subject to change to meet future community needs.

Goals were formulated to represent the community's vision and the desired state for Lincoln and Lancaster County's transportation system. These goals are the foundation for performance measures, performance targets, recommended policy, and project implementation actions described in later chapters of this LRTP.

The following eight goals guide the plan toward intentional transportation decision-making.



**MAINTENANCE**  
A well-maintained transportation system.



**ECONOMIC VITALITY**  
A transportation system that supports economic vitality for residents and businesses.



**MOBILITY & SYSTEM RELIABILITY**  
An efficient, reliable, and well-connected transportation system that leverages innovation and technology for moving people and freight.



**ENVIRONMENTAL SUSTAINABILITY**  
A transportation system that enhances the natural, cultural, and built environment.



**LIVABILITY & TRAVEL CHOICE**  
A multimodal system that provides travel options to support a more compact, livable urban environment.



**FUNDING & COST EFFECTIVENESS**  
Collaboration in funding transportation projects that maximizes user benefits.



**SAFETY & SECURITY**  
A safe and secure transportation system.



**TRANSPORTATION EQUITY**  
Transportation investments developed through an inclusive process that promotes equitable outcomes.

## Alignment with Federal Planning Requirements

Several laws, regulations, and other federal documents affect the development of the LRTP by specifying methods to be considered in the planning process or to be contained in the plan. These include FAST Act, existing and proposed metropolitan planning regulations, management and monitoring system regulations, Executive Order 12898 on Environmental Justice, the Americans with Disabilities Act, Executive Order 13958 on Advancing Racial Equity and Support for Underserved Communities, and a variety of others.



The FAST Act contains many environmental, funding, infrastructure, modal, safety, and other transportation-related provisions. These provisions also require that the process for developing transportation plans considers all modes and is “continuing, cooperative, and comprehensive” to the degree appropriate.

The eight goals developed for the LRTP are primarily aligned with national goals and federal planning factors (**Table 2.1**). The LRTP is based on a set of goals intended to implement the vision and support the transportation needs and community values,



while aligning with national goals and federal planning factors.

These goals were presented to the public for input regarding their relative importance. The LRTP Oversight Committee and the PlanForward Community Committee then used that input to develop a weighting system for the goals, which were used as a multiplier in the initial evaluation of each roadway and trail project. This process, described in **Chapter 7**, satisfies part of the FAST Act performance-based planning requirements.

**Table 2.1 Relationship of LRTP Goals to FAST Act Requirements**

		Lincoln MPO LRTP Transportation Goals							
		Maintenance	Mobility & System Reliability	Livability & Travel Choice	Safety & Security	Economic Vitality	Environmental Sustainability	Funding & Cost Effectiveness	Transportation Equity
FAST Act Planning Factors	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency		✓			✓		✓	
	Increase the safety of the transportation system for motorized and nonmotorized users				✓				
	Increase the security of the transportation system for motorized and nonmotorized users				✓				
	Increase the accessibility and mobility of people and for freight		✓						✓
	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns			✓			✓		
	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight		✓	✓					✓
	Promote efficient system management and operation		✓					✓	✓
	Emphasize the preservation of the existing transportation system	✓							✓
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation		✓				✓		
	Enhance travel and tourism		✓			✓			
FAST Act Goals	<b>Safety:</b> To achieve a significant reduction in traffic fatalities and serious injuries on all public roads				✓				
	<b>Infrastructure Condition:</b> To maintain the highway infrastructure asset system in a state of good repair	✓							✓
	<b>Congestion Reduction:</b> To achieve a significant reduction in congestion on the National Highway System		✓						
	<b>System Reliability:</b> To improve the efficiency of the surface transportation system		✓	✓					✓
	<b>Freight Movement and Economic Vitality:</b> To improve the national freight network and support regional economic development		✓			✓			
	<b>Environmental Sustainability:</b> To enhance the performance of the transportation system while protecting and enhancing the natural environment						✓		
	<b>Reduced Project Delivery Delays:</b> To reduce project costs, accelerate project completion, eliminate delays in project development, and reduce regulatory burdens							✓	

## Performance Measures

Performance-based planning affords a structure for this L RTP to ensure that scarce resources are used effectively and equitably. Transportation values of the community are woven into the goals, objectives, performance measures, and ultimately, evaluation criteria, used to identify high-priority transportation projects. Goals and objectives are the foundation for performance-based planning; the eight goals articulate the desired end state, and the objectives are specific, measurable statements that support the achievement of a goal.

Thirty-seven system-level performance measures are linked directly to the objectives. The Lincoln MPO 2040 L RTP introduced performance measures. Since they were introduced, federal rulemakings have been finalized for FHWA and FTA performance measures, and federal guidance has been issued for the establishment of targets for these measures. The performance measures included in the Lincoln MPO 2050 L RTP support federal requirements and local considerations that enhance the connection between the L RTP and PlanForward 2050.

FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. As part of the TPM, the NDOT and Lincoln MPO must adopt targets to strive for within the planning and programming process. Targets are set for a variety of performance measures related to safety, state of good repair (SGR), and system performance. Lincoln MPO adopted the NDOT performance targets in 2018.

The StarTran 2018 Transit Asset Management Plan (TAMP) set performance targets for SGR for 2018–2021. The TAMP includes an inventory of capital assets, a condition

assessment of inventoried assets, a decision support tool, and a prioritization of investments. The Lincoln MPO adopted the StarTran safety performance targets in 2020. The StarTran 2020 Agency Safety Plan (ASP) documents performance targets based on the safety performance measures established in FTA's National Public Transportation Safety Plan (NSP).

Performance measures aid in planning, developing policy, prioritizing investments, and measuring progress. Several characteristics are common to good performance measures, as follows:

**Available Data:** Measures are often influenced by the availability of data and the ease of obtaining the data regularly.

**Trackable over Time:** Measures should be based on consistently tracked data that can be compared on a regular basis.

**Relation to Goals:** In performance-based planning, performance measures should track progress toward stated goals and objectives.

**Storytelling Potential:** Measures should be meaningful and help to weave a storyline around system performance. They can be an effective communication tool for requesting funds and garnering public support.

The Lincoln MPO and StarTran annually summarize [system performance and trends](#) for performance measures. For each performance measure, available current and historic data show the current system performance and the trajectory of historic trends, providing insight into the projects, strategies, and policies needed to achieve performance targets. Specific performance targets are maintained and a desired trend (increase, decrease, or maintain) has been identified.



## Maintenance

As the transportation system ages, increased funding is required for maintenance. Naturally, street systems built in the 1950s, 60s, and 70s have aged to the point of needing reinvestment. Nebraska's climate is also hard on streets—freeze/thaw cycles and extreme temperature ranges cause continual pressure on the transportation system. There is often competition between funding for new projects and funding for the maintenance and operation of the existing system. Deferring maintenance funding in the short term can lead to higher costs in the future. Constructing new roads also adds future maintenance costs as new facilities age.

**Goal:** A well-maintained transportation system.

### Objectives

Maintain streets, sidewalks, trails, transit fleet, and amenities to a state of good repair to maximize the value of Lincoln and Lancaster County transportation assets.

### System Performance Measures

(1- NDOT 4-year targets adopted to support state targets; 2- Annual targets may change, adopted to support StarTran targets)

Desired  
Trend

- |  |  |
|--|--|
| 1. Percent of pavement Good/Poor for Interstate/non-Interstate NHS <sup>1</sup> ( <b>FHWA Performance Target: ≥ 50% Good Condition and ≤ 5% Poor Condition</b> )               |  |
| 2. Percent of NHS bridges Good/Poor <sup>1</sup> ( <b>FHWA Performance Target: ≥ 40% Good Condition and ≤ 10% Poor Condition</b> )   |  |
| 3. Percent of rolling stock (revenue vehicles) exceeding Useful Life Benchmark (ULB) <sup>2</sup> ( <b>FTA Performance Target: ≤ 25% Bus and ≤ 25% Paratransit Van</b> )       |  |
| 4. Percent of equipment (non-revenue vehicles) exceeding ULB <sup>2</sup> ( <b>FTA Performance Target: ≤ 10% Automobile and 0% Other Support Vehicle</b> )                     |  |
| 5. Percent of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale <sup>2</sup> ( <b>FTA Performance Target: 0%</b> )                            |  |
| 6. Percent streets rehabilitated ( <b>City Performance Target: ≥ 5% Arterial and ≥ 3% Residential Annually</b> )   |  |
| 7. Square feet of sidewalks replaced ( <b>City Performance Target: ≥ \$1 Million Annually for Sidewalk System Repair</b> )   |  |
| 8. Age of traffic poles and signals ( <b>City Performance Target: Replace 8-12 Annually that are ≥ 30 Years Old</b> )  |  |
| 9. Bridge Condition Inventory by Good/Fair/Poor ( <b>Performance Target: ≥ 42% (City) and ≥ 60% (County) Good Condition and ≤ 5% (City) and ≤ 6% (County) Poor Condition</b> ) |  |



## Mobility and System Reliability

An efficient system allows people to move from place to place in as direct a route as possible, reducing the amount of time spent in travel, the distance that must be traveled, and the amount of time spent in congested traffic. Innovation and technology can work to support these outcomes. A transportation system that performs well allows users to choose multiple transportation modes and to move by using those modes efficiently and reliably. Unexpected delays are less tolerable because such delays have larger consequences than those that drivers face with everyday congestion.

**Goal:** An efficient, reliable, and well-connected transportation system that leverages innovation and technology for moving people and freight.

### Objectives

Optimize the efficiency of the transportation network.

Improve the performance and reliability of the transportation system.

### System Performance Measures

(1- NDOT 4-year targets adopted to support state targets; 2- Annual targets may change, adopted to support StarTran targets)

- |  | Desired Trend |
|--|---------------|
| 1. Percent of person miles-traveled that are reliable for Interstate/non-Interstate NHS <sup>1</sup> ( <b>FHWA Performance Target: <math>\geq 94.0\%</math> Interstate and <math>\geq 88.0\%</math> Non-Interstate</b> ) |               |
| 2. Truck Travel Time Reliability Index <sup>1</sup> ( <b>FHWA Performance Target: <math>\leq 1.25</math></b> )   |               |
| 3. Congested roadways ( <b>Model Area Performance Target: <math>\geq 85\%</math> Roadways Uncongested</b> )  |               |
| 4. Transit on-time performance ( <b>City Performance Target: <math>\geq 85\%</math> On-Time Performance Annually</b> )   |               |
| 5. Signal detection reliability ( <b>City Performance Target: <math>\geq 95\%</math> Signal Detection Reliability Annually</b> )   |               |





## Livability and Travel Choice

Lincoln ranks high as a livable city and one of the best places to live. Mobility options, such as walking, biking, transit, and driving, are critical to maintaining or improving the quality of life and health for residents. Community members of all ages demonstrate a strong desire for walkable communities in which they can live proximate to jobs, education, shopping, and community activities. Infrastructure connectivity between a variety of locations is important to enable a seamless transition between modes. Higher land use densities that encourage alternative travel modes can also help to maximize use of existing infrastructure.

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**Goal:** A multimodal system that provides travel options to support a more compact, livable urban environment.

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### Objectives

Improve the quality of alternative transportation options (transit, biking, walking).

Accommodate all travel modes of Lincoln's street network.

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### System Performance Measures

Desired  
Trend

- |   |  |
|---|--|
| <p>1. Miles of trails, sidewalks, and on-street bike facilities <b>(City/County Performance Target: Increase miles of trails, sidewalks, and on-street bike facilities)</b></p> |  |
| <p>2. Annual transit ridership <b>(City/County Performance Target: ≥ 5% Increase Year Over Year)</b></p>  |  |
| <p>3. Percent of transit supportive areas served <b>(City/County Performance Target: Provide Service to ≥ 90% of Transit Supportive Areas Annually)</b></p>                     |  |
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## Safety and Security

The safety and security of our transportation system for motorized and nonmotorized users are of critical importance. All transportation improvements should be designed to be safe and secure. Visibility, access control, and separation of incompatible modes, through either buffers or grade separations, are methods that can be used to decrease conflicts and increase comfort. Security devices at key facilities, such as bus stops and trailhead facilities, increase the safety and security of users. The federal government has promoted an approach to traffic safety planning to eliminate fatalities and serious injuries on the highway system—the principle of “Vision Zero” initiative is reflected in the Lincoln MPO’s goal.

**Goal:** A safe and secure transportation system.

### Objectives

Reduce fatal, injury, and total crash rates for vehicles, bicyclists, and pedestrians.

Improve personal security for transportation system users.

### System Performance Measures

(1- Annual targets may change, adopted to support NDOT statewide targets; current 12/2021; 2- MPO adopted; supports StarTran targets)

Desired  
Trend

- |   |  |
|---|--|
| 1. Number and rate of fatalities <sup>1</sup> ( <b>FHWA Performance Target: ≤ 249 Fatalities and ≤ 1.270 Fatalities per 100 million Vehicle Miles Traveled</b> )  |  |
| 2. Number and rate of serious injuries <sup>1</sup> ( <b>FHWA Performance Target: ≤ 1,358 Serious Injuries and ≤ 6.323 Serious Injuries per 100 million Vehicle Miles Traveled</b> )  |  |
| 3. Number of non-motorized fatalities and serious injuries <sup>1</sup> , including vulnerable road users such as pedestrians and cyclists ( <b>FHWA Performance Target: ≤ 121.4</b> )  |  |
| 4. Total number of reportable fatalities and rate per 100,000 vehicle revenue miles (VRM) <sup>2</sup> ( <b>FTA Performance Target: <u>Fixed Route</u> and <u>Paratransit</u>: 0 Fatalities and 0 Fatalities per VRM</b> )  |  |
| 5. Total number of reportable injuries and rate per 100,000 VRM <sup>2</sup> ( <b>FTA Performance Target: <u>Fixed Route</u>: Reduce from Baseline of 2.6 Injuries and 0.16 Injuries per VRM. <u>Paratransit</u>: 0 Injuries and 0 Injuries per VRM</b> )                   |  |
| 6. Total number of reportable events and rate per 100,000 VRM <sup>2</sup> ( <b>FTA Performance Target: <u>Fixed Route</u>: Reduce from Baseline of 1.4 Safety Events and 0.09 Safety Events per VRM. <u>Paratransit</u>: 0 Safety Events and 0 Safety Events per VRM</b> ) |  |
| 7. Mean (or average) revenue miles of service between major mechanical failures <sup>2</sup> ( <b>FTA Performance Target: <u>Fixed Route</u>: Increase from Baseline of 4,000. <u>Paratransit</u>: Increase from Baseline of 14,200</b> )                                   |  |



## Economic Vitality

Economic vitality is realized when many characteristics in addition to transportation facilities are accessible, including a low cost of doing business, integrated and reliable technology, an educated and skilled workforce, marketable goods to move, choice of housing types, high-quality schools, low municipal and state debt, and other less tangible qualities. A good transportation system, which includes transit, vehicle, freight, air, nonmotorized, and rail modes all integrated with land use, can help contribute to these factors.

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**Goal:** A transportation system that supports economic vitality for residents and businesses.

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### Objectives

Reduce the cost of transportation for system users.

Improve the economic competitiveness of the region by enhancing the transportation system.

Improve the operations of the existing freight transportation system.

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### System Performance Measures

Desired Trend

1. Travel time to work (**City Performance Target:  $\geq$  60% Commute 20 Minutes or Less**)
2. Number of potential stops on primary truck routes (**City Performance Target: Decrease from baseline of 51**)
3. Exposure rating of railroad at-grade crossings (**City/County Performance Target: Reduce number of crossings with  $\geq$  exposure rating from baseline of 11**)





## Environmental Sustainability

Stewardship of the natural environment and the cultural and built environment is a priority in the FAST Act and for the Lincoln MPO. Fossil fuels are limited in supply, and consumption has many effects on the environment, including increased greenhouse gases, particulate matter, ground-level ozone (smog), and effects on global warming all of which should be addressed by moving toward a decarbonized and efficient transportation system. Transportation projects in new areas often cross waterways, disturb land, and cut through tree masses. It is important, wherever possible, to avoid these resources or to mitigate their disturbances. This is accomplished when existing neighborhood character is valued and traditionally under-represented groups are protected, including minorities and those with the lowest incomes.

**Goal:** A transportation system that enhances the natural, cultural, and built environment.

### Objectives

Maintain compliance with national ambient air quality standards.

Reduce fossil fuel consumption by providing access to alternative modes and fuels.

Avoid, minimize, and mitigate environmental impacts of transportation projects to the extent reasonably practical.

### System Performance Measures

Desired  
Trend

1. Percent of Non-SOV Travel (**FHWA Performance Target: Establish Benchmark in 2022**)
2. Vehicle miles of travel (VMT) per capita, per day (**City Performance Target: Slow or reduce from baseline of 19.1 miles per day**)
3. Mobile source emissions (**Model Area Performance Target: Slow or reduce emissions to continue attaining federal air quality standards**)
4. Number of alternatively fueled vehicles (AFVs) in fleet (**City/County Performance Target: Increase from baseline of 93**)
5. Miles of minimal impact projects (2+1) completed (**City/County Performance Target: Increase number of 2+1 cross section streets as resources and opportunities are developed**)





## Funding and Cost Effectiveness

Public funding for transportation infrastructure, both locally and nationally, lags behind the anticipated needs. Public and private groups have expressed the desire to see funds spent in the most efficient way possible and to identify new funding sources to expand the active transportation network. A successful transportation network is established by public, private, and nonprofit entities working together to achieve mutually beneficial goals. The Lincoln MPO pursues creative strategies to fund high-priority transportation projects and support all modes.

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**Goal:** Collaboration in funding transportation projects that maximizes user benefits.

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### Objectives

Make the best use of public financial resources.

Decrease the gap between funding needed to achieve LRTP goals and currently available funding.

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### System Performance Measures

Desired  
Trend

1. Annual funding for transportation projects **(City/County Performance Target: Increase funding for transportation projects)**





## Transportation Equity

A comprehensive transportation network can support connectivity and offer accessibility to meet the mobility needs of all residents and sustain equitable outcomes. Yet, individual residents located throughout the planning area can be burdened disproportionately when the quality and availability of transportation infrastructure lag behind the rest of the region. Where underserved and overburdened communities reside, it is vital to guide infrastructure investments that ensure multimodal transportation options are reliable, convenient, safe, and cost-effective. Under some circumstances, it is necessary to prioritize investments that close the gap for infrastructure availability and quality where the underserved and overburdened communities can directly benefit.

This new goal for the 2050 LRTP also introduces new performance measures to the MPO planning process. **Chapter 4 – Current and Future Needs Assessment** establishes the framework for evaluating equity in transportation infrastructure and services. **Figure 4.5** displays the Socioeconomic Index used to evaluate performance measures. Each performance measure is established to evaluate the disparity between where underserved and overburdened communities reside compared to other areas of the community. Criteria used to evaluate these performance measures include older adults; individuals with disabilities; individuals with limited English proficiency; single parent households; individuals with low-income; Black, Indigenous, People of Color (BIPOC); and individuals without access to a vehicle.

**Goal:** Transportation investments developed through an inclusive process that promotes equitable outcomes.

### Objectives

Reduce disparities in transportation network availability and quality for the most underserved and overburdened populations.

### System Performance Measures

1. Equitable transit service frequency (**City Performance Target: Maintain equitable distribution of transit service**)
2. Equitable access to on-street bike lanes and trails (**City Performance Target: Increase equitable distribution of on-street bike lanes and trails**)
3. Equitable travel time to work duration (**City Performance Target: Maintain equitable travel time to work**)
4. Equitable roadway conditions (**City Performance Target: Increase equitable distribution of roadway condition**)

Desired Trend



Transportation Equity performance measures are new for the 2050 LRTP. They have not previously been documented in a Lincoln MPO Annual Performance Report. No federal standard or guidance exists to direct each of the selected performance measures or the data used to support them. They are established to consider all modes and can be evaluated based on available data.

## Equitable Transit Service Frequency (City)



Underserved and overburdened communities often use transit services to support their mobility needs. Public input consistently highlights the need to continue improving services for community members who depend on transit to access essential community services, support their household needs, and contribute to a thriving economy.

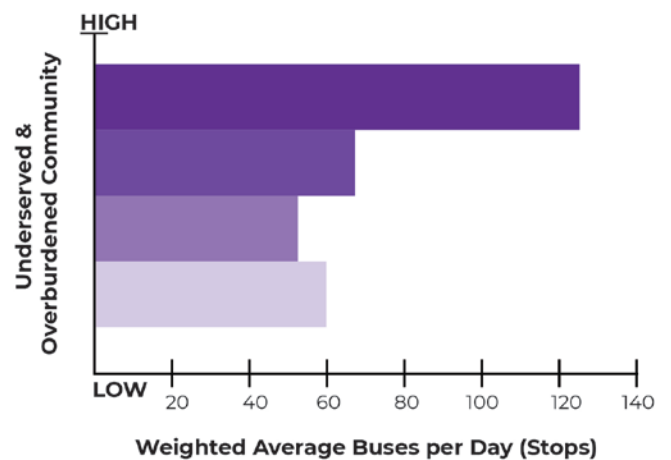
The metric compares the frequency of transit services provided to census blocks with populations ranging from a low to high proportion of underserved and overburdened communities.

**Performance Measure:** Transit Service Frequency is measured as the weighted average of bus trips accessible per day within census blocks. Available data for population and number of one-way route bus trips per day are used to calculate a weighted average for each socioeconomic quartile.



**Baseline Condition:** Understanding that individual household experiences vary, **Figure 2.2** indicates that the number of bus trips through census blocks with the highest proportion of underserved and overburdened communities is currently more than double other areas of the community.

**Figure 2.2 Equity Measure of Transit Service Frequency**



**Desired Trend:** At a minimum, continue this level of service. Other performance measures of this LRTP are helpful for evaluating the quality of the transit service provided.

### Equitable Access to On-street Bike Lanes and Trails (City)



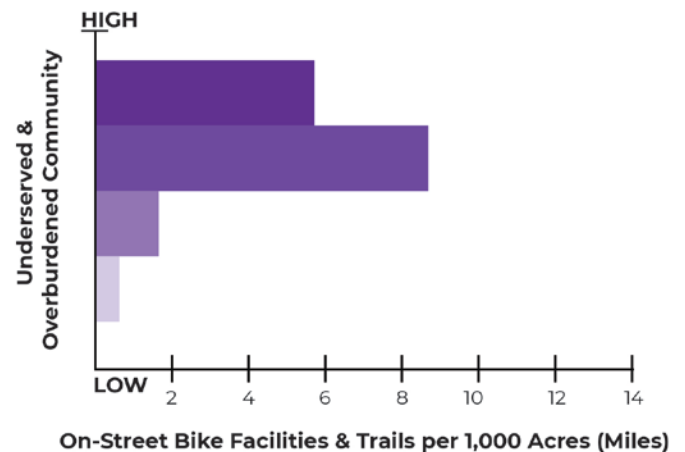
Active transportation that uses on-street bike routes and trails systems is not equitably distributed in Lincoln. A significant reason for this condition is the relatively recent development of the on-street and trails network. Older areas of the community were not designed with these facilities in mind. Although Lincoln and Lancaster County have made significant progress to expand the trail network for the past 30 years, some portions of the community have less access than others.

Transportation planning will continue to expand the on-street bike lanes and improve connections in areas where underserved and overburdened communities live. Safe and convenient access to essential services by walking and biking can make a difference for community members who lack access to a personal vehicle or are unable to drive.

**Performance Measure:** Access to On-street Bike Lanes and Trails is measured as density of facility miles within the census block areas.

**Baseline Condition:** Figure 2.3 indicates people living in areas with higher proportions of underserved and overburdened communities have up to eight times more on-street bike lane and trail miles than people living in areas with lower proportions.

**Figure 2.3 Equity Measure Access to On-Street and Trail Network**



**Desired Trend:** At a minimum, continue this level of service. Other performance measures of this LRTP are helpful for evaluating the completeness and quality of the network, as well as connectivity and access. These investments will increase access for bicycles and the availability of electric scooters and bicycles that may share the road with automobiles.



### Equitable Travel Time to Work Duration (City)



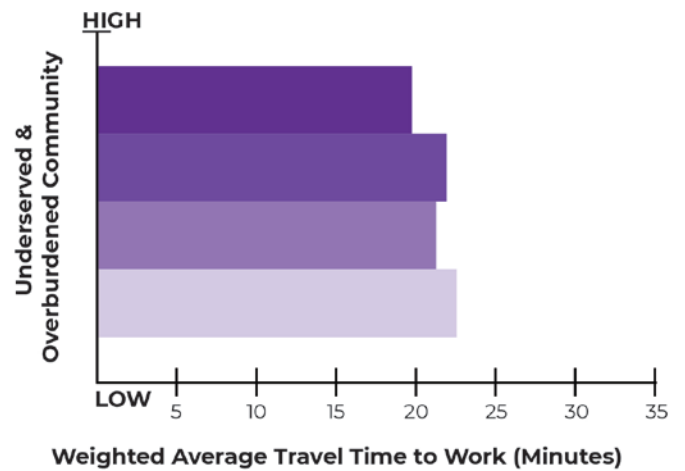
The transportation network connects people to jobs. When commuters travel to get to work, the commute time for underserved and overburdened communities should not cause an additional burden. Travel time is influenced by distance to reach a job, travel mode, and traffic conditions.

**Performance Measure:** Travel Time to Work duration is measured by weighted average of all employed individuals within census blocks.



**Baseline Condition:** Figure 2.4 indicates Travel Time to Work is relatively consistent across various communities in Lincoln. People living in areas with low numbers of underserved and overburdened communities have roughly a two (2) minute longer commute than other areas.

**Figure 2.4 Equity Measure of Travel Time to Work**



**Desired Trend:** Continue to make transportation and land use decisions that increase jobs and improve access near underserved and overburdened communities to minimize commute times, which can reduce potential household cost related to transportation.

## Equitable Roadway Conditions (City)



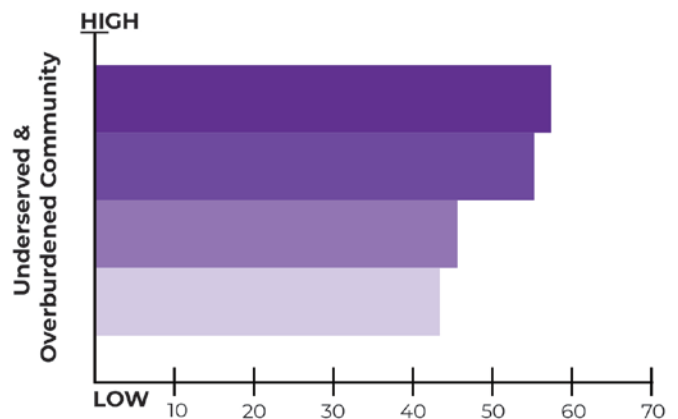
Lincoln and Lancaster County work to use available transportation funding to maintain existing roadways to the extent possible. New funding available through the “Lincoln on the Move” sales tax has allowed a significant amount of deferred maintenance to be completed or planned. Although this funding is available for a limited time, much of the planned maintenance will support poor and very poor roadway conditions that serve underserved and overburdened communities.

All community members need equitable access to well-maintained roadways. The City will monitor the disparity of roadway conditions that serve different areas of the community.

**Performance Measure:** Roadway Condition is measured by percent of all lane miles within census block areas measured as poor or very poor condition. Available data for roadway condition within Lincoln are overlaid to calculate the proportion of each roadway condition for each socioeconomic quartile.

**Baseline Condition:** Figure 2.5 indicates roads in areas where more underserved and overburdened communities live that have worse conditions than roads in other areas.

**Figure 2.5 Equity Measure of Road Conditions**



City of Lincoln Roads in Poor or Very Poor Condition (%)

**Desired Trend:** Baseline conditions do not reflect data from recent “Lincoln on the Move” maintenance projects. Reduce and eliminate, if possible, the overall disparity of poor and very poor road conditions disproportionately affecting underserved and overburdened communities.