

Urban Development Plans

Lincoln & Omaha



An aerial photograph of the city of Lincoln, Nebraska, showing a dense urban area with numerous buildings of varying heights. In the foreground, the Nebraska State Capitol building is prominent, featuring its distinctive red brick tower and surrounding green lawns. The word "Lincoln" is overlaid in large, white, sans-serif letters across the center of the image, partially obscuring the city skyline.

Lincoln

StarTran Multimodal Transit Center



Long-Range Transportation Plan (LRTP)



A well-maintained transportation system.



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



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



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



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



Collaboration in funding transportation projects that maximizes user benefits.



A safe and secure transportation system.



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

Long-Range Transportation Plan (LRTP)

Figure 3.4 Public Input about the Most Pressing Transportation Challenges

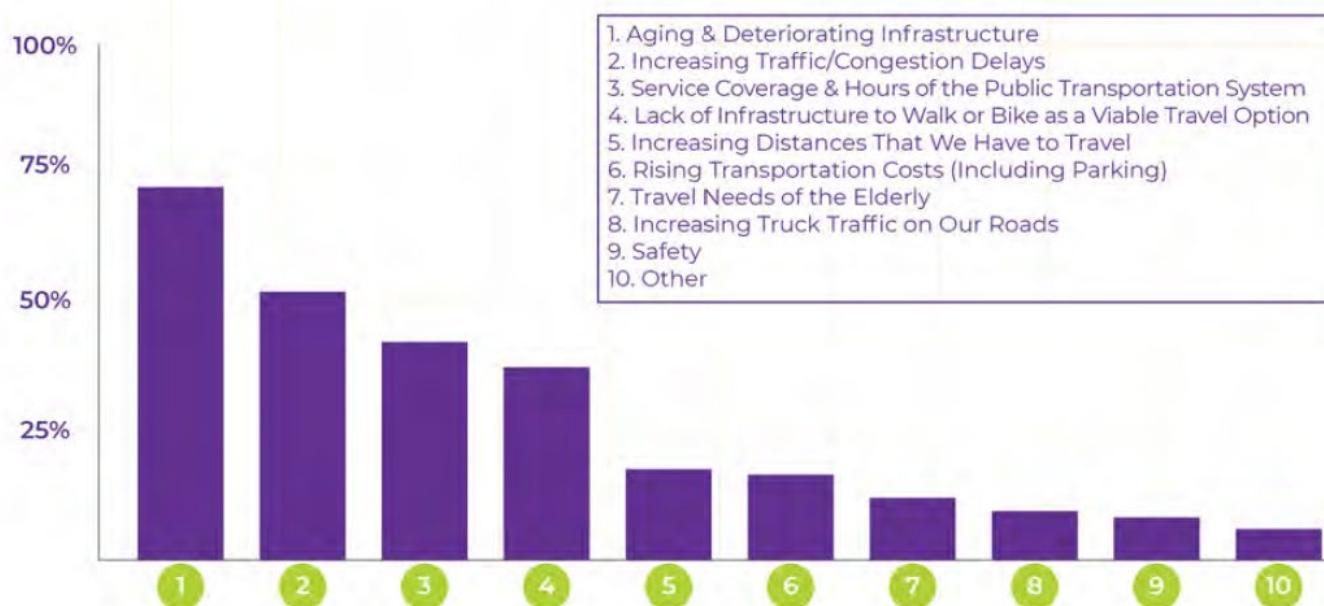


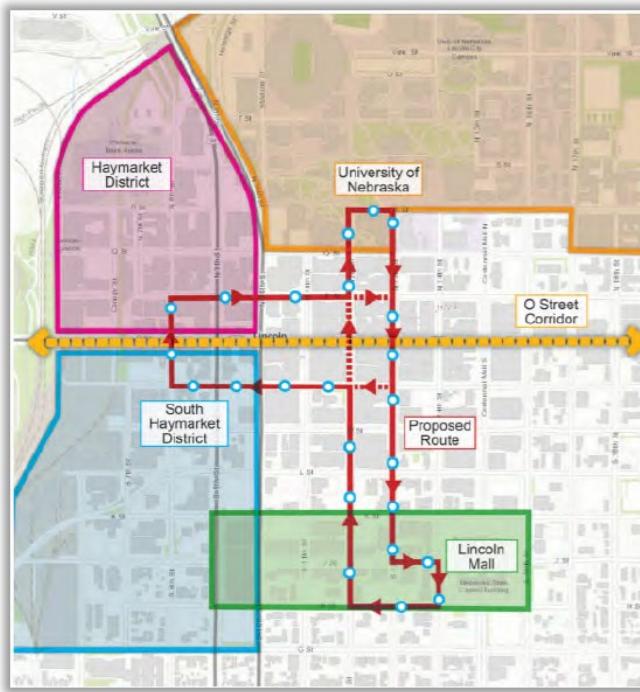
Table 4.3 Commuter Mode Split

Commuting to Work	Lincoln	Lancaster County	National
Drove alone (SOV)	81.0%	81.3%	76.4%
Carpooled	9.1%	9.0%	9.1%
Public Transportation (excluding taxicab)	1.4%	1.3%	5.0%
Walked	3.3%	3.2%	2.7%
Bicycled	1.3%	1.2%	0.6%
Other	0.6%	0.6%	1.2%
Worked at Home	3.3%	3.6%	4.9%

Source: American Community Survey – 2018 5-Year Average Table S0801

Long-Range Transportation Plan (LRTP)

Figure 4.42 Autonomous Microtransit: Downtown Concept



Green Light Lincoln Performance

Green Light Lincoln includes traffic signal equipment and signal timing upgrades. The program has resulted in the following annual savings as of 2021:

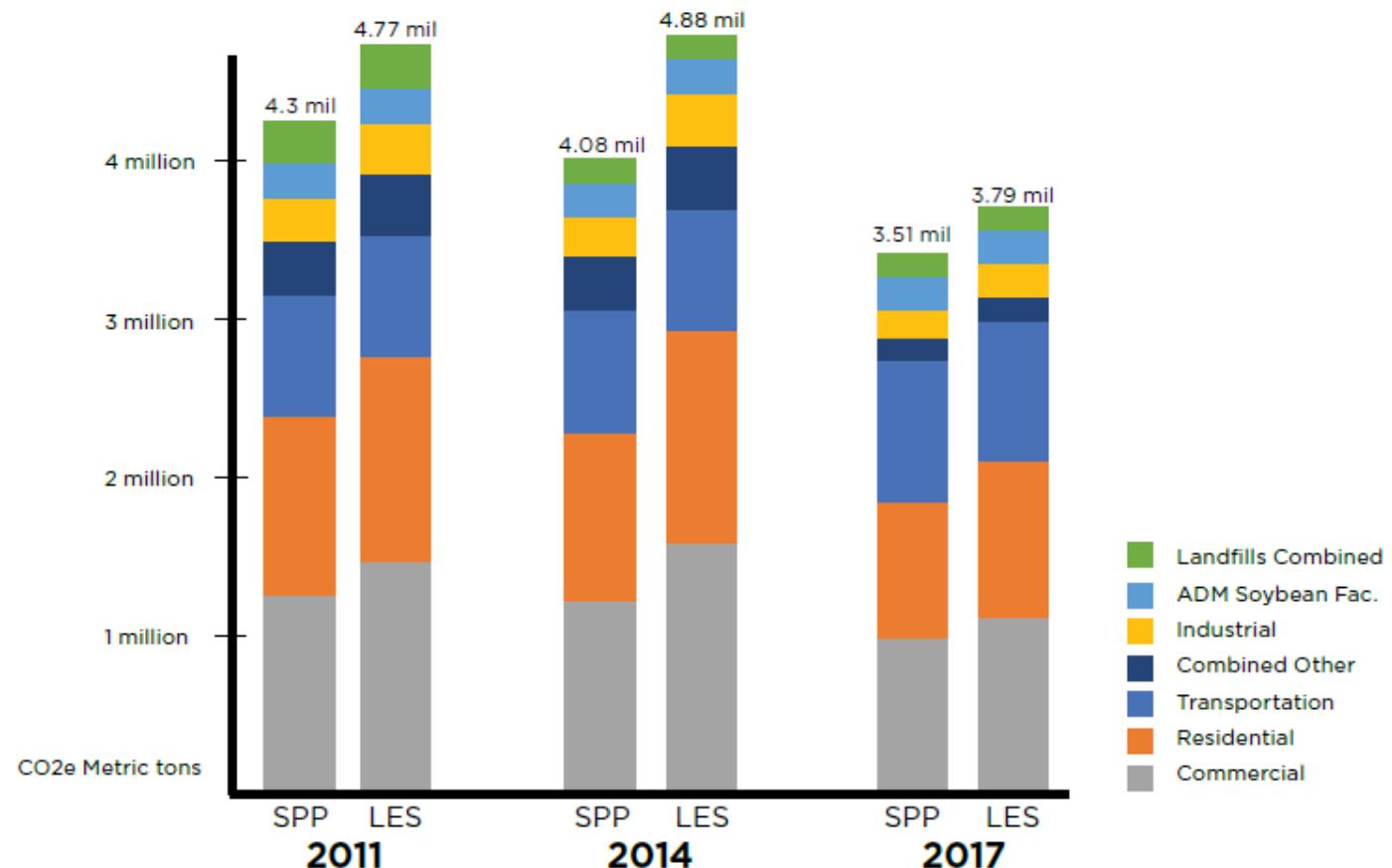
- 61.4 million vehicle stops
- 1.15 million hours of delay
- 1.2 million gallons of fuel
- \$22.3 million dollars
- 111,000 kilograms of emissions

2021-2027 Climate Action Plan

- Reduce net GHG emissions by 80% by 2050 (relative to 2011 levels)

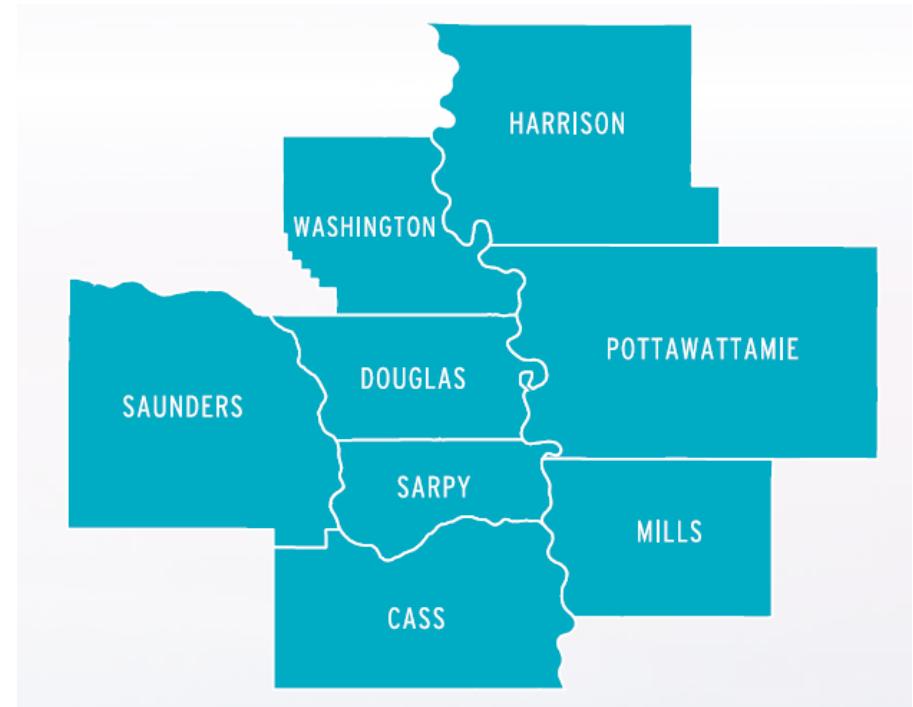


Lincoln's Greenhouse Gas (GHG) Inventory



A scenic view of the Omaha skyline across a body of water. The city's modern skyscrapers are reflected in the calm water below. In the foreground, there is a grassy area with autumn-colored trees. A bridge or walkway spans the water in the middle ground.

Omaha



Anticipated Growth in the Heartland Region

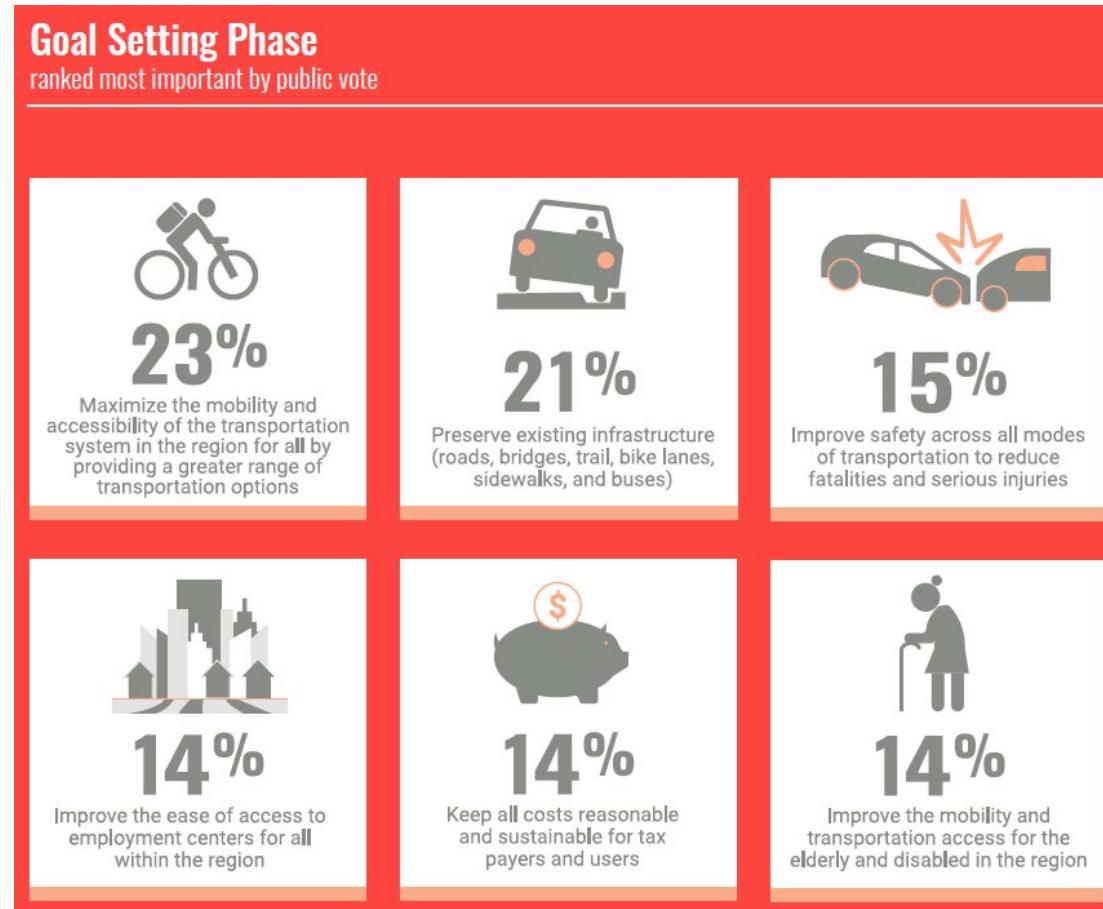
	Today	2050	
Population	865,321	1,228,634	+42%
Employment	457,177	638,497	+40%

Projected Land Consumption (urbanized acres) in the Heartland Region if Current Development Trends Continue

2010	186,882
2050	278,357 +49%

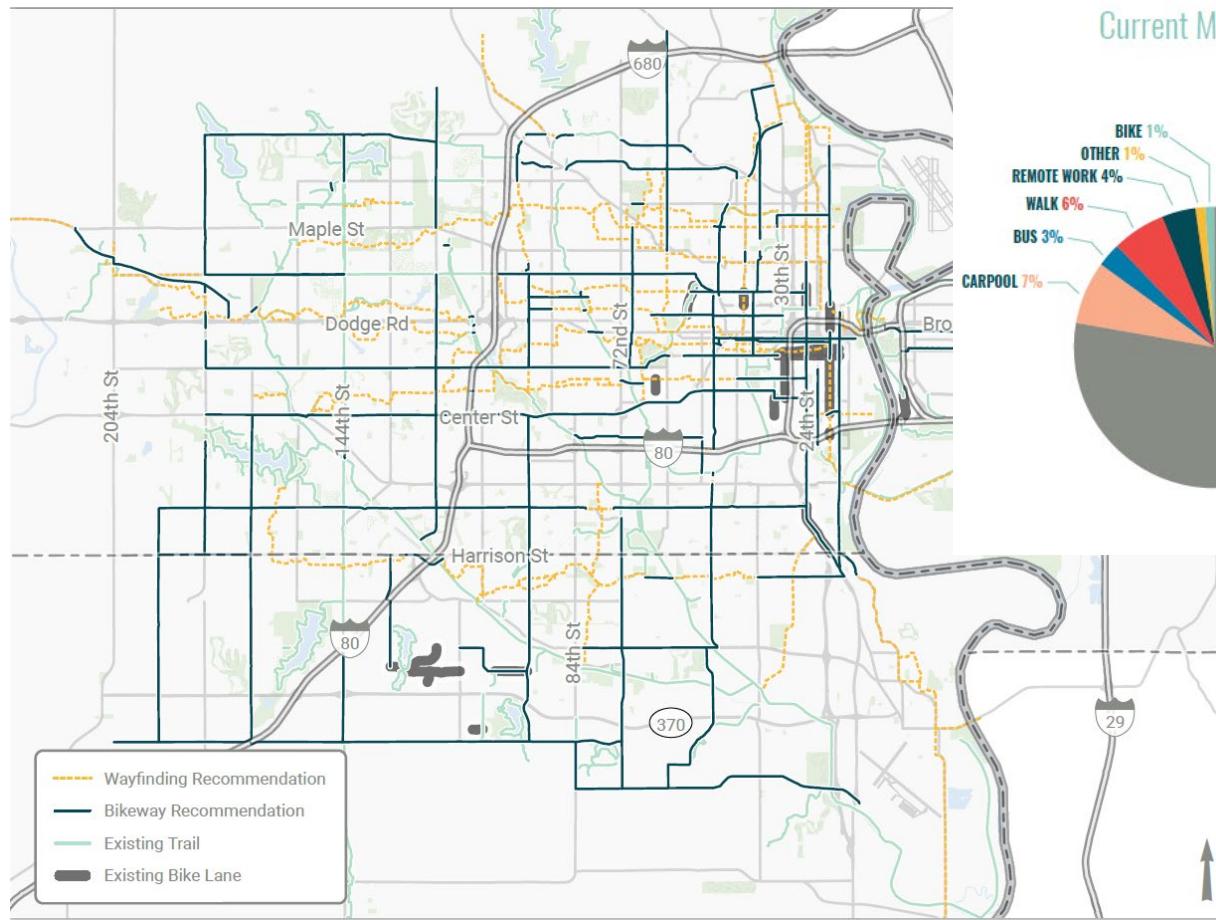
Source: U.S. Census, Fregonese Associates analysis.

ConnectGO - Long-Range Transportation Plan (LRTP)

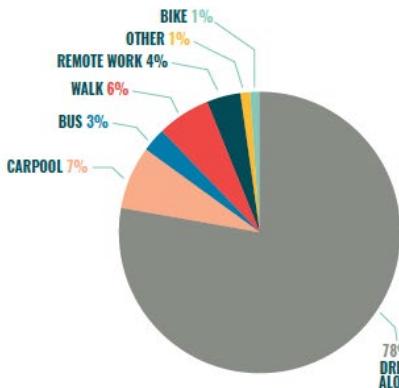


ConnectGO - Long-Range Transportation Plan (LRTP)

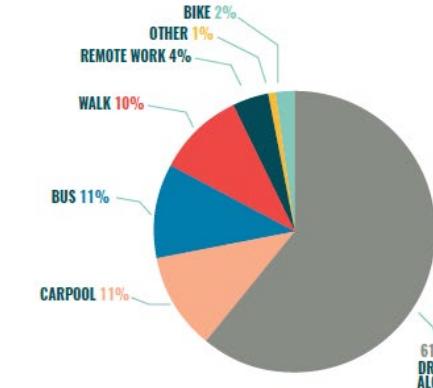
Downtown & Midtown Mobility Study Results (8,500 respondents)



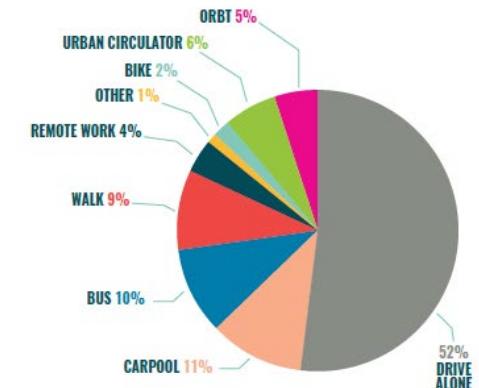
Current Mode Split



Potential Mode Split

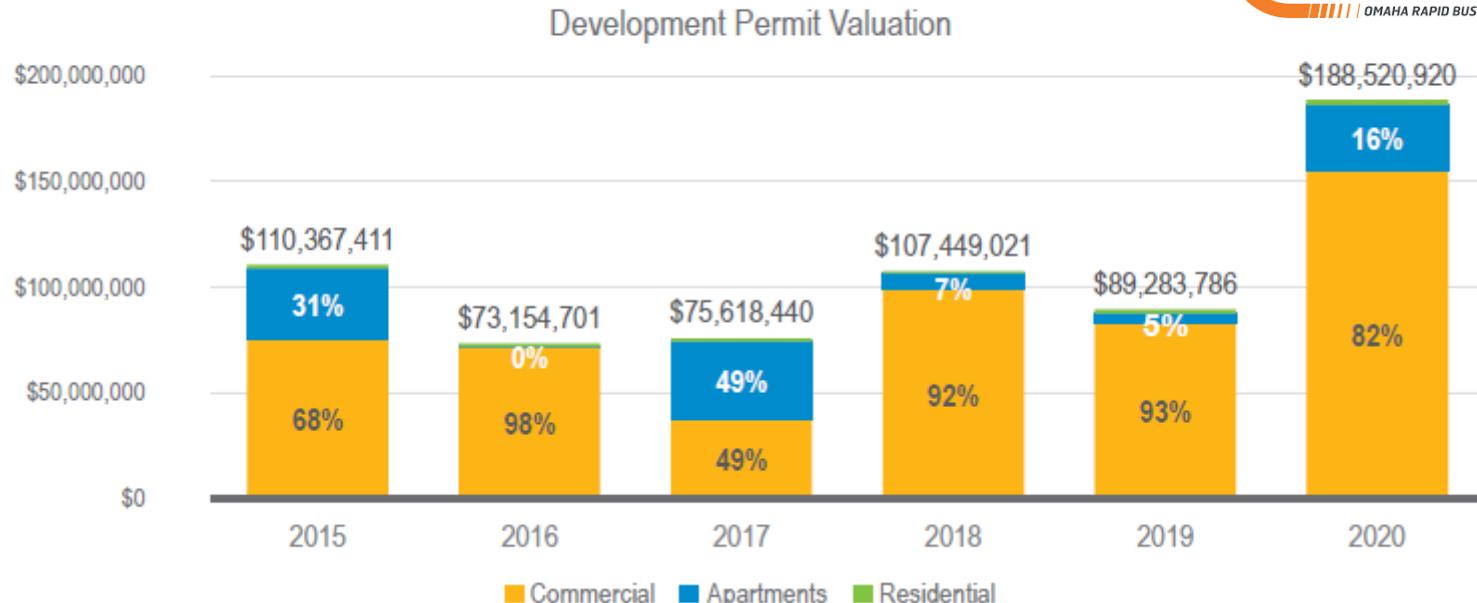


ORBT + Urban Circulator
Mode Split



- Fare capping – when a user reaches monthly limit (**\$55**), **fare is capped** even if they do not have a 30-day pass
- Alternative fuel buses: CNG & BEB – 30% of fleet as of 2022

Figure 2: Cumulative Development Permit Valuation





Goals

1. Address equity in our region
 - Jobs within 30-minute transit commute, frequent service within $\frac{1}{4}$ mile, & total service for low-income/minority populations
2. Improve & expand connections
 - $\frac{1}{4}$ mile frequent service, total service, access to amenities for regional population
3. Provide an excellent travel experience
 - People impacted by fare policy change & people impacted by stop amenities
4. Promote environmental stewardship
 - % fleet operating on AFV
5. Lead responsibly & collaboratively
 - Service effectiveness score, transit access for zero-car HHs, & ridership impacts

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BETTER TRANSIT FOR A MORE CONNECTED REGION

2022-2030

Figure 4: 2019 Transit Spending Per Capita

TRANSIT SPENDING PER CAPITA (\$2019)

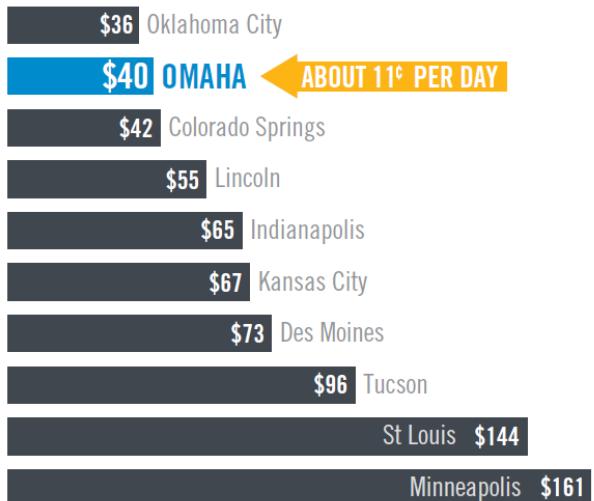
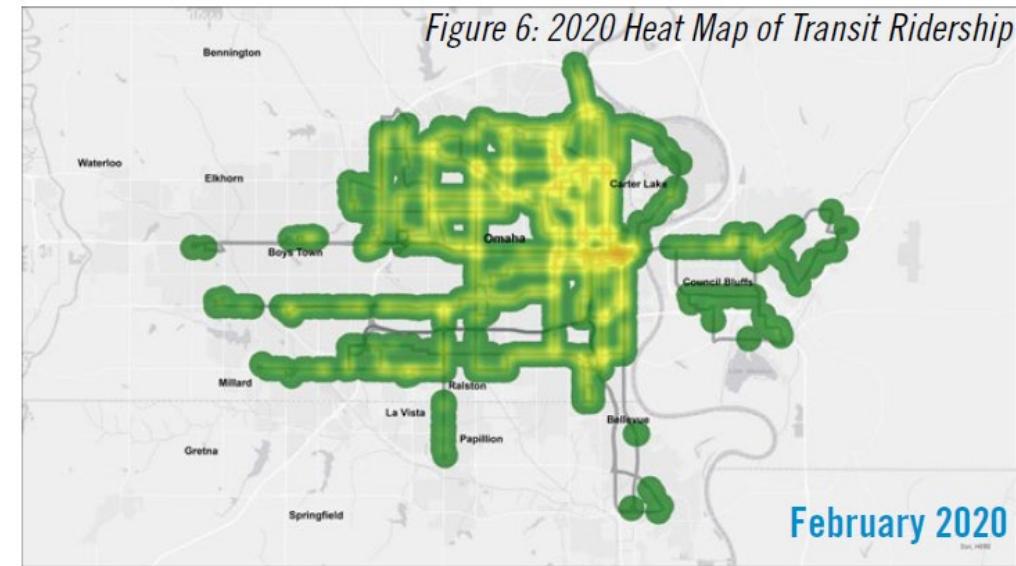
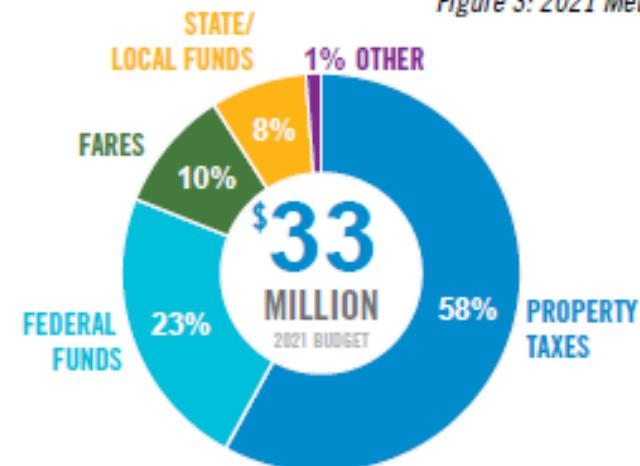


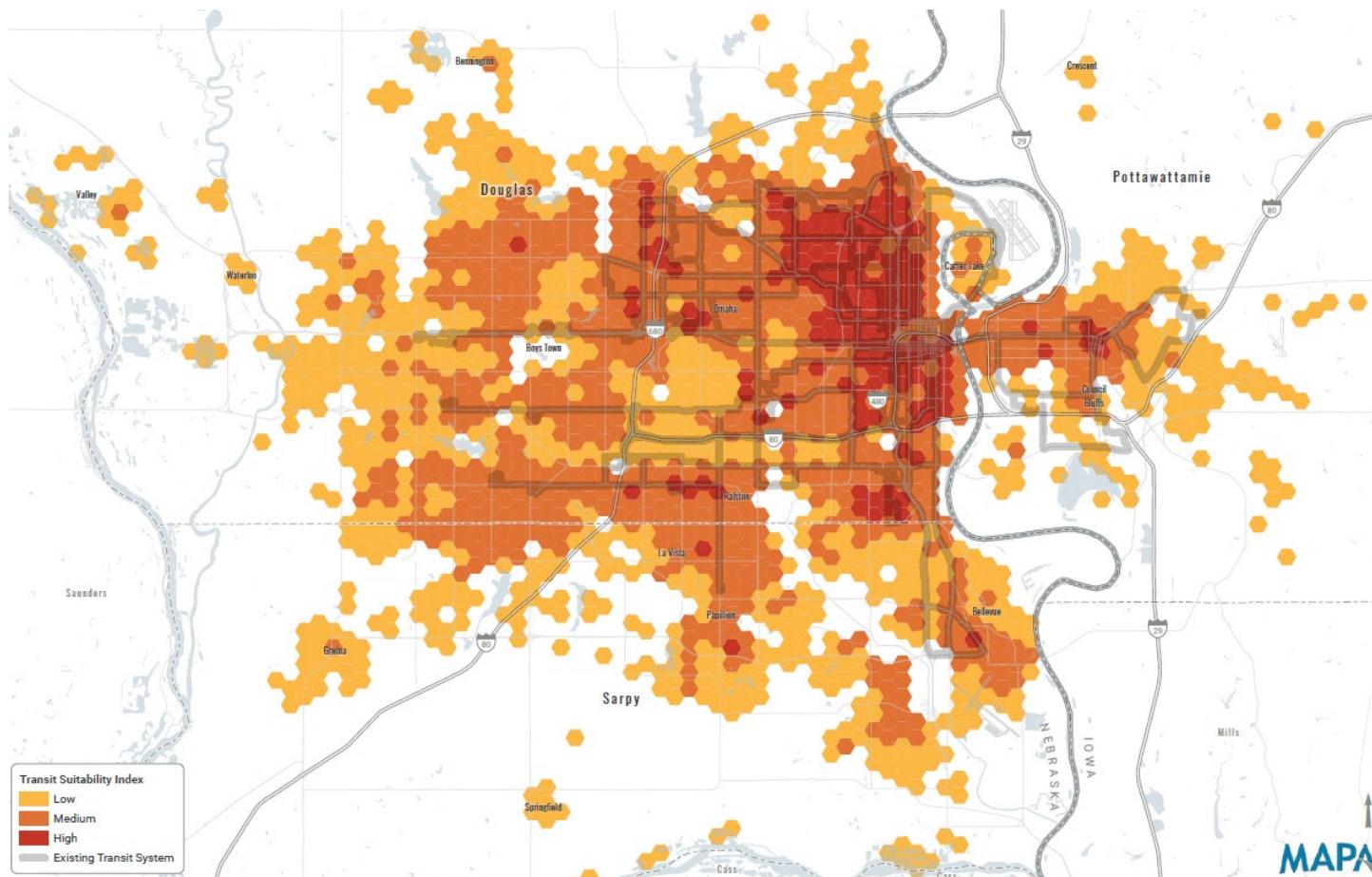
Figure 3: 2021 Metro Budget



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BETTER TRANSIT FOR A MORE CONNECTED REGION

2022-2030



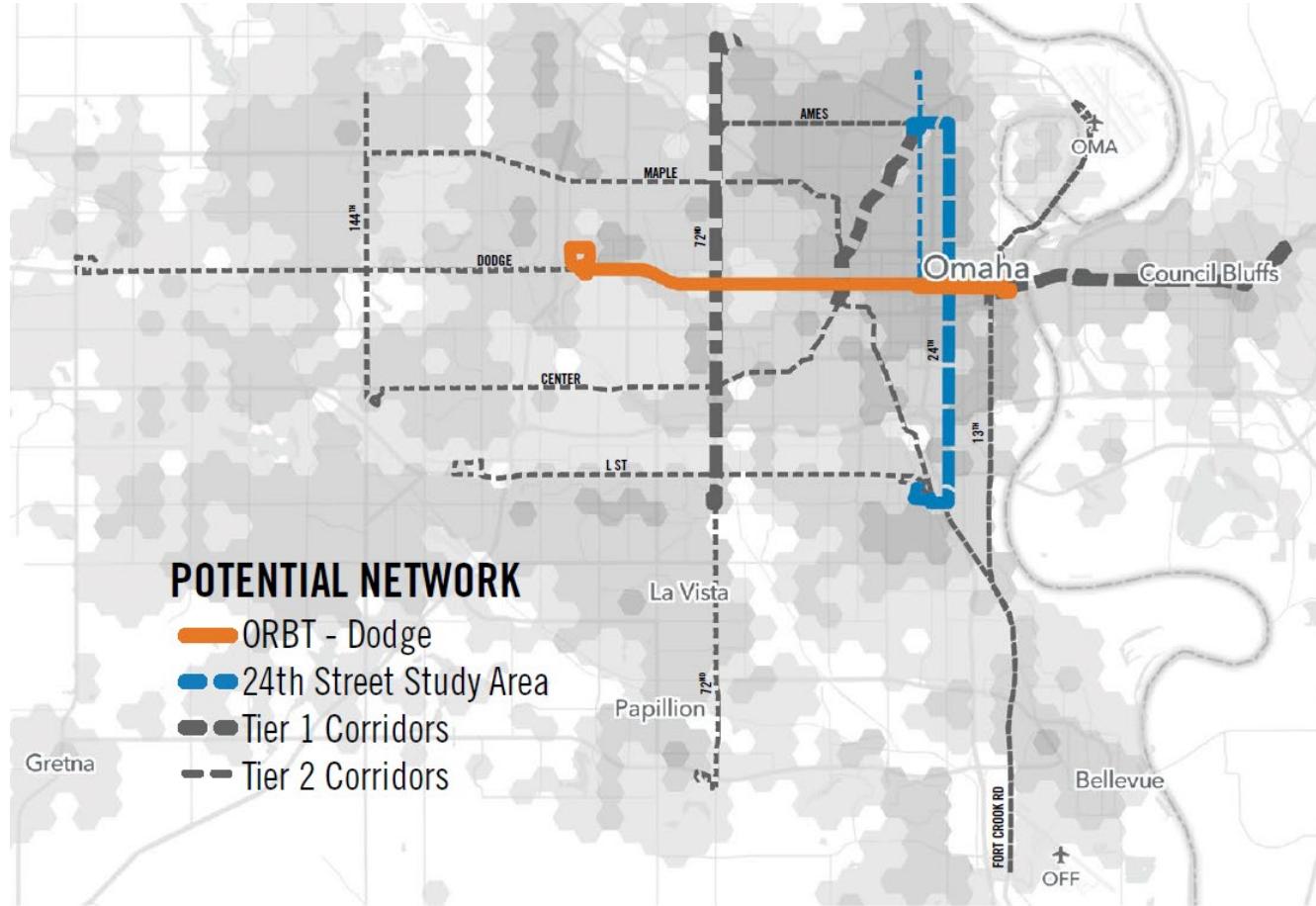
Questions MAPA asked coming up with a transit suitability measure:

- How many people live in area?
- Are those residents likely to ride?
- What destinations might cause someone to travel here?
- Could people travel safely to & from the bus stop?

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BETTER TRANSIT FOR A MORE CONNECTED REGION

2022-2030





2022-2030



24th & Hamilton: A dirt walking path leading from the bus stop to a nearby business area illustrates the importance of considering pedestrian access when designing private developments. In areas where landscaping or grass separates the sidewalk from the curb, paved areas should be provided to ensure wheelchair users can safely reach the bus, especially when snow or mud can make the area difficult to navigate.

Question: Do any locations come to mind for you in Lincoln or Omaha?

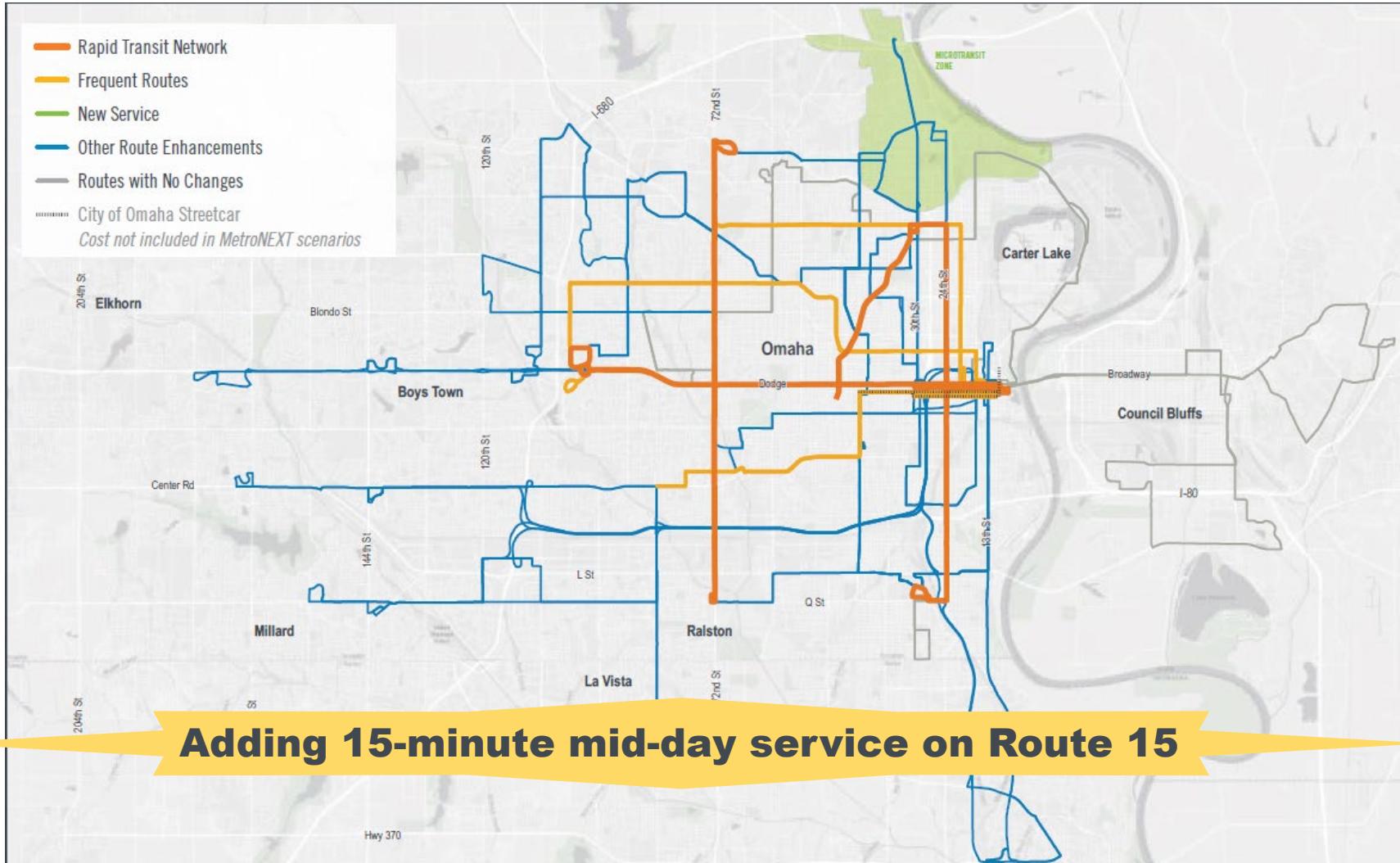


Keystone Trail & Q Street: Insufficient sidewalk connections between this trail and adjacent bus stops limits the ability of cyclists and pedestrians to reach the stop. Additionally, consideration should be given for how a rider can safely cross the street after making a return trip from the bus stop traveling in the opposite direction.

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BETTER TRANSIT FOR A MORE CONNECTED REGION

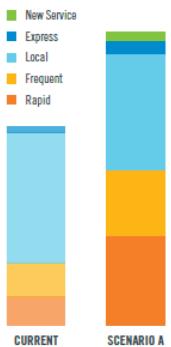
2022-2030



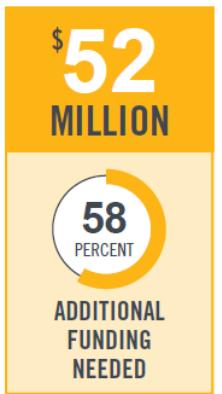
SCENARIO A ENHANCING RIDER AMENITIES



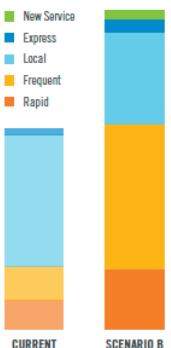
SERVICE HOURS



SCENARIO B IMPROVING FREQUENCY & EXTENDING HOURS



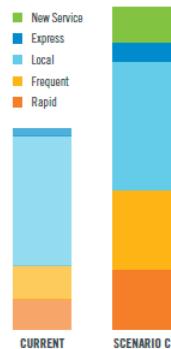
SERVICE HOURS



SCENARIO C EXPANDING SERVICE TO NEW AREAS



SERVICE HOURS



MORE SERVICE ON WEEKDAYS
47 PERCENT

MORE SERVICE ON WEEKENDS
22 PERCENT

MORE SERVICE ON WEEKDAYS
59 PERCENT

MORE SERVICE ON WEEKENDS
49 PERCENT

MORE SERVICE ON WEEKDAYS
61 PERCENT

MORE SERVICE ON WEEKENDS
31 PERCENT

ADDRESS EQUITY IN OUR REGION

IMPROVE & EXPAND CONNECTIONS

PROVIDE AN EXCELLENT TRAVEL EXPERIENCE

PROMOTE ENVIRONMENTAL STEWARDSHIP

LEAD RESPONSIBLY & COLLABORATIVELY

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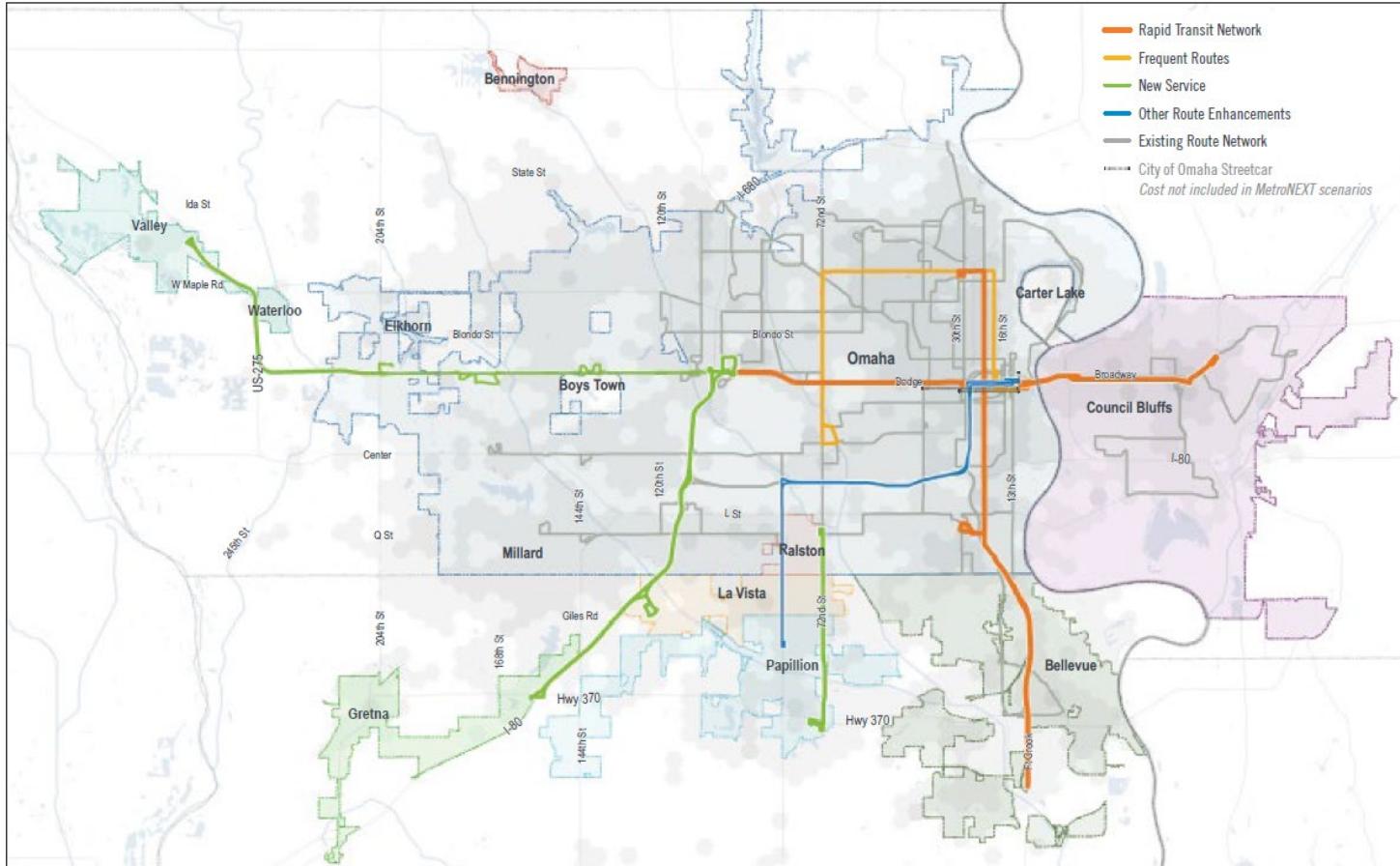
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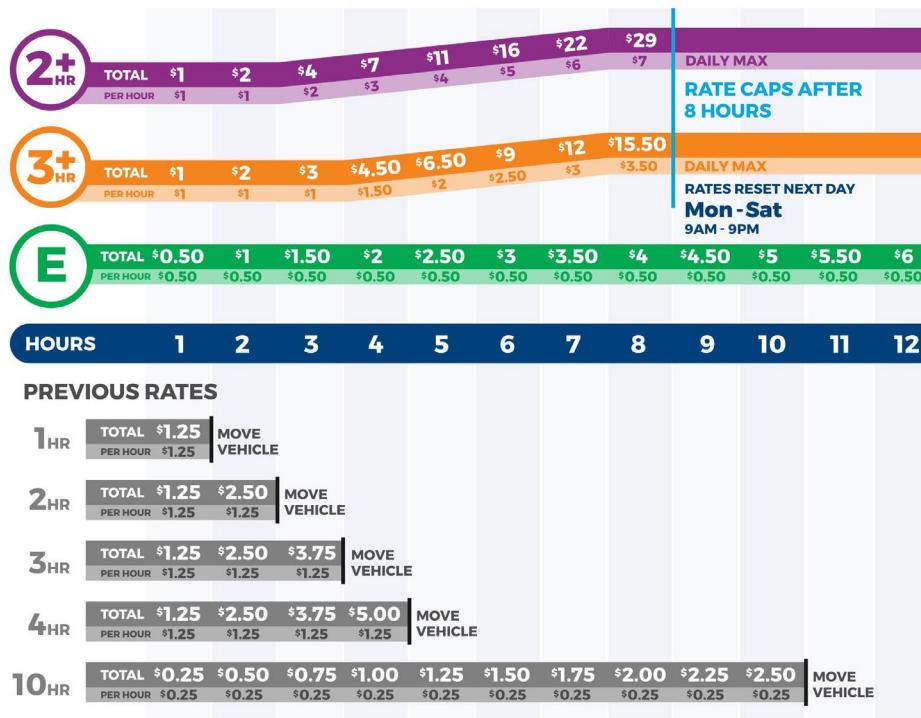
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BETTER TRANSIT FOR A MORE CONNECTED REGION

Service To Regional Partners



Omaha Parking & Mobility



I-480 Lid



Left:
BEST
Photo of existing conditions
looking to the southwest
towards Midtown Crossing,
the 40th and Dodge Street,
Farnam,
Douglas, and Dodge street
bridges over I-480.

Right:
AFTER
New LID constructed over
I-480 between Harvey Street
and Dodge Street, creating
programmable park space for
neighborhood activities. Mixed-
use infill development overlooks
the new public space.



Missouri River Bike/Pedestrian/Transit Bridge



Missouri River Bike / Pedestrian / Transit Bridges



3D Model View of Bike / Pedestrian / Transit Bridge

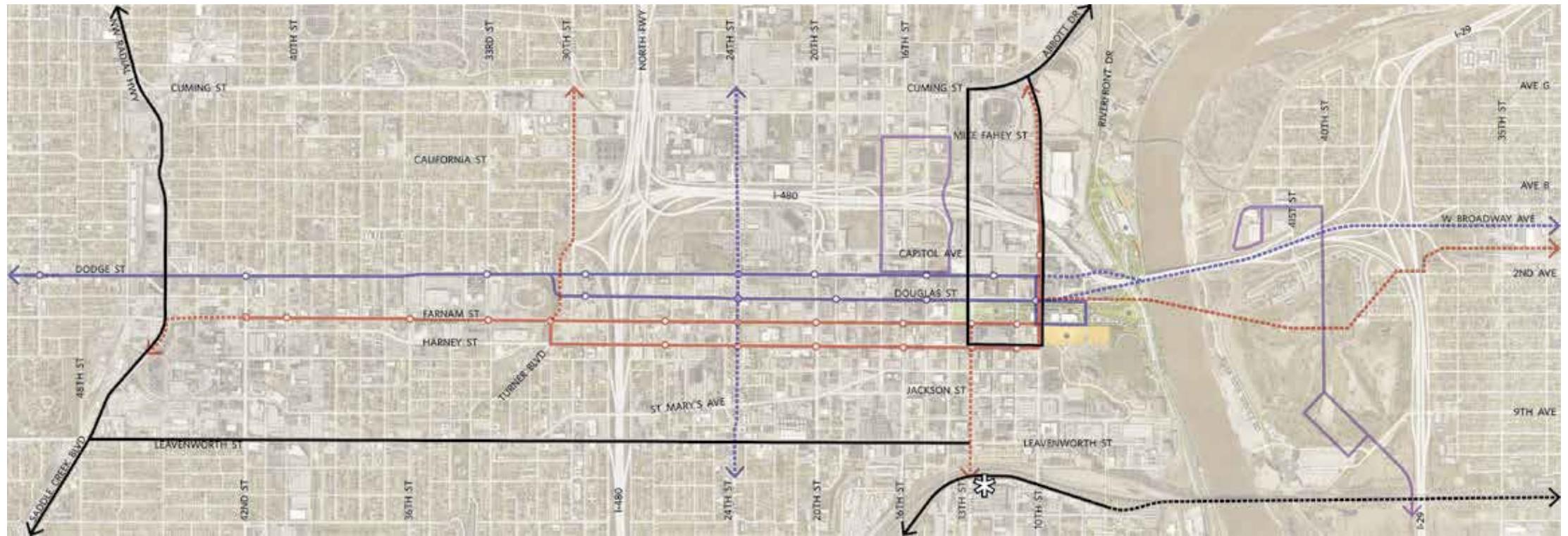


Tilikum Bike / Pedestrian / Transit Bridge in Portland, OR

Proposed Streetcar Route Extension



Future Fixed-Route Rail & Inter-City Transit



Omaha-Lincoln Transit Connections

Red Route – I-80 Express Lincoln to Omaha

Eastbound

The Red Route was developed for residents of Lincoln traveling to Omaha with scheduled bus stops at the following areas:

- Innovation Campus
- UNL Student Union
- Gold's StarTran Hub
- Gateway Mall Park and Ride
- 84th and Cornhusker Park and Ride
- Ashland – SAC Museum
- Metro Aksarben Transit Center
- UNL Engineering School (PKI)
- UNMC – 42nd and Dewey
- 24th and Douglas
- 4th and Douglas
- Amtrak/Intercity Bus Station
- Eppley Airport

Operations = \$13.5M over 3 years

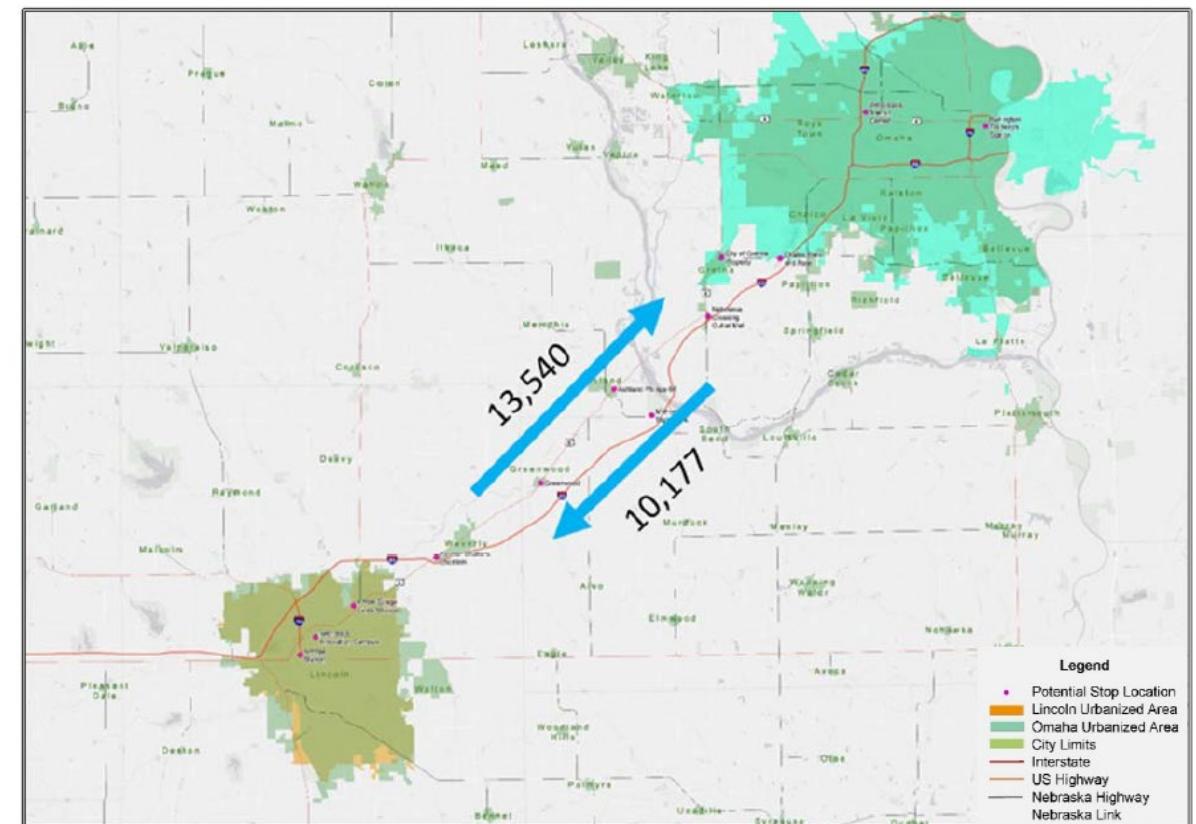


Figure 1. 2017 US Census, On the Map Application and LEHD OD Employment Data