

## 9. Implementation Plan

### Strategies

The Lincoln MPO is committed to moving forward with the implementation of this plan's goals and in helping to implement the programs and high priority projects identified in the plan.

The Implementation Plan provides a series of strategies that will guide the MPO's implementation of this LRTP over the next five years.

### Performance Tracking

- Develop a methodology for and begin tracking those performance measures (in **Chapter 5**) that are not currently being tracked
- Track the progress in each performance measure annually and provide an annual performance report
- Update the City's Asset Management Plan to include improved tracking and reporting

### Traffic Signals and Technology

- Implement the Green Light Lincoln program
- Improve intersection operations and coordinate signal timing
- Replace 15 signals each year (3 percent)
- Implement intelligent transportation systems (ITS)
- Implement adaptive signal control with emphasis on major truck routes
- Consider the impacts that emerging technologies in transportation (e.g., autonomous cars and online goods delivery) may have on travel behaviors and the future capacity needs of the system

### Bicycle and Pedestrian

- Elevate the status of pedestrians and bicyclists in the community to be an integral part of the travel options in Lincoln
- Implement the recommendations of the Bicycle and Pedestrian Capital Plan

- Update the Bicycle and Pedestrian Capital Plan
- Implement and fully support the bike share program (launch scheduled for 2017)
- Consider installation of protected bikeways to provide a physical separation between bicyclists and motorists
- Provide bicycle and pedestrian connections between neighborhoods and employment centers
- Implement Complete Streets projects and expand the on-street bike network for commuting purposes
- Add bike lanes in conjunction with street rehabilitation projects
- Make adequate maintenance of bicycle and pedestrian facilities a priority
- Rehabilitate one percent of sidewalks annually

### Transit

- Implement the recommendations in the Transit Development Plan
- Pursue funding for construction of a downtown Multimodal Transportation Center

### Streets and Roads

- Continue advancing preventative maintenance strategies (e.g., pothole repairs and crack sealing) to extend the life of Lincoln's streets and minimize the life-cycle costs
- Invest in the rehabilitation program to provide ongoing maintenance to the arterial and residential streets
- Address congestion through strategic intersection improvements and signal coordination
- Construct the committed and priority Roadway Capital Projects per the Fiscally Constrained Plan
- Encourage the use of alternative travel modes (biking, walking, and transit) to lessen the demand on the streets

- Grade separate railroad crossings
- Use technology to assist the transportation system recovery from incidents
- Continue to develop an annual crash report focusing on identifying significant crash patterns and implement countermeasures
- Develop educational programs related to the safety and security of the transportation system
- Collaborate to refine the Rural to Urban Transition for Streets (RUTS) program standards to identify efficient transitions from rural to urban conditions

### Travel Choices

- Implement transportation demand management (TDM) tools such as van-sharing
- Consider the travel needs of the aging population
- Identify opportunities to improve the connectivity between travel modes such as pedestrian access and bike parking at bus stops

### Land Use

- Promote consistency between land use and transportation plans to enhance mobility and accessibility
- Reduce the demand for single occupant vehicle (SOV) travel through coordinated land use and transportation decisions
- Support mixed use development
- Support affordable housing and higher densities
- Encourage higher density infill development to reduce demand for travel

### Alternative Fuels

- Encourage the provision of electric charging stations
- Convert City and County fleet to alternatively fueled vehicles

### Environmental Considerations

- Incorporate sustainable design elements into transportation projects by using low-impact development (LID) techniques to reduce runoff, alternative street designs, and permeable pavement
- Minimize impacts of transportation projects on the natural environment
- Reduce the impacts of transportation projects on neighborhoods and cultural and historic resources

### Funding

- Continue discussions with the community about how more of the transportation needs can be met
- Maximize the cost effectiveness of transportation investments
- Continue to work with NDOR to pursue funding options for construction of the East Beltway
- Continue funding the Railroad Transportation Safety District (RTSD)
- Consider creative alternative funding sources, such as public-private partnerships
- Consider indexing the Wheel Tax

### Amendment Process

Federal regulations require the LRTP to be updated every five years. During these five-year updates, the assumptions and identified needs and priorities of the transportation plan will be reexamined to best reflect changes that occurred since the previous five-year update. Between the five-year updates, there is an amendment process through which the LRTP can be modified.

As with all long range plans, conditions in the community will likely change over time and related shifts in priorities will occur. A change such as an increase in the amount of growth in one direction of the urbanizing area with a corresponding decrease in expected growth in another direction will shift the needs and priorities of the transportation

system. Some projects that were expected to be needed farther out in the planning period may be needed sooner. Likewise, a project that is no longer needed as soon as expected could be delayed.

Changes in the basic assumptions or goals and policies of the 2040 Lincoln/Lancaster County Comprehensive Plan and the LRTP may require formal amendments to both documents. More likely will be more specific shifts in needs and priorities that will need to be reflected in the LRTP to continue to have a Fiscally Constrained Plan that meets the needs of the community over time. Changes to the Fiscally Constrained Plan are to be made by a formal plan amendment through the MPO planning process. These may take the form of a standalone amendment or as a package of amendments during the established annual review process.

For example, when a project is identified as needed sooner than expected and that need is in the first ten years of the Fiscally Constrained Plan, a project(s) of similar cost will need to be dropped

lower in the priority list to keep the plan fiscally constrained.

Close adherence to the amendment process will be of particular importance if a project is desired to be placed in the first four years of the plan. The first four years of the Fiscally Constrained Plan should closely reflect the MPO Transportation Improvement Program (TIP) for projects of regional significance and those using the federal planning process and federal funding. Close coordination and consistency between the TIP and the LRTP should be an ongoing effort.

All amendments to the Fiscally Constrained Plan will need to be reviewed and approved by the MPO Technical Committee, which includes local, state, and federal representation; the Lincoln-Lancaster County Planning Commission; and the MPO Officials Committee. The amendment process will also need to adhere to the MPO's public engagement and information dissemination.

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