



2040 NEBRASKA

Good Life. Great Journey.

STATEWIDE TRANSPORTATION PLAN

Public and Stakeholder Engagement

April 27, 2021

This technical memorandum provides an overview of the public and stakeholder engagement efforts for the Nebraska Department of Transportation's 2040 Statewide Transportation Plan.

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An aerial photograph of a rural landscape. A paved road runs diagonally from the bottom center towards the horizon. The fields on either side are golden-brown, suggesting late autumn or early winter. In the distance, there are some buildings and a small cluster of trees. The sky is a deep blue with scattered white clouds. A large, semi-transparent blue circle is overlaid on the left side of the image, containing the text '1 Introduction'.

1 Introduction

1 Introduction

Public engagement is a critical component in developing a long-range transportation plan that meets the needs of a system's users. Stakeholder and public feedback help the Nebraska Department of Transportation (NDOT) shape plans and policies to build and maintain a multimodal transportation system that meets the expectations of its customers throughout the state.

There are many challenges and opportunities that will face transportation over the next 20 years. To help plan for these future challenges and opportunities, NDOT sought feedback from a variety of stakeholder representatives and members of the public. From staff workshops and stakeholder meetings to public surveys and a virtual open house, the feedback gathered during the planning process will help NDOT better prepare for the challenges ahead and continue to serve its mission to *provide the best possible statewide transportation system for the movement of people and goods.*

This technical memorandum focuses on stakeholder and public engagement opportunities that took place during the planning and development of the 2040 Statewide Transportation Plan (2040 STP) and how the input received was used to refine the final 2040 STP. These engagement opportunities helped identify and refine trends likely to impact transportation, goals, objectives, and recommendations for the future.

1.1 Structure

This technical memorandum examines the stakeholder and public engagement activities that occurred to show how the feedback provided fed into the development and the refinement of the various components of the 2040 STP at each step in the planning process.

Section 2 begins with an overview of the engagement methods that were implemented throughout the planning process.

Section 3 discusses the identification and development of influences (future factors that would determine how, where, and why people and goods move on the transportation system) and potential impacts to the Nebraska transportation system over the next 20 years.

Section 4 focuses on the development of draft goals and objectives and the activities used to refine the goals and objectives for the final 2040 STP document.

Section 5 moves to the development of recommendations to accomplish the previously developed goals and objectives.

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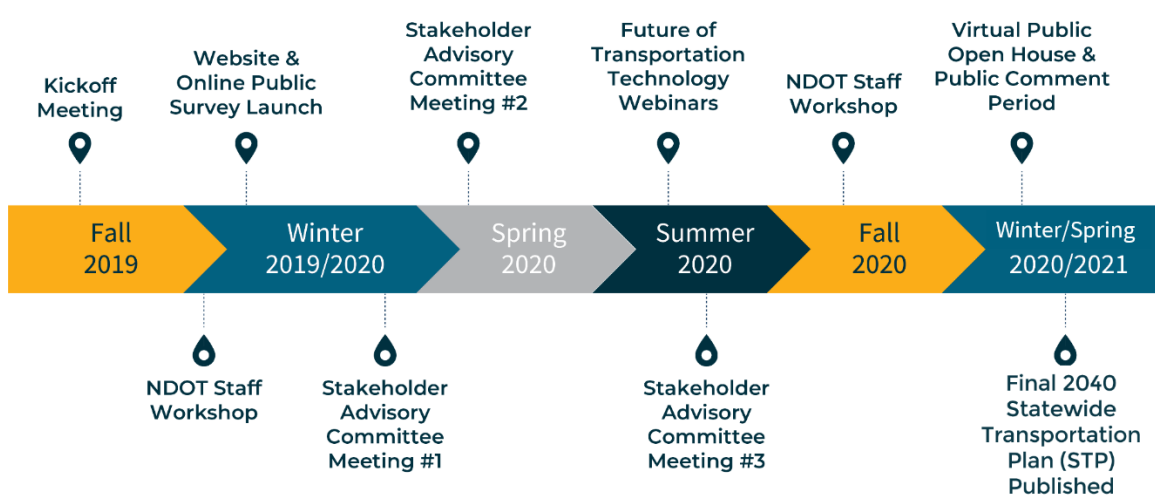
2 Engagement Activities Overview

2 Engagement Activities Overview

NDOT implemented a variety of tactics and strategies to gather input throughout the planning process, to gather feedback from a variety of groups, including NDOT staff, subject matter experts, transportation stakeholders, and Nebraska residents. An overview of the various audiences and tools used to gather feedback is highlighted in the following subsections.

In response to the COVID-19 pandemic that began during the planning process, a majority of the engagement opportunities were hosted virtually. From online surveys and a virtual open house to virtual stakeholder meetings, NDOT strived to offer engaging and meaningful feedback opportunities. Paper copies of virtual materials were also made available at NDOT district offices to anyone who preferred non-virtual engagement or were not able to access the information online. An overview of the engagement activities are shown in the timeline in Figure 2-1.

Figure 2-1: Engagement Activities Timeline



2.1 NDOT Staff

NDOT staff provided guidance on existing practices and insight into the trends in their divisions and districts across the state. Utilizing staff input to tailor the plan to the needs of the Nebraska transportation system helped create buy-in at all levels across the Department. This was critical as NDOT staff will be essential to achieving the plan goals and implementing its recommendations over the next 20 years.

2.2 Subject Matter Experts

In addition to the local insights and perspectives from NDOT staff, subject matter experts were utilized at different steps in the planning process to bring in relevant national trends and transportation innovations, such as advances in connected and automated vehicle technology, the increased adoption of

electric cars, and Nebraska-specific demographic changes. These subject matter experts were particularly helpful with the formation of the plan's future influences by researching and discussing likely transportation trends and facilitating discussions to identify the trends most likely to impact the future of transportation in Nebraska.

2.3 Stakeholder Advisory Committee

To make the 2040 Statewide Transportation Plan (2040 STP) a plan that met the needs of NDOT's diverse customer base, NDOT formed a Stakeholder Advisory Committee (SAC) to provide a variety of perspectives from across Nebraska. NDOT formally met with this group three times throughout the planning process and provided additional input opportunities via surveys, a virtual public open house, and the final plan comment period. The SAC served a critical role and provided feedback and guidance on the identification of influences, the development of the plan's goals and objectives, and the creation of the recommendations for the final plan.

2.3.1 Structure

The SAC was comprised of stakeholders representing a variety of industries and geographies across the state. Members brought valuable insights into which issues will be most important to Nebraska's transportation future. This group included diverse transportation perspectives from across Nebraska and was represented by the following individuals:

- Jon Abegglen, First National Bank of Nebraska
- J.D. Alexander, 4 Lanes 4 Nebraska, Alexander Cattle & Feed
- K.C. Belitz, Nebraska Community Foundation
- Steve Blocher, Nebraska School Board
- John Bolduc, Nebraska State Patrol
- Lonnie Burklund, City of Lincoln
- Eric Carstenson, Nebraska Telecommunications Association
- Dan Cotton, University of Nebraska-Lincoln Extension Office
- Larry Dix, Nebraska Association of County Officials
- Aaron Evans, Union Pacific Railroad
- Curt Friesen, Nebraska State Senator, District 34
- Judi Gaiashkibos, Nebraska Commission on Indian Affairs
- Kent Grisham, Nebraska Trucking Association
- Andy Hale, Nebraska Hospital Association

- Julie Harris, Bike Walk Nebraska
- Lance Hedquist, Nebraska Community Energy Alliance
- Lisa Henning, Nebraska Safety Council
- Mike Hilgers, Nebraska State Senator, District 21
- Barbara Keegan, Box Butte County Highway Superintendent
- Starr Lehl, City of Scottsbluff
- Mike Olson, Central Nebraska Regional Airport
- Stephen Osberg, Great Omaha Chamber
- Dirk Petersen, Nucor Steel
- Larry Rilet, University of Nebraska-Lincoln
- Jim Ristow, City of Bellevue
- Bryan Saucerman, Kawasaki Motors Manufacturing Corp., U.S.A.
- James (Rusty) Simerl, Federal Highway Administration - Nebraska Division
- Curt Simon, Metro Transit
- Clay Smith, Nebraska Educational Telecommunications Commission, Speedway Motors
- Tanya Storer, Cherry County Commissioner
- Bob Stubbe, Omaha Public Works
- Joe Werning, Federal Highway Administration - Nebraska Division
- Katie Wilson, The Associated General Contractors - Nebraska Chapter
- Greg Youell, Omaha-Council Bluffs Metropolitan Area Planning Agency

2.4 Public Feedback

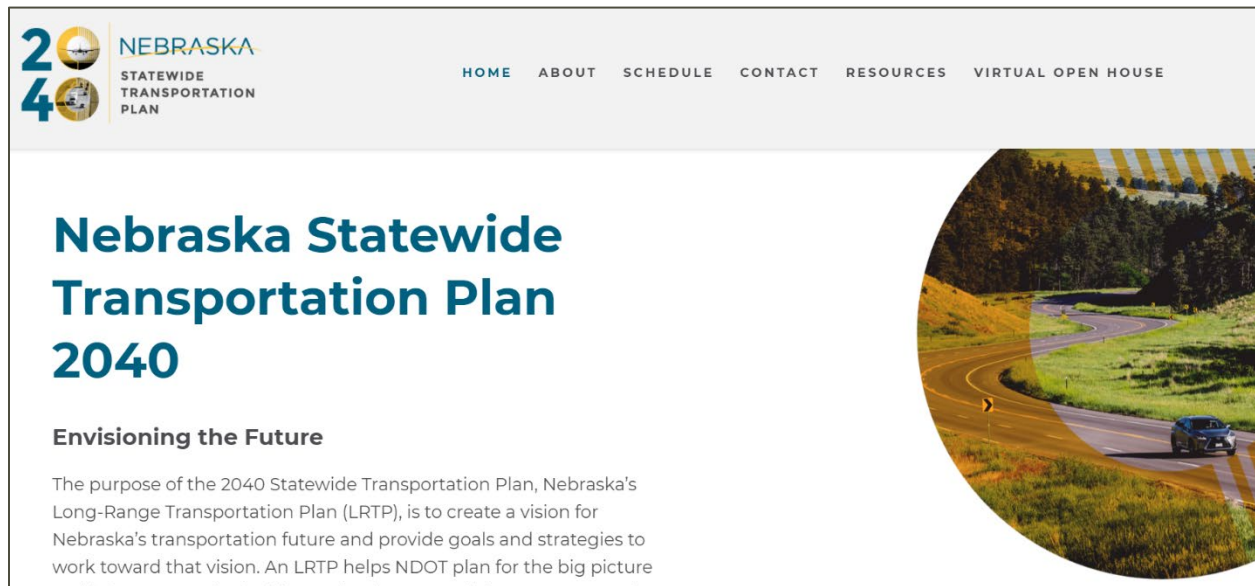
Nebraska residents were provided with several feedback opportunities to help shape the final 2040 STP. From feedback on influences and transportation technologies to comment opportunities on the goals, objectives, and recommendations, the final 2040 STP reflects the voices of Nebraskans throughout the state. The following subsections outline the various public engagement tools that were used during the 2040 STP planning process.

2.4.1 2040 STP Website

A 2040 STP-specific website was launched (2040NDOT.com) to gather feedback from the public and provide updates on progress in the planning process. The website provided information about the purpose and benefits of

long-range planning, a schedule of the overall development process, contact information for questions, and an additional resources section. The additional resources section provided information on the SAC and its members, access to the Future of Transportation Technology forums (a series of webinars that focused on how technology could impact the future of transportation in Nebraska), and information about additional engagement opportunities as they became available. Figure 2-2 displays a screenshot of the 2040 STP website homepage.

Figure 2-2: 2040 STP Website



2.4.2 Public Survey

An online survey was available during the first quarter of 2020 to gather information on the transportation priorities and values of Nebraskans. The survey asked questions on several topics, including what Nebraskans valued most about the transportation system, factors likely to have the greatest influence on how transportation will change in the future, the condition of Nebraska's overall transportation system, new technologies N DOT should consider in the development of the 2040 STP, and transportation improvement strategies that should be prioritized over the next 20 years.

Results from the survey were used to guide the development of the 2040 STP goals and objectives as well as define the influences that were most likely to impact the future of transportation in Nebraska. N DOT shared the availability of the survey via social media, email campaigns, and media releases. Additionally, SAC members were encouraged to share the survey availability

with contacts in their industry and communities. Nearly 1,200 Nebraskans, representing 70 of Nebraska's 93 counties, responded to the survey. Figure 2-3 shows the geographic representation of the survey respondents shaded in grey. The yellow dots display the counties where the SAC members work. The survey respondents included transportation professionals, local business owners, community representatives, NDOT staff members, and residents.

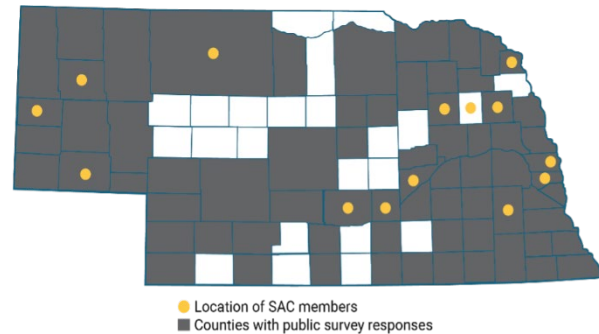


Figure 2-3: Survey Respondent Location

2.4.3 Virtual Open House

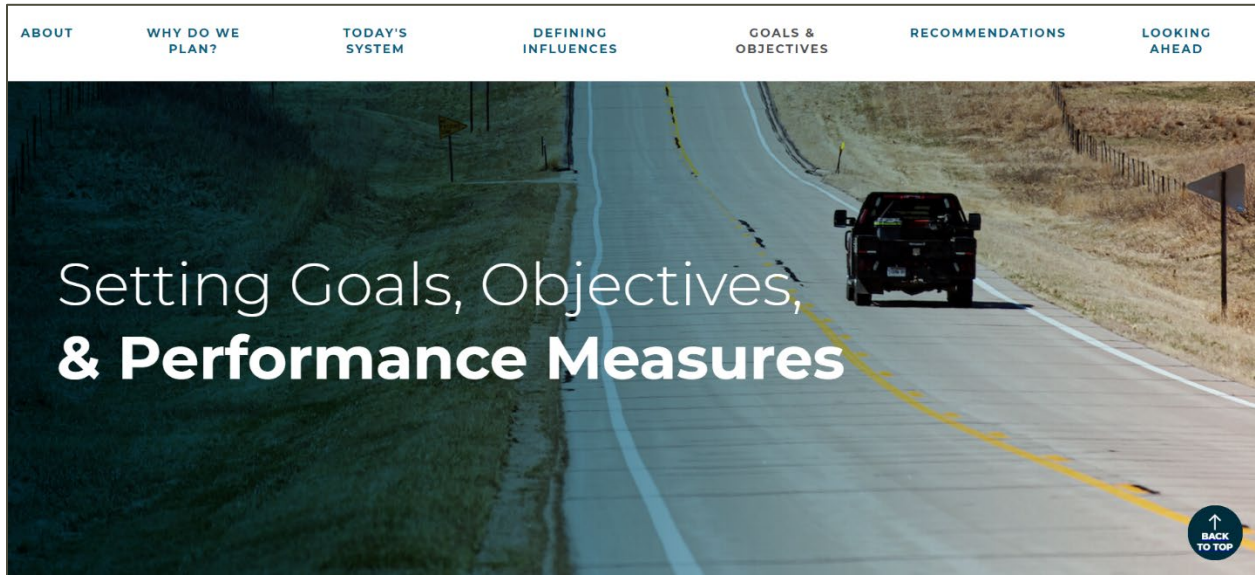
A virtual public open house was launched in January 2021 to deliver updates on the planning process and provide the public with an in-depth opportunity to provide feedback. The open house was hosted on the 2040 STP website and was advertised via social media, email blasts, and media releases. Nearly 1,000 Nebraskans participated in the virtual open house.

Key topic areas included:

- Introduction to the open house
- Overview of the importance of long-range planning
- Summary of the current transportation system
- Influences and potential transportation consequences
- Goals and objectives
- Recommendations
- Next steps

The open house served as a checkpoint to ensure the content developed for the 2040 STP aligned with the expectations and priorities of Nebraskans. Several comment opportunities were available throughout the open house website. NDOT reviewed and incorporated submitted feedback into the final 2040 STP content as appropriate. Figure 2-4 shows a screenshot of the “Goals & Objectives” introductory page.

Figure 2-4: Virtual Public Open House



An aerial photograph of a rural landscape. A paved road runs diagonally from the bottom center towards the horizon. The fields on either side are golden-brown, suggesting late autumn or winter. In the distance, there are some buildings and a small cluster of trees. The sky is a deep blue with scattered white clouds. A large, semi-transparent blue circle is overlaid on the left side of the image, containing the text.

3 Identifying Influences & Impacts

3 Identifying Influences & Impacts

To best prepare for the future of transportation in Nebraska, NDOT had to examine the different future factors that would determine how, where, and why people and goods move on the transportation system. These factors – referred to as “influences” in the 2040 Statewide Transportation Plan (2040 STP) – impact the Nebraska transportation system at varying rates, degrees of significance, and geographic areas. To plan for the future, NDOT gathered feedback from NDOT leadership and staff, the Stakeholder Advisory Committee (SAC), and the public on the influences most likely to impact transportation in Nebraska over the next 20 years.

3.1 NDOT Scenario Planning Workshop

NDOT held a scenario planning workshop with NDOT staff leadership to identify influences likely to impact the future of Nebraska’s transportation system. NDOT staff brainstormed potential influences for three areas: social and economic changes, technology changes, and external shocks. In breakout groups, NDOT staff discussed the three influence areas and developed lists of influences likely to impact transportation. NDOT staff were then led through a facilitated discussion related to potential influences impacting Nebraska and then formulated potential future scenarios based on the selected influences.

3.2 Stakeholder Advisory Committee Feedback

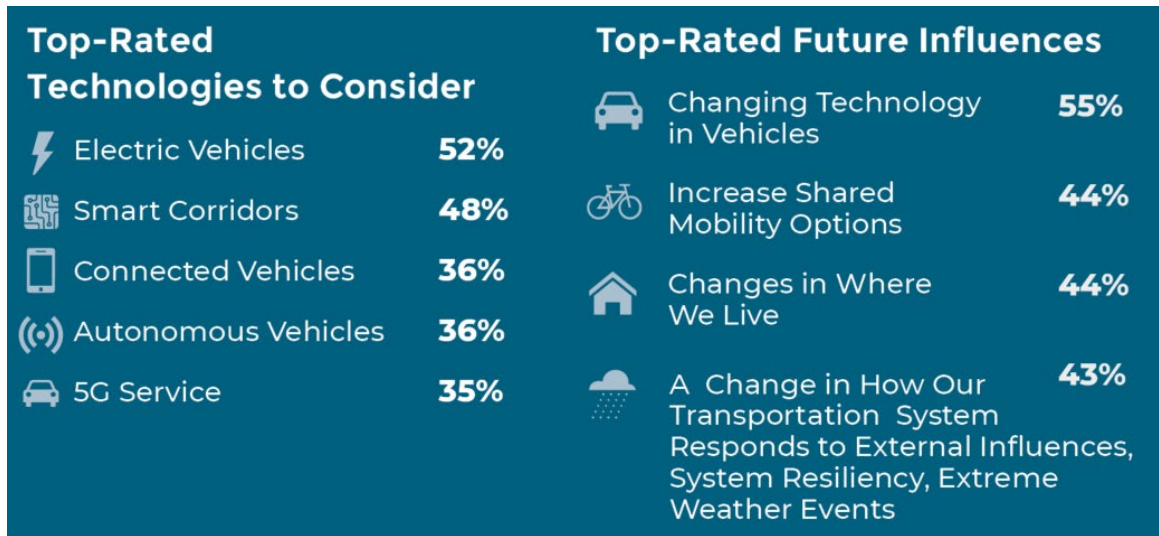
After an initial list of influences was developed via the staff workshop, the identified influences were shared with the 2040 STP SAC during an in-person meeting for feedback and refinement. SAC members shared how the influences identified during the staff workshop were applicable to what they were seeing in their various industries and communities. Based on SAC member feedback, it was clear that some of the identified trends were already beginning to occur while others are likely to cause bigger impacts to the transportation system over the next 20 years.

3.3 Website and Public Survey Feedback

NDOT used data collected via the online public survey to incorporate public input on the transportation trends and technologies identified during the NDOT staff workshop and subsequent SAC meeting. The survey asked for feedback on a variety of areas, including perspectives on public values, technologies that should be considered for the future of transportation, and the influences that could impact the Nebraskans travel throughout the state over the next 20 years.

This input provided by the public helped shape the 2040 STP’s final eight future influences. The top-rated technologies to consider and the top-rated future influences as identified by survey respondents are shown in Figure 3-1.

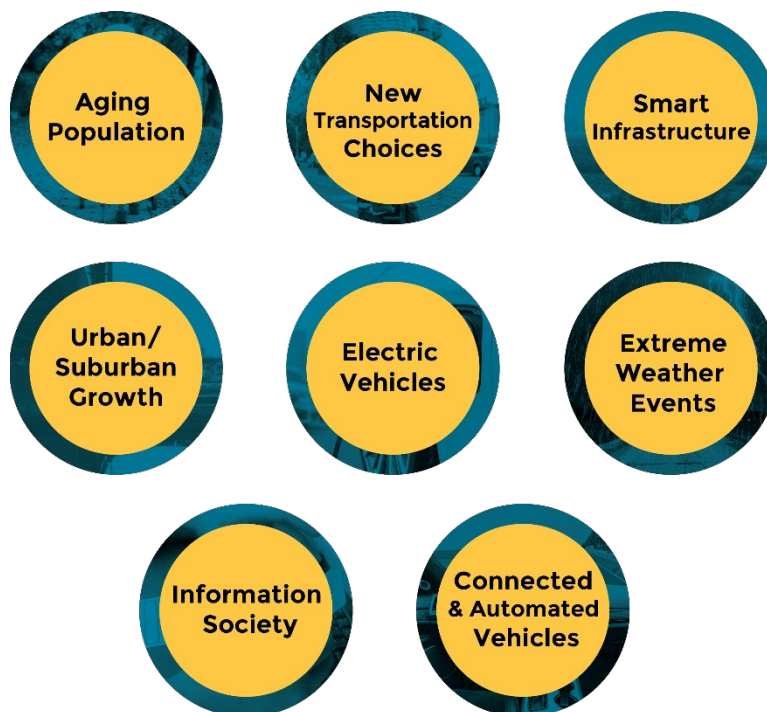
Figure 3-1: Public Survey Responses



3.4 Final 2040 STP Influences

After combining and reviewing feedback received from NDOT staff, members of the SAC, and via the public survey, NDOT finalized the list of influences that would be used during the 2040 STP planning process. This list of influences and the corresponding transportation consequences provided the framework to develop the goals, objectives, and recommendations that would help NDOT prepare for the future of transportation in Nebraska. The final list of influences is shown in Figure 3-2.

Figure 3-2: 2040 STP Future Influences



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4 Developing Goals & Objectives

4 Developing Goals & Objectives

Following the identification of transportation influences, NDOT worked toward developing a series of goals to guide the Department over the next 20 years. These goals were developed through consideration of the needs, revenue, influences, and public and stakeholder input to shape the strategic direction for the 2040 Statewide Transportation Plan (2040 STP). Goals developed for the 2040 STP are broad statements expressing desired results that will support NDOT's mission across a wide range of responsibilities. NDOT developed objectives for each goal which serve as specific, measurable outcomes that NDOT should attain to achieve each goal.

To ensure the goals and objectives developed for the 2040 STP shared the priorities of the travelling public and stakeholders across the state, NDOT shared the draft goals and objectives with industry representatives via the Stakeholder Advisory Committee (SAC) and provided the public with an opportunity to review and comment on the goals and objectives via a virtual public open house.

4.1 Stakeholder Advisory Committee Feedback

The 2040 STP SAC represented a cross section of different perspectives and interests. SAC member feedback helped NDOT tailor the goals and objectives to make sure the 2040 STP represented a transportation future that supported the priorities of both Nebraska residents and stakeholders. The SAC reviewed and provided feedback on the plan's draft goals and objectives during the second SAC meeting. The second meeting was held virtually due to the COVID-19 pandemic. SAC members also provided input via an online survey following the meeting.

SAC members broadly supported the draft goals and agreed that they supported NDOT's strategic direction and the transportation needs of the state over the next 20 years. For 18 of the 26 objectives, the SAC unanimously felt that the objectives supported the 2040 STP goals. For the remaining eight objectives, more than 80% of the SAC agreed that the objectives supported the established goals.

4.2 Public Input

In addition to SAC feedback, NDOT utilized the results of the online public survey to confirm the goals and objectives developed for the 2040 STP. Public input was an important step in aligning NDOT's goals with the transportation values and priorities of Nebraskans.

Survey results indicated that two-thirds of survey respondents prioritized mobility access and choices as the most important value for users of Nebraska's transportation system. More shared mobility options will likely be one of the biggest ways transportation will change in the future. Promoting

efficient access to transportation options for all Nebraskans – both businesses and citizens – is critical.

Safety of transportation system users of all modes was also one of the top priorities of survey respondents, with more than half selecting it as one of their top three priorities. As technology develops within and on the transportation system, respondents expect this could introduce new and innovative ways to improve safety for Nebraskans.

Respondents also indicated that the maintenance of current system assets should remain an emphasis and that NDOT should prioritize existing transportation system assets over expansion of the system. As a part of the survey, respondents indicated that the current system was in average or above average condition and that NDOT should continue to maintain the good condition of the system throughout the state.

Other priorities that rose to the top of the survey responses, such as the importance of environmental stewardship and fiscal responsibility, are represented throughout the 2040 STP goals and objectives. The top priorities indicated by survey respondents are shown in Figure 4-1.

Figure 4-1: Public Survey Priorities

Top Public Values	
Mobility	66%
Safety	54%
Fiscal Responsibility	32%
Environmental Stewardship	30%
Asset Management	26%

4.3 Final Goals and Objectives

Input received from NDOT staff, members of the SAC, and the public helped inform and shape the 2040 STP's final goals and objectives. To align the final goals and objectives with the priorities of Nebraskans, NDOT leadership reviewed input provided via the SAC meetings and the online public survey to refine and finalize the plan's goals and objectives. The final goals and objectives for the 2040 STP are shown on the following page.



ASSET PRESERVATION: Keep Nebraska's multimodal transportation assets in a state of good repair.

- Optimize road and bridge preservation investment decisions to provide best use of limited funds.
- Invest in the preservation of other important transportation assets including aviation, bicycle and pedestrian systems, transit facilities and vehicles, intelligent transportation systems (ITS), and rest areas.
- Upgrade essential stormwater/drainage infrastructure on major highway system elements to minimize risk of flood damage or disruption.
- Maximize the useful life of transportation assets by using condition data and responding with appropriate maintenance actions.



MOBILITY CHOICES FOR PEOPLE & FREIGHT: Provide efficient, affordable, and equitable options across all modes for moving people and goods throughout Nebraska and beyond.

- Maintain or improve reliable travel times.
- Optimize mobility investments to provide best use of limited funds.
- Provide support for freight mobility needs across Nebraska.
- Improve coordination and partnerships among government entities and with the private sector to provide mobility options.
- Use technology such as connected infrastructure and real-time travel information to improve the efficiency of the existing transportation system.
- Improve system connectivity for all modes; particularly in underserved and fast-growing communities.



SECURE & RESILIENT TRANSPORTATION: Manage the risk and magnitude of major disruptions to Nebraska's transportation systems.

- Reduce vulnerabilities on the transportation system.
- Build redundancies into key routes to provide adequate continuity of operations in the event of disasters.
- Secure critical transportation assets to protect users in Nebraska.
- Provide adequate coordination among local, tribal, state, and Federal agencies to prepare for, respond to, and recover from events such as natural disasters, extreme weather, or terrorist attacks.
- Maintain a secure information technology system to protect the ITS infrastructure, personal data of customers, and transportation system data.



SUPPORT FOR ECONOMIC AND COMMUNITY VITALITY: Choose investments in Nebraska's transportation system that best support the vitality of Nebraska's economy and all of its communities.

- Improve broadband access that supports both 'smart' transportation infrastructure needs and wider needs for communities 'connected' to digital resources.
- Ensure project selection criteria consider social and economic factors as well as engineering and safety concerns.
- Consider communities' wider quality of life concerns in the scoping and design of transportation improvements by coordinating closely with county, local, and tribal governments.
- Minimize and mitigate environmental impacts in the design and construction of transportation projects.
- Improve access to freight intermodal facilities, industrial land uses, and agricultural uses for the efficient movement of goods on the transportation system.
- Improve transportation connectivity to established and emerging economic, employment, and social centers.



SAFETY: Provide a transportation system in Nebraska that is safe for all users.

- Consider safety of relevant types of transportation system users in the scoping and design of transportation improvements.
- Reduce fatalities and serious injuries on the multimodal transportation system to work toward zero deaths.
- Improve work zone safety for both motorists and those working to improve our transportation system.
- Foster a workplace culture of safety first.
- Invest in safety technology (such as cameras, dynamic message signs, and fiber optics) improvements to safety and security for all users.

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5 Recommendations

5 Recommendations

After developing goals and objectives to guide NDOT's decision-making over the next 20 years, recommendations to help accomplish these goals and objectives were developed across seven focus areas to guide NDOT and its partners in their support of Nebraska's transportation system. The plan's recommendations are based on a mix of industry best practices, research, strategy and planning documents developed by NDOT and other Nebraska agencies, public survey results, input from transportation experts, and the Stakeholder Advisory Committee (SAC). Nebraskans were able to provide additional comments on all draft components of the plan (influences, goals, objectives, and recommendations) via the virtual public open house. The methods for incorporating the feedback received for the recommendations during the various public and stakeholder engagement opportunities are outlined in the following subsections.

5.1 Stakeholder Advisory Committee Feedback

As with the goals and objectives, the list of draft recommendations was shared with members of the SAC. A list of recommendations was narrowed down by the internal project team to recommendations likely to be of most interest to SAC members. These recommendations were presented to the SAC during a virtual meeting. NDOT received general agreement from the SAC that the recommendations would be good guideposts to achieve the 2040 Statewide Transportation Plan (2040 STP) goals and objectives.

Following the meeting, SAC members were able to review the full list of plan recommendations. An additional comment opportunity was also available via participation in the virtual open house in January 2021.

5.2 Public Input

5.2.1 Virtual Open House: Highlighted Recommendations

The virtual open house provided the public with an opportunity to review highlighted recommendations for the 2040 STP. More than 40 strategies were identified for the 2040 STP. To make the information more digestible in a public open house meeting format, a section of recommendations anticipated to be of most interest to the public was highlighted. The recommendations were organized into seven themes. The seven themes and a sample of the highlighted recommendations displayed during the open house are shown in Figures 5-1 through 5-7. Paper copies of the materials were also available to anyone who preferred non-virtual engagement or could not access the information online.

Figure 5-1: Highlighted Recommendation Area: Expand Data-Driven Decision Making

01. THEME 1: Expand Data-Driven Decision Making

Transportation is entering a period of great change – advances like driverless cars and MaaS are indicators of physical transformations ahead. Another feature of this transformation is growth in data related to just about every aspect of transportation. By turning data into knowledge, NDOT can maintain and improve the alignment of its investment decisions with system users’ changing priorities and needs in an anticipated era of aging infrastructure, hard-to-predict resiliency challenges, more vehicles on the road, shifting freight patterns, rising demand for transit and active transportation solutions, and emerging technologies.

HIGHLIGHTED RECOMMENDATION

Expand opportunities to use predictive performance data-based tools & techniques to strengthen the prioritization of transportation needs and project selection decisions.

NDOT uses data to drive decisions and forecast performance with bridge and pavement asset management tools through the NDOT Transportation Asset Management Plan (TAMP). NDOT should continue to examine historically observed data and develop strategies to use predictive, performance data-based tools and techniques in transportation decisions.



Related Goal:
Asset Preservation

Figure 5-2: Highlighted Recommendation Area: Increase Multimodal Opportunities

02. THEME 2: Increase Multimodal Opportunities

With changing demographics ahead – including an older population, more people living and working in Nebraska’s cities, and a need to sustain dispersed rural communities – all Nebraskans can benefit from emerging and often technology-enabled multimodal transportation that supports the evolving mobility needs of communities where they live and work.

HIGHLIGHTED RECOMMENDATION

Develop and adopt a ‘complete streets’ policy

‘Complete streets’ policies provide roadway design guidelines that prioritize safe, comfortable transportation by relevant users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. A ‘complete street’ is designed to balance safety and convenience for everyone using the road. NDOT should develop and adopt its own ‘complete streets’ policy and produce a ‘complete streets’ manual. Complete streets policies help planners and engineers design roads that improve safety and mobility for all relevant users, depending on the need and the physical context of the project.

Related Goals: Mobility Choices, Safety, Economic and Community Vitality



Figure 5-3: Highlighted Recommendation Area: Upgrade Infrastructure Resiliency**03. THEME 3: Upgrade Infrastructure Resiliency**

With weather extremes expected to occur more frequently in the future, Nebraska's transportation infrastructure faces uncertain risks and NDOT should take actions to ensure the resiliency of the transportation network not only against natural threats like extreme weather but also against human-caused threats like cyber-attacks.

HIGHLIGHTED RECOMMENDATION

Incorporate findings of the NDOT vulnerability assessment into the planning and design of NDOT's highways and bridges

NDOT is in the early stages of a vulnerability assessment to analyze the risk of flooding along NDOT roadways and bridges. NDOT should incorporate the findings of the ongoing flood vulnerability assessment into planning and design activities to reduce the flood risks of the assets included in the assessment.

Related Goal: Secure and Resilient



Figure 5-4: Highlighted Recommendation Area: Embrace Technology Opportunities

04. **THEME 4: Embrace Technology Opportunities**

Technologies like 'smart' infrastructure, EVs, AVs, or unmanned aerial devices are already starting to change transportation in many ways. Taking advantage of technology advances can help NDOT be the best steward for a Nebraska transportation network that keeps its users safer, improves their mobility, and better supports economic and community quality of life concerns shared by all Nebraskans, whether they live in cities or rural areas of the state.

HIGHLIGHTED RECOMMENDATION

Create a CAV committee

CAVs promise more mobility choices, improved safety, and congestion relief, but could mean more vehicles on Nebraska's roads and require infrastructure improvements to accommodate them safely. To prepare for CAVs, NDOT should consider setting up a committee that can guide NDOT's efforts to examine CAV-related challenges in areas such as law enforcement, wireless data connectivity, infrastructure gaps, or outreach and education needs. This may help create new partnerships around CAV adoption in Nebraska.

Related Goals: Mobility Choices, Safety, Economic and Community Vitality



HIGHLIGHTED RECOMMENDATION

Prepare for smart corridors in Nebraska

'Smart corridors' use a range of technologies to help overcome challenges like congestion, incident management, or severe weather. By continuously monitoring traffic and road conditions, for example, smart corridors can use automated tools like variable speed limit signs, electronic message signs, queue detection and warnings, dynamic junction and lane use controls, real-time truck parking information, adaptive ramp metering, or traffic signal management to improve traffic flow. NDOT should identify and prepare for the deployment of smart corridors across Nebraska in partnership with neighboring states as well as local and regional governments. With these partners, NDOT should leverage findings from the Advanced Transportation and Congestion Management Technologies Deployment multi-state pilot project along I-80, which offers lessons for other important transportation corridors in the state.

Related Goals: Mobility Choices, Safety, Economic and Community Vitality



Figure 5-5: Highlighted Recommendation Area: Expand Collaboration with Stakeholders

05. THEME 5: Expand Collaboration with Stakeholders

By fostering stronger partnerships and more collaboration, NDOT can leverage the reach of its work via more engaged and supportive stakeholders who help create a more seamless transportation network across Nebraska that bridges governmental divisions to better serve customers' mobility needs.

HIGHLIGHTED RECOMMENDATION

Engage with key stakeholders to make progress in broadband initiatives

The private telecommunication sector has experience in providing and expanding access to broadband for Nebraska's businesses and residents. NDOT can benefit from sharing knowledge with the private sector telecommunication industry through coordination with the private telecommunication providers and other governmental entities to increase access to broadband across Nebraska. NDOT should participate in statewide plans and initiatives to increase access to broadband or other forms of digital connectivity like 5G.

Related Goal:
Economic and Community Vitality



Figure 5-6: Highlighted Recommendation Area: Build Education and Awareness

06. THEME 6: Build Education and Awareness

By making changes in the ways NDOT educates and learns from its partners, the traveling public, and its own team, the agency can build its capacity to create a more seamless transportation network across Nebraska.

HIGHLIGHTED RECOMMENDATION

Continue to support and expand on a distracted driver awareness campaign

While improvements in vehicle equipment like seat belts, airbags, or brake assist technology have helped reduce the danger of crashes, driver distraction caused by digital devices in vehicles is a fast-growing problem on Nebraska's roads that poses a rising threat to vehicle occupants, as well as to pedestrians and bicyclists who share the roads. NDOT should continue to partner with stakeholders through the Drive Smart Nebraska Coalition to continue to provide, update, and expand upon education to the public about the dangers of distracted driving.

Related Goal: Safety



Figure 5-7: Highlighted Recommendation Area: Improve Organizational Effectiveness

07. THEME 7: Improve Organizational Effectiveness

NDOT's 2040 STP goals are ambitious. To achieve them, NDOT must continue to explore opportunities to improve its organizational effectiveness in ways that foster efficiency, safety, and innovation.

HIGHLIGHTED RECOMMENDATION

Further expand use of practical design principles where appropriate

NDOT's project designs are increasingly shaped by 'practical design' approaches that evaluate whether strictly uniform standards can sometimes be replaced by design elements tailored to better achieve project-level goals and objectives. NDOT should seek to further expand the use of practical design approaches where applicable via updates to its road design manual.

Related Goal:
Asset Preservation



5.2.2 Virtual Open House: Feedback Received

NDOT received numerous comments from participants as a part of the virtual open house. Comments largely fell into four categories: funding, project-specific, multimodal choices, and technology. The common themes and responses to these comment categories are summarized below.

Funding: Several comments encouraged NDOT to explore new funding options in the future to support the continued growth and preservation of Nebraska's transportation system. While specific funding recommendations and program investment strategies are not included in the 2040 STP, NDOT will continue to explore funding alternatives for the future as the transportation landscape changes, including potential impacts to revenue from an increased adoption rate of electric and more fuel-efficient vehicles in the coming decades.

Project-specific: NDOT received several comments related to specific projects across the state. NDOT responded to the stakeholders to let them know the 2040 STP is a policy document and does not address specific projects. Comments related to specific transportation projects were shared with the appropriate NDOT staff.

Multimodal choices: Many stakeholders expressed agreement in NDOT's continued expansion of multimodal connections to the existing transportation system. Other comments expressed a desire to increase multimodal options and access across the state. In response, NDOT updated the Complete Streets

policy suggestion in the plan to more closely align with a desire to design the transportation system to include considerations for bicycle, pedestrians, and other modal options.

Technology: Several comments expressed agreement with the Department's approach to include technology as a key driver of change for the future of transportation. Stakeholder groups offered their support and willingness to partner with NDOT as the challenges from technology, including broadband and automated vehicles, present policy implications that NDOT will need to consider. NDOT will continue to engage with these groups to implement recommendations that meet the needs of Nebraskans.

The feedback provided during the virtual open house was reviewed and incorporated into the updates for the final plan document, when appropriate.