



*Table 1: Candidate Roadway Capital Projects (cont'd)*

Project ID	Street Name	Limits	Description	Lead Agency	Project Cost (2016 \$)
33	N. 84TH St	O Street to Adams Street	6 lanes + intersection improvements	Local	\$28,500,000
34	US-6 (SUN VALLEY)	Corn. Hwy (US-6) to W. O St.(US-6)	4 lanes + turn lanes	State	\$16,000,000
35	S. 9TH St	Van Dorn St to South St	3 lanes + intersection improvements	Local	\$3,500,000
37	CORNHUSKER (US-6)	N. 20th Street to N. 33rd Street	6 lanes + intersection improvements	Local	\$16,800,000
38	CORNHUSKER (US-6)	N. 11th St to N. 20th St	6 lanes + intersection improvements	Local	\$18,200,000
40	VAN DORN St	S. 70th Street to S. 84th Street	4 lanes + intersection improvements	Local	\$10,200,000
41	N. 48TH St	Adams St to Superior St	4 lanes + intersection improvements	Local	\$12,400,000
42	HAVELOCK Ave	N. 70th Street to N. 84th Street	2 lanes + intersection improvements	Local	\$6,300,000
43	N. 98TH St	Adams Street to Holdrege Street	2 lanes + intersection improvements	Local	\$8,000,000
44	O St (US-34)	84th Street to 120th Street	4 lanes + intersection improvements	State	\$14,000,000
45	S. 98TH St	A Street to Pioneers Boulevard	4 lanes + intersection improvements	Local	\$21,000,000
46	S. 112TH St	US-34 to Van Dorn Street	2 lanes + intersection improvements	Local	\$14,000,000
47	N. 98TH St	Holdrege St to O St	Additional 2 lanes	Local	\$5,400,000
48	N. 112TH St	Holdrege Street to US-34	2 lanes + intersection improvements	Local	\$9,100,000
49	SALTILLO Rd	27th Street to 70th Street	2 lanes + intersection improvements	Local	\$21,000,000
50	HAVELOCK Ave	N. 84th St to N. 98th St	2 lanes + intersection improvements	Local	\$7,000,000
51	N. 33RD St	Cornhusker Hwy to Superior St	4 lanes + int. impr. & bridge	Local	\$31,000,000
52	A STREET	S. 98th St to 105th St	2 lanes + intersection improvements	Local	\$3,500,000
53	W. FLETCHER Ave	NW 31st St to NW 27th St	2 lanes + intersection improvements	Local	\$3,200,000
54	ADAMS St	N. 90th St to N. 98th St	2 lanes + intersection improvements	Local	\$4,200,000
55	S. 98TH St	US 34 (O St) to A St	4 lanes + intersection improvements	Local	\$10,500,000
56	HOLDREGE St	N. 70th St to N. 80th St	4 lanes + intersection improvements	Local	\$7,900,000
57	YANKEE HILL Rd	S. 14th St to S. 27th St	Additional 2 lanes	Local	\$4,000,000
58	S. 56TH St	Van Dorn St to Pioneers Blvd	4 lanes + intersection improvements	Local	\$10,500,000
59	EAST BELTWAY	Nebraska Hwy 2 to I-80	New 4 lane divided highway	Local	\$247,000,000
60	ROKEBY Rd	S. 40th St to S. 48th St	2 lanes + intersection improvements	Local	\$3,500,000
61	S. 27TH St	Yankee Hill Rd to Saltillo Rd	2 lane realignment + int. impr.	Local	\$14,000,000
62	S. 70TH St	Rokeby Rd to Saltillo Rd	4 lanes + intersection improvements	Local	\$10,500,000
63	S. 84TH St	Yankee Hill Rd to Rokeby Rd	4 lanes + intersection improvements	Local	\$10,500,000
64	S. 84TH St	Rokeby Rd to Saltillo Rd	4 lanes + intersection improvements	Local	\$10,500,000
65	ROKEBY Rd	84th St to 98th St	2 lanes + intersection improvements	Local	\$5,000,000
66	W. ALVO Rd	NW 27th Street to Tallgrass	2 lanes + intersection improvements	Local	\$8,400,000
67	S. 40TH St	Yankee Hill Rd to Rokeby Rd	2/4 lanes + intersection improvements	Local	\$8,800,000
68	O St (US-34)	120th Street to east county line	4 lanes + intersection improvements	State	\$29,000,000
69	N. 14TH St	US-6 Cornhusker Highway	Interchange	Local	\$15,300,000
70	US 34	N79 to Malcolm Spur	4 lanes + intersection improvements	State	\$12,000,000
71	I-80	Pleasant Dale to NW 56th Street	6 lanes + bridges	State	\$76,000,000
72	I-180	I-80 to US-6	Reconstruction + bridges	State	\$40,100,000
73	US 34	US 34 and Fletcher Ave	New interchange	State	\$25,000,000
74	N. 33RD St	N. 33rd/Cornhusker/Adams/Fremont	Grade Separated RR Crossings	Local RTSD	\$80,000,000
75	SALT CREEK RDWY	State Fair Park Dr to Cornhusker Hwy	6 lanes + intersection improvements	Local (City)	\$26,000,000



this initiative is expected to result in reduced travel times, delays, and stops, lower levels of vehicle emissions, reduced fuel consumption, fewer crashes and improved traffic flow. Additional cost savings are in reduced driver frustration and fewer major street widening projects.

Green Light Lincoln will require many upgrades to, or complete replacement of, the existing traffic signal system and equipment. Key components include:

- New signal system management software and hardware
- New intersection detection systems
- New signal displays and signal phasing alternatives
- ITS deployment
- Corridor signal optimization (re-timing) program
- Traffic monitoring and incident management capability improvements

To accomplish this, ITS technology can be used to assist in delivering and disseminating real time data on the conditions of traffic flow that can then be shared and used by motorists and the proper authorities to effectively address changing conditions on the streets. One of the greatest benefits is the safe, secure and continuous movement of people and goods during emergencies that depends upon well-coordinated system operations. Applicable ITS technologies is expected to be of enormous benefit, particularly when they are integrated with the information and communication systems of our public safety agencies.

### Railroad Crossing Improvements

The City and County are served by both freight and passenger rail service. While the railroad lines through Lincoln and Lancaster County are critically important to the local economy, many of the railroad crossings with the street network are at-grade resulting in safety problems and travel

delays. Continuous study and analysis of potential projects that will reduce rail/vehicular/pedestrian conflicts at street crossings should continue. The availability of Railroad Transportation Safety District (RTSD) and State Train Mile Tax revenue should allow for appropriate railroad related projects to be funded throughout the 2040 planning period. The needs based plan for railroad crossings analyzed the addition of crossing gates and flashers at at-grade railroad crossings, railroad crossing surface upgrades, pedestrian and bicycle crossings, as well as grade separations as listed on page 50 of the Technical Report.

The Lincoln/Lancaster County Railroad Transportation Safety District (RTSD) identifies railroad crossings in need of work, prioritizes projects, and conducts studies to plan future work. Currently, there are 12 at-grade crossings THAT qualify for construction of grade separated crossings, listed in Table 2.

*Table 2: At-Grade Railroad Crossings*

Street Crossing	BNSF Subdivision	Daily Exposure (Vehicles x Trains)
Adams Street	Creston	708,500
N. 33rd Street	Creston	604,500
Old Cheney Rd.	St. Joseph	558,140
N. 70th Street	Creston	385,450
Saltillo Road	St. Joseph	341,291
South Street	St. Joseph	215,000
Pioneers Blvd.	St. Joseph	136,310
S. 14th Street	St. Joseph	102,942
N. 44th Street	Creston	97,500
Hickman Rd.	St. Joseph	91,805
W. A Street	Hastings	91,000
N. 148th Street	Creston	87,750

### N. 33rd & Cornhusker Subarea and Corridor Enhancement Plans

In 2017, following completion of the Planning and Environmental Linkages Study, the Lincoln/Lancaster County Railroad Transportation Safety District and City of Lincoln decided that prior to any major transportation investments, the subarea



2 and the anticipated construction of the South Beltway as a major benefit to freight operations in the region. Freight considerations, including the locations of identified truck routes in the region, were part of the project selection process for the 2040 Needs assessment.

## AIRPORTS AND AIRFIELDS — 2040 NEEDS

The Lincoln Airport will continue to be the principal airport facility serving the Lincoln Metropolitan Area, Lancaster County, and a significant portion of the region in the southeast area of the State. As a member of the Lincoln MPO Technical Committee, the Lincoln Airport Authority will continue to be part of the metropolitan area transportation planning process. Specific strategies include:

- Ensure that future developments are aware of their proximity to the airport and noise issues are appropriately addressed through the Airport Environs Noise District ordinance and the recommendations of the Airport Noise Compatibility Study.
- The Airport West Subarea Plan was approved in 2005 and was amended into the Comprehensive Plan. Elements of the Plan should be pursued for implementation over time.
- Other future considerations include redevelopment of Lincoln Airpark West for a variety of uses including the development of sites for rail-accessible warehousing and seeking opportunities for air-rail-truck freight operations. While these potential developments can make the airport into an intermodal transportation hub, attention will need to be focused on mitigating conflicts between the different freight operations.

## PEDESTRIAN AND BICYCLE FACILITIES — 2040 NEEDS

Bicycle and pedestrian facilities are very highly valued by the citizens of Lancaster County. According to federal requirements these facilities

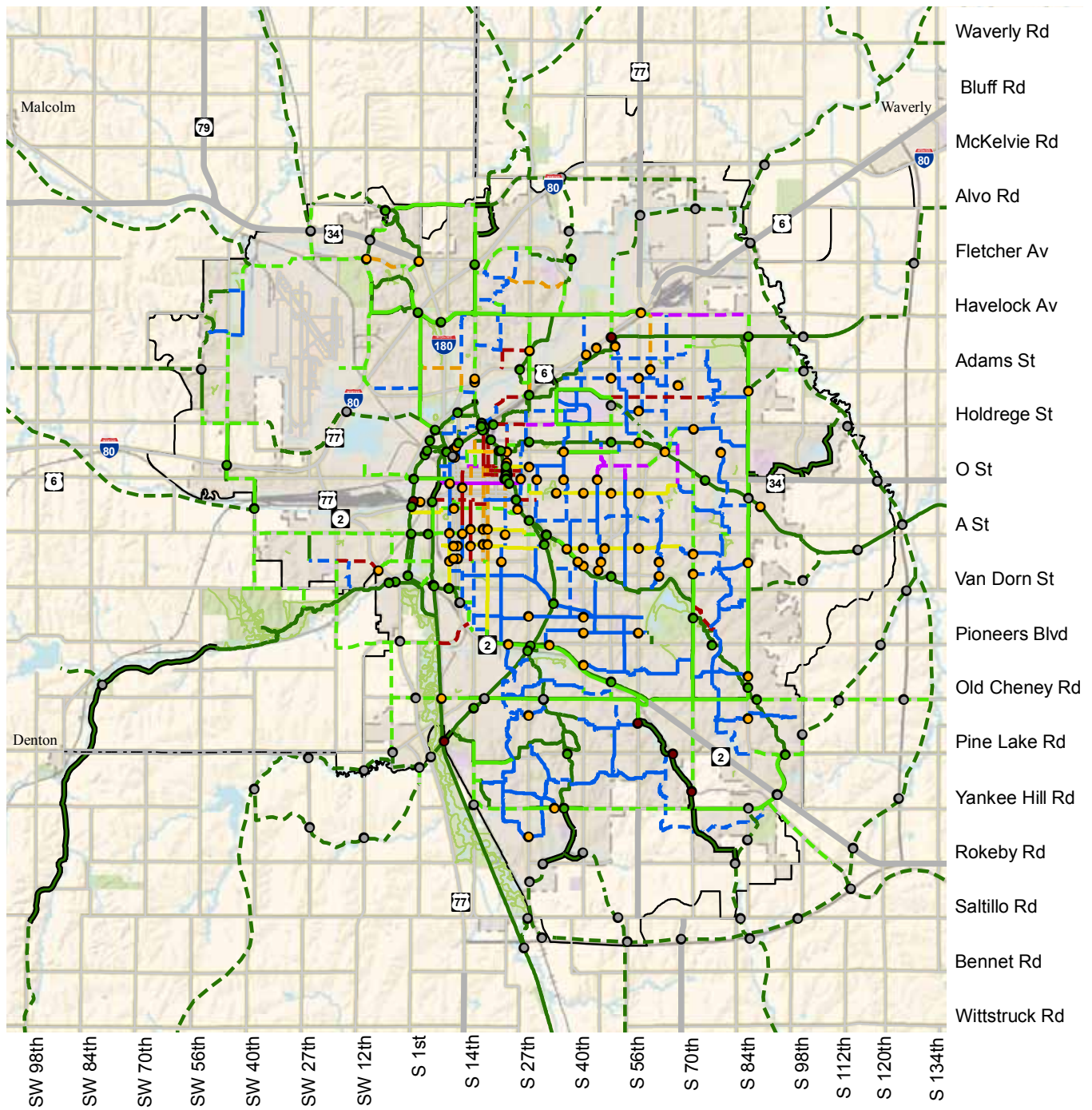
should be considered in all transportation projects. In order for these facilities to be properly planned and for a full network to be integrated into the existing transportation network, active planning and coordination of projects should be a priority.

During the planning, engineering, maintenance, and rehabilitation of all streets and roads, bicyclists should be considered “design users,” with most streets being considered a “bicycle facility.”

Education and enforcement of the rules of the road are keys to encourage bicycling as viable transportation and creating an environment that is safe and convenient for cyclists and motorists. The bicycle and pedestrian program should include education and promotional activities to encourage full and safe use of these facilities.

During the development of the LRTP, the community expressed a desire to continue expanding the network of on-street bike facilities to complement the trail system. Further study of the complete on-street bike network in Lincoln was assessed during the development of the Lincoln Bike Plan and includes various facility types, depending on street context, such as cycle tracks, road diets, striped bike lanes, and signed bike routes as seen in Map 12: Bicycle and Pedestrian Capital Plan. The Lincoln Bike Plan includes consideration of how bicycle improvements can be cost-effectively incorporated at the time of routine street maintenance.

A major element of the overall bicycle plan is the provision for adequate bicycle facilities as part of the existing urban area. For example, while parking for cars is routinely planned for, rarely is there a place where bicyclists can lock or store their bicycle. These facilities can be public facilities or part of private development. In addition to basic bicycle locking and storage facilities, many communities and larger mixed-use centers provide basic shower facilities for commuter bicyclists. The bicycle and pedestrian program should include subdivision and building codes that plan for the inclusion of appropriate bicycle facilities.



Legend	Grade Separations - Intersections	Existing and Proposed Pedestrian / Bike Facilities		
Beltway	Multiuse Trail Grade Separations	Existing	Separated Bike Lane	Bike Boulevard
Corporate Limits	Committed Multiuse Trail Grade Separations	Committed	Buffered Bike Lane	Bike Route (Shared Lane)
2040 Future Service Limit	Proposed Multiuse Trail Grade Separations	Proposed	Bike Lane	Sidepath
	Intersection Enhancements			Off Street Multiuse Trail

*Map 12: Bicycle and Pedestrian Capital Plan*

the Fiscally Constrained Plan. A total of 55 miles of new trails (including the Committed Trail projects) are expected to be constructed by 2040. Table 7 lists the Priority Trail Projects that are expected to be funded within the time horizon of the LRTP. The order of projects may change depending on opportunities for funding.

Trail Projects that improve trail crossings of a railroad may be funded with RTSD funds, as described in the RTSD Projects section of this chapter.

Appendix G of the [Technical Report](#) includes the Trails Project scoring results.

### **Other Bike/Ped and Travel Demand Management (TDM)**

This program includes sidewalk repairs, ADA compliant ramps, restriping and road diets to improve safety and to add bike lanes, and the travel options program. The allocation of \$33.51 million would cover roughly 3 miles of sidewalk repairs per year.

#### **On-Street Bike Facilities**

The public comments received through the LRTP have included much praise for the N Street Cycle Track. During the development of the LRTP, the community expressed a desire to continue expanding the network of on-street bike facilities to complement the trail system. Further study of the complete on-street bike network in Lincoln was assessed during the development of the Lincoln Bike Plan and includes various facility types, depending on street context, such as cycle tracks, striped bike lanes, and signed bike routes (shared lanes). The Bikeshare program will further increase the demand for on-street facilities in the core area of Lincoln.

The future on-street bike facilities identified in the [LRTP Technical Report](#), Chapter 4 (Figure 29), are assumed to be funded, to the extent possible, through the existing street improvement programs. Further study of these on-street facilities were

assessed during the development of the Lincoln Bike Plan and include consideration of how they can be cost-effectively incorporated at the time of routine street maintenance.

With the success of the N Street Cycle Track, the City of Lincoln is considering a future north-south separated bike lane on 13th Street as bicycle demand increases and funding is available in the downtown area. Further study will be required to assess the feasibility of a separated bike lane along 13th Street or another north/south Downtown street. Private funding and/or grants should be pursued to help fund bike projects such as this.

Where traffic volumes allow, the City of Lincoln has considered painted bike lanes as part of the Complete Streets initiative. In some cases, four-lane roadways may be considered for “road diets,” in which they would be converted to two through lanes, a center left turn lane, and bike lanes. Example streets where this type of treatment has been implemented include:

- S. 13th Street from K Street to South Street
- Vine Street from 16th Street to Antelope Valley Road and to the east
- 16th Street from P Street to Vine Street through the UNL Campus

This type of treatment could be done very cost-effectively, particularly if it is paired with a planned street overlay or rehabilitation projects.

While the allocation to this program is not sufficient to fund major on-street bike facilities such as a cycle track, funds for these types of projects could be pursued through Tax Increment Financing (TIF) with commercial redevelopment in the downtown area (similar to funding for the N Street Cycle Track).

With the South Beltway funded and planned for construction in the near future, it is important to plan for bicycle connectivity across the Beltway. Bicycle connectivity will be accommodated through the Highway 77 and Highway 2 system



## STRATEGIES

- Identify possible amendments to state law that protect the status of bicyclists as equal users of transportation facilities.
- Consider the establishment of a bicycle licensing fee, the proceeds of which would be dedicated to bicycle improvements and programs.
- Projects should be coordinated through a continuing program of data collection, interagency cooperation and public input and participation.
- Develop and implement a coordinated system



of well-connected pedestrian and bicycle facilities that serve both new and older neighborhoods and provide access to activity centers such as schools, parks, employment areas and shopping.

- Consider on-street bicycle facilities that are designed to meet the capacity and the opportunity of new and retrofitted roadways. These facilities may vary from bike routes with signage to dedicated on-street bicycle lanes to protected bicycle lanes.
- Develop a program of standards and incentives to include bicycle amenities in employment, commercial, educational and office centers such as lockers, showers, and bicycle parking.
- Develop design standards for a variety of on and off street bicycle facilities that may be appropriate for roadways of different traffic levels.
- Implement the Lincoln Bike Plan improvements as funding is available.
- Include bicycle and pedestrian amenities as part of all City and County facilities to serve as a model for private investment.

- Cooperate with public and private organizations to develop and deliver educational programs for pedestrians, bicyclists and motorists on the rules, regulations, and benefits of alternative transportation.
- Continue to examine funding options that more closely match the identified needs in the sidewalk rehabilitation program.
- Rehabilitate one percent of sidewalks annually.
- Implement Complete Streets projects and expand the on-street bike network for community purposes.
- Add bike lanes in conjunction with street rehabilitation “road-diet” projects.
- Implement and fully support the bike share program.
- Consider installation of protected bikeways to provide a physical separation between bicyclists and motorists.
- Make adequate maintenance of bicycle and pedestrian facilities a priority.
- Add bicycle parking where appropriate.
- Elevate the status of pedestrians and bicyclists in the community to be an integral part of the transportation network in Lincoln.
- A dedicated funding source for pedestrian and bicycle projects and programs should be established.

## MULTI-USE TRAILS

Lincoln’s multi-use trail system should continue to be a priority for the community. A well connected multi-use trail system provides recreational and health benefits, acts as an alternative transportation network, and promotes economic development in the community. Plans for this system in the Fiscally Constrained Transportation Plan identify prioritized trail segments for construction within the 24-year planning period as well as connections