

## Lincoln MPO Officials Committee Agenda Summary

|                     |                                                                                                                                                                                                             |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AGENDA ITEM NO.     | 6                                                                                                                                                                                                           |
| MEETING DATE        | September 15, 2026                                                                                                                                                                                          |
| REQUEST<br>Range    | VOTE: Review and action on revisions to the 2050 Long<br>Transportation Plan                                                                                                                                |
| ASSOCIATED MEETINGS | The MPO Technical Committee recommended<br>approval of this item at their meeting on August 12,<br>2026; the Planning Commission recommended approval of<br>this item at their meeting on September 2, 2026 |
| APPLICANT(S)        | Mia Haschenburger, <a href="mailto:mia.haschenburger@lincoln.ne.gov">mia.haschenburger@lincoln.ne.gov</a> ,<br>441-6334                                                                                     |
| STAFF CONTACT       | Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-<br>7603                                                                                         |

### **RECOMMENDATION: APPROVE THE AMENDMENT TO THE 2050 LONG RANGE TRANSPORTATION PLAN**

#### **BACKGROUND**

In December 2021, the Lincoln MPO Officials Committee adopted the [2050 Long Range Transportation Plan \(LRTP\)](#), which provides the blueprint for the area's transportation planning process over the next 25+ years. The transportation planning process is a collaborative effort between the City of Lincoln, Lancaster County, the Nebraska Department of Transportation (NDOT), LTU-StarTran and other agencies, where the multimodal transportation system was evaluated and a set of recommendations were made with extensive public input. The 2050 LRTP was developed in coordination with [PlanForward 2050](#), the Lincoln-Lancaster County Comprehensive Plan.

Amendments are made to the 2050 LRTP to accommodate changes relating to new projects, changes to project costs, funding, project scope, and termini. An LRTP amendment is required when adding a regionally significant project that requires FHWA or FTA funding or approval, in accordance with the *NDOT Operating Manual for Metropolitan Planning Organization Transportation Planning*.

#### **SUMMARY OF REQUEST**

The Lincoln MPO is proposing revisions on behalf of the Planning and Development Services Department to amend the 2050 LRTP. The revisions would reflect a new project group for On-Street Bike Projects in Chapter 7, Fiscally Constrained Plan. Details of the amendment appear below.

- On-Street Bike Projects:
  - Grouping projects in the LRTP is a process whereby smaller-scale, non-

regionally significant projects within a category do not need to be individually identified. A new project group for On-Street Bike projects would be created for standalone on-street bike projects. The grouping would have an overall total cost for all projects within the group of \$1 million and any individual project would also be capped at \$1 million in cost. The purpose of the new group is ensuring conformance with the LRTP of the proposed new TIP project for Downtown Lincoln Bike Network elsewhere on this agenda.

#### *LRTP Revisions*

- Correct the allocation amount for on-street bike projects on page 7-23.
- Add narrative description on page 7-24.
- Update Table 7-11 on page 7-24 to reflect a new grouping for On-Street Bike Projects, with an overall total project cost, new listing for standalone projects, and previous listings for projects to be constructed with roadway projects.
- Delete Table 7-12 on page 7-25 and Figure 7.6 on page 7-26.
- Updates to the Table of Contents and subsequent renumbering of tables and figures in Chapter 7.

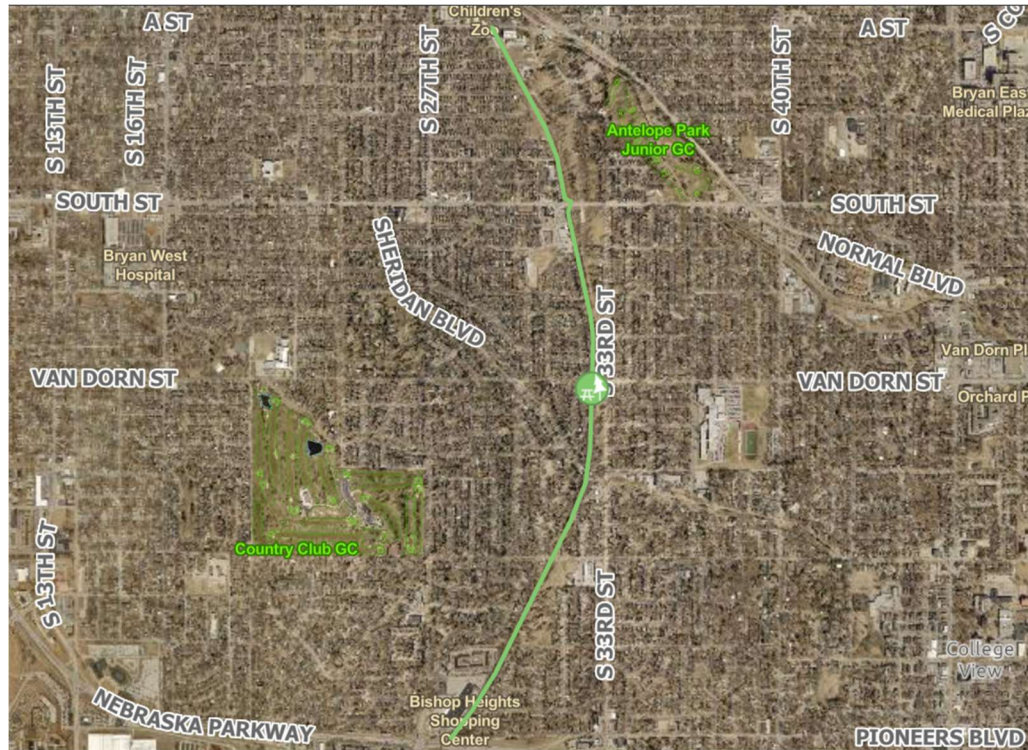
This amendment will update any associated tables and figures linked to the 2050 Comprehensive Plan.

#### **BUDGET CONSIDERATIONS**

The proposed cost can be accommodated within a fiscally constrained plan. The funds awarded were discretionary and do not affect the financial analyses in the LRTP or TIP.

**Table 7.10 Trail Widening Projects**

| Trail Name                                      | Limits                     | Description           | Project Cost (2021\$) |
|-------------------------------------------------|----------------------------|-----------------------|-----------------------|
| <b>Funded/Committed Trail Widening Projects</b> |                            |                       |                       |
| Rock Island                                     | A Street to Boosalis Trail | Widen 8' trail to 12' | \$2,546,700           |

**Figure 7.5 Trail Widening Projects**

### On-Street Bike Projects

The Lincoln Bike Plan was adopted in February 2019. Since no committed funding source has historically been provided for implementation of the on-street bike network, the LRTP resource allocation includes a nominal allocation of \$6.58.93 million of flexible funds to the on-street bike program, which could be used to stripe approximately 35 miles of bike lanes, accounting for construction cost inflation. However, this amount falls well short of the funding needed to implement the more than 100 miles of proposed bikeways (some of which are more capital-cost intensive than bike lane striping)

and the intersection crossing improvements identified in the Lincoln Bike Plan.

The specific On-Street Bike Projects to be completed with available funds will be selected based on the analysis and prioritization documented in the Lincoln Bike Plan. Where possible, On-Street Bike Projects should be bundled with roadway improvement projects. **Table 7.11** identifies projects that are candidate On-Street Bike Projects that could be constructed with roadway projects in the Fiscally Constrained Plan. As these roadway projects progress through preliminary and final design, consideration should be given for inclusion of the corresponding Bike Plan project(s). **Table**

**7.12 and Figure 7.6** identify ~~A~~ additional candidate on-street bike projects not associated with roadway projects are identified within a project grouping.

Grouped Projects are small-scale transportation projects that while not considered regionally significant, still contribute to meeting the goals of the regional transportation system as allowed under 23 CFR § 450.326(h). The Grouped Project designation is used to more efficiently advance these small projects through the planning and implementation process. Individual costs of Group Projects are not included, though the collective costs are included in the LRTP financial analysis. All of the grouped on-street bike projects with costs below \$1,000,000 are considered “group projects” and only listed in full in the TIP, once there is funding dedicated for their implementation. Grouped Projects can be added to the TIP by administrative modification rather than a formal amendment process.

## Pedestrian, Bike Share, and TDM

The recommended resource allocation assumes a minimum \$1 million annual general fund transfer to the sidewalk rehabilitation program. With the \$37 million allocation to this program, an estimated 46 miles of sidewalk could be replaced, accounting for construction cost inflation.

The TDM portion of this program may include partnerships with employers to support biking, walking, and transit commuting; flexible work hours; and remote work options. Continued operation and maintenance of the existing BikeLNK bike share program is also recommended to continue. The TDM program could also consider partnerships with Transportation Network Companies (TNC) such as Uber or Lyft, as well as car share options and expansion of the bike share and scooter programs, to support shared mobility options in Lincoln.

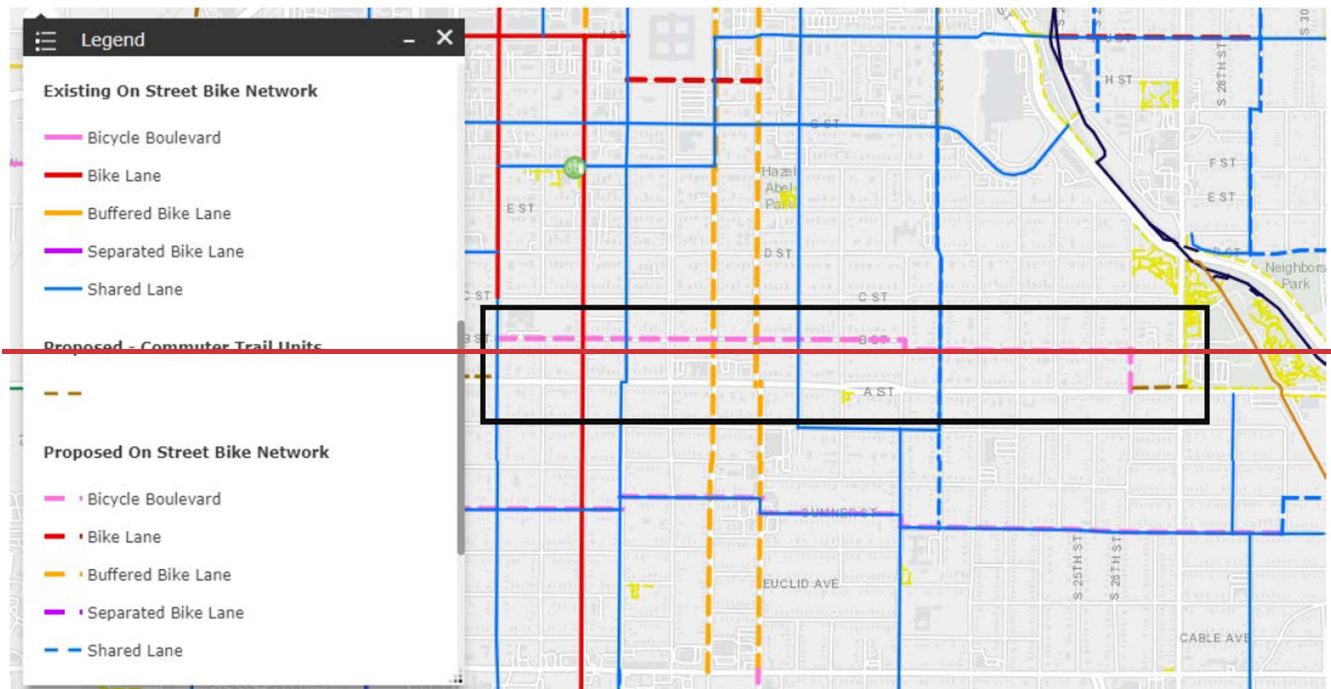
**Table 7.11 On-Street Bike Projects ~~to be Constructed with Fiscally Constrained Roadway Projects~~**

| Project Grouping for Standalone On-Street Bike Projects                              |                    | Various locations throughout the Lincoln MPO region | Total Cost: \$1,000,000 |               | Individual cost no more than \$1 million. Examples include but are not limited to: Shared, Striped, Separated, and/or Buffered Bike Lanes, Sidepaths, and Associated Intersection and Crossing Enhancements |                |                           |
|--------------------------------------------------------------------------------------|--------------------|-----------------------------------------------------|-------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------------|
| On-Street Bike Projects to be Constructed with Fiscally Constrained Roadway Projects |                    |                                                     |                         |               |                                                                                                                                                                                                             |                |                           |
| Roadway Project ID                                                                   | Street             | Project Limits                                      | Bike Plan Project ID    | Street        | From                                                                                                                                                                                                        | To             | Description               |
| 10                                                                                   | W Holdreg e Street | NW 56th Street to NW 48th Street                    | 153                     | W Holdrege St | W Patridge Ln                                                                                                                                                                                               | NW 40th St     | Sidepath                  |
| 77                                                                                   | W A Street         | SW 36th Street to SW 5th Street                     | 47                      | W A St        | SW 40th St                                                                                                                                                                                                  | S Folsom St    |                           |
|                                                                                      |                    |                                                     |                         | W A St        | S Folsom St                                                                                                                                                                                                 | Multi-use Path |                           |
| 124                                                                                  | S Folsom Street    | W Old Cheney Road to 1/4 mile south                 | 159                     | S Folsom St   | W Denton Rd                                                                                                                                                                                                 | Pioneers Blvd  | Sidepath                  |
| 141                                                                                  | A Street           | S 6th Street to S 17th Street                       | 24                      | S 8th St      | A St                                                                                                                                                                                                        |                | Intersection Enhancements |
|                                                                                      |                    |                                                     | 132                     | S 11th St     | A St                                                                                                                                                                                                        |                | Intersection Enhancements |

|    |                       |                                                      |     |                |                   |             |                           |
|----|-----------------------|------------------------------------------------------|-----|----------------|-------------------|-------------|---------------------------|
|    |                       |                                                      | 142 | A St           | S 4th St          | S 11th St   | Sidepath                  |
| 81 | W Holdrege Street     | NW 48th Street to Chitwood Lane (east 1/4 mile)      | 153 | W Holdrege St  | W Patridge Ln     | NW 40th St  | Sidepath                  |
| 14 | NW 48th Street        | Adams Street to Cumming Street                       | 99  | NW 48th St     | W Seward St       | W Knight Dr | Sidepath                  |
|    |                       |                                                      |     | NW 48th St     | W Holdrege St     | W Seward St | Sidepath                  |
| 32 | O Street (US-34)      | Antelope Valley N/S Rdwy. (19th St.) to 46th Street  | 133 | 35th St        | O St              |             | Intersection Enhancements |
|    |                       |                                                      | 73  | N 44th St      | O St              | R St        | Separated Bike Lane       |
|    |                       |                                                      |     | N 44th St      | O St              |             | Intersection Enhancements |
|    |                       |                                                      | 50  | S 29th St      | Randolph St       | R St        | Shared Lane               |
|    |                       |                                                      |     | 29th St        | O St              |             | Intersection Enhancements |
| 37 | Cornhusker Hwy (US-6) | N 20th Street to N 33rd Street                       | 151 | Cornhusker Hwy | N 27th St         | Trail       | Sidepath                  |
| 41 | N 48th Street         | Adams Street to Superior Street                      | 105 | N 48th St      | Fremont St        | End         | Sidepath                  |
|    |                       |                                                      |     | N 48th St      | Cornhusker Hwy/RR |             | Intersection Enhancements |
|    |                       |                                                      | 102 | N 48th St      | Judson St         | Hartley St  | Sidepath                  |
| 82 | Nebraska Hwy 2        | S 84th Street to Van Dorn Street                     | 23  | High St        | Nebraska Hwy 2    | S 12th St   | Shared Lane               |
|    |                       |                                                      |     | High St        | Nebraska Hwy 2    |             | Intersection Enhancements |
|    |                       |                                                      | 121 | Southwood Dr   | Nebraska Hwy 2    |             | Intersection Enhancements |
| 85 | NW 12th Street        | Fletcher Avenue to Aster Road with overpass of US-34 | 112 | NW 13th St     | W Fletcher Ave    |             | Intersection Enhancements |

**Table 7.12 — Other On-Street Bike Projects**

| Street                                            | Bike Plan Project ID | From                      | To                        | Description                                                     | Project Cost (2021\$) |
|---------------------------------------------------|----------------------|---------------------------|---------------------------|-----------------------------------------------------------------|-----------------------|
| B-Street, S 26 <sup>th</sup> Street, and A-Street | 42                   | S 11 <sup>th</sup> Street | S 27 <sup>th</sup> Street | Pavement markings, signage, sidepath, and intersection bumpouts | —\$521,900            |

**Figure 7.6 Other On-Street Bike Projects**

## Future Congestion Levels

The 2035 and 2050 Lincoln MPO regional travel demand models were run with the Urban and Rural Roadway Capital Projects included in the Fiscally Constrained Plan, as well as the South Beltway and West Beltway. NDOT added one additional State project (ID 71) to the fiscally constrained project list after modeling for congestion had been completed and is therefore not included. The resulting congestion levels are summarized on **Figure 7.7** and mapped on **Figure 7.8** and **Figure 7.9** for 2035 and 2050, respectively.

With the Fiscally Constrained Roadway Capital Projects in place, 95 percent of the system (within the model area) is expected to be uncongested in 2035 (volume to capacity ratio less than 0.8), and 88 percent uncongested in 2050. All roads outside the model area will remain uncongested.

**Figure 7.7 Congestion Levels**