



Appendix E

Congestion
Management
Process (CMP)
Impacts and
Considerations

Applying the Congestion Management Process

The LRTP used the Lincoln MPO's [Congestion Management Process](#) (CMP) to consider the most appropriate strategies for addressing future congestion. The CMP provides a systematic approach for identifying congestion, evaluating potential solutions, and incorporating effective strategies into the regional transportation planning process.

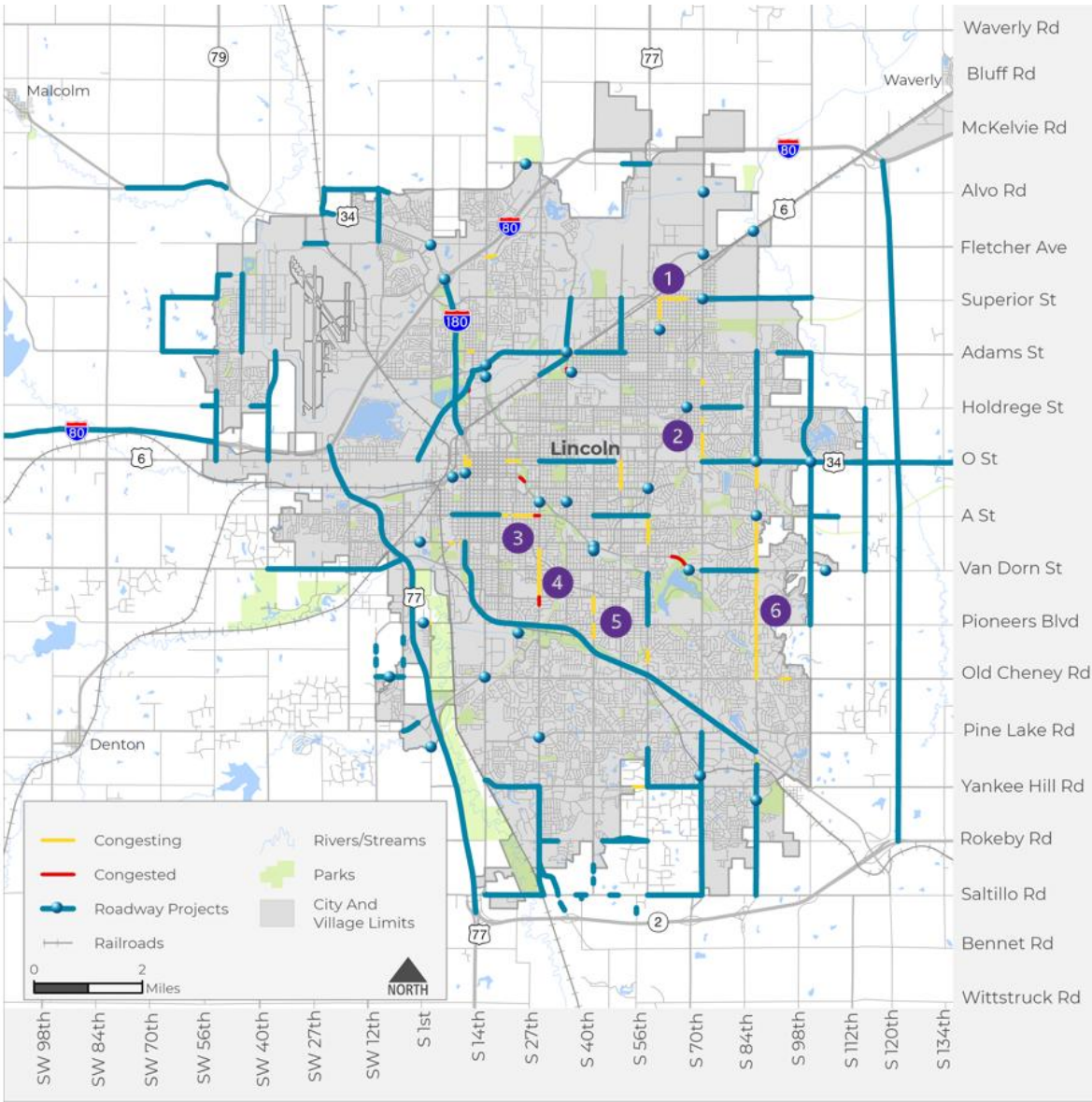
As part of the LRTP, 2050 Existing + Committed traffic forecasts and volume-to-capacity ratios were reviewed to identify corridor segments expected to experience congestion where no improvement was already identified (refer to slide below for congested locations). The Roadway Subcommittee then reviewed these locations to determine an appropriate response. Rather than assuming additional roadway capacity was needed at every location, the Subcommittee considered a range of strategies consistent with the CMP, including traffic signal timing and operational improvements, mobility nodes and multimodal strategies identified in the Lincoln Mobility Plan, intersection improvements, and other targeted roadway improvements. Where additional infrastructure was determined to be appropriate, new projects were added to the LRTP project needs.

This approach helps to ensure that the roadway needs identified in the LRTP not only respond to anticipated congestion but consider operational and multimodal solutions alongside traditional roadway improvements.

The following intersections and corridors were identified as candidate projects based on the analysis:

- Touzalin Ave. & Havelock Ave.
- N. 70th Street north of O Street
- A Street west of 27th Street
- S. 27th Street north of Nebraska Pkwy.
- S. 40th Street north of Nebraska Pkwy.
- S. 84th Street, Old Cheney to O Street

2050 Congestion Analysis: Candidate Projects



1. Touzalin Ave & Havelock Ave

Touzalin Avenue between Havelock Avenue and Seward Avenue, and Havelock Avenue between Touzalin Avenue and N 66th Street are expected to be “congesting” by 2050. The application of the CMP resulted in the following recommendations to address this congesting area:

- Mobility Node 14 (N. 61st & Havelock)
 - CMP Strategy B.9 Improved Bicycle Facilities at Transit Development Centers or Trip Destinations
 - CMP Strategy B.10 Improved Safety of Existing Bicycle and Pedestrian Facilities
 - CMP Strategy B.12 Intermodal Enhancements Linked to Micro-Mobility Services
- New project: Project ID 267 Touzalin Ave from Adams St to Havelock Ave: Roadway corridor improvements (specific improvements to be determined)
 - CMP Strategy B.8 Complete Streets
 - CMP Strategy C.7 Traffic Signal Coordination
 - CM Strategy D.1 Intersection Improvements
- New project: Project ID 268 Havelock Ave from Touzalin Ave to N 70th St: Roadway corridor improvements (specific improvements to be determined)
 - CMP Strategy B.8 Complete Streets
 - CMP Strategy C.7 Traffic Signal Coordination
 - CM Strategy D.1 Intersection Improvements
- Mobility Plan Project ID 691: Buffered Bike Lanes on Touzalin Ave
 - CMP Strategy B.8 Complete Streets
- Mobility Plan Project ID 639: Bike Route on Havelock Ave
 - CMP Strategy B.8 Complete Streets

2. N 70th Street

Most of N 70th Street between O Street and Holdrege Street is expected to be “congesting” by 2050. The application of the CMP resulted in the following recommendations to address this congesting area:

- New project: 269 N 70th St from Eastborough to Holdrege: Roadway corridor improvements, with possible roundabout (specific improvements to be determined)
 - CMP Strategy B.8 Complete Streets
 - CMP Strategy C.7 Traffic Signal Coordination
 - CM Strategy D.1 Intersection Improvements

3. A Street

A Street between S 17th Street and S 27th Street is expected to be congesting or congested by 2050. The application of the CMP resulted in the following recommendations to manage future congestion in this area:

- Mobility Plan Project 511: Bike Boulevard on B Street (one block parallel to A Street)
 - CMP Strategy B.8 Complete Streets

4. S 27th Street

South 27th Street from approximately South Street to south of Calvert Street is expected to be congesting or congested by 2050. The application of the CMP resulted in the following recommendations to manage future congestion in this area:

- New committed project: 271 S 27th St from Nebraska Parkway to South St: Roadway rehabilitation and intersection improvements
 - CM Strategy D.1 Intersection Improvements
- Mobility Node 6: S 27th Street and Nebraska Parkway
 - CMP Strategy B.9 Improved Bicycle Facilities at Transit Development Centers or Trip Destinations
 - CMP Strategy B.10 Improved Safety of Existing Bicycle and Pedestrian Facilities
 - CMP Strategy B.12 Intermodal Enhancements Linked to Micro-Mobility Services

5. S 40th Street

South 40th Street approximately between Calvert Street and Nebraska Parkway is expected to be “congesting” by 2050. The application of the CMP resulted in the following recommendations to address this congesting area:

- Signal timing improvements
 - CMP Strategy C.7 Traffic Signal Coordination

6. S 84th Street

South 84th Street is expected to be congesting generally between O Street and Old Cheney Road by 2050. The application of the CMP resulted in the following recommendations to address this congesting area:

- Mobility Node 29: S 84th St & Old Cheney
 - CMP Strategy B.9 Improved Bicycle Facilities at Transit Development Centers or Trip Destinations
 - CMP Strategy B.10 Improved Safety of Existing Bicycle and Pedestrian Facilities
 - CMP Strategy B.12 Intermodal Enhancements Linked to Micro-Mobility Services
- Intersection improvements at A Street (Project ID 152) and O Street (Project ID 151)
 - CM Strategy D.1 Intersection Improvements