PLAN forward

Welcome

Learn. Share. PlanForward.

- **2050 Long Range Transportation Plan & Lincoln Mobility Plan**
  - Explore the recommended projects and learn how these plans will guide Lincoln and Lancaster County's transportation future.
- **2050 Comprehensive Plan**
  - A roadmap to a community that is Thriving, Livable, Equitable, Innovative, and Resilient.



Open House

September 22, 2026 • 5:00-7:00 PM
Charles H. Gere Library • 2400 S 56th Street



For more information, visit:
lincoln.ne.gov/planforward

Si necesita información en otro idioma, envíe un correo electrónico a mpo@lincoln.ne.gov

Nếu bạn cần thông tin bằng ngôn ngữ khác, vui lòng gửi email mpo@lincoln.ne.gov

如果您需要其他语言的信息，请发送电子邮件至 *mpo@lincoln.ne.gov*

mpo@lincoln.ne.gov إذا كنت بحاجة إلى معلومات بلغة أخرى ، يرجى إرسال بريد إلكتروني

PLAN forward
Transportation & Mobility

Transportation Needs

The Long Range Transportation Plan (LRTP) is grounded in an understanding of the transportation challenges facing Lincoln and Lancaster County today, and those expected to emerge over the next 25 years. Together, these challenges shaped the plan's goals, investment priorities, and recommendations. Key challenges we are trying to solve with the LRTP and Lincoln Mobility Plan include:

1. **Keeping Up with Growth:** Long-term infrastructure investment across Lincoln and Lancaster County is necessary to accommodate increased travel demand, maintain acceptable travel times, and support safe and efficient movement across all modes of transportation.

2. **Maintaining Streets and Bridges:** Proactive investment in Lincoln and Lancaster County streets and bridges is necessary to maintain infrastructure in good condition and avoid higher costs and closure risks associated with delayed improvements.

3. **Improving Transportation Safety:** Targeted safety improvements are needed to reduce serious crashes, particularly near downtown and along corridors such as O Street, 13th Street, 27th Street, and 48th Street, with attention to people walking, biking, and using transit.

4. **Maintaining Reliable Travel on Key Corridors:** Investments in Lincoln's key corridors are needed to manage growing congestion and maintain reliable travel times, particularly along O Street, Cornhusker Highway, 27th Street, 84th Street, Highway 77, and I-80 interchanges.

5. **Expanding Transportation Access:** Reliable transportation options are needed across the community to provide access to jobs, schools, healthcare, and other important destinations.

6. **Connecting the Bicycle Network:** Closing network gaps and improving challenging crossings are needed to create a more continuous, connected citywide system of trails and bikeways.

7. **Making Short Trips Easier Without a Car:** Improvements to sidewalks, arterial crossings, rail crossings, and other barriers are needed to make walking and biking safer and more comfortable for short trips throughout the community.

8. **Improving Transit Connectivity and Flexibility:** Improvements to the transit network are needed to provide more convenient cross-town travel and connections while reducing travel times and inconvenient transfers.

9. **Improving First- and Last-Mile Transit Connections:** Safe and convenient connections to StarTran stops are needed. Some StarTran stops are not as easily reached using other modes.

10. **Improving Rail Crossings:** Improvements at rail crossings are needed to reduce delays and safety risks, particularly at high-impact locations such as 33rd Street and Cornhusker Highway.

The Process

- Data Development
- Vision, Goals & Performance Measures
- Public Engagement Phase I
- Future Analysis, Costs & Scenarios
- Public Engagement Phase II
- Financial Plan
- Draft Mobility Plan (LMP) — we are here
- Draft Long Range Transportation Plan (LRTP)
- Plans Adopted

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Transportation & Mobility

What We Heard



Community Input

Focus groups, open houses, community events, a public survey, and an online engagement tool generated thousands of interactions. These comments provided valuable insight into transportation challenges, opportunities, and community priorities. Input played a critical role in guiding plan recommendations and establishing a transportation vision that reflects the needs of Lincoln and Lancaster County residents.

Recurring Themes

Input gathered through community engagement revealed several recurring themes:

Safety: Public input consistently emphasized the need for a safer transportation system, with improvements to intersections, crossings, roadway design, and operations to better protect all users.

Active Transportation Connectivity: Community members expressed strong support for expanding and connecting sidewalk, trail, and bicycle networks to provide safe and convenient access to destinations throughout Lincoln and Lancaster County. Residents cited “Trails and Biking” as what they liked best about Lincoln’s transportation system.

Transit and Mobility Choice: Participants highlighted the importance of reliable transit service and expanded mobility options that provide residents with more ways to travel throughout the region.

System Reliability and Maintenance: Maintaining and improving existing transportation infrastructure emerged as a priority, with attention to roadway conditions, congestion, and overall system performance. While maintenance of the system remains a critical priority, it received less focus than in past plans, when it ranked as the top concern. This change likely reflects the success of increased local investment in recent years, including Lincoln on the Move.

Growth and Accessibility: Residents emphasized the need for transportation investments that not only support future growth but also improve access to housing, jobs, services, and community destinations.

Multimodal Transportation: Engagement participants supported a balanced transportation system that accommodates walking, bicycling, transit, freight movement, and automobile travel while strengthening connections between modes.

Funding and Implementation: Stakeholders stressed the importance of strategic investment decisions, project prioritization, and coordinated implementation to maximize the long-term benefits of limited transportation funding.

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Transportation & Mobility

Vision & Goals

The Vision: a safe, efficient, and sustainable system that expands mobility choices, strengthens community connections, and enhances quality of life and economic vitality for Lincoln and Lancaster County.

LRTP GOALS



Maintenance: A well-maintained transportation system.



Mobility & System Reliability: An efficient, reliable, and well-connected transportation system that leverages innovation and technology for moving people and freight.



Livability & Travel Choice: A multimodal system that provides convenient and affordable travel options to support a more compact, healthy, livable urban environment.



Safety & Security: A safe and secure transportation system.



Economic Vitality: A transportation system that promotes economic vitality and sustainable growth for residents and businesses.



Environmental Sustainability: A transportation system that minimizes negative impacts on and strives to enhance the natural, cultural, and built environment.



Funding & Cost Effectiveness: Collaboration in funding transportation projects that maximize user benefits and local funding, and embrace innovative funding approaches.



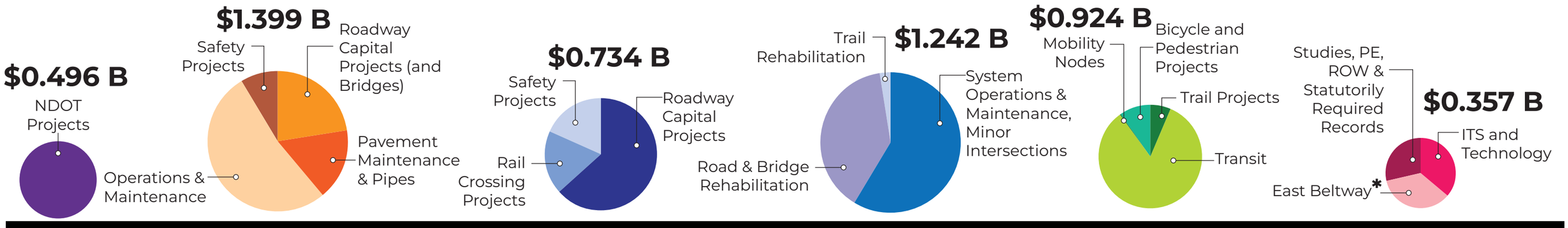
Access & Opportunity: A multimodal transportation system that expands access to opportunities and enhances connections for communities with limited transportation options.

LRTP Funding Strategy

Because transportation needs continue to outpace available funding, the LRTP establishes a strategic investment approach that includes:

- Continued emphasis on **system preservation** (roadway, bridge and trail rehabilitation)
- Improvements to increase safety for high-crash locations and projects that improve **safety** for the most vulnerable transportation users
- Expanded investment in **transit, trails, bicycle and pedestrian projects**, including a new **Mobility Nodes** program identified in the Lincoln Mobility Plan
- Strategic **roadway improvements** for key capital and operational projects
- Positioning the **East Beltway** as a regional priority through increased local funding commitments intended to leverage future state and federal funding opportunities

$5.15 B in Revenue Forecasts (2031-2050)



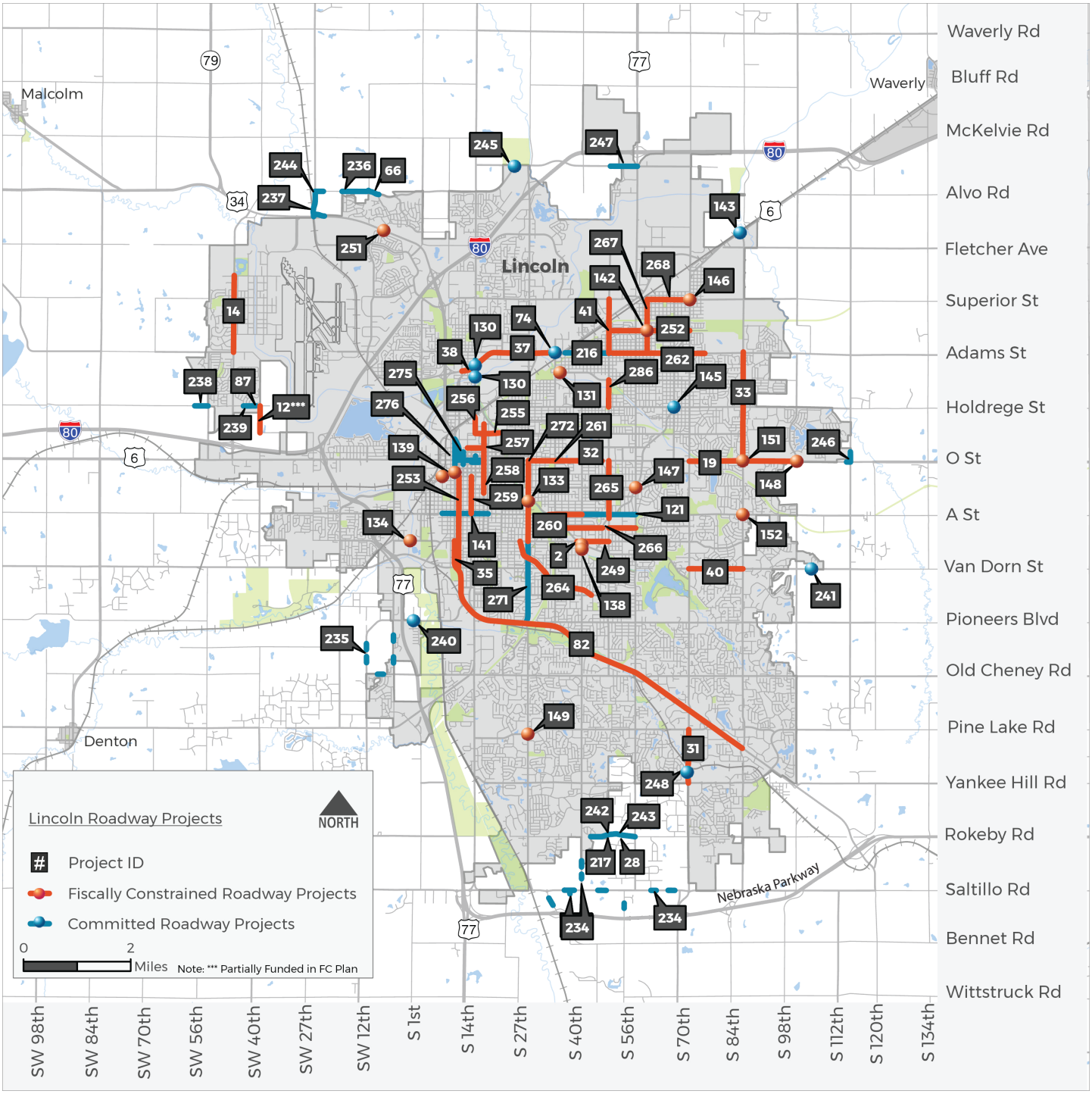
NDOT Projects	Rural Roads Program (Lancaster County)	Lincoln Construction Activities	Lincoln Maintenance Activities	Alternative Modes	Other

* East Beltway funding represents an initial investment from both the City of Lincoln and Lancaster County toward advancing the project; additional funding will be needed for full design and construction.

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Lincoln Roadway Projects

Projects were evaluated based on how well they met the LRTP goals and level of public support. These Lincoln roadway projects rose to the top and are proposed for inclusion in the fiscally constrained plan based on anticipated funding through 2050.

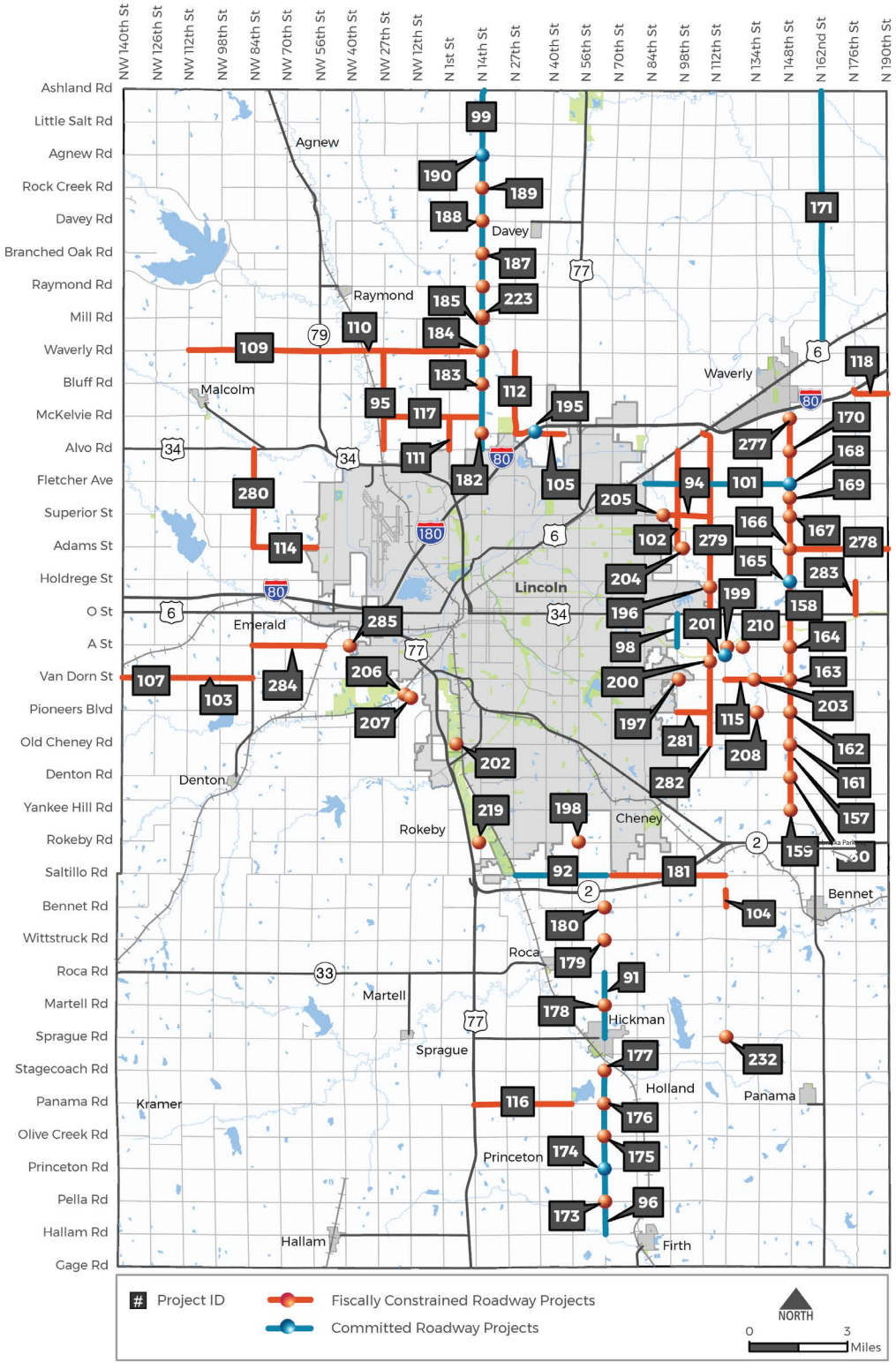


ID	Street Name	Limits	Project Category
Fiscally Constrained			
2	S 40th Street	Normal Blvd and South Street	Intersection
12	NW 40th Street	W Holdrege Street to W Vine Street	Corridor Improvements
14	NW 48th Street	Adams Street to Cuming Street	Corridor Improvements
19	O Street (US-34)	Wedgewood Drive to 98th Street	Intersection
31	S 70th Street	Pine Lake Road to Yankee Hill Road	Corridor Improvements
32	O Street (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	Intersection
33	N 84th Street	O Street to Adams Street	Intersection
35	S 9th Street	Van Dorn Street to South Street	Corridor Improvements
37	Cornhusker Hwy (US-6)	N 20th Street to N 33rd Street	Intersection
38	Cornhusker Hwy (US-6)	N 11th Street to N 20th Street	Intersection
40	Van Dorn Street	S 70th Street to S 84th Street	Intersection
41	N 48th Street	Adams Street to Superior Street	Corridor Improvements
82	Nebraska Parkway	S 84th Street to Van Dorn Street	Corridor Improvements
131	Huntington Avenue	Dead Mans Run	Bridge
133	S 27th Street	SE Upper Salt Creek	Bridge
134	W South Street	Salt Creek	Bridge
138	S 40th Street	Antelope Creek	Bridge
139	Rosa Parks Way	K Street and L Street	Bridge
142	Fremont Street	Touzalin Avenue	Intersection
146	N 70th Street	Havelock Avenue	Intersection
147	S 56th Street	Cotner Boulevard/Randolph Street	Intersection
148	O Street (US-34)	98th Street	Intersection
149	S 27th Street	Pine Lake Road	Intersection
151	O Street (US-34)	84th Street	Intersection
152	S 84th Street	A Street	Intersection
249	South Street	Normal Blvd to S 48th St	Corridor Improvements
251	Fallbrook Road	Super Saver (entrance at Hwy 34)	Corridor Improvements
252	Fremont Street	N 48th St to N 70th St	Corridor Improvements
253	10th Street	Van Dorn St to K St	Corridor Improvements
255	Vine Street	N 14th St to Antelope Valley Pkwy	Corridor Improvements
256	14th St	Vine St to Salt Creek Roadway	Corridor Improvements
257	R Street	N 12th St to N 16th St	Corridor Improvements
258	16th Street	F St to X St	Corridor Improvements
259	13th Street	A St to K St	Corridor Improvements
260	A Street	Normal Blvd to S 40th St	Corridor Improvements
262	Adams Street	49th St (east of) to 75th St	Corridor Improvements
264	Sheridan Blvd	Calvert St to South St	Corridor Improvements
266	Sumner Street	Normal St to Cotner and 48th to 46th	Corridor Improvements
265	48th Street	Cotner Blvd to O St	Corridor Improvements
267	Touzalin Ave	Adams St to Havelock Ave	Corridor Improvements
268	Havelock Avenue	Touzalin Ave to N 70th St	Corridor Improvements
272	S 27th Street	South St to O St	Corridor Improvements
286	N 48th Street	Holdrege Ave to Leighton Ave	Intersection

ID	Street Name	Limits	Project Category
Committed			
74	N 33rd Street	Cornhusker/Adams	Grade Separation
121	A Street	S 40th Street to S 56th Street	Intersection
130	N 14th Street	Cornhusker Hwy (and N Antelope Valley Pkwy, Salt Creek and Oak Creek)	Bridge
141	A Street	S 6th Street to S 17th Street	Intersection
143	N 84th Street	Cornhusker Hwy (US-6)	Intersection
145	Cotner Boulevard	O Street to Starr Street	Intersection
216	Adams Street	N 36th Street to N 49th Street	Corridor Improvements
234	South Beltway Coalition streets	Saltillo Road, S 40th, Jamaica & others	Corridor Improvements
235	Southwest Village Heights	Folsom, SW 12th & W Old Cheney	New Road Segment
236	W Alvo Road	NW 19th to Tallgrass Parkway	Corridor Improvements
237	NW 27th Street	Hwy 34	Corridor Improvements
238	W Holdrege Street	NW 56th St to the west	Corridor Improvements
239	W Holdrege Street	Chitwood Lane to 1/4 mile east	Corridor Improvements
240	W Pioneers Blvd	SW 2nd St	Intersection
241	Van Dorn St	S 104th	Intersection
242	Rokeby Road	Snapdragon to S 52nd St	New Road Segment
243	Rokeby Road	52nd St to 56th St	New Road Segment
244	NW 27th Street	US 34 to Alvo Rd and east on W Alvo Rd	Corridor Improvements
245	Arbor Road	Alvo Road	Intersection
246	N 112th Street	O Street to 1/4 mile west	Corridor Improvements
247	Arbor Road	N 56th Street to 1/2 mile west	Corridor Improvements
248	S 70th Street	Bridle Lane	Intersection
271	S 27th Street	NE Parkway to South St	Corridor Improvements
275	O Street and Music District Streetscape	9th, 10th, 11th, 14th, O and P Streets	Corridor Improvements
276	Downtown Corridors Phase 2		Corridor Improvements

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Lancaster County Projects



Projects were evaluated based on how well they met the LRTP goals and level of public support. These Lancaster County capital projects rose to the top and are proposed for inclusion in the fiscally constrained plan based on the anticipated funding through 2050.

ID	Street Name	Limits	Project Category
Fiscally Constrained			
94	Havelock Avenue	Stevens Creek to N 112th Street	Paving
95	NW 27th Street	W Alvo Rd to W Waverly Road	Paving
102	N 98th Street	Adams Street to US-6	Paving
103	W Van Dorn Street	SW 112th Street to SW 84th Street	Paving
104	S 120th Street	Bennet Road North 0.5 Miles	Paving
105	Arbor Road	N 27th Street to1/2 mile west of N 56th St	Paving
107	W Van Dorn Street	SW 140th Street to SW 112th Street	Paving
109	W Waverly Road	NW 112th Street to NE-79	Paving
110	W Waverly Road	NE-79 to N 14th Street	Paving
111	N 1st Street	Alvo Road to McKelvie Road	Paving
112	N 27th Street	Arbor Road to Waverly Road	Paving
114	W Adams Street	NW 84th Street to City Limit	Paving
115	Van Dorn Street	S 120th Street to S 148th Street	Paving
116	Panama Road	US-77 to S 54th Street	Paving
117	McKelvie Road	NW 27th Street to N 14th Street	Paving
118	Bluff Road	I-80 to N 190th Street	Paving
157	S 148th Street	Yankee Hill Road to O Street	Corridor Improvements
158	N 148th Street	O Street to McKelvie Road	Corridor Improvements
159	S 148th Street	Yankee Hill Road	Intersection
160	S 148th Street	Pine Lake Road	Intersection
161	S 148th Street	Old Cheney Road	Intersection
162	S 148th Street	Pioneers Boulevard	Intersection
163	S 148th Street	Van Dorn Street	Intersection
164	S 148th Street	A Street	Intersection
166	N 148th Street	Adams Street	Intersection
167	N 148th Street	Havelock Avenue	Intersection
169	N 148th Street	Prairie Home	Intersection
170	N 148th Street	Alvo Road	Intersection
173	S 68th Street	Pella Road	Intersection
175	S 68th Street	Olive Creek Road	Intersection
176	S 68th Street	Panama Road	Intersection
177	S 68th Street	Stagecoach Road	Intersection
178	S 68th Street	Martel Road	Intersection
179	S 68th Street	Wittstruck Road	Intersection
180	S 68th Street	Bennett Road	Intersection
181	Saltillo Road	S 70th Street to S 120th Street	Corridor Improvements
182	N 14th Street	Arbor Road	Intersection
183	N 14th Street	Bluff Road	Intersection
184	N 14th Street	Waverly Road	Intersection
185	N 14th Street	Mill Road	Intersection
186	N 14th Street	Raymond Road	Intersection
187	N 14th Street	Branched Oak Road	Intersection
188	N 14th Street	Davey Road	Intersection
189	N 14th Street	Rock Creek Road	Intersection
196	N 112th Street	Bridge J-126 near Holdrege Street	Bridge
197	Van Dorn Street	Bridge K-37 near S 98th Street	Bridge
198	S 56th Street	Bridge P-92 near Rokeby Road	Bridge
199	A Street	Bridge J-47 near S 120th Street	Bridge
200	S 112th Street	Bridge J-135 near A Street	Bridge
202	Old Cheney Road	Bridge O-37 near S 1st Street	Bridge
203	Van Dorn Street	Bridge J-22 near S 134th Street	Bridge
204	Adams Street	Bridge K-123 near N 102nd Street	Bridge
205	Havelock Avenue	Bridge K-144 near N 98th Street	Bridge
206	SW 16th Street	Bridge O-1 near W Calvert Street	Bridge
207	SW 15th Street	Bridge O-140 near W Stockwell Street	Bridge
208	Pioneers Blvd	Bridge Q-72 near S 138th Street	Bridge
210	A Street	Bridge J-46 near S 134th Street	Bridge
219	Rokeby Road	Bridge O-44, Yankee Hill S-26, 21-44	Bridge
223	N 14th Street	Bridge F-91, Oak W-1	Bridge
232	Hickman Road	Bridge R-213, Nemaha S-20	Bridge
277	N 148th Street	McKelvie Road	Intersection
278	Adams Street	148th to County Line	Paving
279	N 112th Street	O Street (US34) to US 6	Paving
280	NW 84th	W Adams to Alvo Rd (US34)	Paving
281	Pioneers Blvd	98th to 112th	Paving
282	S 112th Street	OldCheney to O street (US34)	Paving
283	N 176th	O Street to Holdrege	Paving
284	W A Street	RR Tracks to SW 84th	Paving
285	W A Street	SW 40th	intersection
Committed			
91	S 68th Street	Hickman to Roca Road	Corridor Improvements
92	Saltillo Road	S 27th Street to S 68th Street	Corridor Improvements
96	S 68th Street	Firth Road to Stagecoach Road	Corridor Improvements
98	S 98th Street	A S to O St	Paving
99	N 14th Street	Alvo to Ashland	Corridor Improvements
101	Fletcher Avenue	N 84th Street to N 148th Street	Paving
165	N 148th Street	Holdrege Street	Intersection
168	N 148th Street	Fletcher Avenue	Intersection
171	N 162nd Street	US-6 to Ashland Road	Paving
174	S 68th Street	Princeton Road	Intersection
190	N 14th Street	Agnew Road	Intersection
195	Arbor Road	Bridge F-201 near N 27th Street	Bridge
201	S 120th Street	Bridge J-138 near A Street	Bridge

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Policy & Strategy



The LRTP recommends action steps related to 16 policy areas, such as Managing Growth, Congestion Management, and Public Right-of-Way.

Example Action Step: Complete Streets Funding

Allocate approximately 3 percent of Lincoln's roadway capital project funding to bicycle, pedestrian, and other multimodal improvements integrated into roadway projects, utilizing existing project budgets.

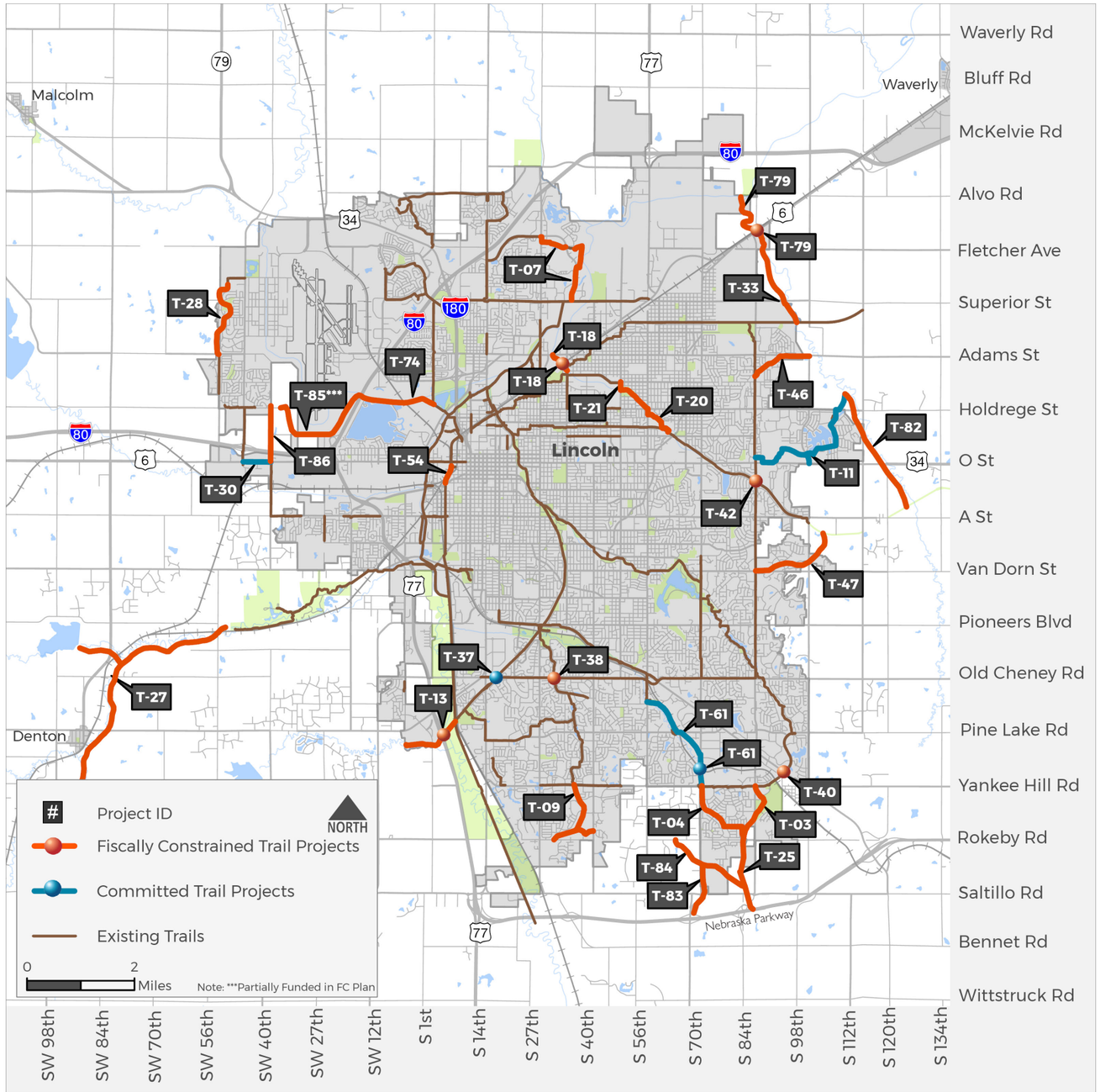
Example Action Step: Dedicated Bicycle and Pedestrian Funding Pool

Establish a predictable annual funding program for standalone, smaller-scale bicycle and pedestrian projects that are not directly tied to roadway capital improvements.

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Lincoln Trails

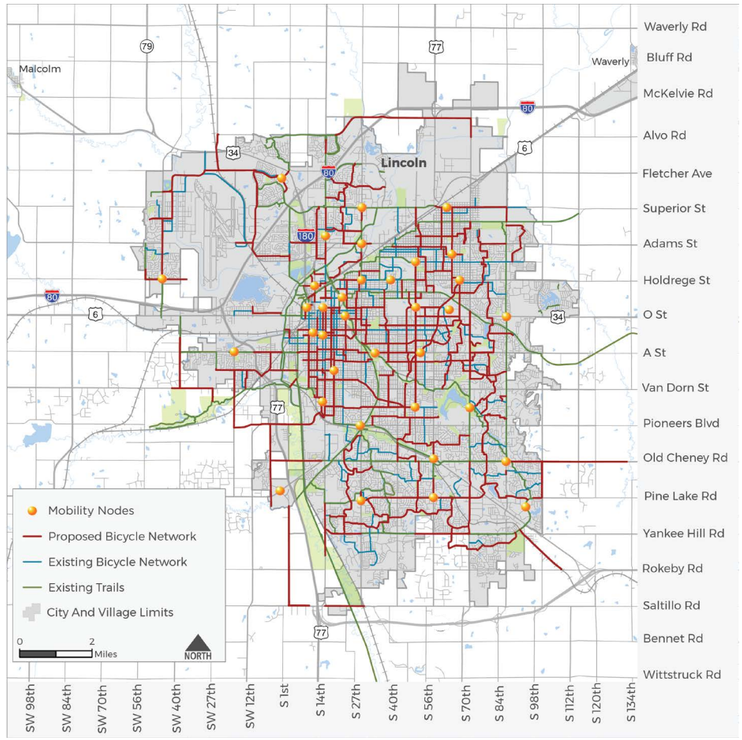
Projects were evaluated based on how well they met the LRTP goals and level of public support. These trail projects rose to the top and are proposed for inclusion in the fiscally constrained plan based on the anticipated funding through 2050.



ID	Trail Name	Limits	Project Category
Fiscally Constrained			
T-03	Woodlands	Jensen Park to Rokeby Rd	New Trail
T-04	Woodlands	Rokeby Rd to S 70th St to Yankee Hill Rd	New Trail
T-07	Landmark Fletcher	33rd St & Superior St to 27th St	New Trail (includes a Sidepath section)
T-09	Wilderness Hills	Yankee Hill Rd to Rokeby Rd and S 40th St	New Trail
T-13	Cardwell Branch Trail	GPTN Connector to Folsom Trail	New Trail
T-18	Deadmans Run Trail	Murdock Trail to Cornhusker Hwy and Railroad grade separation	New Trail and Grade Separation
T-20	Deadmans Run Trail	N 48th St to Mo Pac Trail	New Trail
T-21	East Campus Trail	Leighton St to Holdrege St	New Trail
T-25	S 84th Street Connector	Rokeby Rd to South Beltway	New Trail
T-27	Greenway Corridor Trail/Haines Branch	Pioneers Park Nature Center to Spring Creek Prairie Audubon Center	New Trail
T-28	NW 56th Street Trail	W Adams St to W Superior St	New Trail
T-33	Stevens Creek	Murdock trail to Hwy 6	New Trail
T-38	Tierra Williamsburg	Old Cheney grade separated crossing	Grade Separation
T-40	S 91st Street Trail	Nebraska Pkwy grade separated crossing	Grade Separation
T-42	Mo Pac Trail	S 84th Street grade separated crossing	Grade Separation
T-46	Prairie Village Trail	N 84th St to Stevens Creek, South of Adams	New Trail (includes a Sidepath section)
T-47	Van Dorn Trail	S 84th St and Van Dorn to S 106th and MoPac Trail	New Trail
T-54	Chris Beutler Trail - Jamaica North Connector	South Haymarket Park to J St/4th St	New Trail
T-74	Oak Creek Trail	Saline Wetlands Nature Center to N 1st St	New Trail
T-79	Stevens Creek Trail	Salt Creek Trail to Cornhusker Hwy with grade separation of Cornhusker Hwy	New Trail
T-82	Stevens Creek	Waterford Trail to MoPac Trail	New Trail
T-83	S 70th Street	Caarger Lane to South Beltway	New Trail
T-84	Lincoln Standing Bear Trail	Rokeby Rd southeast to S 70th St and south to Saltillo	New Trail
T-85	Oak Creek Trail	NW 40th St Saline Wetlands Nature Center	New Trail
T-86	NW 40th St Connector	O St to Holdrege St	New Trail (includes a Sidepath section) and Grade Separation
Committed			
T-11	Waterford	N 84th St to Stevens Creek	New Trail
T-30	W O Street	SW 40th St to SW 48th St	Sidepath
T-37	Rock Island	Old Cheney grade separated crossing	Grade Separation
T-61	Beal Slough Trail	S 56th St and London Rd to S 70th St and Yankee Hill	New Trail

Lincoln Mobility Plan

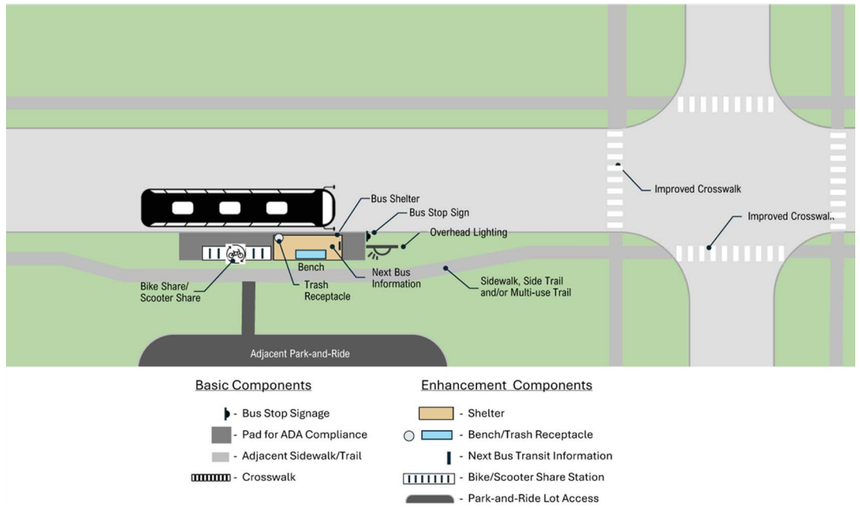
The newly proposed Lincoln Mobility Plan was developed in coordination with the LRTP. It proposes new locations and concepts to increase connections and access to trails and multimodal facilities for all residents. A key concept in the plan is is that of "mobility nodes," which are hubs that facilitate convenient connections between modes of travel. Some nodes will also be designed and strategically located to catalyze redevelopment and placemaking opportunities.



Goals

- Safety
- Connected Network
- Access & Options
- Healthy, Active Lifestyle
- Sustainable Mobility
- Economic Vitality & Access to Jobs
- Implementation, Funding & Partnerships

Mobility Node Illustration



Conceptual Visualization of a Bicycle Priority Street Typology



Nodes

Depending upon the mobility node type and location, nodes may include some or all of the following features:

- Transit Stops
- Bicycle Parking
- BikeLNK Stations
- ScooterLNK Stations
- Shelters
- Concrete Pads
- Park-and-Ride Access
- Seating
- Lighting
- Wayfinding
- Public Spaces
- Redevelopment Opportunities

Street Typologies

The Mobility Plan also establishes a new street typology framework that recognizes that streets serve different purposes throughout the city.

1. Freeway / Expressway
2. Major Arterial
3. Minor Arterial
4. Collector
5. Bicycle Priority Street
6. Transit Priority Street
7. Neighborhood Street

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Next Steps

Expected Adoption Timeline

October 2026 - Planning Commission

November 2026 - City Council (Lincoln Mobility Plan)

December 2026 - MPO Officials Committee

The Long Range Transportation Plan must be approved by the Metropolitan Planning Organization in December of 2026.

Public Commenting Period

September 22, 2026 – October 22, 2026

Project information is available for public review on the PlanForward website:

For more information, to comment online or sign up for project updates, visit lincoln.ne.gov/planforward

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Long Range Transportation Plan Updates

A long-term vision for a safer, more reliable, connected transportation system across Lincoln and Lancaster County.

Why These Plans Matter

The Long Range Transportation Plan (LRTP) establishes the region's transportation priorities and investment strategy through 2050. Updated every five years, the plan responds to changing travel patterns, development, community priorities, and future transportation needs to keep our plans relevant and aligned with the community's vision for the future.

The Lincoln Mobility Plan takes a closer look at how people move throughout the city and identifies opportunities to improve connections, accessibility, and multimodal transportation options.

Review the Draft Plans and Share Your Comments

Public Open House

September 22, 2026 | 5-7 p.m.
Charles H. Gere Branch Library
2400 S. 56th St., Lincoln, NE

Virtual Open House

September 22 - October 22, 2026
Review the plans and share your feedback online.

lincoln.ne.gov/PlanForward

Long Range Transportation Plan Goals

Maintenance: A well-maintained transportation system.

Mobility & System Reliability: An efficient, reliable, and well-connected transportation system that leverages innovation and technology for moving people and freight.

Livability & Travel Choice: A multimodal system that provides convenient and affordable travel options to support a more compact, healthy, livable urban environment.

Safety & Security: A safe and secure transportation system.

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Environmental Sustainability: A transportation system that minimizes negative impacts on and strives to enhance the natural, cultural, and built environment.

Funding & Cost Effectiveness: Collaboration in funding transportation projects that maximize user benefits and local funding, and embrace innovative funding approaches.

Access & Opportunity: A multimodal transportation system that expands access to opportunities and enhances connections for communities with limited transportation options.

What We Heard

Community input from focus groups, open houses, community events, a public survey, and online engagement helped shape the draft plans.

Safety
Safer intersections, crossings, and roadway operations.

Active Transportation Connectivity
Better connected sidewalks, trails, and bicycle networks.

Transit & Mobility Choice
More reliable and expanded service and more ways to travel.

System Reliability & Maintenance
Keep roads, bridges, and infrastructure in good condition.

Growth & Accessibility
Support growth while improving access to jobs, services, and opportunities.

Multimodal Transportation
A connected network for people walking, biking, taking transit, and driving.

Funding & Implementation
Strategic investments and innovative, sustainable funding.

$5.9 Billion

in anticipated transportation revenue through 2050

$0.496 B	$1.399 B	$0.734 B	$1.242 B	$0.924 B	$0.357 B
NDOT Projects	Lancaster County Rural Roads	Lincoln Construction	Lincoln Maintnenance	Alternative Modes	Technology, Studies & East Beltway

Funding is anticipated through federal, state, local, and other sources.

Where Investment is Recommended

Preserve What We Have



Maintain roads, bridges, trails, and existing infrastructure.

Make Travel Safer



Improve safety at high-need locations and throughout the transportation system.

Expand Mobility Choices



Invest in transit, trails, bicycle and pedestrian projects, and mobility nodes.

Support Future Growth



Invest in strategic roadway improvements, technology, and regional mobility.

What is a Mobility Node?

Mobility nodes are strategically located places where people can connect between walking, bicycling, transit, and shared mobility services.