



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER	FINAL ACTION?	DEVELOPER/OWNER
Miscellaneous #26007	No	N/A
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS	PROPERTY ADDRESS/LOCATION
September 2, 2026	None	Lincoln Metropolitan Area

RECOMMENDATION: APPROVAL

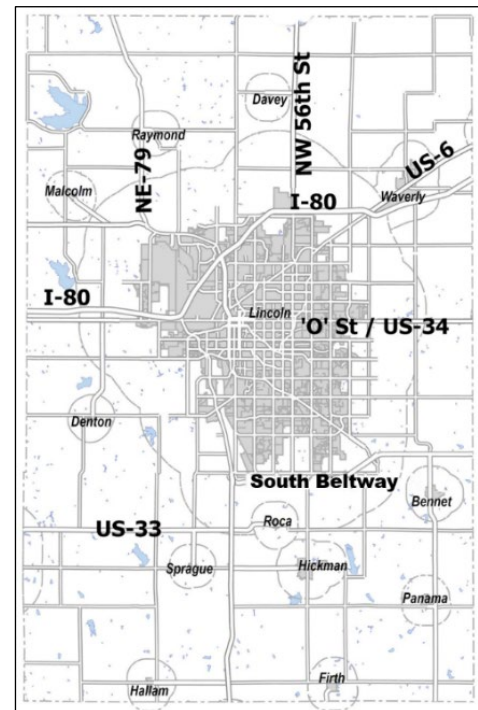
BRIEF SUMMARY OF REQUEST

On behalf of the City of Lincoln, the Lincoln Metropolitan Planning Organization (MPO) is requesting an amendment to the 2050 Long Range Transportation Plan (LRTP). The changes would establish a new group project listing for On-Street Bike Projects. The group listing would include total funding, a maximum individual project cost for standalone on-street bike projects, and description of the types of projects that would fall within the group.

An associated amendment that is proposed to the MPO Transportation Improvement Program (TIP) would reflect the same grouping and add a new project within it for the Downtown Lincoln Bike Network. The City was awarded a federal grant for this project through the Active Transportation Infrastructure Investment Program (ATIIP).

JUSTIFICATION FOR RECOMMENDATION

The LRTP discusses the need for conformity between the LRTP and the TIP. New projects and groups proposed in the TIP must be found in conformance with the LRTP. This new project group listing is necessary to establish conformance for the Downtown Lincoln Bike Network project.



APPLICATION & STAFF CONTACT

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COMPATIBILITY WITH THE COMPREHENSIVE PLAN

Page 8-35 of the Lincoln MPO 2050 Long Range Transportation Plan Relationship to Transportation Improvement Program:

The Lincoln MPO Transportation Improvement Program [TIP] documents the prioritized list of federally funded and/or regionally significant transportation projects and improvements for the next four-year period... After adoption for a four-year period, the TIP can be amended or modified administratively to account for changes in funding or project needs. Amendments to the TIP must be made in conformance with the LRTP, a requirement that retains the publicly supported prioritization process for projects and assignment of funding.

Some projects that were expected to be needed farther out in the planning period may be needed sooner. Likewise, a project that is no longer needed as soon as expected could be delayed.

Close coordination and consistency between the TIP and the LRTP should be an ongoing effort.

All amendments to the Fiscally Constrained Plan will need to be reviewed and approved by the MPO Technical Committee, which includes local, state, and federal representation; the Lincoln-Lancaster County Planning Commission; and the MPO Officials Committee. The amendment process will also need to adhere to the MPO's public engagement and information dissemination.

GENERAL INFORMATION

1. Federal Transportation Planning Process

Federal regulations require that the region's metropolitan transportation planning process include the cooperative development of the Long Range Transportation Plan (LRTP). This transportation plan must cover no less than a 20- year planning horizon, will include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand, and must be updated, at a minimum, every five years.

2. Lincoln Metropolitan Planning Organization (MPO)

The City of Lincoln, as the designated MPO, is responsible for conducting the metropolitan transportation planning process pursuant to federal requirements and assigning work as necessary to carry out this process. There are five primary participant groups in the MPO planning and decision-making process. These include: 1) the MPO Officials Committee comprised of the Mayor and the chairs and vice chairs of the City Council and County Board, plus the Nebraska Department of Transportation Director, 2) MPO Technical Advisory Committee, 3) Lincoln-Lancaster County Planning Commission, 4) various Citizen Task Forces and Advisory Committees, and 5) MPO staff.

3. Long Range Transportation Plan (LRTP)

In December 2021, the Lincoln MPO Officials Committee adopted the current Lincoln MPO LRTP, 2050 Long Range Transportation Plan. The development of the LRTP was a collaborative effort using input provided from state and local governments, agencies, citizens, committees, and staff that focuses on promoting an integrated multi-modal transportation network. The LRTP guides investment in the Lincoln metropolitan area's transportation system for the next 20+ years based upon the region's future transportation goals and objectives and allocates projected revenue to transportation programs and projects consistent with the Lincoln MPO's goals. The LRTP also is the basis for the development of the short-range Transportation Improvement Program (TIP) — a set of transportation improvement projects that the MPO expects to implement during the next four years. The 2050 LRTP was developed in coordination with PlanForward, the Lincoln-Lancaster County Comprehensive Plan. The LRTP is embedded into the Comprehensive Plan as the Transportation Element.

4. Long Range Transportation Plan (LRTP) Amendment

In accordance with the amendment process outlined in the 2050 LRTP, page 8-35, "Changes to the Fiscally Constrained Plan are to be made by a formal plan amendment through the MPO planning process". This request to update project costs requires review by the MPO Technical Committee and the Planning Commission. Formal approval of the amendment will be requested of the MPO Officials Committee on September 15, 2026.

5. Concurrent amendments are being processed to the Lincoln MPO FY 2026-2029 and 2027-2030

Transportation Improvement Programs (TIPs) to add a project for Downtown Lincoln Bike Network within the proposed grouping.

6. Applicant Request

This application is to amend the 2050 LRTP to create a new group listing for On-Street Bike Projects in Chapter 7, Fiscally Constrained Plan. 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. In the On-Street Bike Projects section, a new project group for standalone On-Street Bike projects would be created.

The grouping would have an overall total cost for all projects within the group of \$1 million. Individual projects within the group would also be capped at \$1 million in cost each. Project examples include shared, striped, separated, or buffered bike lanes, sidepaths, and associated intersection and crossing enhancements.

The purpose of the new group is to ensure conformance with the LRTP of a proposed new TIP project for Downtown Lincoln Bike Network planning and design. The following streets are to be studied, with design and construction drawings prepared for bike infrastructure, signal modifications, and connections through intersections and into existing bicycle infrastructure:

- 11th Street, from K Street to Q Street, with connection to N Street Cycle Track
- 13th Street, from K Street to Q Street, with connection to N Street Cycle Track
- 16th Street, from K Street to Q Street, with connection to N Street Cycle Track
- N Street from the Billy Wolff Trail to 27th Street

7. LRTP Revisions for the Proposed Amendment:

- 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.

8. This request has been documented and completed through the amendment process outlined in the 2050 Long Range Transportation Plan and is recommended for approval.

ANALYSIS

In accordance with the NDOT Operating Manual for Metropolitan Planning Organization Transportation Planning, the public involvement procedure and reviewing body necessary for an LRTP amendment and an LRTP administrative modification should be determined at the MPO level. The MPO may set multiple thresholds as long as the first level meets the minimum threshold outlined above. If the MPO chooses to have multiple thresholds/levels of public involvement for an LRTP amendment, then the procedure must be clearly outlined in the MPO Public Involvement Plan and the MPO LRTP. Amendment procedures must be documented in the LRTP, TIP, and Public Participation Plan.

The Lincoln MPO Public Participation Plan indicates that the Lincoln MPO will strive to provide a public comment period of at least 30 calendar days prior to adoption of an LRTP amendment. The comment period begins upon the posting of an LRTP amendment under consideration, at least 7 days prior to MPO Technical Committee review and

continues through the MPO Officials Committee review and adoption.

The schedule for review and action by the MPO Technical Committee and MPO Officials Committee on the proposed amendment to the 2050 LRTP is as follows:

- August 12, 2026 at 2:00 p.m. MPO Technical Committee meeting
- September 15, 2026 at 12:30 p.m. MPO Officials Committee meeting

These MPO meetings are open meetings and will include time for public comment. The MPO Officials Committee will consider all comments received at its September 15th meeting.

APPLICATION HISTORY

November 15, 2021	The Bipartisan Infrastructure Law (BIL) (federal transportation bill), also known as the Infrastructure, Investment and Jobs Act (IIJA), was signed into law.
December 15, 2021	The Lincoln MPO adopted the 2050 LRTP.
Summer 2025	The City of Lincoln was awarded \$224,000 in ATIP funds for the Downtown Lincoln Bike Network project.

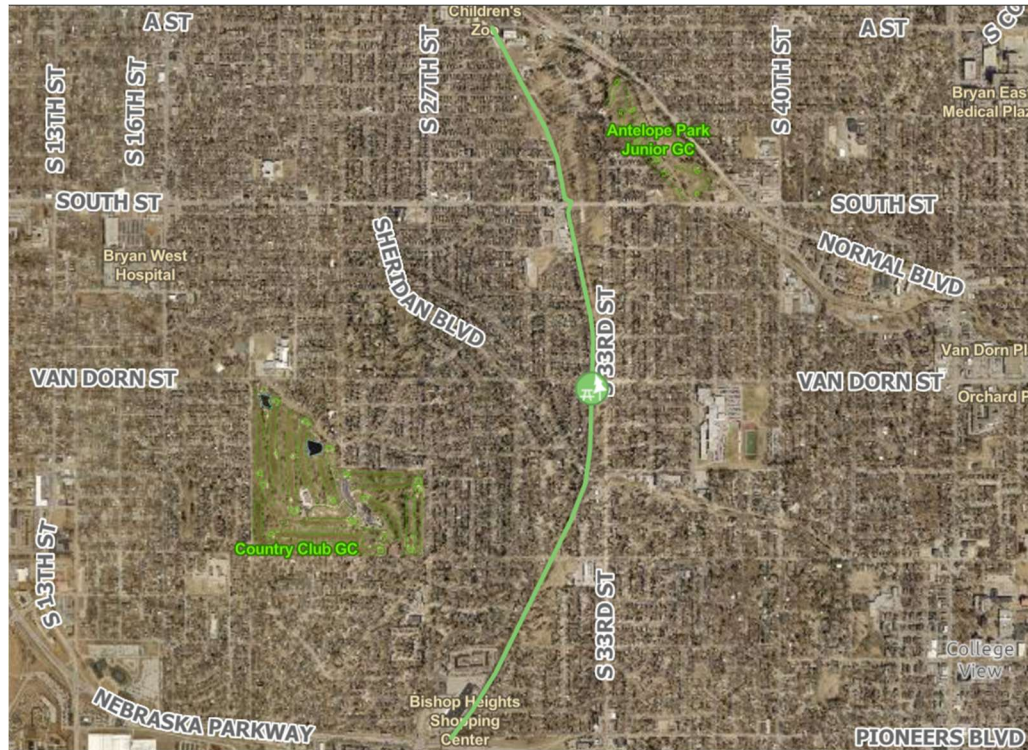
Prepared by Rachel Christopher, Transportation Planner
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Date: August 18, 2026

https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/MISC/26000/MISC26007 LRTP Amendment_On-Street Bike Projects.rkc.docx

Table 7.10 Trail Widening Projects

Trail Name	Limits	Description	Project Cost (2021\$)
Funded/Committed Trail Widening Projects			
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.

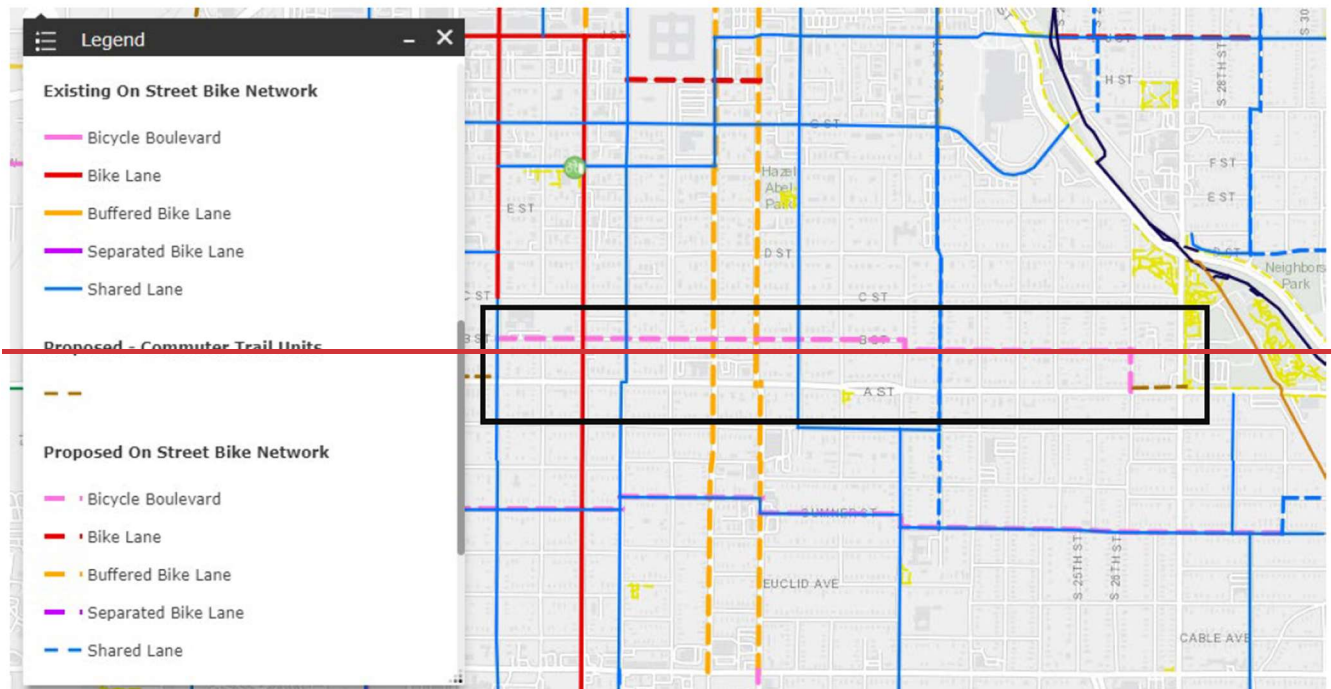
Table 7.11 On-Street Bike Projects ~~to be Constructed with Fiscally Constrained Roadway Projects~~

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 th Street, and A-Street	42	S 11 th Street	S 27 th 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