



Lincoln-Lancaster County
**PLANNING AND
DEVELOPMENT**

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
Miscellaneous #26012
Lincoln Mobility Plan

FINAL ACTION?
No

DEVELOPER/OWNER
N/A

PLANNING COMMISSION HEARING DATE
October 28, 2026

RELATED APPLICATIONS
MISC26011, CPA26002

PROPERTY ADDRESS/LOCATION
City of Lincoln

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is an application to review and approve the proposed Lincoln Mobility Plan (LMP), as well as advise the Lincoln Metropolitan Organization (MPO) Technical Committee and Officials Committee on the adoption of the LMP. This Plan proposes a strategy for enhancing the active transportation network in Lincoln while supporting growth and contributing to economic vitality.

JUSTIFICATION FOR RECOMMENDATION

The LMP makes recommendations for on-street facilities and land use strategies, to make Lincoln's active transportation system safer and more connected, helping achieve a vision of a low-stress network that improves modal choice, access, economic prosperity, and long-term resilience.

The LMP was developed in coordination with the Lincoln-Lancaster County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP), which included extensive community engagement, involvement of the Planning Commission, as well as support from the Mobility Plan Advisory Subcommittee of the LRTP Project Oversight Planning Committee.

APPLICATION & STAFF CONTACT

Mia Haschenburger, (402) 441-6334,
mia.haschenburger@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

PlanForward, the Comprehensive Plan for the City of Lincoln and Lancaster County, provides the framework for achieving a future Lincoln and Lancaster County that is Livable, Equitable, Thriving, Resilient, and Innovative. The goals outlined in the Comprehensive Plan are meant to guide land use decisions, public and private investments, and other actions that will affect the future of the community. Policies in the Comprehensive Plan include action steps to support one or more of the goals.

The LMP supports the Comprehensive Plan's goals by focusing on equitable access to multimodal and active transportation options by improving the safety and connectivity of bicycle, pedestrian and transit infrastructure. The LMP also provides guidance for shifting away from traditional auto-oriented development to compact, mixed-use design that facilitates access to multiple transportation options, and incorporates opportunities for increased affordable housing and placemaking. The LMP aligns with several goals of the Comprehensive Plan, specifically:

G2: Complete Neighborhoods

Goal 2 of the Comprehensive Plan is to support complete neighborhoods within both developing and redeveloping areas of Lincoln. A complete neighborhood includes a variety of housing options and is one where residents are able to easily and efficiently access goods and services to meet their daily needs.

G6: Healthy, Active and Connected People

Goal 16 of the Comprehensive Plan is to ensure that Lincoln and Lancaster County will be a healthy community that continuously creates and improves both its physical and social environments where every person is free to make choices amid a variety of healthy, available, accessible, and affordable options.

G15: Transportation

Goal 15 of the Comprehensive Plan is to achieve a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community.

P63: Transportation Access and Opportunity. Prioritize transportation systems that facilitate freedom of movement for all community members, including for communities with limited transportation options.

- Expand and maintain infrastructure for all modes of transportation serving overburdened and underserved populations.
- Remove physical, temporal and language barriers to using the transportation network.
- Use public engagement methods that strive for representative input and full involvement of communities with limited transportation options. Broaden transit public input and validate priorities, alternatives and plans with diverse stakeholders.

P65: Complete Streets. Plan, design, build, and maintain streets to provide travel mode choice and to accommodate people of all ages and abilities.

- Implement and track the 3 percent multimodal investment requirement for street improvement projects, with progress evaluated annually and over the first five years following LRTP adoption.
- Add safe and accessible connections to transit, multiuse trails, sidewalks and bicycle facilities.
- Complete demonstration projects based on advisory input from Complete Streets Committee to accomplish Complete Streets objectives and gain public input by implementing lower cost solutions that address identified infrastructure challenges. Incorporate green infrastructure into Complete Streets where feasible.
- Identify supplemental funding sources for Complete Streets projects.

P66: Transportation and Managing Growth. Integrate land use and transportation decisions to ensure transportation infrastructure can support travel demands associated with growth.

- Increase multimodal connections within and between all neighborhoods and commercial centers.
- Support transportation options near infill development projects by developing Mobility Nodes as recommended in the Lincoln Mobility Plan.

P69: Transit. Enhance the community's public transportation operations to support the local economy and expand travel choice.

- Improve the transit experience by reducing the distance between the transit stop and traveler's destination (known as first/last mile connections) and adding amenities at transit stops as recommended by the Lincoln Mobility Plan.

P70: Active Transportation. Support active transportation through implementation of recommendations in the Lincoln Mobility Plan.

- Establish and maintain a dedicated annual funding pool for standalone bicycle and pedestrian projects that improve safety, close network gaps, and strengthen multimodal connectivity.
- Develop planning tools to support implementation of Mobility Oriented Development (MOD).
- Establish mobility nodes to support multimodal travel: Use redevelopment node concept from Comprehensive Plan to establish mobility nodes in existing city areas. Invest in sidewalks to improve the pedestrian environment and support Mobility Oriented Development (MOD). Integrate shared mobility/micromobility options, e.g., bike, scooter, into Mobility Oriented Development and incentivize such integration
- Incorporate wayfinding and sustainable lighting into pedestrian facilities.
- Support walking and bicycling education for elementary, middle and high school students, including content on electric/electric assist micromobility devices.
- Enhance connectivity for bicycle and pedestrian travel by prioritizing low-stress facilities, e.g., bicycle boulevards.

COMPATIBILITY WITH THE LONG RANGE TRANSPORTATION PLAN

The 2050 Lincoln Metropolitan Organization (MPO) Long Range Transportation Plan (LRTP) describes the vision, priorities and investment strategy for the multimodal transportation system in Lincoln and Lancaster County through the year 2050. The vision supported by the LRTP is one of a safe, efficient and sustainable transportation system that expands mobility choices, strengthens community connections and enhances quality of life and economic vitality for Lincoln and Lancaster County.

The LMP aligns with the LRTP in many areas, specifically:

Goals and Related Performance Measures

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

- Increase miles of trails, sidewalk, and on-street bike facilities
- Increase annual transit ridership per capita
- Increase percent of transit supportive areas served

Safety & Security: A safe and secure transportation system.

- Decrease number of non-motorized fatalities and serious injuries, including vulnerable road users such as pedestrians and cyclists

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

- Increase the percent of non-SOV travel

Funding & Cost Effectiveness: Collaboration in funding transportation projects that maximizes user benefits and local funds while embracing innovative approaches.

- Increase annual value of grant or outside funding secured for transportation projects

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

- Increase access to on-street bike lanes and trails across communities with varying levels of transportation options

ANALYSIS

1. This application is to review and approve the Lincoln Mobility Plan (LMP).

2. The LMP updates and consolidates Lincoln's past pedestrian and bicycle planning efforts, including the 2013 Pedestrian & Bicycle Capital Plan and the 2019 Lincoln Bike Plan. The LMP aims to coalesce previous multimodal planning work with a fresh approach, to create a single, comprehensive strategy and vision for the multimodal system. The LMP was developed in coordination with the Lincoln-Lancaster County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP). The LRTP constitutes the federally recognized transportation plan that identifies funding for priority projects in Lincoln and Lancaster County. The LRTP is developed in close coordination with the Lincoln-Lancaster County Comprehensive Plan.

The LMP contains recommendations and strategies that inform the LRTP by addressing non-vehicular mobility needs in greater depth. The development of the LMP began following an initial round of community engagement for the broader LRTP, which collected detailed input concerning multimodal travel in Lincoln. A thorough review of input was conducted as well as existing conditions related to multimodal safety, connectivity and travel patterns, after which development of the LMP began, following four main steps:

- Mobility node definition & identification
- Street typology definition
- Network visioning and project development
- Project evaluation, refinement and prioritization

3. Input from the public and community stakeholders helped shape the vision and goals of the LMP. The planning process for the LMP was guided by the Project Oversight Planning Committee (POPC), the Planning Commission, and input from the public. The Lincoln Mobility Plan Advisory Subcommittee was a group of professional staff that focused specifically on the Lincoln Mobility Plan while maintaining coordination with the LRTP, Vision Zero Action plan and other relevant initiatives. The vision statement of the LMP is:

A connected, low-stress city network that makes walking, biking, rolling, and transit safe, convenient, and practical for everyday trips, improving access citywide and supporting a healthy, resilient, and prosperous Lincoln.

Seven goals were developed for the LMP and were used during the project identification process were:

Safety: A safer multimodal network that supports walking, biking, rolling, and transit access in a manner that eliminates fatal crashes and reduces serious injury crashes.

Connected Network: A connected citywide network linking people – both in established areas and the growing edges – to goods, services, and amenities such as jobs, schools, services, parks, and transit access.

Access & Opportunity: A reliable multimodal network that supports daily travel needs for all members of the Lincoln community through practical travel choices, especially in areas with limited transportation options.

Healthy, Active Lifestyle: A city designed to encourage active transportation and cultivate healthier, more livable

neighborhoods.

Sustainable Mobility: A transportation system that advances clean technologies, improves air quality, uses resources efficiently, and strengthens long-term resilience.

Economic Vitality & Access to Jobs: A multimodal system that builds a stronger economy through improved access to jobs, education, and key destinations, supporting talent attraction and long-term retention.

Implementation, Funding & Partnerships: Cost-effective implementation of the Mobility Plan through a coordinated 'dig once' approach, backed by reliable funding and strong partnerships.

Recurring themes in public and stakeholder input included pedestrian and bicycle safety, active transportation connectivity, transit and mobility choice, growth and accessibility, multimodal transportation, as well as funding and implementation strategies.

Residents are proud of the trail system and would like to see trail and bikeway connections to neighborhoods, parks, schools, other key destinations and Downtown. Although there was excitement about recent improvements to bicycle and pedestrian infrastructure, barriers to multimodal accessibility that were identified included missing links, uncomfortable on-street routes, stressful intersections and rail crossings.

4. In order to ensure that the LMP was developed with the needs of the community in mind, and to make recommendations with a clear impact on community mobility, community engagement was an essential component of the planning process. Public agency and stakeholder input began in Fall 2025 with a project kickoff meeting to confirm the project goals and objectives, as well as to identify critical concerns for the project.

Public engagement occurred in three phases. Phase 1, Listening and Discovery, took place in Fall 2025 and aimed to understand how people travel, identify barriers and needs, and raise awareness of the planning effort. Phase 2, Priorities and Tradeoffs, took place in Winter/Spring 2025-26, and aimed to share draft goals and strategies, as well as gather input on priorities for investments and tradeoffs. Phase 3 served to refine the draft LMP based on input from the public and stakeholders.

Community engagement occurred in concert with involvement efforts for the Long Range Transportation Plan update and the Comprehensive Plan update. This joint engagement effort was referred to as PlanForward, and had the following goals:

- Building awareness and transparency through the planning process
- Elevating public input as a foundation for both the Lincoln Mobility Plan and the 2050 LRTP Update
- Reaching historically underrepresented communities and incorporating lived experience
- Connecting engagement activities to meaningful outcomes and plan recommendations
- Supporting long-term community buy-in and understanding

To reach a wide range of stakeholders and facilitate understanding, a range of engagement methods were used:

- A project website was hosted on Social Point, an online public engagement tool. The site provided basic information about planning efforts, including contact information, public meeting materials, and opportunities to provide feedback or ask questions. Integrated into the website was an interactive commenting map that included layers representing transportation elements, such as existing infrastructure or potential future project locations, on which community members were able to comment.
- Ten focus group discussions, with one concentrating on active mobility. Participants consisted of key community stakeholders who provided input on transportation opportunities, challenges and priorities. There were representatives from various sectors such as housing, health, business, education, services for the aging population and transportation.

- Pop-up events at various locations including parks, community events and the UNL campus.
- Social media posts, StarTran bus ads and information at library kiosks.
- Open House events for Phase 1 (Fall 2025), Phase 2 (Spring 2026) and Phase 3 (Fall 2026). These efforts corresponded with virtual options on the Social Point website.
- In-person events.
- Stakeholder outreach including briefings held for members of the Planning Commission.

Focus group input emphasized access to jobs, services and resources; safety and security; and efficient mobility that supports seamless travel across modes.

5. A key component of the LMP was the development of a concept for mobility nodes around the city. Mobility nodes are physical locations, at or near intersections, with amenities that facilitate transitions between different modes of transportation. They are meant to increase the feasibility and convenience of multimodal travel.

Two types of mobility nodes were created and have the added potential to support placemaking because of their strategic locations where people naturally gather. Growth Mobility Nodes are meant to be integrated into new development from the start, or into established areas as part of redevelopment projects. Intermodal Nodes represent locations where transit and active transportation modes intersect, without association with development or redevelopment. Radii of $\frac{1}{4}$ mile and $\frac{1}{2}$ mile around each node were identified, representing areas of influence around each node and are typical distances for people to walk or bike. The 35 recommended node locations were distributed throughout the city.

6. The LMP establishes a new street typology framework that considers the unique character of different types of streets, particularly from the perspective of multimodal opportunities. The concept of street typologies serves to connect the proposed mobility nodes. Rather than focusing solely on a street's role in moving vehicles within the larger network, the concept of street typologies incorporates surrounding land use context and community transportation goals. The seven typologies include:

- Freeway/Expressway
- Major Arterial
- Minor Arterial
- Collector
- Bicycle Priority Street
- Transit Priority Street
- Neighborhood/Local Street

7. The concept of Mobility Oriented Development (MOD) is introduced in the LMP, in order to maximize the benefits of coordinating land use and transportation. MOD encourages higher density, mixed-use development alongside a high quality pedestrian realm in areas within walking distance of transit corridors, i.e., $\frac{1}{4}$ mile to $\frac{1}{2}$ mile from stations. Sidewalks, build-to-zones, ground-floor transparency, site and building access, on-site pedestrian circulation, shared mobility, parking, both vehicle and bicycle, zoning and housing affordability are all important considerations of MOD. MOD is integrated into the Comprehensive Plan Update as part of the Infill and Redevelopment Element.

The Transportation and Managing Growth policy recommendation in the LRTP is relevant to the LMP since it encourages the integration of land use and transportation decisions to ensure that transportation infrastructure can support travel demands associated with growth. Infill development can maximize the value of existing infrastructure and support transit and active transportation while reducing travel distances and creating a more connected community. This policy recommendation encourages multimodal connections within and between all neighborhoods and commercial centers, as well as the development of mobility nodes to support transportation options near infill development and the identification of supplemental funding for Complete Streets projects.

The Active Transportation policy recommendation in the LRTP is relevant to the LMP. It recommends establishing and maintaining a dedicated annual bicycle and pedestrian project funding pool for projects not directly tied to roadway capital improvements. This program would provide a predictable source of funding for smaller-scale, standalone bicycle and pedestrian projects that improve safety, connectivity and accessibility. This policy also encourages the development of planning tools to support the implementation of Mobility Oriented Development (MOD).

8. The LMP aimed to develop a safe and continuous bicycle network across Lincoln by identifying recommended projects that would enhance and expand upon existing on- and off-street infrastructure. Bicycle projects were recommended that build upon existing facilities and facilities proposed in the 2019 Lincoln Bike Plan, while keeping the vision of a low-stress, safe, and connected network in mind. Public and stakeholder input was also an important factor in the early stages of network development.

After initial development of a draft proposed network, the LMP was refined into a final set of recommended projects through several rounds of review and discussion with the core project team and the Lincoln Mobility Plan Advisory Committee, the consultant team, as well as input from the public. This refinement resulted in a set of 207 recommended bicycle projects to establish a comprehensive, high-quality on-street bicycle network throughout Lincoln. Proposed facilities, depending on the context and need, included shared use paved trails, bike lanes and boulevards, as well as neighborhood routes. Projects were sorted into Low (less than \$100,000), Medium (\$100,000 - \$500,000) and High (over \$500,000) cost ranges to help with prioritization, with cost being incorporated into implementation for evaluation purposes.

Evaluation criteria were directly aligned with LMP goals. Crash data analysis performed during development of the City of Lincoln's Vision Zero Action Plan identified High Injury Networks (HINs) that were used to inform project prioritization and evaluation.

Each project received a score ranging from 0.0 (least favorable) to 1.0 (most favorable) for each goal of the LMP. Each goal was assigned a weighting factor based on the priorities established in the LMP.

Proposed projects that received strong public support focused on closing network gaps and creating safer, more comfortable routes for walking and bicycling. Results from a funding activity pertaining to the LRTP update, that allowed participants to prioritize categories of projects, indicated strong support for expanding transportation options, particularly trails, bicycle facilities and transit service. Although transit service itself is not a focus of the LMP, it aims to facilitate the use of transit, especially by improving first- and last-mile connections for trips made without the use of a private vehicle.

The Safety policy recommendation in the LRTP is relevant to the LMP. It prioritizes the protection of vulnerable road users such as bicyclists and pedestrians; recommends identifying policies that prioritize walkability and safety near mobility nodes, employment centers, commercial corridors and high-density residential areas; encourages safe intersection crossings for bicyclists and pedestrians; and promotes the incorporation of safety enhancements for bicyclists and pedestrians during development or land use changes.

9. The LMP outlines strategies, tools and processes for implementation, organized around four components: infrastructure investments, programs and initiatives, policies and standards, and operations and maintenance.

The LMP is intended to serve as a decision-making tool for transportation and land use decisions in Lincoln. To be effective, the concepts presented in the LMP must be consistently applied across planning, design and implementation processes. The LMP is intended to guide the prioritization and development of projects included in the CIP and TIP.

Implementation will require coordination with the LRTP, the Comprehensive Plan, other modal and neighborhood

plans, as well as future iterations of the StarTran Transit Development Plan, Vision Zero Action Plan, redevelopment plans and subarea studies, and capital and maintenance programming efforts. Implementation of the Lincoln Mobility Plan will occur incrementally over time, influenced by funding availability, project opportunities, and evolving community needs. To support implementation, it will be necessary to clearly define agency roles and responsibilities, identify performance measures related to plan goals, monitor progress and make updates to reflect new data and evolving priorities. A framework for accountability and continuous improvement will ensure that the LMP serves the City well in the years ahead.

10. It is important to note that the LMP is a long-range plan that will be carried out over an extended planning period, making a strategic and flexible approach to funding essential. Funding will come from a variety of sources, some of which have already been used for mobility-related projects:

- Local funding sources
 - General Fund
 - Trail Impact Fees
 - Tax Increment Financing (TIF)
- State and regional funding sources
 - Lower Platte South Natural Resources District (LPSNRD)
 - NDOT Highway Safety Office (NDOT-HSO): These funds are particularly well-suited for bicycle and pedestrian safety campaigns and education initiatives.
- Federal funding sources
 - Surface Transportation Block Grant (STBG)
 - Transportation Alternatives Program (TAP)
 - Recreational Trails Program (RTP)
 - Highway Safety Improvement Program (HSIP)
 - Federal Transit Administration (FTA)
 - Community Development Block Grant (CDBG)
- Other funding sources
 - Private donations: Trail construction and enhancements have historically been supported by private donations. Continued engagement with private partners can provide additional funding for both infrastructure and program strategies.
 - Collaborations with universities, school districts, major employers and healthcare organizations can support targeted improvements, particularly those that enhance access to key destinations.

The City of Lincoln has a strong track record of leveraging grant funding and partnerships to support the development of the trail system and on-street bicycle network. Building on this history of success, the funding strategy for the LMP focuses on maximizing existing resources, coordinating investments and pursuing a variety of funding opportunities. Specifically, the funding strategy for the LMP includes:

- Leveraging planned capital and maintenance projects
- Committing local funding resources
- Building partnerships
- Strategic pursuit of competitive funding
- Expanding non-governmental funding opportunities

Investments that provide the greatest benefits in terms of safety, connectivity and accessibility will be prioritized. As a strategy to reduce costs and accelerate implementation, mobility improvements will be coordinated with other planned investments such as roadway construction, resurfacing, utility projects and redevelopment activities. Consequently, bicycle and pedestrian improvements can be incorporated into projects already funded.

Table 27 in the LRTP identifies projects recommended in the LMP that could potentially be associated with fiscally constrained roadway projects.

Given the rough correspondence between cost category and project complexity, projects classified as Low Cost, e.g., signing and pavement markings, can likely be built quickly in the near-term (0-5 years), as part of maintenance projects; projects classified as Medium Cost, e.g., signal upgrades and crossing improvements, are more likely to occur in the mid-term (5-10 years); and High Cost projects, e.g., reconfiguration to include curb-separated facilities, will occur with major roadway reconstruction, redevelopment or regional investments, in the long-term (10+ years).

The Trails, Bicycle and Pedestrian Program, described in the LRTP, combines federal and local funding sources to support construction and rehabilitation of trails, sidewalks and other bicycle and pedestrian improvements. These revenues may be supplemented by other transportation funding sources when bicycle and pedestrian improvements are incorporated into larger roadway projects. A total of \$72.61 million is anticipated in this category from 2031 to 2050. Sources of funds include the federal TAP, the LPSNRD, City of Lincoln impact fees, private contributions, Keno/Gambling revenues and City of Lincoln general revenues.

The LRTP funding strategy includes, among other recommendations, incremental increases in funding for safety improvements for all transportation users, as well as expanded investment in multimodal transportation and the new mobility node program identified in the LMP. Specifically, the Recommended Funding Plan includes an additional \$30 million to support implementation of the VZAP and other safety-focused initiatives, \$10 million to support expansion of the trail system, \$10 million to support maintenance of the trail system, \$16 million to support transit, \$1.63 million to support mobility nodes, and \$10 million to support other bicycle and pedestrian projects that strengthen multimodal connectivity.

Relevant to the LMP, the resource allocation used to develop the Fiscally Constrained Plan in the LRTP includes funding, for FY 31-50, in the Alternative Modes category as follows: \$59,980,000 for trails projects; \$774,350,000 for transit; \$1,630,000 for mobility nodes and connecting corridors; and \$88,340,000 for bicycle and pedestrian projects, for a total of \$924,300,000 that helps strengthen connections for pedestrians, bicyclists and those using transit.

Together, the \$1.6 million allocated to mobility nodes and the \$88.3 million allocated to bicycle and pedestrian projects improve first- and last-mile connections, bridge gaps in the multimodal network and enhance the safety and convenience of walking and bicycling. Also relevant to the LMP is the allocation of \$133.4 million to safety projects under the Lincoln Construction Activities category, to support recommendations from the Vision Zero Action Plan.

Note: Phase 3 public engagement for the LMP will end on October 22, 2026. A memo with a summary of this phase of public engagement will be shared prior to the October 28, 2026, Planning Commission meeting.

The Lincoln Mobility Plan is available on the web at [2050 Long Range Transportation Plan Update & Mobility Plan – City of Lincoln, NE](#).

Prepared by Mia Haschenburger, Transportation Planner
Lincoln MPO / Lincoln-Lancaster County Planning and Development Services Department
(402) 441- 6334
mia.haschenburger@lincoln.ne.gov

Date: October 16, 2026

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/MISC/26000/MISC26012 LMP.mh.docx>



Memo

DATE: October 9, 2026
TO: Lincoln-Lancaster County Planning Commission
FROM: Lincoln-Lancaster County Planning and Development Services
Department and Lincoln Metropolitan Planning Organization (MPO)
SUBJECT: Lincoln Mobility Plan

This is an application to review the Lincoln Mobility Plan (LMP).

The Lincoln Mobility Plan leverages the City of Lincoln's highly regarded trail network while recommending a variety of on-street and land use strategies, to make the active transportation system more robust, safe, connected and resilient.

The LMP was developed in coordination with the Lincoln-Lancaster County Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP) and included extensive community engagement, involvement of the Planning Commission, as well as support from the Mobility Plan Advisory Subcommittee of the LRTP Project Oversight Planning Committee. The LMP provides a framework and recommendations for integrating all modes of travel while enhancing safety, connectivity, access, sustainable mobility and economic vitality.

The development of the LMP included the updating and combination of two previously adopted, relevant documents: the 2019 Lincoln Bike Plan and the 2013 Pedestrian and Bicycle Capital Plan. Incorporating previous efforts to improve multimodal choices optimized the planning process and development of the current strategy.

This item will be scheduled for Planning Commission consideration at the October 28, 2026 public hearing. The tentative schedule is that the LMP will be considered by the City Council on November 2, with a public hearing on November 23, and adopted by the MPO Officials Committee in December 2026.

The draft Lincoln Mobility Plan is available for review at lincoln.ne.gov/planforward.

-Thank you