Trail Planning and Programming
Pedestrian/Bicycle Advisory Committee
November 8, 2016
Comprehensive Plan
Long Range Transportation Plan

- Guiding document for planning of growth
- Can be relatively general in language and in location of improvements
- LRTP is fiscally constrained and lays out a general timeline
- Updated every 5 years, Major update every 10
- Generally involves great deal of Public Input
- Minor updates usually rely more on advisory committee for public input
Subarea Plans

- Adopted by reference into the Comprehensive Plan
- May be specific to an area, a utility, or a system
  - Ex: South Haymarket Subarea, Watershed Master Plan, Bicycle and Pedestrian Capital Plan
- More detailed than the Comprehensive Plan
- Language and location of improvements usually more specific
- Generally have strong community input
Capital Improvements Program

- A planning document that outlines the improvements expected to be made in the next 6 years
- Improvements are those that have a useful life of at least 15 years and maintain, upgrade or replace public infrastructure
- Reviewed as to conformity with the Comprehensive Plan and updated every two years
- First two years becomes Capital Budget
- Once approved in the budget years, funding is considered “Appropriated”, although the actual dollars may not yet be available. These projects are not shown again in subsequent CIPs
- Four out-years are speculative - a project may continue to be shown in those years for some time
- Community input is encouraged, but rarely received
Transportation Improvements Program

- A programming document in which a project must be shown in order to receive federal funds
- Addresses all modes of transportation, including pedestrian and bicycle facilities, and includes the next 4 years
- Includes all projects in the Metropolitan Planning Organization area (Lancaster County) including the NRD and all small towns
- Approved TIP is forwarded to NDOR for inclusion in the State Transportation Improvement Program
- A project may not be shown in the first year unless funding has been secured
- Community input is encouraged but rarely received
Parks and Recreation Facilities Master Plan

- A planning document used by Parks and Recreation to plan projects in the upcoming 10 years
- Reflects the goals and priorities of the Comprehensive Plan
- Used to help develop the CIP and TIP
- Park equipment, facilities, structures, etc... is regularly analyzed for age and condition
- Parks and Rec Advisory Board is main source of public input
- Acts as a guide to develop the CIP
- Started this process 3 years ago
Moving forward...

- Input on trail projects in the 10 year Plan
- Propose a subcommittee of the PBAC to help review project list and set priorities this winter
- Review of Subcommittee report by full PBAC this spring
- Reflection of PBAC work in 10 year Plan update summer of 2017
- Next CIP update to begin late 2017
Bike Friendly Community Application

- Preliminary Report Card has been received
  - Bronze rating
  - Considerable increase in scoring of 5 Es - from 9 total points to 24
- Comparison of Lincoln to Silver communities would seem to place us among them
Report Card Elements

- Compared to 51 Silver rated communities from Spring 2013 to Spring 2016
  - Comparison difficult on some elements, elements reported change over then 3 year span
  - Percent Arterials and Major Collectors with bike lanes - Avg. 45%, Lincoln 11%
  - Total bike network mileage vs Total Road Network Mileage - Avg. 30%, Lincoln 13%
  - Public Education and Outreach - Avg. Good, Lincoln Excellent
  - Share of Transportation Budget spent on Bicycling - Avg. 7%*, Lincoln 3%
  - Bike Month and Bike to Work Events - Avg. Good, Lincoln Excellent
  - Active Bicycle Advocacy Group - Avg. Active, Lincoln Yes
  - Active Bicycle Advisory Group - Avg. Active, Lincoln Meet Monthly or More Often
Report Card Elements, Cont.

- Bicycle Friendly Laws and Ordinances - Avg. Some, Lincoln Acceptable
- Bike Plan is Current and is Being Implemented - Avg. Yes, Lincoln Yes
- Bike Program Staff to Population (per 1,000) - Avg. 70K, Lincoln 92.4K
- 5 Es Evaluation
  - Engineering - Avg 4.08 Lincoln 5
  - Education - Avg 3.97 Lincoln 5
  - Encouragement - Avg 4.24 Lincoln 7
  - Enforcement - Avg 4.51 Lincoln 3
  - Evaluation and Planning- Avg. 3.76 Lincoln 4
  - TOTAL - Avg. 20.57 Lincoln 24
Since the 2012 application Lincoln has:

- Won the National Bike Challenge twice (once in 2013 and once in 2016)
- Added the regions only protected bike lane
- Had trail system named one of America’s Great Places (Public Spaces Category) by the APA - one of only two trail systems in the Country to be given this award
- Improved the overall point score from 27/100 to a minimum of 42/100

An analysis of the data would indicate that we have a strong case to be ranked as Silver

Staff will be preparing a response to be submitted to the League of American Bicyclists for reconsideration of their finding.