

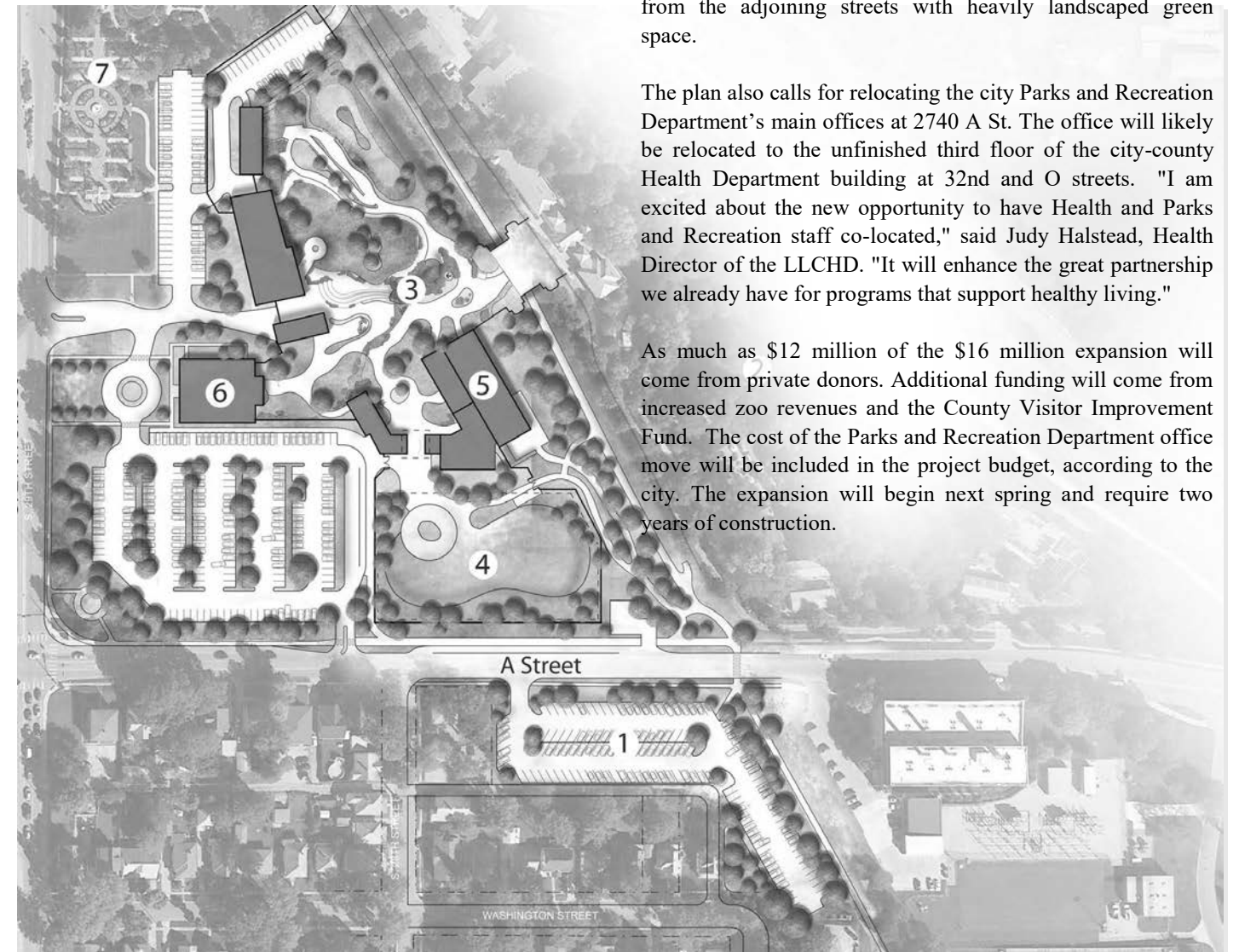
PUBLIC INPUT RESULTS IN NEW ZOO EXPANSION PLAN

A proposed Lincoln Children's Zoo expansion no longer adds parking south of A Street and relocates the Parks and Recreation Department's main office from its spot near the zoo. Earlier proposals called for two parking lots south of A Street that would have been connected with a driveway across the Rock Island Trail. GPTN along with other citizen groups expressed concerns about this crossing causing safety risks for zoo patrons and trail users.

The final plan now calls for keeping all of the zoo's expansion within the Antelope Triangle. City Parks and Recreation Director Lynn Johnson said the community feedback has resulted in a plan that improves the safety and experience for Zoo visitors, avoids impacts to the Rock Island Trail, and continues to preserve the public gardens and Cascade Fountain on the Antelope Park Triangle. He said locating the parking closer to the Zoo also reduces the use of the surrounding neighborhoods for parking. He said parking will be screened from the adjoining streets with heavily landscaped green space.

The plan also calls for relocating the city Parks and Recreation Department's main offices at 2740 A St. The office will likely be relocated to the unfinished third floor of the city-county Health Department building at 32nd and O streets. "I am excited about the new opportunity to have Health and Parks and Recreation staff co-located," said Judy Halstead, Health Director of the LLCHD. "It will enhance the great partnership we already have for programs that support healthy living."

As much as \$12 million of the \$16 million expansion will come from private donors. Additional funding will come from increased zoo revenues and the County Visitor Improvement Fund. The cost of the Parks and Recreation Department office move will be included in the project budget, according to the city. The expansion will begin next spring and require two years of construction.



Finishing the Murdock Trail: Jayne Snyder's Wish

The City of Lincoln is going to pave the Murdock Trail from 56th to 70th Street. A gravel trail for runners will also be constructed along side the paved trail. GPTN is raising \$250,000 to support this much needed improvement. Please consider donating to this exciting project.



Make contributions payable to: Nebraska Trails Foundation

Name: _____
Address: _____
City, State, Zip: _____
Designated Project: _____

**Mail to: GPTN
5000 North 7th St.
Lincoln, NE 68521**



Great Plains Trails Network

since 1988

dedicated to the goal of developing a network of commuter and recreational trails within Lincoln and Lancaster County

2016

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Every two years, Bicycling Magazine shifts through data and consults with experts from organizations such as People for Bikes, the Alliance for Biking & Walking, and the League of American Bicyclists to identify the 50 most bike-friendly towns in the United States.

They look at everything from miles of bike lanes to the percentage of cycling commuters who are female—a key indicator of safe bike infrastructure. Lincoln was on this year's list for the first time at number 44. Here is their write-up about Lincoln. *What do you think about their write-up?*

Like many Midwestern cities (Dayton, Ohio; Des Moines, Iowa; and Omaha, Nebraska, to name a few) Lincoln boasts an impressive network of bike paths. The 164-mile trail system (comprised of both concrete and crushed granite) winds along creeks and rivers, and through old rail corridors that cut across the center of the city. But (as in those aforementioned locales) little on-street bike infrastructure tied all those Lincoln bike paths into the city's road grid, limiting the potential of the trail network's utilitarian and commuter use.

Then, in 2013, Mayor Chris Beutler adopted a complete streets policy (albeit with just \$50,000 in dedicated annual funds), and the city started transforming its roadways to accommodate all users. Sidewalk projects connected neighborhoods to nearby trails. Bicycle route signs now guide trail users. A bike corral graced the city's redeveloping downtown. And two wide bike lanes (which oddly snake from one side of the road to the other) were striped at the cusp of the University of Nebraska campus.

Progress in Lincoln seemed piecemeal, until the city unveiled plans to build a \$1.7 million two-way protected bike lane. The new N Street cycletrack passes through the heart of downtown, links two major trails, and fully protects bike riders from traffic with concrete rain gardens and bike-specific light signals. Upon the project's completion in December of 2015, the national advocacy group People for Bikes called it one of the top ten new bikeways of the year, and Streetsblog said it was "a reason to feel hopeful." Already, developers are lining up to build alongside the cycletrack, with two multi-million dollar mixed-use developments slated for construction at either end of the protected bike lane.

GPTN NEW AND RENEWING MEMBERS

April — September 2016

Welcome to new members: Martin Adkins, James Baldus, A.B.Barton, Matt Baumeister, Alan Bitterman, Karin Dalziel, Daniel Derner, Sarah Easton, Cindy Elder, Brittany Fett, Melanie Gary, Lynn & Sarah Hartzell, Dena Hupp, Scott Kiddoo, Pam Manske, Dale Murdoch, Cornelius Pardy, Chris Pro, Pat Stehly, Alvin Sueper, Annette Thompson, Candie Turner, Chris VonArsdale, Elizabeth Walter-Shea, Andrew Weeks, Marlene Weiler, Mary Winguest, Brianne Wolf.

Thank you to renewing members: Margaret Allington, Harry & Shirley Amen, Mary Andelt, Dorothy C. Anderson, Erik & Carol Ann Anderson, David Atkinson, Tom Armstrong, Cathey Bailey & Dave Dinsmore, Anne Beurivage, Bill & Jean Baker, Rod Basler, Bellwood Family, Anita Boeselager, Larry Bond, Daryl & Kris Bohac, Judy & Pearly Boucher, Bob & Lynette Boyce, Gale & Becky Breed, Jack Broderick, Duane Byerly, Dan & Becky Caldwell, Marybell Avery & Stan Campbell, Kathryn Campbell, Larry & Donna Chmelka, Peggy & Eli Chesen, Paul Christensen, JoAnn Churley, Steve Clements, Brian Sivell & Julie Cole, Lois Coleman, Jim & Judi Cook, Jim Craig, Jen Davidson, Brent Davis, Shirlene Davis, Brynley Defriese, Judith DeGraff, Pete & Christie Dionisopoulos, Terry & Judy Dougherty, Garry & Kathy Duncan, Duteau Chevrolet, Earl Dyer, Patrick & Candace Dussault, Eugene Edwards, Pam Edwards, Dean & Maria Eisenhauer, Paul & Deb Eisloeffel, Richard & Katherine Endacott, Jeff Fassett, Mark Feit, Howard Feldman, Jack Flanagan, David Florell, Barry & Lisa Forbes, Larry Fosler & Cindy Vavra-Fosler, and Jeanen France, George & Barbara Gammel, Mildred Gardner, Brandon Garrett, Jan Gauger, Jim & Lil Gibson, Pat Gilles, William & Marsha Glover, Beth & Ron Goble, Richard & Ursula Goodban, Jocelyn & Brian Golden, Robin & Janet Goracke, Robert & Vanessa Gorman, Dave & Beth Goddelin, Jan Gradwohl, Larry Gregg, Mike Griebel, Scott Gronewold, Christine Grosh, Scott Grossenbacker, Sue & Tom Guild, Martin Hager, Pat & Bruce Hammond, Priscilla Handy, Nancy Harr, Brad & Beth Hartman, Butch & Dobby Haws, Carol Rogers & Ed Harvey, Jim & Laurie Haszard, Yvonne Heakin, Malcolm Heard, Kathy Helzer, Tim Henkel, Candy & Tom Henning, Steve Henrichsen, Steve Hensel, Jacqui Herman, Emily Herrick, Highlands Animal Hospital, Gary Hill, Roger & Bette Hinrichs, Amy Spiegel & Mike Hoffman, Arnold Hottovy, Greg & Denise Howell, Sarah Howell, Steve Hubka, Mark & Dee Hutchins,

Marilyn Hutchinson, David Jelinek, Todd Johns, K.M.Kane, Dan & Judith Keller, Sharon Kennedy, Scott & Debby Kerr, Sarah Kohlhof, Barb Kortum, John Krajewski, Kent Imig & Lori Kreimer, Lois Kriger, Doug & Dianne Kuppig, Robert Kuzelka, Alice Lane, Dorothy Ladman, Beth Lau, Joe Laughlin, Michael Laughlin, Richard Littrell, Therese Liegl, Delfs Linder, Max & Pat Linder, Jim & Gail Linderholm, and Bernice Lyons, Tyler & Denise Mainquist, Bob Mancuso, Melanie Mangers, Joseph Loudon & Michelle Manning, Karyn & Albert Maxey, Matt Maw, Russ & Janine McClintock, David & Brenda McCann, Tammie Mead, Edith Meints, Gretel Mientka, James & Susan Melcher, Alan Meyer, Steve & Patsy Meyer, Rick & Sharon Michaelsen, Carrol Mickley, Terry & Jan Monk, Burke Morrow, Francis Moul, Mark Mundorff, Mike Murphy, Ann & John Neal, Ruthann Nahorny, Nebraska Sports Council, Marjorie Neill, Don Niemann, Randy Nitz, Dena Noe, Dennis Nuernberger, Fred & Carol Ochsner, Tom Peel, Don & Joanne Pepperl, Jon Peterson, Bryan & Shaunda Poppe, Tom & Kris Powers, Bruce Pray, Dan & Cathy Pudenz, Monte & Penny Pueppke, Ben & Barbara Rader, Cody & Julie Ramel, Mike & Cathy Rasmussen, Daryoush Razavian, Matt & Mary Reckmeyer, Alan & Karen Reiners, Mike & Melissa Renn, Mary Beth & Rich Rice, Judy Garlock & Tex Richters, Bob Robinson & Jennifer Lyons, Patti Robinson, Ruth Rodden, Lynn Roper, Raymond & Bonnie Roth, Sabrina Russo, and Dean Cole & Cindy Rutan, Nick & Sherry Savener, Suzanne Schied, Hink Sah & Heidi Schulz, Steve & Linda Schlegel, Jay Schluckebier, Ron L. Schroeder, Cliff, Christie, Kaile & Hannah Schroff, Screen Ink, Brian Scusa, Ann Seacrest, Dottie & Bob Shapiro, Albert Sherman, Robert Haller, Jerry & Patty Shorney & Marcella Short, Bob Shriener, Paul & Jo Siebert, Dave & Sharon Sinkler, Nadine Skupa, Richard & Susan Spangler, Corey & Jeanette Stull, Jim & Jan Spalding, Chris & Vicki Sommerich, Susan & Clayton Streich, Dan & Lynn Steinkruger, Dave & Tani Stempson, Martha Stoddard, Steve & Laurie Stromberg, John & Gloria Strobe, Dave Swartz, Don & Sue Sylwester, Marilyn Tabor, Mark Taylor, Sherry Taylor, Jacob & Chrystal Thiessen, Kristine Thoms, Binh Tran, Tom & Sharon Vandenaack, Joy & Rex Walton, Tracy & Jamie Warren, Rita Weber, William Wehrbein, John Whitmer, Luke Wilke, Robert Wikel, Larry Worth, Steve Zabel, Gary Zellweger, Janet & Paul Zillig, & Greg Zimmer.

Thank you from the 2016 GPTN Board of Directors. Your memberships are crucial to GPTN's efforts.



Back row (L-R) Brett Baker, Roger Hirsch, Jordan Messerer, Karen Griffin, Chris Heinrich, Corey Godfrey, Jeff Kimble, Kris Sonderup, David Scoby

Middle row (L-R) Ron Case, Parks Coble, Matt Baumeister, Gary Bentrup, Dale Arp, Greg Rosenboom, Steve Dunbar, Bob Torell

Front row (L-R) Elaine Hammer, Marynelle Greene, Dena Noe, Charlene Dunbar, Courtney Jerke, Mary Torell

Not Pictured: David Burd, Ann Ringlein, Damon Hershey, Jamie Warren, Ray Stevens, Jr., Bill Wehrbein, Carolyn Collier, Kent Henning

Lincoln Track Club Membership Application

The Lincoln Track Club, Inc. was established in 1975 by an eager group of track enthusiasts. Although our title contains the reference to track, we have become a distance oriented club. Our membership includes some of the nation's finest road racers as well as a great number of fun runners.

In essence, our club is a nonprofit community service organization, established to promote running throughout this area and provide educational assistance for its runners. Our quarterly newsletter has become an informational running publication for local runners. The LTC is a member club of both the Road Runners Club of America (RRCA) and USA Track and Field.

The Lincoln Track Club is not just about running. It's also about volunteering. This is the one ingredient that makes LTC work. The whole organization is made up of volunteers and we can always use more.

Please consider joining one of Nebraska's finest volunteer-run organizations. LTC members receive entry forms for all LTC races, FastTimes (our newsletter, which is e-mailed quarterly), an invitation to our annual meeting, and a discount of an entry fee for a single LTC road race. All memberships expire at the end of the calendar year (December 31).

2016 LTC Calendar

- 3/19 State Farm (10M/5K/1M)
- 4/9 Novartis (10K/2M)
- 4/30 Mayor's Run (1M)
- 5/1 Marathon/Half-Marathon
- 6/4 Havelock (10K/3K)
- 7/10 Lincoln Mile
- 7/197 Uplifting Athletes Run (5K/1M)
- 8/13 Thunder/KFOR (5K/1M)
- 9/131Buffalo (5M)
- 10/23 Governors (15K/5K/1M)
- 12/4Holiday Run (5K)

To join the Lincoln Track Club: www.lincolnrn.org



Support Lincoln Trails

By donating to the
Nebraska Trails Foundation
through the:



**Community
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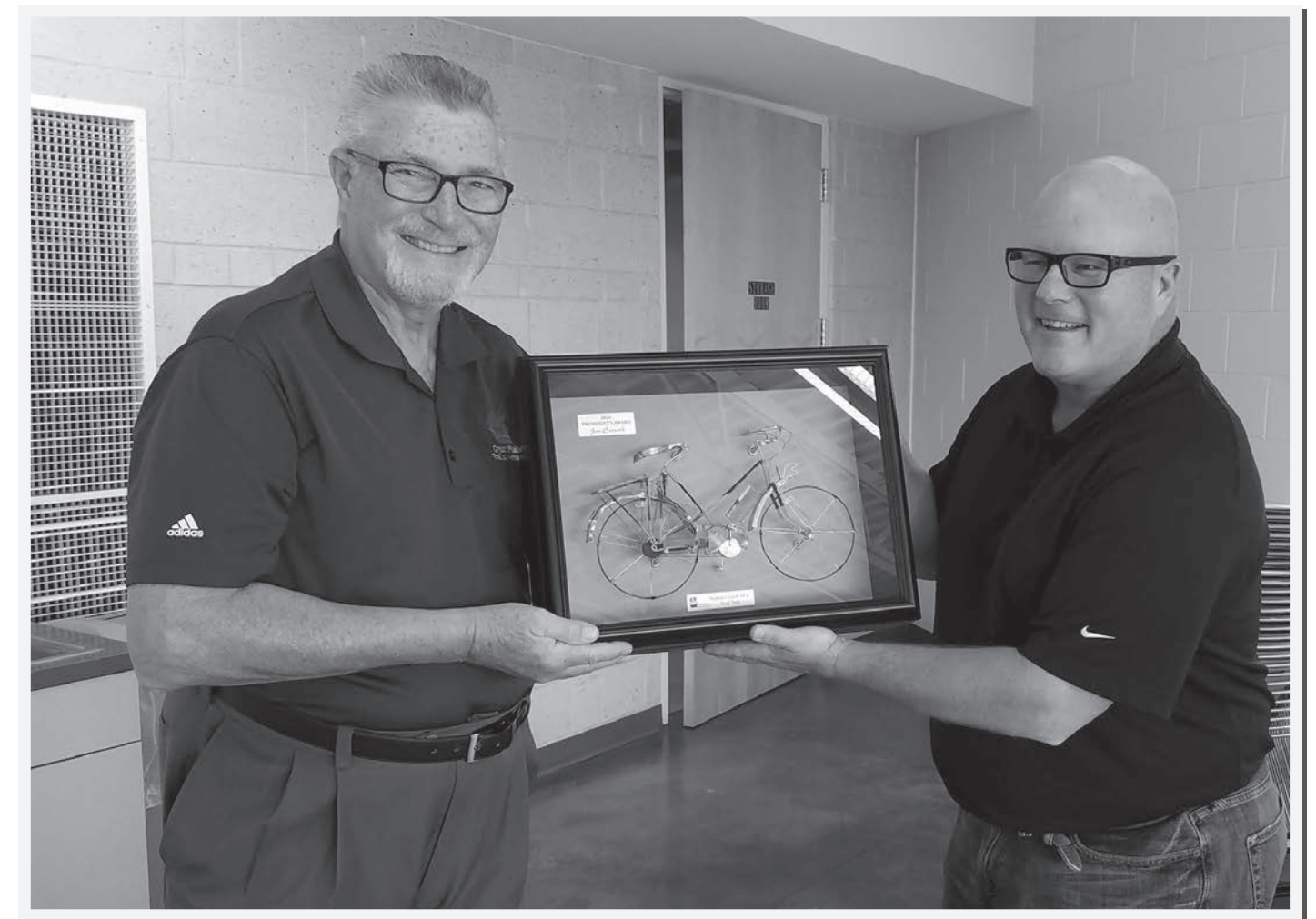
Jim Carveth: Presidential Award for Trail Trek Leadership & Service by Dena Noe

Sometimes when the answer is "Yes, I will help with that" it can lead to over a decade of commitment and leadership. That's what happened when the Lincoln Journal Star approached GPTN to produce a family bike event. The Journal Star Father's Day Family Ride, now known as Trail Trek, has grown into a premier Lincoln community event. While there have been many people involved in the success of the ride, much of the credit needs to go to Jim Carveth.

Carveth has worked on the bike event committee since it started in 2003 and has been the chair since 2005. Under his leadership the event has out grown two locations and now starts and stops at Haymarket Park. He was instrumental in pursuing sponsorship and has promoted Trail Trek on the radio, coordinated with the Journal Star on logistics and been the main contact for many of the vendors that supply food, water and sag stops.

Prior to this year's Trail Trek event, Carveth announced to the committee that he would be stepping down as the chair. He said he has loved his time with Trail Trek and wants to hand it over to new leadership and hopefully watch from the sideline as the event continues to grow. Carveth received the President's Award from Roger Hirsch at his final meeting in August.

"Jim's personal commitment to Trail Trek since its inception, and his leadership during the past nine years, has resulted in the generation of thousands of dollars for local trail projects, and a lot of fun for Lincoln families and trail users," said Hirsch. "The President's Award is for superior leadership, and Jim's volunteer service to Trail Trek certainly meets that standard."



Roger Hirsch presenting the President's Award to Jim Carveth for his many years of service and leadership for Trail Trek.

WANTED

GPTN IS LOOKING FOR NEW TRAIL TREK COORDINATOR

(UNPAID VOLUNTEER POSITION)



REWARD

SATISFACTION FROM WORKING ON LINCOLN'S AWESOME FAMILY BIKING EVENT WITH A GREAT GROUP OF VOLUNTEERS

FOR INFORMATION: ROGER HIRSCH RHIRSCH@NEB.RR.COM

REWARD

Finishing the Murdock Trail: Jayne Snyder's Wish

Connecting northeast Lincoln to the rest of the city, the Murdock Trail is a major commuter trail comparable to the Rock Island, Billy Wolff or Tierra Williamsburg Trails. However, there is one major difference. Those trails are paved but the Murdock Trail is unpaved from 56th Street to 70th Street. This section of trail is in extremely poor condition and a safety hazard for trail users. In the winter, snow plows can't be used on this section. The families of northeast Lincoln deserve a paved trail and the Great Plains Trails Network is raising \$250,000 to help finish this trail. See back of newsletter about making a donation.

Jayne Snyder, former City Councilwoman grew up in northeast Lincoln and was a proud Northeast Rocket. She often trained on the Dietrich and Murdock Trails in her old neighborhood with her running group called the "Turtles". She set as one of her goals to bring the Murdock Trail up to the standards of the rest of Lincoln. Unfortunately Jayne passed away before realizing this goal. With your help and the support of the city of Lincoln we can make Jayne's wish a reality.

And for those runners and bikers who do not live in northeast Lincoln, the Murdock Trail can provide you with access to the northeast part of the city including the Lancaster Events Center. In the future, the east end of the trail will connect with a trail in the Stevens Creek watershed, linking it with the MoPac Trail and creating a nice loop which mixes urban and rural settings. Together we can do this!



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BICYCLING LINCOLN™

BicycLincoln is a community group that supports and promotes bicycling in the city of Lincoln. Our mission is to provide information and a unified voice for bicycle advocacy in an effort to make cycling in Lincoln more friendly, safe, easy, accepted, and "so that more people bike and bike more often."

Check them out at <http://bicyclincoln.org/>



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 Tuesday – Saturday: 10 AM – 5 PM
 Sunday: 12 PM – 6 PM





Ride. Share.

That's what the Great Plains Bike Club is all about. We actively promote bicycling with rides for all levels of riders in and around Southeastern Nebraska.

Weekly rides with a leader | Show 'n go rides
 Ice cream & coffee shop rides | Moon-lit rides
 Hammering training rides | Trail rides

We sponsor the Spring Fling ride in April and Heatstroke 100 in August. We also promote bicycling safety through community-sponsored events. For more information and an on-line application to join the club, go to greatplainsbikeclub.org.



GREAT PLAINS
Bicycling Club



The Nebraska Bicycling Alliance is a nonprofit corporation primarily supported by public donations, memberships and grants. Our mission is to promote health and safety for all who ride bicycles in Nebraska.

The vision of the Nebraska Bicycling Alliance does not compete with existing clubs or organized bicycling groups, but rather enhances and supports all of these groups, bike shops, health and safety groups, city planners, policy makers and NDOR. We plan to promote bicycling in Nebraska when needed at the State and local levels in any way we can with project design, seeking federal funding, promoting safe routes for kids, and public education.

Learn more at: <http://www.nebike.org/>

EVENT CALENDAR

OCTOBER

8—Market to Market Relay

29—9th Annual Monster Dash (see article below)

MONSTER DASH ON THE HOMESTEAD TRAIL—OCTOBER 29

The 9th Annual Monster Dash will be held at Roca Berry Farm in Roca, Nebraska. This is a 5K/1 mile Halloween fun run through a fall countryside landscape. Awards will be given to the top three female and top three male finishers of the 5K run, and to the top four children finishers of the 1 mile run, as well as best adult and child costume.

Event is a fundraiser for the Child Advocacy Center, a non-profit organization located in Lincoln, Nebraska that provides forensic interviews and medical evaluations for child victims of abuse.

5K Run starting at 7:30 AM - \$25.00 Entry Fee
1 Mile Run starting at 8:15 AM - \$15.00 Entry Fee
To learn more about the event and register, please visit <https://smallvoicesorg.presencehost.net/monsterdash/registration.html>



WORK FINALLY BEGINS ON FLOOD-DAMAGED JAMAICA TRAIL

Adapted from Lincoln Journal Star article by Peter Salter, Sept 17, 2016.

First, the fast-flowing floodwaters of the Salt Creek tore up the city's Jamaica North Trail, and then the slow pace of government delayed its repairs. Until now.

Contractors from a Martell construction firm have started rebuilding the 6.5-mile stretch of damaged hiker-biker trail between Pioneers and Saltillo Road. Most of the work should be finished by the end of October -- nearly a year and a half after the swollen Salt Creek washed parts of the trail away.

"Everybody was used to using that trail, and then it went away," said Sara Hartzell, a planner for the city's Parks and Recreation Department. "It really makes it hard when you see it sitting there and it looks like nothing was happening."

Work was being done, just not on the trail surface. The city sought federal funding, which required FEMA inspectors to assess the damage and determine how much material was swept away (7.2 million pounds of rock and limestone chips, and more than 1,000 square yards of membrane).

Getting the government to pay 75 percent of the repair bill takes time, Hartzell said. "I know projects, when you're working with FEMA, can be very long," she said. "We're going to be at about 18 months when we get this project done. This has actually moved pretty fast."

The May 2015 flood also eroded a bridge abutment north of 14th Street and pushed part of the creek bank too close to the trail, requiring a 500-foot reroute to the east. Olsson Associates did the engineering work, and High Plains Enterprises will do the repair work for just under \$380,000.

NEW TRAILS MAP AVAILABLE

GPTN just released a new trails map showing trail and bicycling facilities completed in the last two years including the N Street Protected Bikeway, the Jamaica North Trail and the Salt Levee Trail extension from Haymarket Park. The map also shows the locations of the new bike share locations which will be installed in Spring 2017. Bike share is an automated self-service bicycle rental for short trips. Copies of the free map are available from most bike shops, running stores, and the Parks and Recreation office. We are grateful for the many sponsors who help support the map. Please give them your support and thanks!



By Troy Fedderson | University Communications

Attendees who bike to campus can keep their bikes safe and secure at the Bike Valet, located inside Cook Pavilion, just one block from Memorial Stadium. Bikes are kept inside, avoiding rain, sun and theft. Freewill donations will be accepted with proceeds used to install bike pumps and work stations around campus.

Game Day Bike Valet will open two hours prior to kick-off and end one hour after the final whistle. All bikes are supervised by BikeUNL staff for the entirety of the game.

Bike Valet patrons can bring their bikes to the east side of Cook Pavilion. Patrons will provide their contact information upon check-in. After the game, this information will be used to verify the owner during pick-up. Failure to collect a bike an hour after the final whistle will result in a \$35 handling and storage fee due to limited storage space. Patrons who do not collect their bikes by this time will need to claim their bikes during regular UNL Outdoor Adventures Center business hours.

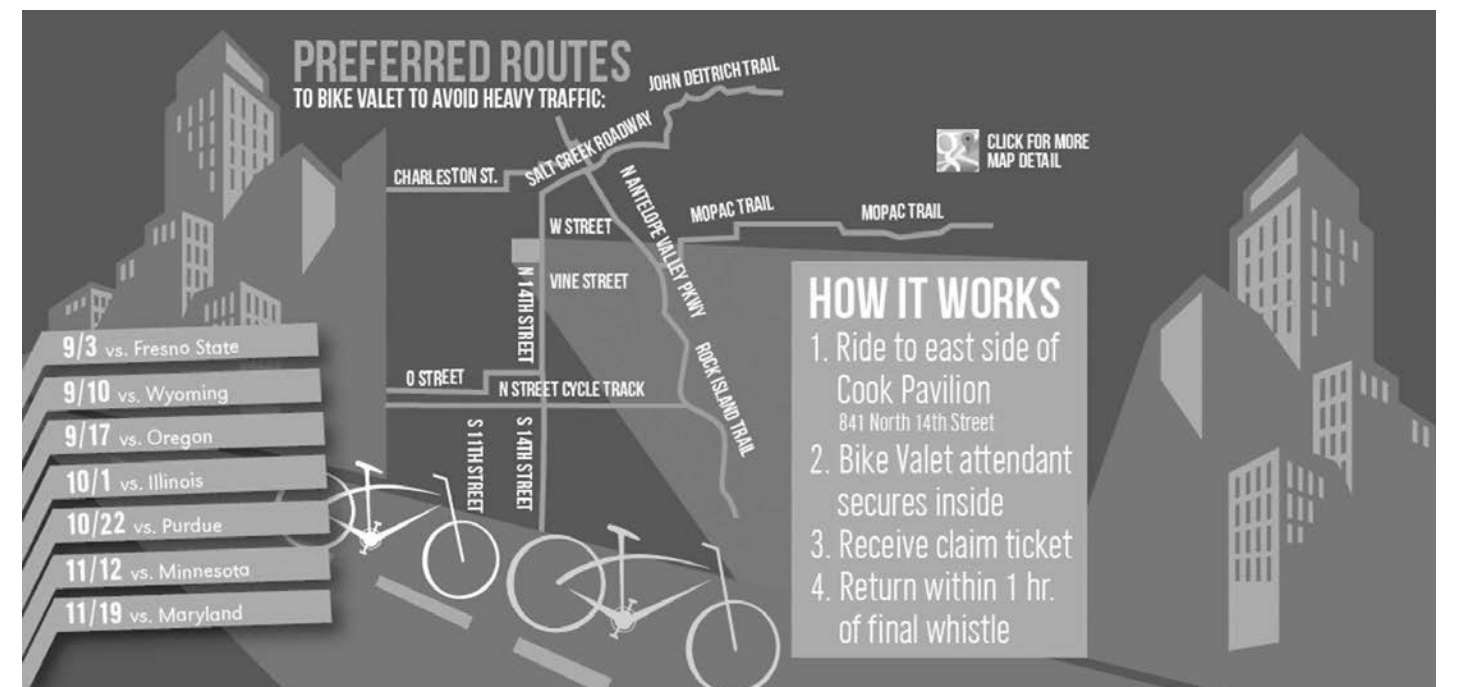
Game Day Bike Valet's goal is to help alleviate heavy game-

day traffic while providing a safe, secure and convenient location for bicyclists to store their bikes. Last year alone, more than 400 attendees used the service during home football games.

For their safety, Bike Valet patrons are encouraged to use bike routes that avoid heavy traffic. These routes can be found on the Bike Valet website, <http://bike.unl.edu/bikevalet>.

Bikes will be stored inside Cook Pavilion and secured inside a snow-fenced area during the game. No person other than BikeUNL staff will be allowed inside this area.

The Bike Valet was first offered in fall 2013 for all home Husker football games and organizers plan to continue the service for future seasons and other community events, including the on-campus Jazz in June summer music series. The service is part of UNL's ongoing efforts to welcome and encourage bicycle commuters and cycling enthusiasts. For more information on Game Day Bike Valet, call 402-472-4777.



Long Range Transportation Plan Update

The Lincoln Metropolitan Planning Organization's (MPO) 2040 Long Range Transportation Plan (LRTP), provides the blueprint for the area's transportation planning over the next 25 years. The Lincoln MPO's 2040 LRTP was adopted in December 2011 and is now being updated with public input.

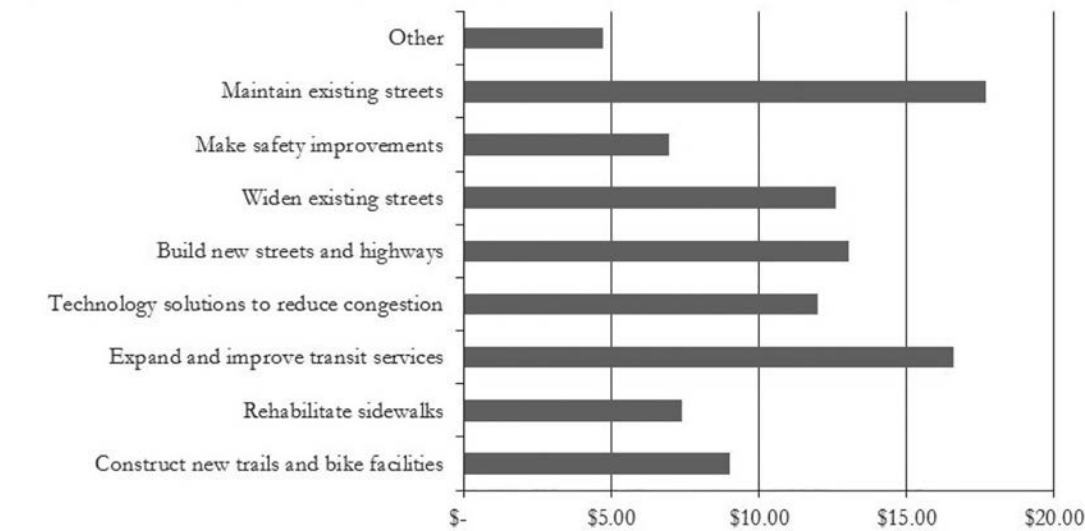
When residents were asked what they love about transportation in Lincoln during the community input process, the most common responses included the N Street protected bike lane, the trails, the availability of travel options (bus, bike, walk), the grade separations, and the ability to get anywhere in Lincoln within 20 minutes. When asked what they would change about transportation in Lincoln, the most common responses included the car-centric mentality, signal timing, and better balance among all travel modes.

The Cost of Transportation Projects

While \$2.4 billion over 24 years seems like a lot of money, transportation projects are expensive! Here are some typical costs for transportation improvements:



If you had \$100 to fund transportation improvements in Lincoln how would you spend it?



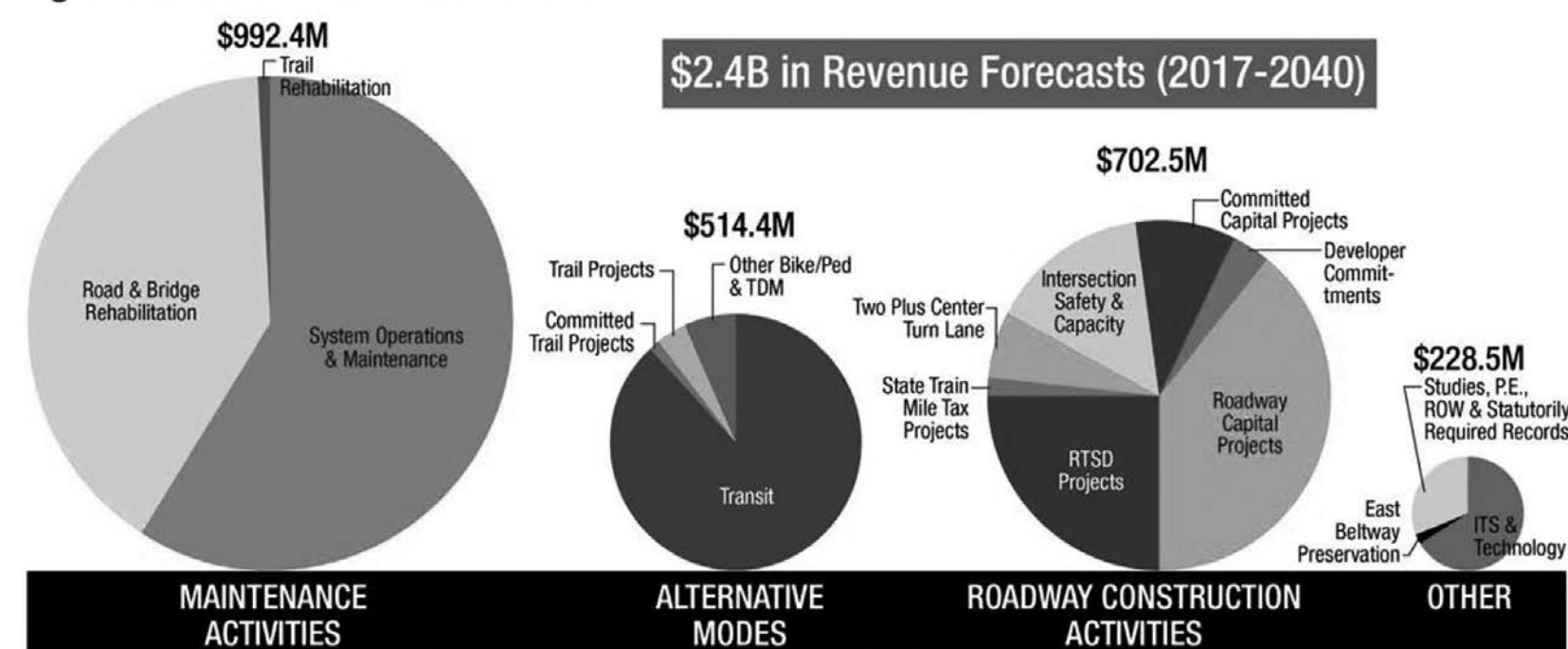
Number of Responses = 824

Community members were asked, "If you had \$100 to fund transportation improvements in Lincoln how would you spend it?" at the May 3, 2016 public meeting and in the online survey. With a total of 824 responses, the top choice of the community was to maintain existing streets. The results of the community's response, however, reinforced the need for a balanced approach to funding transportation in Lincoln. Respondents indicated they wanted to see about 9% of the total funds to go to constructing and maintaining trails and bike facilities.

Table 19. LRTP Resource Allocation

Program	Resource Allocation in Millions (2017-2040)
System Operations & Maintenance	\$586.00
Road & Bridge Rehabilitation	\$398.13
Trail Rehabilitation	\$8.29
Transit	\$452.82
Committed Trail Projects	\$7.75
Trail Projects	\$20.31
Other Bike/Ped and TDM	\$33.51
RTSD Projects	\$177.06
State Train Mile Tax Projects	\$11.05
Two Plus Center Turn Lane	\$43.29
Intersection Safety and Capacity	\$104.68
Committed Capital Projects	\$66.82
Developer Commitments	\$25.55
Roadway Capital Projects	\$274.01
ITS and Technology	\$151.85
East Beltway Preservation	\$6.00
Studies, P.E., ROW & Statutorily Required Records	\$70.70
Total	\$2,437.82

Figure 33. LRTP Resource Allocation



The Long Range Transportation Plan (LRTP) Technical Memorandum reports that when residents were asked how they wanted to spend transportation funds, the 824 residents that replied said they wanted to spend 9% of the funds on constructing and maintaining trails and bike facilities. The proposed budget for the 24-year plan allocates about 3% of the transportation budget to fund trails and bike facilities (See Table 19).

While 9% might be unattainable, increasing the allocation for trails and bike facilities would help Lincoln better achieve its' transportation goals as outline in the LTRP.

For more information on the LTRP and to provide feedback, go to: <https://lincoln.ne.gov/city/plan/lrtpupdate/publicprocess.htm>

Following the public review period (September 20 – October 31, 2016), the Planning Commission, the MPO Technical Committee and the MPO Officials Committee will take action on the LRTP.