



## NOT JUST FOR CARS ANYMORE

**A** growing movement across cities and towns in the U.S. called Complete Streets (CS) is upending traditional transportation planning. Complete Streets, simply put, are designed to enable safe access for all users. This includes pedestrians, bicyclists, motorists, and transit riders. As Lincoln and Lancaster County update their 30-year comprehensive plan, now is an excellent time to incorporate Complete Streets policy. In fact, GPTN recently submitted several proposals to the comprehensive plan committee, two of which include adding complete streets to the plan. One was a traditional CS policy, while the other was a unique proposal encompassing the criteria of CS for rural areas. Both proposals successfully passed through the committee and will be discussed further by planners.

It is easy to conjure up many ideas as to what a complete street looks like, and while there is no one description, there are several key criteria to be considered. Sidewalks, bicycle lanes, comfortable transit stops, frequent crossing opportunities, median islands, pedestrian signals, trail accessibility, plus much more. Obviously these features can be difficult and even unnecessary on many streets, particularly within already built infrastructure. Yet the key element for CS policy is to make the needs of all users the default for everyday transportation planning and design. The current methods require justification to include elements such as sidewalks and bicycle lanes. With a CS policy in place the burden of proof is reversed. We can assume that the needs of all users—pedestrians, bicyclists, transit, motorized—will be met, and justification must be given if they are not.

The intent of a CS policy is to gradually develop a network of roads that serve all users. It does not mean that every street will have sidewalks, bike use accommodations and transit lanes, and it does not mean that a single design will serve all needs. Historic districts, urban centers, residential neighborhoods, commercial developments and arterial streets have different transit experiences. CS takes those factors into account in the planning process.

Why is a CS policy necessary? There are several reasons that a community benefits:

- **Safety**—CS improves safety for everyone. Well designed infrastructure including medians, safe crosswalks, bicycle lanes or sharrows, and traffic calming reduces risk for everyone. CS policy also provides safe mobility for those unable to drive such as children, elderly, and those with disabilities.

- **Health**—CS promotes good health. When streets favor cars only, human powered modes of travel are denied. A CS policy makes it easy for people to get physical activity as part of their daily routine and ease the growing obesity epidemic.
- **Environment**—CS make it possible for Americans to drive less and get around more easily on foot, by bicycle, and using transit. 50% of all metro trips are three miles or less and 28% are one mile or less; distances capable for most using human power on a safe CS network.



- **Economy**—CS gives people choices. Less personal income spent on transportation means more spent elsewhere. An attractive streetscape friendly for pedestrians increases traffic to local businesses and can revitalize an area and spur new growth.
- **Public Transport**—Streets that are well designed for transit riders can increase riders. Improving access, including safe and convenient stops linked to sidewalks, crosswalks, and trails, can be achieved with a CS policy. The more citizens who use public transport, the less congestion for those on the roads.

The fear of additional costs implementing a CS policy is often debated. In fact, CS helps prevent delays and retrofits and typically require minimal to zero additional funding. In some cases a city can even save money with CS policy. Integrating the needs of all users early on in the project negates costly delays when these issues are brought up later; even more savings if retrofitting is required. CS is an investment in a livable community, providing a sustainable, healthy network that gives people choices.

Adopting a CS policy makes way for a safe connected network throughout the city for multi-modal transport users. Finding a direct, safe route for bicyclists and pedestrians is often a

*Continued page 6*



**GREAT PLAINS TRAILS NETWORK**  
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**A NOTE FROM GARY**

Upon reflection and closure of 2010, the GPTN Board decided to welcome in the new year with a survey for our members. GPTN is always looking for ways to improve our service to the local trails community. So, we thought the best way to generate ideas and suggestions would simply be to ask our supporters what GPTN can do better. For instance, we are exploring a redesign of the GPTN Trail Map, and are interested in member suggestions on how to enhance the map for all users.

Some of you have recently received the survey in your renewal notices, and others have received an E-mail with a link to the online survey. If you have not completed the survey yet, we would appreciate your time and feedback! It closes at the end of January, 2011, which means time is running out. Please visit the website, and share your thoughts: (<http://www.surveymonkey.com/s/gptn2010>). Once the results are compiled, we hope to summarize them in an upcoming issue of the newsletter. This member response is very important to us, and will provide a foundation for future GPTN projects!

As we speak of projects amidst the conclusion of another year, it is important to note charitable donations. Often during this time, individuals and businesses seek to contribute funds towards their favorite projects. At a recent meeting, the Great Plains Bicycling Club donated \$2,000 to the Great Plains Trails Center, and \$2,000 to the Bison Bridge replacement. We are extremely grateful for their generosity and support. Through our members' contributions, GPTN is able to help build exciting and necessary projects, such as the previously mentioned Great Plains Trails Center and the Bison Bridge replacement.



Hal Smith (GPBC) Gary Bentrup GPTN)

Though winter is lurking around the corner, it is still a great time to get out on the trails. Cold temperatures cannot withstand the warm feeling of breaking through freshly fallen snow on one's favorite trail. During the winter months, light is scarce, which means trail patrons are often out when it is dark and visibility is a challenge. It is the primary responsibility of all trail users to make themselves seen by other commuters, as well as motorists. This means wearing reflective gear, with cyclists using a white front light and red rear light. Check out this video that illustrates the importance of wearing reflective attire: (<http://www.youtube.com/watch?v=3u-HmsfsPRY>). Be responsible to those you may encounter, as it serves the safety and enjoyment for all of us utilizing the trails!

Enjoy the trails and be safe!

## SLOW FEDERAL FUNDING DELAYS TRAILS

One Natural Resource District has decided to “go it alone” and proceed with development of a trail segment without waiting for the federal funding requested.

The Papio-Missouri River NRD is foregoing the federal funding requested for the 3.5 mile trail segment in Sarpy County, connecting the Chalco Hills Recreation Area and the MoPac Trail along Nebraska Highway 50. According to NRD General Manager John Winkler, the decision was a result of the frustrating delays in obtaining revised design plans required by the Nebraska Department of Roads in conjunction with the Federal Highway Administration. Meeting these requirements might have meant a two to three year delay. Proceeding without the \$500,000 in federal dollars means that the NRD will assume the entire cost of the project. The original cost, estimated at \$975,000 in 2007, has increased to \$1.4 million due to the delays. Less burdensome requirements for environmental studies will allow this segment, as well as an additional 4.5 mile connector to the Lied Platte River Bridge, to be constructed next summer and be completed as early as next fall.

The trail segments in Sarpy County are a vital part of a years-long plan to connect Omaha and Lincoln with a continuous hiker-biker trail. The Lied Platte River Bridge, a reconditioned railroad span, has been in place for several years but construction of connecting trails still awaits completion.

The Lower Platte South Natural Resources District, responsible for the portion of the connecting trail south of the bridge, is experiencing a somewhat different type of delay. Their original plan was to provide a 9 mile extension of the MoPac Trail from Wabash to the bridge. After several studies to determine the optimum route, the plan hit a roadblock due to the opposition of affected landowners and the Cass County Commissioners. Glenn Johnson, General Manager, indicated that the NRD is presently working with the Commission to find an acceptable route—most likely using rights-of-way on Nebraska 1 from Elmwood north to Murdock and Nebraska 66 east to South Bend. Only when the route is accepted by the State Roads Department will the NRD decide whether to make application for federal funds.

Johnson also indicated a similar frustration in the time required to meet all the requirements for federal funding. As an example he cited the Haymarket Extension Trail paralleling Salt Creek which has been subject to ongoing changes and reviews for more than three years. The project cannot be put out for bids until federal funding has been approved.


An interesting footnote is the fact that had the Great Plains Trails Network been successful in their first effort to acquire an abandoned rail corridor (the Rock Island that stretched from Lincoln to the bridge), the south portion of the link would probably have been in existence for several years.



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We actively promote bicycling with weekly rides ranging from 20 to 100 miles. We have ice cream or coffee shop easy-paced rides, hammering training rides, moon-lit rides, trail rides, and show ‘n’ go rides. We sponsor the Spring Fling in April and the Heatstroke 100 in August. We also promote bicycling safely through community-sponsored events. For more information and an application, see our website <http://greatplainsbikeclub.org>. \$10/person and \$15/family.

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## ELECTRIC ASSIST BIKES A FUTURE RIDE ON LINCOLN'S TRAILS, OR JUST A BIKE DREAM?

by Roger Hirsch

Researching bicycles with “electric assist” capacity will send you scurrying to the dictionary of overused clichés. Such phrases as a rose by any other name.... or if it quacks like a duck...will leap to mind. Just what is an electric assist bicycle and why can't you ride one down the Billy Wolfe trail?

It isn't a motorcycle, or a moped, or a segway. You won't find gas, carburetors, pistons, keys or such engine-type components anywhere on it. There are no hand throttles of any kind on the bikes in which GPTN was interested. In fact, it looks and acts just like a bicycle. The only way you can make it go is to pedal it. If you need to go up a hill, you will have to pedal harder. Stop pedaling, and your electric assist bike operates like a normal bike. You will coast to a stop, unless you start pedaling again. You stop as you normally would on a bicycle—by applying the brakes.

Jump on one and start pedaling and you will notice the difference right away. Sensing that you have started the bicycle in a normal fashion, the electric assist function kicks in almost immediately. A burst of power flows through the system, propelling you forward with much less leg effort. Pedaling is as smooth as icing on a cake. With considerably less effort, you are into a normal bike ride in seconds. If you don't want or need to use it on easy grades, turn it off and feel the lead return to your thighs.

Your first thought is, “I've got to have one of these.” Look out, Holmes Park Lake dam!

There are a number of manufacturers, but GPTN saw Treks, Giants, and E- and I-Zip electric assist bicycles in Lincoln. Cycle Works employee Rick Dockhorn reported the electric assist bicycles appeared in Lincoln during the past year. He showed samples to us, and we hopped on a Giant at the 27<sup>th</sup> and Vine store and tried it out. The Bike Rack at 33<sup>rd</sup> and Pioneers had a sample, and so did Scheel's in Southpointe. Bike Pedalers at 16<sup>th</sup> and Pine Lake had none, but is considering acquiring a sample. Joyride at 16<sup>th</sup> and Old Cheney had a Dream E by Day 6 Bicycles, but it takes the electric assist concept a step beyond what we were focusing on—it has a hand throttle, and that means you didn't even have to pedal!

Some electric assist bicycles have been sold—they're perfect for the reluctant, not-my-thing spouse of a bike enthusiast, or maybe commuters—but the bikes can be expensive, and wide-ranging in price. The ones GPTN looked at ran from \$400 model close-out specials to some high-end models over \$2,000. Just like TVs and other electronic products, those high-end prices will probably come down if demand and production ramp up.

How far can you go on one? It depends on battery power, normal use, manufacturer's designs and such things, but you should get several miles with no problem before re-charging batteries.

*Continued Page 7*

## MARKET TO MARKET RESULTS

by Ben Cohoon

On October 9<sup>th</sup>, 2010 the Third Annual Market To Market Relay presented by Nebraska Orthopaedic Hospital took place. This unique long distance team running race starts in Omaha's Old Market and ends in Lincoln's Haymarket, and in between the start and finish line teams of 6 to 8 runners take on the 84 mile course. The 84 mile route winds through rural Nebraska, passing through several small towns on both roads and trails. The trail sections of the race make up for over 50% of the 84 mile course including sections in Omaha, Bellevue, Sarpy County, Cass County, Lancaster County, and Lincoln.

This year marked the largest and fastest event so far with nearly 2,000 runners from 25 states running in the event. For the 3<sup>rd</sup> straight year the event sold out of available teams and the nearly 2000 runners marked a 40% growth in participation from last year. As the race continues to grow, more and more runners from around the country are exposed to the great trails that we have invested in. GPTN members should be proud of what they have helped to create.

From a race standpoint Team Nebraska Brooks- Men defended their title from 2009, setting a new course record this year running the 84 mile course in 7 hours, 51 minutes, and 46 seconds or 5:34 minute mile pace. The closest finish happened in the Armed Forces Division where Omaha Public Safety passed the Lincoln Police Department in the final stretch to win by just over a 1/2 second. Learn more about the race and how you can run or volunteer in the event in 2011 at [www.m2mrelay.com](http://www.m2mrelay.com).



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Since the bicycle makes little demand on material or energy resources, contributes little to pollution, makes a positive contribution to health and causes little death or injury, it can be regarded as the most benevolent of machines. —**S. S. WILSON**, *Bicycle Technology*, *Scientific American*, March 1973

The bicycle is its own best argument. —**RICHARD BALLANTINE**, *Richard's 21<sup>st</sup> Century Bicycle Book*, 2001

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## BECOMING A BICYCLE FRIENDLY COMMUNITY THROUGH EDUCATION

*by Brent "Butch" Johnson*

In 2003 Lincoln submitted an application to become a bicycle friendly community through the League of American Cyclists and was denied. The level of commitment for this designation is derived from the scope that the community has included in the planning and implementation of the following factors: Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning. One of the factors of Lincoln not reaching the League's designation was because there wasn't a clearly defined component of education within the community.

The League of American Cyclist's mission is to promote bicycling for fun, fitness, and transportation and work through advocacy and education for a bicycle-friendly America. By attaining the designation of bicycle friendly community, Lincoln could join the ranks of cities around the nation that have a full complement of bicycling infrastructure, planning and evaluation, education, encouragement and enforcement. Among the top of the lists of Bicycle Friendly Communities are the cities of Boulder, Madison, Minneapolis, Davis, and Portland. If you have ever had the chance to visit and ride in any of these cities, then you can foresee the future of what cycling can become if we decided to take on the challenge.

Since 2003 the community of Lincoln has stepped up to many of the challenges the League has set, and to fill the void of education there are now opportunities to learn more about bicycling safety and to educate yourself about the rules of the road, maintenance of the bicycle and how to ride in traffic. The Traffic Skills 101 course that was designed by the League to promote cycling safety through education is the beginning course on the way to reaching the League Certified Training Instructor Status. Of course, not everyone wants to teach cycling safety, but if you are interested these courses soon will also be offered.

According to the League, Traffic Skills 101 "gives cyclists the confidence they need to ride safely and legally in traffic or on the trail. The course covers bicycle safety checks, fixing a flat, on-bike skills and crash avoidance techniques, and includes a student manual. Recommended for adults and children above age fourteen, this fast-paced, nine-hour course prepares cyclists for a full understanding of vehicular cycling."

There will also be courses offered to get kids educated. One of the courses is called Kids I which is designed for parents. Instructors explain how to teach a child to ride a bike. Topics covered include how to perform a bicycle safety check, helmet fitting, and bike sizing. It also includes 10-minute 'Kids Eye View' video and a brochure for parents. This is a great course for scout leaders, and community organizers that help kids learn how to ride. Another class, Kids II is a 7-hour class for 5th and 6th graders and covers the same topics as Traffic Skills 101, including on-bike skills as well as choosing safe routes for riding.

If you are interested in taking a bicycle education course, or interested in becoming a certified instructor, then would you please contact me ([butch@cycleworksusa.com](mailto:butch@cycleworksusa.com)) or, Mike Heyl ([mhey1@lincoln.ne.gov](mailto:mhey1@lincoln.ne.gov)), or Rick Dockhorn ([bike1@navix.net](mailto:bike1@navix.net)) and we will do our best to get you all the information that you need to get involved and help create an even more educated and bicycle friendly community.

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## AMERICAN TRAILS NATIONAL SYMPOSIUM REPORT

*by Ariana Kennedy*

On November 14-17, the 20<sup>th</sup> American Trails National Symposium was held in Chattanooga, Tennessee. Several NRD staff members attended. Here are a few items that may be of interest to GPTN.

In the Chicago area, rail lines that were converted to trails are reverting back to rail lines. Railroads have reclaimed the land as the usage of trains has been increasing. More lines were needed to get trains through Chicago.

Various agencies and organizations having been working with railroads to allow the establishment of trails adjacent to rail lines. In 1996 there were 300 miles of trails on 37 trails of this nature. In 2010 that number has increased to 1450 miles on 159 trails.

Funding for trails seems to be an ongoing issue. An NRD staff member sat in a session in which the Recreational Trails Program was discussed. In the session it was mentioned that 85 million dollars were funded in 2009-2010 for the Recreational Trails Program in the United States. However many in Congress would like to eliminate the RTP funds.

Additionally, the current extension of SAFETEA-LU funds is set to expire on December 31. No one is certain on what type of funding, or dollar amount of funding, will exist in the future for the various trail funding programs. These include RTP, Transportation Enhancement, and Safe Routes to Schools funds.

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## JOIN GPTN AN ORGANIZATION THAT MAKES A DIFFERENCE

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### GPTN MEMBERSHIP LEVELS

**BASIC \$5 FAMILY \$10 ASSOCIATE \$20**

**TRAIL SUSTAINER \$50 TRAIL PATRON \$100**

**TRAIL BENEFACTOR \$250**

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## LEAGUE OF AMERICAN BICYCLISTS PRESIDENT FEATURED SPEAKER AT GPTN ANNUAL MEETING

**A**ndy Clarke, President of the League of American Bicyclists from Washington, D.C., will be the featured speaker at the Annual Meeting of GPTN scheduled for Sunday, February 13, 2011, at 1:00 p.m. at the Bryan-LGH College of Health Sciences, Room 204, 5035 Everett St. in Lincoln. The public is invited.

Andy Clarke was appointed Executive Director of the League in April of 2004 after successfully leading efforts to create, interpret and implement the various transportation programs that are available to improve conditions for bicycling and walking as the League's Advocacy Director. He is a national advocate for and passionate about bike trails and city bike lanes.

Before joining the League in 2003, Clarke was on contract to provide technical assistance to the highly regarded Pedestrian and Bicycle Information Center on site at the Federal Highway Administration. In addition to his strong policy background, Clarke has managed a range of bicycle and pedestrian planning projects at the state and metropolitan levels and has worked extensively with state and local advocacy groups. Clarke is a 1984 graduate of the University of Birmingham, U.K., with an undergraduate degree in Law. He is on the Board of Directors for America Bikes, and a member of the Assn. of Pedestrian and Bicycling Professionals.

Terry Genrich, Natural Resources and Greenways Manager for the Lincoln Parks and Recreation Dept., will give an overview of the Lincoln Trails System and showcase the progress that has been made on the trails system in 2010 and projects that are currently underway.

Following the speakers, GPTN's annual awards will be presented and the Board of directors for 2011 will be elected. Refreshments will be served.

For more information contact Gary Bentrup, GPTN President at 402-325-8668.

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### AN IMPORTANT LINK

**T**he bicycle/pedestrian bridge replacing the demolished span near 17<sup>th</sup> and Holdrege is now open.

The structure not only allows users to pass over the railroad tracks but it also provides an important link to the greater trails system. Neighbors in the northeast section of the city now have a complete path to the Antelope Valley trails. What's more, this link makes possible a perimeter loop of trails utilizing the Rock Island, South Pointe, Tierra-Williamsburg, Old Cheney, 70<sup>th</sup> Street, Billy Wolff and 84<sup>th</sup> Street Trails.

A few gaps remain but this is an important step toward a truly integrated trail system.

### *Continued Complete Streets*

daunting task. Incorporating CS with Lincoln's 100+ miles of trails would create a balanced transportation network giving people the ability to safely travel to work, businesses, and parks by bicycle or on foot. The number of children riding bikes or walking to school has dramatically declined in recent decades due to unsafe routes. Ensuring our children's safety with a CS policy would allow them to regain that independence and physical activity many of us enjoyed as kids.



The demographics of Lincoln are changing and the segment of elderly citizens will be large in the near future. Due to high fuel prices, inability to drive, or a desire to go "green" many of these citizens are looking at multi-modal transport. Yet they will often face too many obstacles to travel anywhere safely or efficiently. Access to mobility options are crucial to thrive economically, socially, and physically.

As mentioned, GPTN also submitted an innovative proposal to the comprehensive plan committee on extending CS concepts to rural roads. A Complete Rural Roads policy spells out how the county can best meet the needs of pedestrian and bicyclist movement in rural areas which can be very different and unique when compared to CS, which better defines the needs within communities. Together, these policies will provide a means to creating a complete and connected county-wide transportation system.

All travelers seek a similar experience: Convenience, safety, comfort, access, and efficiency. A CS policy ensures that the entire right of way is planned, designed, and operated to provide safe access for all users.

*Source: National Complete Streets Coalition.*

*For more information go to: [www.completestreets.org](http://www.completestreets.org).*

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### TRAIL EVENTS

#### PANAMA TRAIL RUN

Sunday, January 16, 2011, 1:30-4:00 PM  
Runs of 1, 4 and 8 miles  
Panama NE Fire Station

#### WINTER ADVENTURE RUN

Sunday, January 23, 2011, 1:30-4:00 PM  
Wilderness Park Fitness Loop  
1st & Van Dorn, Lincoln, NE

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## *Electric Bikes Continued*

Companies advertise that batteries can be re-charged with resistance braking. You will need to probably give the entire system some additional maintenance and care.

Can you go faster? Sure, but regulators will not allow you to exceed 20 mph.

The bicycle does have some gizmos on it, making the bikes a little heavier than normal, say 30-40 pounds. Several manufacturers are offering electric assist bicycles, and their designs differ somewhat in the gizmo appearance, placement and power details. Usually there's a battery pack (it comes with charging equipment) and a mode selection switch with some pretty lights, and maybe some other stuff, and then there is, um, uhn, umm.....a motor.

Therein lies the problem for electric assist bikes, at least as far as using them on the local hiker-biker trails is concerned. Oh sure, the motor will not drive the bike on its own with no pedaling at all. The motor only kicks in when the system senses that the bike is being pedaled, and you must keep pedaling to draw the "assist". Completely electric, it taps the batteries and supplies the additional power to assist the rider in experiencing a smooth ride with less effort, thus the term "electric assist" bicycle.

But there is no doubt that it is a "motor", and under local, state and federal laws and regulations, the need for that little battery-powered motor for the electrical assistance greatly complicates where you can ride them, at least locally and for now.

Under state law and the Lincoln Municipal Code, an electric assist bicycle does not fit in the definition of a "bicycle" because it has that little motor. An electric assist bicycle is, instead, by definition a "motor-driven cycle" and a "motor vehicle" under state and municipal law. An electric assist bicycle also does not fit the state and municipal definitions of a moped—the motor lacks a cylinder—or an "electric personal assistive mobility device (EMD)" (e.g., a segway) because the wheels of a bicycle are in tandem, while an EMD's are side-by-side. Federal law does define an electric bicycle as one having a "low-powered electric motor", weighing under 100 pounds, and having a top speed not exceeding 20 mph. While federal law does not permit motorized vehicles to be used on trails and walkways funded under the Federal-aid highway program, it will allow electric assist bicycles....*if* such bicycles are permitted by state and local regulations.

It will take a change in Lincoln's ordinances to legally allow electric assist bicycles to be operated on Lincoln's hiker-biker trails, so the Mayor's Pedestrian Bicycle Advisory Committee is studying the issue. Due to the interrelation of the issue between Federal, state and local laws and regulations, it may be some time before any conclusions are reached or recommendations made, not to mention making the necessary actual changes in laws, ordinances or regulations.

So, until that duck quacks, you better confine your riding of an electric assist bicycle to legal, off-trail locations, such as Lincoln's streets and places where all the other "motor-driven cycles" are found. But by all means, try one out, and get one if it fits your budget and lifestyle. It's like taking off the trainers, and buying your first ten-speed.  
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## **GPTN NEW AND RENEWING MEMBERS**

*October – December 10, 2010*

Welcome to new members: Doyle Haney, Wilbert Roemmich, Gary Floyd & Sarah J. Kohlhof, Shane Farritor, Gretchen Hildner, Pamela Manske, John Hauner, Michael Neukirch, Scott Braly, Roger & Sara Mattson, Jason Conrad, Tom & Barb Schepers, Rose Holz & Eric Bahs, DeLoyd & Nancy Larsen, James Hruska, Opa Doerr, Yvonne R. Heakin, Randy Kiney Family, Barry A. Forbes, Sarah Gauger & Charlie Duerschner, Mark Burkley, Bruce & Janet Gfeller, Ruth & Jay Gerber, Vicki & Robert Valente, Doug Vander Broek, Rick & Jean Cotton, Jucy Eicher, Hannah Kamprath, Corey & Jennifer Cashmere, Linda Smith.

Thank you to renewing members: Todd Kellerman, Andrew & Jaime Merliss, Ed & Paula Hall, Mick & Jeri Eschenbrenner, Rachael Hamilton, Jamie Warren, Ted & Mary LaGrange, Don & Trudy Burge, Marynelle Greene & Ned Sharp, Karl Schlitt & Rosina Paolini, Bob & Marilyn Wagner, Klaus Hartmann, Paul Wisnieski, Becky & Sharad Seth, Roger Bruning, Steve & Nancy Green, Marie Rustermier, Mark & Nanette Gokie, Bill Genuchi, Alan & Roseann Christensen, Jim & Gail O'Hanlon, Larry Corbett, Mike & Vicki Mueller, Verjean Vannier, John & Marty White, Brad & Beth Hartman, Monica Beck, Bill & Rose Marie Utley, Ed May, Phyllis & Gary Hergenrader, Sheryl Chisholm, Curt & Betty Pichschus, Barb & Ted Fraser, Peggy Forcier, Deb & Dean Fisher, Carla Otreodosky, Margene M. Timm, Mike & Melissa Renn, Bill & Sandy Spielman, Melissa Homestead, Lyle & Rojane Hart, Brian & Gail Hinkley, Clay & Dale Capek, Ron & Karen Case, Rebecca & Ron Ackermann, Cindy Loope, Laurel Shoemaker, John Kopschke, Vincent Goeres, Marion Lindgren, Gary Gustafson, Pat & Bruce Hammond, Margaret Jacobs & Tom Lynch, Ronald & Kathy Hill, Pam, Jim & Dan Carrier, Don & Sue Sylwester, Sue & Scott Gardner, Cindy Woldt, Dwain Leonhardt, Gerald Luedtke, J. Schoemaker, Frank Chavira & Jayne Snyder.

Thank you to these renewing members: Pat Bracken, Pat Hackley, Pam & Janet Zillig, Jim & Laurie Haszard, Jeff & Kylee Pohl, Joyce Gleason, Raymond Muir, Paul Harrison, Robert & Ann Brown, Terry & Carol Pitts, Jim Barger, Fred & Margaret Rickers, Sean & Stephanie Barry, Olsson Associates, Tim Henkel, Jean Lake, Gary Chunka, Lynn & Sara Hartzell, Kent & Shelley Mattson, Dave & Sue Van Horn, Randall B Smith, Alan Wickman, Tim & Julie Shaw, Richard Draper, Nancy & Dennis Stara, Rick Zubrod, Robert McCollough, Bill & Cindy Swisher, Denise Terry, Robert Pettit, Dennis & Hayley Grabast, Duteau Chevrolet, Greg & Mary Heidrick, Highlands Animal Hospital, Doris O'Donnell, Mark Brunner, Richard & JoAnn Hekl, Bob & Karen Truka, Paul A. Smith, Michael Carroll, Roger & Ann Lott, James Crook, Becky & Lynn Zabel, Don & Mary Lou Wright, Mary C. Commers, & Roger Hirsch, Bill & Jean Baker, Carveth Family, & Harold & Marjorie Borman.

**GPTN HAS COMMITTED TO RAISE \$250,000  
FOR THE GREAT PLAINS TRAILS CENTER TO BE LOCATED IN ANTELOPE VALLEY**

*This 2500 sq. ft. building will provide restrooms, bicycle rentals, vending and a large public meeting room that can be opened onto the plaza for special events. Your contribution will help make this facility a reality*

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For more information, contact: Elaine Hammer, 477-0242, or [www.gptn.org](http://www.gptn.org)