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

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 stuff 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.


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

Bicycling}

THE 50 BEST BIKE CITIES

Since 1988 dedicated to the goal of developing a network of commuter and recreational trails within Lincoln and Lancaster County. 2016

PRESIDENT Hirsch

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 street 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 downtown to the north to the south) were striped at the cusp of the University of Nebraska campus.

Progress in Lincoln seemed piecemeal, until the city unveiled its $3 million dollar mixed-use developments slated for construction at either end of the protected bike lane.


Mile High row (R-L) Ron Case, Parks Coble, Matt Baumeister, Gary Bentrup, Dale dale, Greg Bossemen, Steve Dunbar, Tom Tobal
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 emailed 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).

To join the Lincoln Track Club: [www.lincolnrun.org](http://www.lincolnrun.org)

**2016 LTC Calendar**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tr>
<td>3/19</td>
<td>State Farm (10M/5K/1M)</td>
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<tr>
<td>4/9</td>
<td>Novartis (10K/2M)</td>
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<tr>
<td>4/30</td>
<td>Mayor’s Run (1M)</td>
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<td>5/1</td>
<td>Marathon/Half-Marathon</td>
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<tr>
<td>6/4</td>
<td>Havelock (10K/3K)</td>
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<tr>
<td>7/10</td>
<td>Lincoln Mile</td>
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<tr>
<td>7/19</td>
<td>Uplifting Athletes Run (5K/1M)</td>
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<tr>
<td>8/13</td>
<td>Thunder/KFOR (5K/1M)</td>
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<tr>
<td>9/13</td>
<td>Buffalo (15K/5K/1M)</td>
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<td>10/23</td>
<td>Governors (15K/5K/1M)</td>
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<tr>
<td>12/4</td>
<td>Holiday Run (5K)</td>
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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 outgrown 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.”

**Jim Carveth: Presidential Award for Trail Trek Leadership & Service**

By Dena Noe

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

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/

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!
**EVENT CALENDAR**

**OCTOBER**

8 — Market to Market Relay

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

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**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**

**1 Mile Run starting at 8:15 AM**

**Entry Fee**

- $25.00 Entry Fee
- $15.00 Entry Fee

To learn more about the event and register, please visit [smallvoicesorg.presencehost.net/monsterdash/registration.html](http://smallvoicesorg.presencehost.net/monsterdash/registration.html).

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**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 Salthil 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.

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**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!

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**ATTENDANTS ARE TOLD WHERE TO STORE BIKES**

By Troy Fedderson | University Communications

Game Day 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.
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 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.