

The GPTN Newsletter is published whenever there is enough news to justify an issue. It is distributed to GPTN members and interested others.



Great Plains Trails Network

5000 North 7th · Lincoln, NE 68521

Return Service Requested

For more information, contact: Elaine Hammer, 477-0242, or www.gptn.org



PRSRT STD
U.S. Postage
PAID
Lincoln, NE
Permit No. 433



Great Plains Trails Network

Summer 2014

Issue 116

WET JOURNEY GREETSS SOME TRAIL TREK BIKERS

by Roger Hirsch

For some, the experience was neither idyllic nor scenic. It was closer to a raft ride down the rapids.

Nevertheless, riders who were drenched by morning showers—especially on the 50-mile trail from Lincoln to Haymarket—didn't complain. Some said it was actually fun, or at least a new experience to "trek" in the rain.

The threat of showers sent the Haymarket food tables under the ballpark's stadium shelter, but nothing compared to the downfalls south of Lincoln, especially near Princeton on the Homestead Trail. Female bikers wrung out their pony tails at the Cortland stop, while males grimaced and plucked at soggy T-shirts—"Got any dry towels?"

For the second year, Beatrice sent up a contingent along the Homestead Trail to Cortland. Some 16 riders from Beatrice and Fairbury trekked on the trail, stopping briefly at Pickrell to refresh.

Many riders called the 2014 Trail Trek experience the "best ever"! There were certainly lots of people in the voting. There were 933 adults, 147 registered children, 47 children under five years old, and some 80-plus volunteers cruising the trails. Proceeds, as always, go to the development and maintenance of Lincoln's extensive trail system. New trails, bridges and major repair work always benefit from Trail Trek's annual event.

This year Trail Trek showcased a new 14-mile trail north through the Fallbrook neighborhood. We are grateful to the Fallbrook Neighborhood Association for the use of their park as a SAG stop.

Once again, some 20 bicycles were given out to riders. Three went to winners of the corporate challenges, while the rest were won pursuant to the annual drawing. The bicycles were donated by the Bike Rack and Cycle Works—local cycle equipment providers that annually join other event sponsors. In addition to major event sponsor Lincoln Journal-Star newspaper, Bike Rack and Cycle Works, other sponsors included Pepsi, KFRX, KX96.9, Hy-Vee, Lincoln

Surgical Hospital, John Blumer of Wells Fargo Advisors, and our own GPTN.

Trail Trek's steering committee is always alert to suggestions from riders, volunteers and others on how to improve Trail Trek. The committee met in early July to review the 2014 experience—and starting planning for 2015 Trail Trek, which is already set for June 28th, 2015.

Plans are always subject to change, but the identification of Trail Trek trails for 2015 is already underway. The committee tries to design trail experiences that encompass new trails, and at least one trek is likely to use a new trail from 4th and A street to Calvert street—a trail not yet built, but the subject of a recent ground-breaking ceremony with Mayor Chris Beutler. In addition, designers are looking at another 50-miler inside the city limits on paved trails.

Also on tap? Perhaps some expanded activities for the kids at Lincoln's Jayne Snyder Trails Center and a re-designed shirt? You will just have to sign up and see what happens. Whatever the experience in 2015, leave your umbrella at home. Trekkers ride...rain or shine!



John Rutledge rode the 14 mile trek with his children Jisella (5), Marla (10), Lucia (9), and Issac (7) (L-R). They completed 22 miles that day as they rode from their home. Way to go!

LINKING LINCOLN: THE N STREET LINK

The N Street Link will provide a two-way protected bike lane on N Street. It links the Jamaica North trail at 4th and J Street with the Antelope Valley Trail.

The connection will offer easy access to downtown businesses and the Haymarket district. GPTN is raising \$100,000 to support this once in a life time opportunity which will be matched with an equal amount from the Jayne Snyder

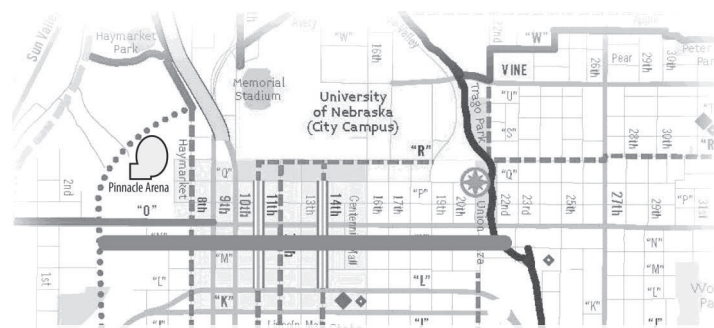
**Make contributions payable to:
Nebraska Trails Foundation**

Name: _____

Address: _____

City, State, Zip: _____

Designated Project: _____



One of the key elements that makes Lincoln's trails system exceptional is the connected network of trails that allows easy traveling from one trail to another. This innovative project will join multiple trails systems that are currently unlinked.

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

2014

PRESIDENT Karen Griffin
VICE PRESIDENT Corey Godfrey
SECRETARY Bill Wehrbein
TREASURER Jamie Warren

BOARD OF DIRECTORS

Dale Arp	Karen Griffin
Brett Baker	Nancy Loftis
Jason Bakewell	Jordan Messerer
Gary Bentrup	Dena Noe
Bret Betnar	Ann Ringlein
Jim Carveth	David Scoby
Parks Coble	Kris Sonderup
Katie Dolan	Ray Stevens
Steve Dunbar	Beth Thacker
Marynelle Greene	Mary Torell
Elaine Hammer	Bob Torell
Chris Heinrich	Wes Trout
Damon Hershey	Joyce Vannier
Roger Hirsch	Jamie Warren
Corey Godfrey	Bill Wehrbein

MAILING ADDRESS

5000 NORTH 7th
LINCOLN NE 68521-4010

WWW.GPTN.ORG

Newsletter comments, questions, corrections
gbentrup68@gmail.com

NATIONAL BIKE CHALLENGE

by Damon Hershey

Lincoln surprised more than a few people across the country by finishing in 1st place for communities with populations of 200,000+ in the second annual National Bike Challenge during the spring and summer of 2013. Nebraska also finished in second place in the Challenge among all 50 states and the District of Columbia. The National Bike Challenge is back for its third year, and the challenge is to again finish in first place in this friendly national competition.

Lincoln's goal is to finish first as a community, finish first in the Local Challenges, help Nebraska finish first as a state, to have two or more workplaces and teams finish in the top 10 of their categories, and have 2,000 people on bikes logging their miles. At this time, half way through the Challenge, Lincoln is in a strong second behind Madison WI with 1,080 riders. Our Local Challenge is also in second place nationally with 1,121 riders that have biked 350,413 miles (that's a trip to the moon!). Nebraska as a state is in a close third with 2,163 riders. We also have local schools and teams in the top rankings in their category nationally.

The National Bike Challenge registration can be found at the site nationalbikechallenge.org and is free and open to anyone. The Challenge runs May 1st through September 31st. Anyone can join at ANY TIME. A mileage tracking application can be downloaded to a smart-phone or a GPS device to track biking miles, or participants can enter their mileage on-line any time during the month on the website. The National Challenge will offer a chance for participants to win prizes in drawings each month, May through September.

The BicycLincoln Local Challenge will run at the same time and includes riders residing in all of Lancaster County. Registration in the National Bike Challenge automatically enters local participants in the Local Bike Challenge. The Local Challenge will offer its own support, prizes, and a party in October to celebrate the end of the Challenge.

The National Bike Challenge is presented courtesy of the League of American Bicyclists. The Local Challenge is presented courtesy of BicycLincoln, the Lincoln Lancaster County Health Department, Lincoln Parks and Recreation, the Great Plains Trails Network, and several bicycle shops in Lincoln.



BicycLincoln is a community group that supports and promotes bicycling in the city of Lincoln.. Check them out at <http://bicyclincoln.org/>

GPTN NEW AND RENEWING MEMBERS

May to July 20. 2014

Welcome to New Members:

Lori Sue Anderson, Lyle Baker, Neil & Patricia Bell, Erin Bertran & Karl Brant, Larry Bond, Aaron Chamber, Andrew Chisholm Robert Drvck, John Eggerss, Todd Johns, Jim Justa, Matthew Kahlel, Sharon Kennedy & Ralph Hartley, Pat Kimmey & Deb Wells, James McGuire, Brent Kalemkjarian, Russ & Janine McClintock, Darrell McGhghy, Jim Miller, Josh Nick, Don O'Brien, Jeff Pabian, Andy Pedley, Andrew Penry, Joe Perez, Ginny Smith, Monica Tambke, Christopher Watson, David Whetstone, & Connie Yori.

Thank you to renewing members:

Joanne Allen, Harry & Shirley Amen, Lee Anderbery, Dorothy C. Anderson, Wade Anderson, David Armknecht, Dave Dinsmore & Cathie Bailey, Bill & Jean Baker, Earl & Barbara Barnawell, Jim & Carol Bishop, Daryl & Kris Bohac, Anita Boeselager, Bob Boyce, Chad Brassil, Linda Breen, John Bruning, Marsha Busse, Dan & Becky Caldwell, Clay & Dale Capek, Eli & Peggy Chesen, JoAnn Churley, Andrew Chisholm, Debra Cirksena, Jim & Judi Cook, Larry Corbett, Cornhusker Bank, Jen Davidson, Terri & Larry Day, Richard & Julie Diegel, DuTeau Chevrolet, Dean & Maria Eisenhauer, Brian Bornstein & Christine Emler, Stu & Denise Essman, Linda Faris, Amy Fabricus & Kit Minks, David Feingold, Mari & Bailey Feit, Ben Fischer, David Florell, Jerry Freeman, Nancy Furman, Robert Geschwender, Ron & Beth Goble, Jan Gradwohl, Mike Griebel, Scott Grossenbacher,

Mark & Keren Hakenkamp, Jeff & Amy Handeland, Mandy Hatcher, Yvonne Heakin, Monty Heidenreich, Chris & Julie Heinrich, Tom & Candy Henning, Steve Hensel, Jacqui Herman, Sandra Hilsabeck, Melissa Homestead, Arnold Hottery, Mark & Dee Hutchins, Marilyn Hutchinson, Al Jensen, Darrell, Julie & Sarah Knight, John & Jean Krejci, Lois Kriger, Kathy Krone, Doug & Dianne Kuppig, Janine Copple & Steve Larrick, & Joseph & Michelle Loudon, Mark & Lynn Lynott, Sachi & Amrita Mahapatra, Francis Maul, David & Brenda McCann, Steve & Patsy Meyer, John Miyoshi, Rosalind Morris, Heather Morrow, Mike Murphy, Mark Mundorff, Nebraska Sports Council, Don & Pattie Niven, Fred Ochsner, Connie Parrish, Don & Joanne Pepperl, Sheppard Perkins, Don Priestester, Robert Raymond, Alan & Karen Reiners, Judy Garlock & Tex Richters, Bob Robinson & Jennifer Lyons, Patti Robinson, Ruth Rodden, Lynn Roper, Raymond & Bonnie Roth, Richard Ruby, Beverly Russell, Richard Russell, II, Milt & Linda Schmidt, Angela Schreiner, John Seminara, Coleen Seng, Dottie & Bob Shapiro, Suzanne Schied, Jay Schluckebier, Albert Sherman, Jerry & Patty Shorney, Bob Shriner, Richard & Susan Spangler, Dan & Lynn Steinkruger, Linda Stephen, Mrs. John Stewart, Steve & Laurie Stromberg, Dave Swartz, Bill Swearingen, Corey & Jeanette Stull, Marilyn Tabor, Sherry Taylor, Kristine Thoms, Michelle Thompson, Rick Urwiler, Tom & Sharon Vandenack, Kevin Wailes, Jamie & Tracey Warren, Bill Wehrbein, Luke Wilke, Cindy Woldt, Larry Worth, Steve Zabel, Gary Zellweger, & Greg Zimmer.

Thank you from the 2014 GPTN Board of Directors. Your memberships are crucial to GPTN.



UPCOMING EVENTS

Heatstroke 100
August 24, 2014

Streets Alive
Sept 14, 2014

Bike to the Ball Park
August 24, 2014



TRAIL UPDATES!

- Design has begun on the Wilderness Park Bike bridge between Pioneer Blvd. and Old Cheney. Expected completion by December 2014.
- N Street Protected Bikeway construction is temporarily postponed due to construction bids exceeding available funds. Rebidding is scheduled for Fall 2014.
- Billy Wolff Trail renovation from 27th street to the new bridge near Randolph expected to be completed by December 2015.

The Canine Scrub
Self-Serve Dog Wash

2774 South Street
Lincoln, NE 68502
(402) 477-2782

www.thecaninescrub.com email@thecaninescrub.com

HOURS: Monday: 10 AM - 7 PM
Tuesday: CLOSED
Wednesday: CLOSED
Thursday: 10 AM - 7 PM
Friday: 10 AM - 7 PM
Saturday: 10 AM - 6 PM
Sunday: 12 PM - 6 PM



And The Winners Are....!

Thanks to The Bike Rack & Cycle Works, 20 winners rode away on new two-wheelers at the conclusion of Trail Trek.

- | | |
|----------------|---------------------------|
| Blake Vajgrt | Brett Foster |
| Cohen Hardesty | Kayla Foster |
| Donna Rau | Kim Lewis |
| Tanya Jarchow | Allie Vanek |
| Justin Houston | Katherine Gresback |
| Linda Schlegel | Shannon Loriaux |
| Troy Hansen | Yasuo Kida |
| Romeo King | Duncan Aviation—Large |
| Melanie Wright | Bosch Security—Medium |
| Bob Tridle | UNLFLC Credit Union—Small |

THANKS TRAIL TREK VOLUNTEERS

Trail Trek depends on our awesome set of volunteers. Thanks!

Bruce Abernethy, Jenn Admire, Su Allen, Dale & Peggy Arp, Brett Baker, Byron Barner, Mike Berger, Jason Berlowitz, Michael Blessing, Sydney Brown, Steven Carlson, Jim & Kim Carveth, Brooks Carveth, Parks Coble, Ashley F Cooper, Don Dingman, Katie Dolan, Nate & Mindee Dorwart, Steven & Charlene Dunbar, Alex Duryea, Nancy & Hess Dyas, Debbie Eagan, Richard Eisenmenger, Debbie and Dean Fisher, Bob Florea, Gary Floyd, Matt & Stacie Giesler & Family, Cheryl Gerkins, Corey Godfrey, Ken Gonzales, Sue Guild, Elaine Hammer, Bruce Hammond, Paul Harrison, Mike Heyl, Jack Higgins, Roger Hirsch, Eric Hunt, Chuck Jones, Bryce Keller, Paul Khiev, Brian Kincade, John LeDuc, Therese Liegl, Nancy Loftis, Mike Long, Patricia Lorenze, Jerry Luedtke, Dan Lynn, Jason Martins, V.T. Miller, Michael Miller, Joanie Miller, Kevin Murray, Dena Noe, Connie Parrish, Matt Pearson, Caleb Petersen, Bob Rauner, Ann Ringlein, Bruce Robbins, Dallas Ronnau, Colleen Schoneweis, Vi See, Hal Smith, Kelly Smith, Jerry Stanley, Troy Stentz, Tom Stine, Diane Tegtmeier, Beth Thacker, Mary Torell, Ken & Peggy Volker, Pat Wagers, Bill Wehrbein, Janeen Young,

Lincoln Radio Club Members: Reynolds Davis, Mike Disney, Michael Long, Dave Loos, John Mardock, Paul Norris, Jeremiah Parker, Jack Peters, David Rogge, Aaron Rogge, Bob Sindlar, Bruce Styler, Denton Underwood, Will Wallace, Loran Warren, Dan Witulski

NEBRASKA Home Sales

Rich Rodenburg P.O. Box 6165, Lincoln, NE 68506
Partner, Associate Broker Rich@NebHomeSales.com
402-440-7570 www.NebHomeSales.com

Quality + Conscious + Printing

AtoZ PRINTING

402.477.0815 | info@atozprint.com | ato2print.com
8230 Cody Drive | Lincoln, Nebraska 68512

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

BE ACTIVE. BE HEALTHY.

BIKE - to the - BALLPARK
1ST ANNUAL

SUNDAY AUGUST 24, 2014 2:05 PM
HAYMARKET PARK

Pregame festivities including:
MUSIC BY **MIGHTY MAGIC PANTS**
LOCAL VENDORS - BASEBALL BINGO
FREE WATER BOTTLE FOR ALL RIDERS
HELMET SAFETY CHECKS - BICYCLE PARADE

\$5 HOME RUN TERRACE TICKETS
available for riders who purchase in advance at
www.saltdogs.com/b2tb

*Studies show that those who are more active can reduce their risk of colon cancer by 30-40%.

JAMAICA NORTH GROUNDBREAKING

by Katie Dolan

The long-awaited section of the Jamaica North trail linking 4th & J in Lincoln to the Homestead Trail that stretches south to Beatrice took another step toward completion on Friday, July 11. The afternoon was steamy, but the mood was celebratory when a crowd of about 30 people turned out under the A Street viaduct on 4th Street to witness the ground breaking.

Currently, there's a gap in the trail from 4th & A Streets to Calvert, but soon, the trail will be paved from 4th & J south to Calvert Street, where that section of the Jamaica Trail joins the crushed limestone and continues south to Saltillo Road.

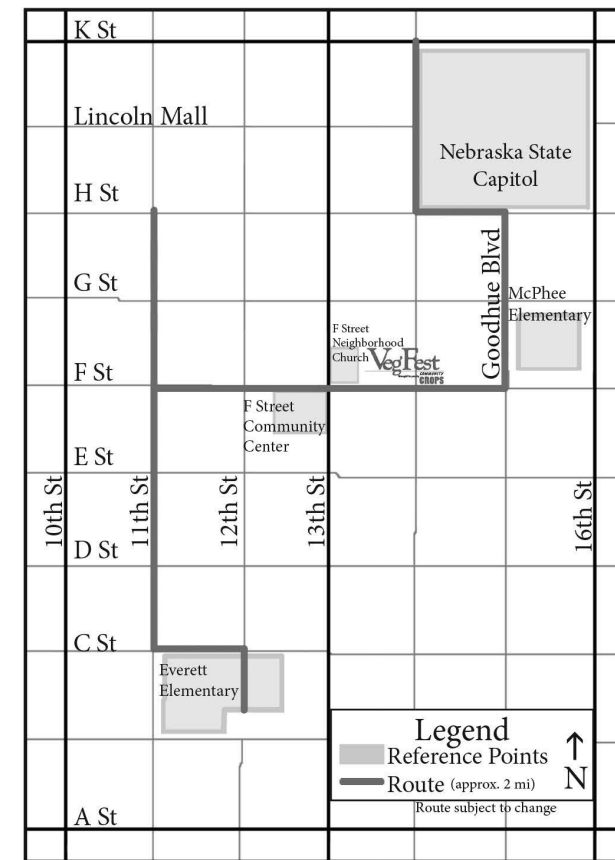
Jason Albers, former President of the GPTN provided a brief

history of the Jamaica Trail project, and Terry Genrich, manager of Trails/Natural Resources & Greenways for Lincoln Parks and Recreation, introduced Mayor Chris Beutler. Acknowledging all of the groups and individuals who have worked tirelessly on this project, Mayor Beutler thanked Lynn Johnson, Director of Parks and Recreation; Terry Genrich; David Schmidt, President of the Nebraska Trails Foundation; Jason Albers, and Karen Griffin, current President of GPTN.

Mayor Beutler also commended the people of Lincoln for their continued support of the trails. The ground breaking then commenced with Karen Griffin, Lynn Johnson, David Schmidt, Jason Albers, and Mayor Beutler hefting shovels. To the delight of those wielding shovels and the appreciative spectators, they hefted their loads to reveal coconuts.

The \$698,491 needed to acquire the land and pave the trail came from a combination of sources, including Lancaster County, Lincoln Parks & Recreation (\$123,000 from Keno funds), Nebraska Trails Foundation and GPTN (20% matching funds), and a matching grant from the U.S. Department of Transportation.

The generous folks at the Cookie Company provided refreshments for the occasion, and in keeping with the Jamaica theme, local singer Jim King serenaded the crowd with Calypso and Reggae music. Several spectators, who were seemingly oblivious to the heat, happily danced and swayed to the island beats.



BIKE // SKATE // WALK // PLAY
STREETS ALIVE!
SUNDAY, SEPTEMBER 14 // 1-5 PM.
#StreetsAliveLNK



Play in the Streets!
Sunday, September 14, 2014 1-5 PM

Streets Alive! is a **FREE** family event with interactive exhibits that promote healthy eating and active living. A 2-mile route south of the State Capitol will be closed to motorized vehicles and open to all human-powered traffic.

To get involved visit

www.healthylincoln.org/streetsalive

@HealthyLNK

Streets Alive! is a City of Lincoln supported event.



10th Anniversary Heatstroke 100

Hot and humid in August? You bet! But Nebraska cyclists have endured the heat and pedaled in scorching sun time and time again. What better way to beat the heat than to ride in the Heatstroke 100 — if you dare! (Just be sure to take advantage of the SAG stops along the way!)

The 2014 Heatstroke 100 ride will be Sunday August 24th. The ride will start and end at the Strategic Air and Space Museum east of Ashland on Nebraska Highway 66 next to Mahoney State Park. From Interstate 80 take exit 426 and go 1/2 mile west on Highway 66.

The course consists of three loops: 24 miles, 35 miles, and 49 miles. You can combine these loops to get distances ranging from 24 to 108 miles. The routes explore the scenic Platte River valley between Louisville and Ashland and range as far west as Ceresco. All routes are on paved roads except for 1/4 mile of limestone trail approaching the Lied Platte River Bridge; this short trail is suitable for road bikes. Several SAG support stations and roving SAG vehicles will be provided.

Online registration available at <http://greatplainsbikeclub.org/heatstroke/>



A FIRST FOR NEBRASKA, BUT PROTECTED BIKE LANES HAVE A HISTORY

by Roger Hirsch

The City of Lincoln will try again to bid out construction of the long-sought protected bikeway in Lincoln, and pending a favorable bid it will be a welcome addition to the city's 130 mile trails network. Originally projected at \$1.47 million, a single \$4.4 million bid earlier this year was rejected by the city as too "jaw-dropping" high.

The two-mile N Street Protected Bikeway was approved as a priority project in the Downtown Master Plan Update in 2012, and upon eventual completion it will provide a critical link between the city's network of eastern trails with its growing network of western trails. Extending from Antelope Valley and the all-important Billy Wolff Trail westward to Canopy St. and the Jamaica North Trail, the project will feature a two-way trail that not only connects existing trails, but permits easier bike access to downtown businesses, the University of Nebraska-Lincoln, Pinnacle Arena and the Haymarket, and the Jayne Snyder Trails Center in the heart of Union Plaza and the Antelope Valley Project. Public and private funding—including a \$200,000 grant from Great Plains Trails Network and the Nebraska Trails Foundation—combined with tax-increment financing will help make the project possible.

Folks, this is one highly important trail link, long-awaited by bikers struggling with street-only connections between the dominant North-South trails in Lincoln's existing network. It is also a significant development in the history of downtown Lincoln and its transportation network.

It's a first for Lincoln, and apparently Nebraska too. Omaha has no protected bike lanes, and an unscientific survey with biking sources indicated no other Nebraska community has constructed protected bike lanes—featuring bike-only signage, delineating paint, curbing and foundation plantings to segregate bikes from motor vehicles and pedestrians.

For Lincoln, the N Street Protected Bikeway just fits. A first for Lincoln....first for Nebraska. But, first nationally?

No way. In fact, such protected bike lanes—or bikeways or cycle tracks, and even "pop-up" bikeways—are planned or exist in too many cities and states across the country to name. It's all part the current growth in cycling in America, not just for recreation but for destination shopping and commuting, especially in those larger cities choked by traffic and experiencing growth in downtown residential living.

So, you wonder, just how far back do protected bike lanes go? Tell us, Professor Know-It-All-About-Bike-Paths, when and where was the first "protected bike lane"?

We've been down this, uh, 'path' before. In fact, think 1890s. Before you, before me, before the McKinley assassination—and in fact *before* cars—there was something called the "sidepath movement". The history of that movement, today completely forgotten, is carefully and extensively documented in a paper by James Longhurst, Associate Professor, University of Wisconsin-LaCrosse, "*The Sidepath Not Taken: Bicycles, Taxes, and the Rhetoric of the Public Good in the 1890s*", published in the *Journal of Policy History* by Cambridge University Press in 2013.

Similarities between then and now are striking. According to Professor Longhurst, there developed a bicycle craze in late 19th Century America. As it grew, those 'crazed' cyclists were dissatisfied with the unpaved and undrained roads prevalent throughout the country; they shared those roads not with cars, but with horse-drawn wagons over ill-maintained roadways. Ruts, mud and equine, uh, 'calling cards' played havoc with the newfangled, mass-produced "safety bicycles" and their pneumatic tires, chain-driven rear wheels, sprockets and bone-crunching frameworks. Cyclists began to demand carefully maintained, segregated "sidepaths" with packed-gravel or cinder surfaces (like today's packed limestone trails on Jamaica North and Mopac east of 84th Street.)

Many of these middle class, professional "sidepath" men who were driving the cycling craze became members of the

League of American Wheelmen (LAW). They both caused and rode the wave of bicycle popularity. They pushed their views through a LAW publication, the *Good Roads Magazine*. Road reform had begun long before internal-combustion vehicles existed, maybe around 1870, and LAW's Good Roads reformers had bicycles, pedestrians and horse-drawn vehicles in mind, and not your great-great-grandfather's Oldsmobile.

As the sidepath movement gained traction in 1896, the question then, as now, was: Who is going to pay for these sidepaths? Thus began heated, politically-charged debates throughout the country. Experiments in legislation varied from a dues-based "user fee" type of funding to outright taxation of cyclists and others for construction and maintenance of sidepaths. Many court cases challenged funding mechanisms across the U.S., and laws were both declared unconstitutional and upheld.

Experiments in the development of sidepaths and funding mechanisms actually has a "father of the sidepath movement"—Charles T. Raymond, a successful businessman and avid cyclist in Lockport, New York, which is about 20 miles east of Niagara Falls in Niagara County. He helped organize the Niagara County Sidepath League in 1890, which used club dues to build short sidepaths for all cyclists.

So there you have the answer to the question of where and when was the first "protected bike lane"—Lockport, Niagara County, New York, around 1890-1. While successful, Raymond then sought legislation permitting taxation of all cyclists to fund sidepaths, and that drew heated opposition by LAW and others. The movement spread to Rochester in Monroe County, New York. Grand debates about public and private benefits and the morality of such broad taxation thundered in New York's legislative chambers, and blew into the courtrooms.

The sidepath movement's legislative efforts emerged in other states, and New York's 1899 State Law, as amended in 1900, became the template for the rest of the country. Significantly, the law permitted a tax, but the "user fee" model—unfortunately for the future of the sidepath movement—was the most prevalent funding mechanism.

Sidepaths magazine developed in Rochester, NY and the 20-page, twice-monthly publication had a circulation of 5,000 in 1899. Sidepath supporters envisioned a network of sidepaths in a transcontinental highway that would put Europe to shame.

By 1901, the sidepath movement and its legislation had exploded across the U.S. and even cycled its way into Canada. The heated debate about funding occurred everywhere and discussions about public vs. private good appeared in editorial pages. Sidepath commissions were created to facilitate organization and funding, and private club-based funding organizations began to wane. Those were the heady days of the sidepath movement. And then.....

By 1902, the dream was fading and by 1905 the sidepath movement was not even on life support. Predictions in 1900

that the sidepath movement would last forever found no traction by 1905. In short, the movement went flat. Your great-great-grandfather leaned his bike up against the house and was now checking out the Oldsmobiles.

The bike fad started to wear off, and left the movement exposed to its inherent weakness—heavy reliance on private funding streams. The purchase of license tags—an important funding mechanism, and in many cases the only funding mechanism—fell off. An effort was made to inflate the taxation angle for sidepath funding, but to no avail.

Funding based on taxation at the state level was increasing—but for paving public roads, not sidepaths. With better engineering and better surfaces, sidepaths had actually predated efforts to surface or pave the roads themselves. Engineers were encouraged to survey roads that would be graded over the sidepaths, and that is what happened. Newly paved roads were built directly over the sidepaths, obliterating them to the point that none exist today. They are irretrievably buried under concrete and asphalt. Those new roads were initially welcomed by cyclists, but they soon discovered that motor vehicles would dominate travel to the exclusion of bicycles. Bicycles were, and remain ill-equipped to compete with the speed and convenience of the car, and vulnerable to tragic accidents.

Sidepaths helped pave the way for road development and state financing of roads, and pointed the way towards public-private funding mechanisms and quasi-public agencies. Today the sidepaths are gone, and the days of the movement totally forgotten. The word 'sidepath' is not even in the dictionaries.

Professor Longhurst opines that the sidepath movement was too early for its own good, before widespread adoption of state-supported funding mechanisms might have made path building possible. Voluntary funding streams could not provide the funds necessary for a long-term development.

He also notes that the sidepath movement was the first to experiment with a separate transportation network before committing to a shared, combined system of roads used by non-cyclists. When automobiles completely took over, the sidepath phenomenon was not part of road development history, and even LAW scrubbed references to it from its Good Roads rhetoric. Once the leaders in improved, paved roadbeds, cyclists were soon begging to share the roads they helped develop.

Had the sidepath movement continued to exist, both intellectually and in a physical form of a separate paved path next to our roadways, suggests Professor Longhurst, "[sidepaths] might have offered alternative suburban and interurban commuting options throughout the 20th Century."

Riding the cycling popularity of the late 20th and early 21st Centuries, cyclists are seeking the same thing they sought as part of the 19th Century's "sidepath movement"—to ride somewhere, but fighting the conditions of the road. Horse pucky has been replaced by horsepower.



Ocean Parkway, Brooklyn, in 1894. Photo: nycgovparks.org

Consider joining our friends!

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, a one dollar (\$1.00) discount off the entry fee of each LTC road race. All memberships expire at the end of the calendar year (December 31).

2014 LTC Calendar

3/29	State Farm (10M/5K/1M)
4/12	Novartis (10K/2M)
5/3	Mayor's Run (1M)
5/4	Marathon/Half-Marathon
6/7	Havelock (10K/3K)
7/13	Lincoln Mile
7/20	Uplifting Athletes Run (5K/1M)
8/9	Thunder/KFOR (5K/1M)
9/7	Buffalo (5M)
10/19	Governors (15K/5K/1M)
12/7	Holiday Run (5K)

Type of Membership:

Student/Senior: **\$10**
(under 22 or over 62)

Single: **\$12**

Family: **\$16**

Patron: **\$35**

The Century Club: **\$100**

Check if NEW member:

Make checks payable to
LTC and mail to:

Michelle Bivens
5841 Box Canyon Circle
Lincoln NE 68516

Name: _____

Birthdate: _____ Sex: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Email: _____

Phone: _____

Family Members (for Family level memberships or above)

Name	Birthdate	Sex	Email

Club Membership Application Waiver:

I know that running and volunteering to work in club races are potentially hazardous activities. I should not enter and run in club activities unless I am medically able and properly trained. I agree to abide by any decision of a race official relative to my ability to safely complete the run. I assume all risks associated with running and volunteering to work in club races including, but not limited to, falls, contact with other participants, the effects of the weather, including high heat and/or humidity, the conditions of the road and traffic on the course, such risks being known and appreciated by me. Having read this waiver and knowing these facts, and in consideration of your acceptance of my application for membership, I, for myself and anyone entitled to act on my behalf, waive and release the Road Runners Club of America, the Lincoln Track Club and all sponsors, their representatives and successors from all claims or liabilities of any kind of arising out of my participation in these club activities even though that liability may arise out of negligence or carelessness on the part of the persons named in this waiver. I understand that bicycles, skateboards, baby joggers, roller skates or blades, animals, and radio headsets will not be allowed in LTC races and I will abide by this guideline.

Signature: _____ Date: _____

Parent's Signature (if under 18): _____ Date: _____

What 5 Cities, 17K Cyclists, and 20K Cars Tell Us About Protected Bike Lanes

Protected bike lanes — a.k.a. “cycle tracks,” or “green lanes” for the color they’re often painted — are far rarer in the United States than they are in Europe, and U.S. cities, says Christopher Monsere, a professor of civil and environmental engineering at Portland State University, are holding off on creating them until they better understand how they fit into urban traffic flow. Monsere and a team of 10 other researchers recently examined how protected lanes work in Austin, Chicago, Portland, San Francisco and Washington, D.C., and found that while Americans generally support green lanes, understanding how those lanes are perceived — by cyclists and drivers — is critical for promoting future citywide acceptance.

One reason why protected bike lanes haven’t gotten more traction, suggests Monsere, is that the civil engineers involved in designing city streets have tended to be “vehicular cyclists” — or road riders accustomed to mixing with on-street traffic. “They didn’t think that on-street facilities of any kind were good to begin with,” explains the professor, “and that [green lanes] are even worse, because they put cyclists out of the space where drivers would see them. They’d forget about them, and at the intersections it would cause all kinds of chaos.”

But the researchers studied 168 hours of footage from the five cities’ lanes — a full week’s worth of around-the-clock viewing — that captured the intermixing of nearly 17,000 bicyclists and 20,000 cars but little chaos: Not only were there no recorded collisions, but no recorded near-collisions either. This included both intersections with turn lanes and those with bicycle-specific traffic signals. “Intersections are still the riskiest part” of bike lanes, says Monsere, “and there are

improvements and tweaks that could be done, but we saw no reasons for concern.”

The researchers found that bicycle ridership increased on all the new studied streets, with an average increase of 72 percent. Some people said they cycle more in general because of the new lanes. Some said they would have taken another mode of transportation, such as driving or transit, or used another route if the protected lane hadn’t been there.

Cyclists said it feels safer to bicycle on the new facilities and all categories of road users said the safety of cycling on the street had increased. Perceptions of the effect on the safety of walking and driving on the street were mixed.

People classified as “interested but concerned” in cycling had the highest perception of improved safety. This group, often the target of cycling-promotion efforts, indicated overwhelming support for separating bikes from cars. Of the “interested but concerned,” 85 percent of respondents indicated they would be more likely to cycle if a barrier separated cars and bikes.

Overall, large majorities of all road users supported adding more protected lanes. Of people living near protected bike lanes, 76 percent support adding the lanes in additional locations, whether they use them or not.

The study can be found at http://otrec.us/news/entry/protected_bike_lanes. Adapted from an article by Nancy Scola.

