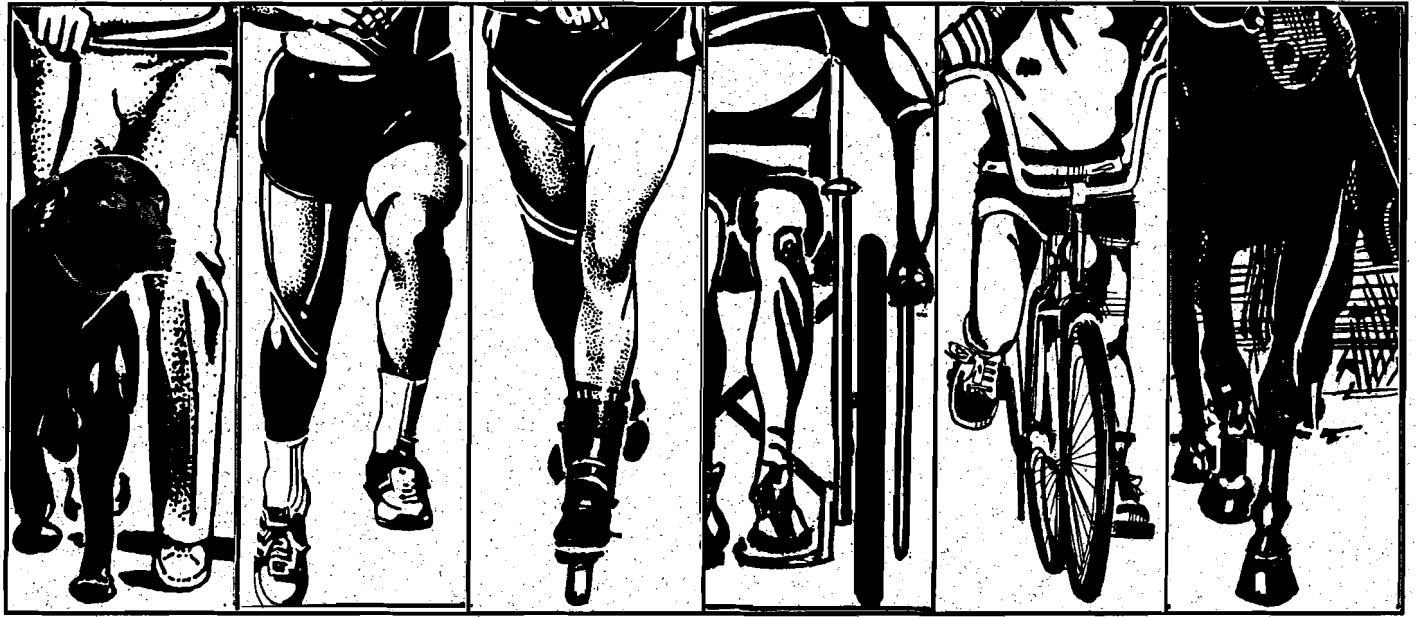


1992 STATE OF THE TRAILS REPORT



Recreational Trails Advisory Committee • City of Lincoln, Nebraska

STATE OF THE TRAILS REPORT

1992

Recreational Trails Advisory Committee

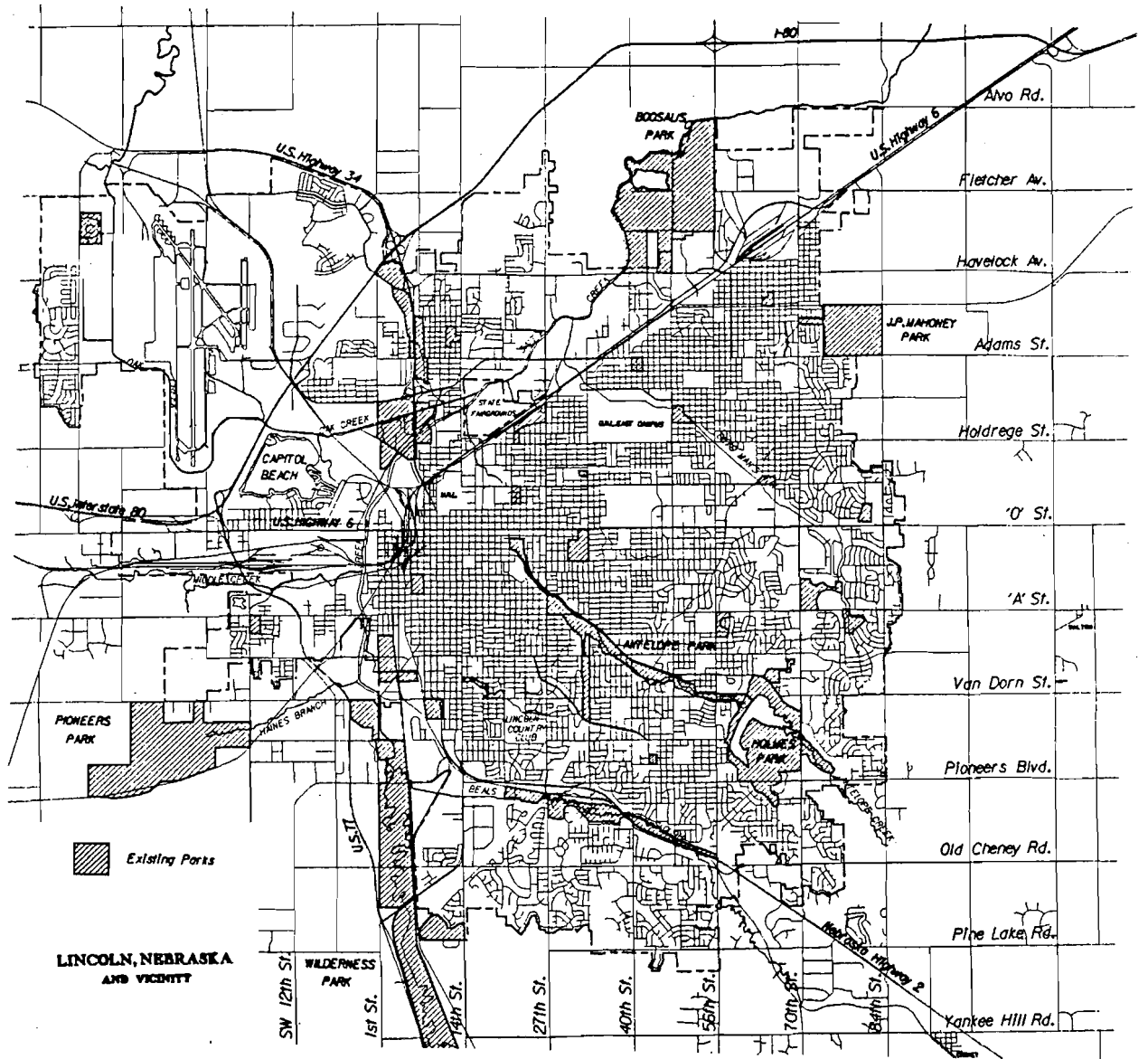
Elaine Hammer - Chair

Jim Lewis	John Ludden
Ross Greathouse	Alan Friesen
Carl Wolfe	Vicki Gustafson
Ron Jensen	Ross Wilcox
Bobbi Lewallen	Margo Ems

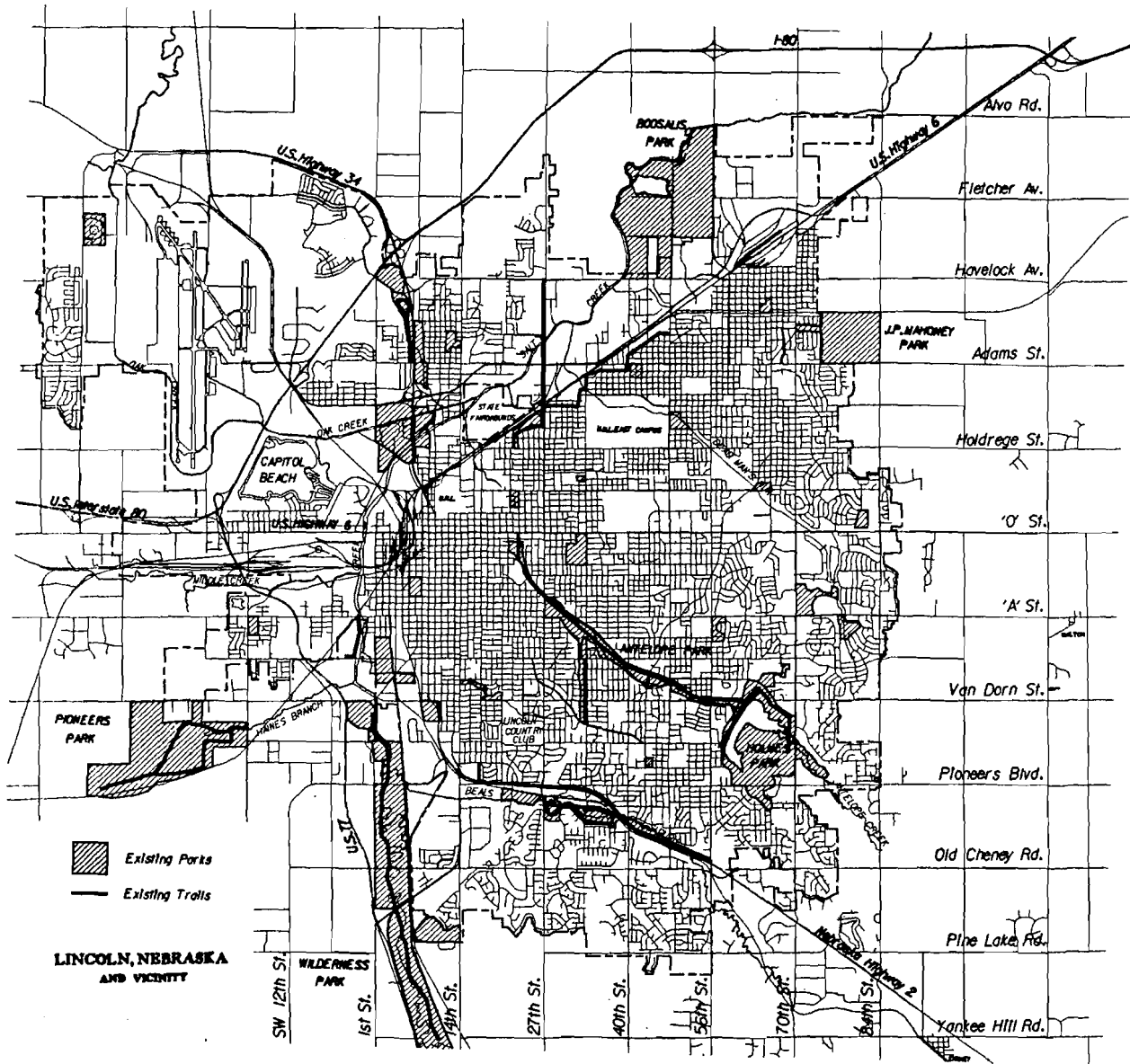
Special thanks to Bob Ripley for the cover design

This report is to provide current information on the status of the Lincoln area trails system, as identified in the "Lincoln Area Trails Master Plan". An effort was made to provide information on the existing trails system, current trail projects and trails that are proposed in order to provide an overview of the developing Lincoln Trails Network.





Existing Lincoln Area Parks



Trail Projects Taken Place Prior To 1988

STATE OF THE TRAILS REPORT

TRAIL PROJECTS TAKE PLACE - PRIOR TO 1988

Billy Wolff/Antelope Creek Trail

The trail extends approximately 4.4 continuous miles connecting Antelope Park, Antelope Creek, and Holmes Lake Park. This trail uses a path through Antelope Park running along Normal Boulevard. It was developed as a Bikeway Demonstration Project in 1978. It demonstrated that a natural barrier, such as Antelope Creek, can provide a safe and convenient trail route that reduces bicycle-vehicle conflicts.

John Dietrich Trail

The John Dietrich Trail is the central feature of the 2.5 mile linear park which runs from 21st and Holdredge Streets to 48th and Fremont Streets. It is the result of the Radial Reuse Project that was completed in 1988. (2.50 miles)

Highway 2 Trail

The Highway 2 Trail runs about 3.2 miles to Nebraska Highway 2 from Burnham Street to 56th Street. The trail facility was constructed to accommodate bicycle and pedestrian traffic as an incidental feature of a State road construction project.

North 27th Street

The North 27th Street Trail is 1.75 miles in length running parallel to 27th Street. The construction of the facility was associated with the widening of North 27th Street.

Park System Trails

There are trails located within parks that are not directly linked with the core group of trails. The three longest trails are located in Pioneers Park, Tierra/Briarhurst Park, and Interstate Park. Other trails are located in Tyrell, Trendwood, Colonial Hills, and Mahoney Parks. (6.50 miles)

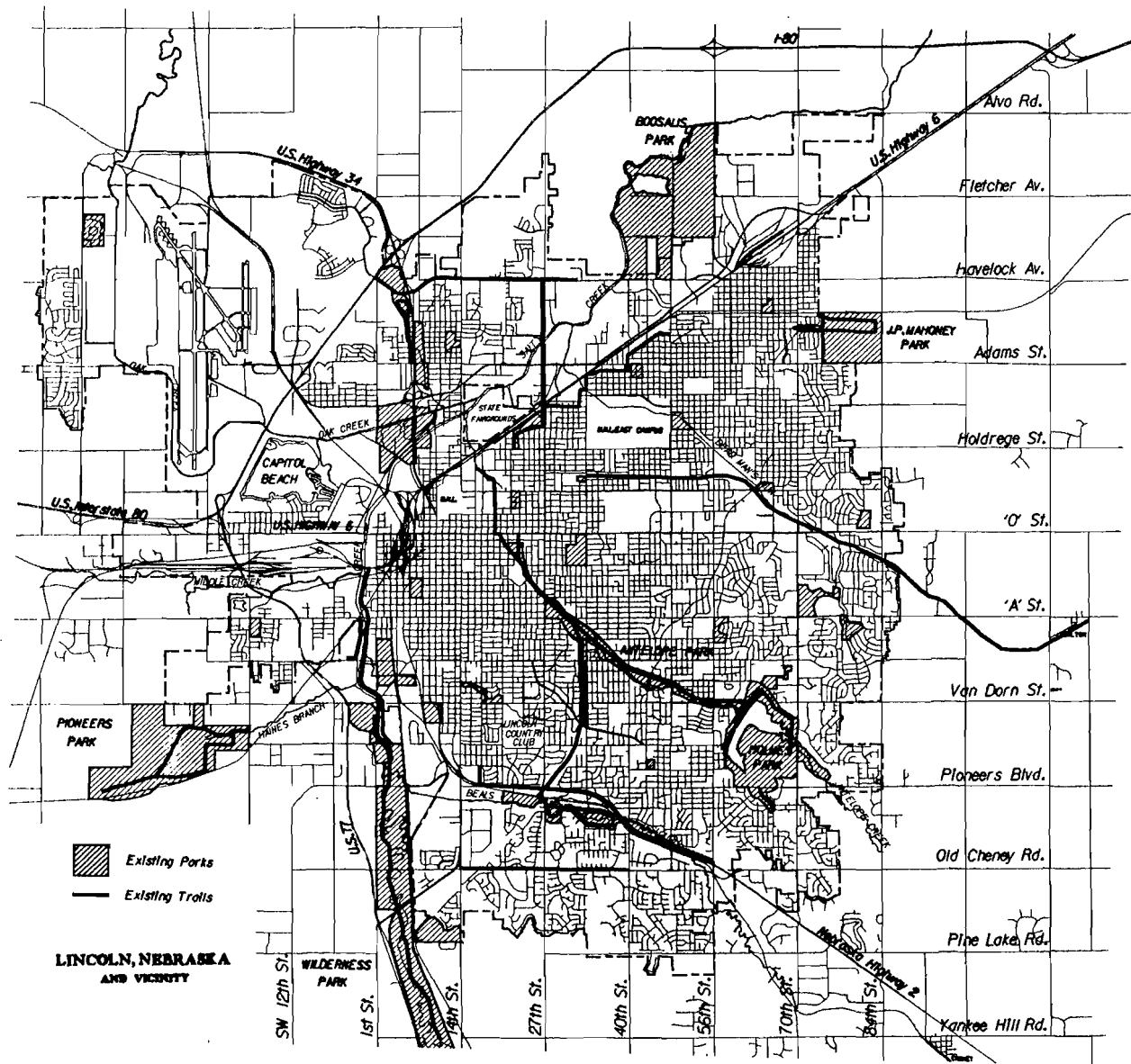
Rock Island Plan Completed

In 1985, the City of Lincoln purchased 6.5 miles of right-of-way of the abandoned Rock Island Railroad from 19th & "R" to Wilderness Park. A plan for the development of this land was completed in February 1988. The Clark Enersen Trail Plan states:

"The Rock Island Right-of Way provides a significant opportunity for Lincoln. To take full advantage of this opportunity, the city must work to physically and psychologically connect the Right-of-Way trail system to existing and potential systems in north Lincoln such as the John Dietrich Bikeway, Crescent Green and possible development by the Lower Platte South Natural Resources District and along the Missouri Pacific railroad line. The potential exists for connections to Pioneers Park and southward into Lancaster County. If taken, this opportunity can provide a park and trails system that unites the city like no other development."

Master Plan Adopted

In February 1989, the "Lincoln Area Trails Plan," was adopted by the City Council. The purpose of the master plan is to coordinate the long-range development of trails in an efficient and effective manner. The plan is concerned with bringing trail projects together to accomplish an area-wide trails network.



The Network Created 1988-1993

THE NETWORK CREATED

Bond Issue Passes

April, 1989, a Parks and Recreation Bond Issue containing \$1.7 million for trails passed by a 76.8% margin. It was designed to pay for the MoPac easement from 35th to 84th Street and pave the MoPac Trail and Rock Island Trail from "A" Street to Wilderness Park.

MoPac Easement Purchased

In December, 1989, the city purchased an easement along the abandoned Missouri Pacific Railroad between North 35th and South 84th Streets through condemnation.

Rock Island Trail Paved

The 2 mile section of the Rock Island between "A" Street and Highway 2 was built as an eight foot wide concrete trail facility in April 1990. This added another primary link connecting two of the existing core trails, and Highway 2 and the Billy Wolff.

Salt Creek Trail Opens

This trail runs along Salt Creek on its levee system. This is a 2 mile segment and the first trail surfaced with limestone chips. The Lower Platte South Natural Resources District completed this trail in November of 1990. It lies within the future Crescent Green Park and will eventually connect to Boosalis Park.

Old Cheney Trail Added

The trail is being developed as an element in the Old Cheney Road widening project. The segment between 14th Street and 30th Street was constructed in 1991. The next segment between 30th Street and Abbott Road is being completed in 1992, and the final segment to Highway 2 will be built in 1993 and 1994. (3.0 miles)

MoPac Pavement Completed

This trail, a ten foot wide concrete segment, extends 3.7 miles from 35th to 84th Street. The project includes four bridges, two over major streets and two over major streams. This was completed in the summer of 1992.

Rock Island UNL Trail Link

The trail segment extending from Capitol Parkway to "R" Street was completed in May, 1992. The section extending north of "R" across Vine and through part of the University of Nebraska campus to 17th Street will also be completed during the spring of 1993. This trail project was primarily funded with a \$97,000 grant from the energy oil overcharge funds granted by the State of Nebraska. This trail is considered as a major commuter link and will become the connection to the John Dietrich Trail. (1.25 miles)

Superior Street

This trail is being developed as an element in the Superior Street widening project. The existing developed trail extends from 1st Street to 30th Street along the south side of Superior Street. This provides a connection between the Highlands and the N. 27th Street trail. The final segment from 30th to Cornhusker Highway and 56th Street will be completed in the near future. (4.25 miles)

MoPac East Trail Purchased

This is a 25 mile trail and natural resource corridor extending from the eastern edge of Lincoln at 84th Street and running through the villages of Walton, Eagle, Elmwood, Wabash, and the open areas between them. The corridor was purchased through a private fund drive, and the title is being held by the Lower Platte South Natural Resources District. The first three miles east from Lincoln to Walton and the 4 miles north of U.S.34 to Alvo Road will be completed during the spring of 1993.

THE NETWORK EXPANDS (Future Facilities)

MoPac - 35th Street to Peter Pan Park to 30th Street

This trail segment will connect the existing MoPac Trail to Peter Pan Park at 33rd Street with completion expected in 1993. The trail is to extend through Peter Pan Park to 30th Street. Future trail connections will link this trail with a future MoPac Trail connection to the University of Nebraska-City Campus. (current project 0.35 miles)

Rock Island - Densmore Park

This segment of the Rock Island is expected to be completed in 1993. The segment between Highway 2 and Old Cheney Road will be a concrete trail and the segment south to Densmore Park is expected to have a limestone screening surface. (1.30 miles)

Van Dorn/Pioneers Trail

This trail will create a connection between Van Dorn Park at 10th Street and Pioneers Park. It will run along the new alignment of Van Dorn Street to Park Blvd. and continue along the Haines Branch of Salt Creek north of Wilderness Park and continue west to Pioneers Park. A hiker/biker overpass crossing the railroad tracks is being built with the Van Dorn Street project. The Old Van Dorn bridge crossing the Haines Branch will be vacated and dedicated as a trails crossing. (2.60 miles)

Highway 2/Van Dorn Trail

This is a proposed connecting link between two major trails, the existing Highway 2 Trail and the Van Dorn Trail. The alignment of this link has not been identified. (1.25 miles)

84th Street Link

This trail will link Mahoney Park with the MoPac Trail along 84th Street. The trail is a feature of the 84th Street widening project, Elizabeth Drive to Adams Street. (2.50 miles)

Rock Island - John Dietrich Link (UNL)

This trail is the final link connecting the Rock Island and the John Dieterich Trails. The development of this segment will need to be included as a feature in the construction of the new Holdredge overpass. (1.25 miles)

"J" Street

This trail segment would link the Rock Island Trail to the State Capital completing the connections between UNL City Campus and the John Dietrich. (.50 miles)

North Rock Island

This trail will extend along an unused abandoned railroad line that would connect the John Dietrich Trail with Mahoney Park near 84th Street. An easement is proposed for this corridor that will accommodate a future trail connection. (1.75 miles)

West "O" Street

This is a future connection along West "O" Street between the Capital Beach area and the Salt Creek Trail. (1.50 miles)

Old Cheney/70th Street

This trail will link Holmes Park with the Highway 2 Trail running along the right-of-way of 70th Street and Old Cheney Road. The trail link would need to be developed as a feature of future roadway widening projects. (2.00 miles)



THE NETWORK EXPANDS (continued)

Salt Creek Trail

This future trail is the longest in the trail system extending from Wilderness Park on the south to Boosalis Park in the north. It would follow Salt Creek making use of the levee containment system and be an element in the future Crescent Green Park system. The completed trail would be 8.5 miles in length. The first segment of this trail to be completed is from Wilderness Park at Calvert Street to "F" Street and will have a limestone surface.

MoPac - UNL Campus Peter Pan Park at 30th Street

This is a future trail that will run along the right-of-way of a currently active railroad line. The Trails Master Plan identifies this as an excellent corridor that would link the Rock Island Trail and the UNL City-Campus with the existing MoPac Trail and Peter Pan Park at 33rd Street. (1.15 miles)

Dead Man's Run

This trail would run along the Dead Man's Run stream through UNL East-Campus extending from the MoPac Trail near Cotner to the John Dietrich and Salt Creek Trails. (2.25 miles)

Antelope Creek to Salt Creek

This would be a connecting link joining the Rock Island and the Salt Creek Trails and allow a direct connection to the State Fair Park. (.85 miles)

Equestrian Trails

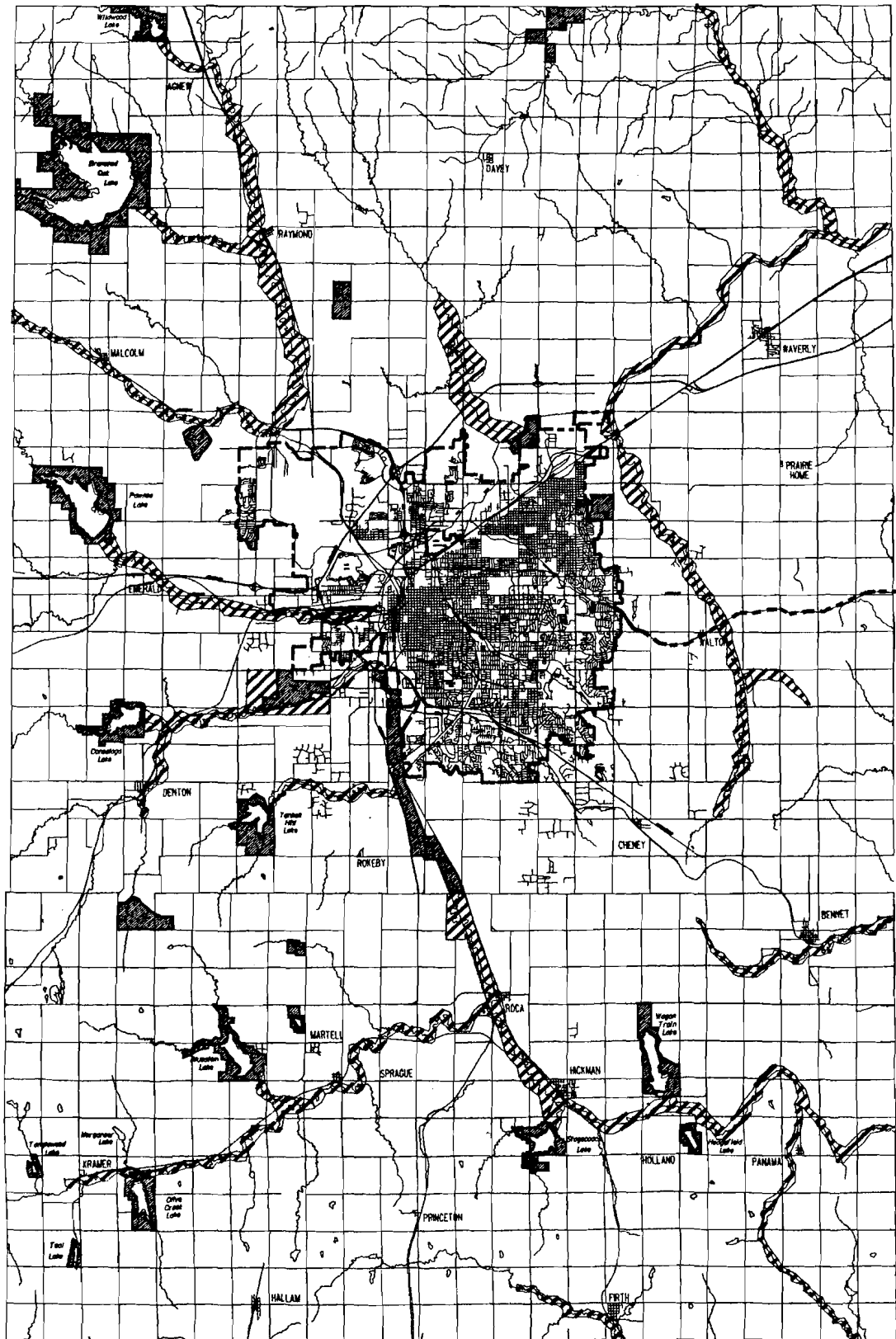
Salt Creek - Wilderness to Boosalis Park

The Crescent Green Park is to extend from Wilderness Park, north along the Salt Creek to Boosalis Park. This park system is to include both hiker/biker and equestrian trails. This system of trails would extend a distance of 8.5 miles.

Middle Creek

This trail will extend west along Middle Creek from Salt Creek in Lincoln to Pawnee Lake. The system will require easements along most of its length of 9 miles.

LANCASTER COUNTY, NEBRASKA



- Ashland Rd
- Little Salt Rd
- Agnew Rd
- Rock Creek Rd
- Davey Rd
- Branched Oak Rd
- Raymond Rd
- Mill Rd
- Waverly Rd
- Bluff Rd
- McKevile Rd
- Alvo Rd
- Fletcher Av
- Havelock Av
- Adams St
- Haidrege St
- O St
- A St
- Van Dorn St
- Pioneer Blvd
- Old Cheney Rd
- Pine Lake Rd
- Yankton Hill Rd
- Rokoby Rd
- Saillio Rd
- Bennet Rd
- Wittstruck Rd
- Roca Rd
- Martell Rd
- Hickman Rd
- Stagecoach Rd
- Panama Rd
- Olive Creek Rd
- Princeton Rd
- Palla Rd
- Firth Rd
- Gage Rd

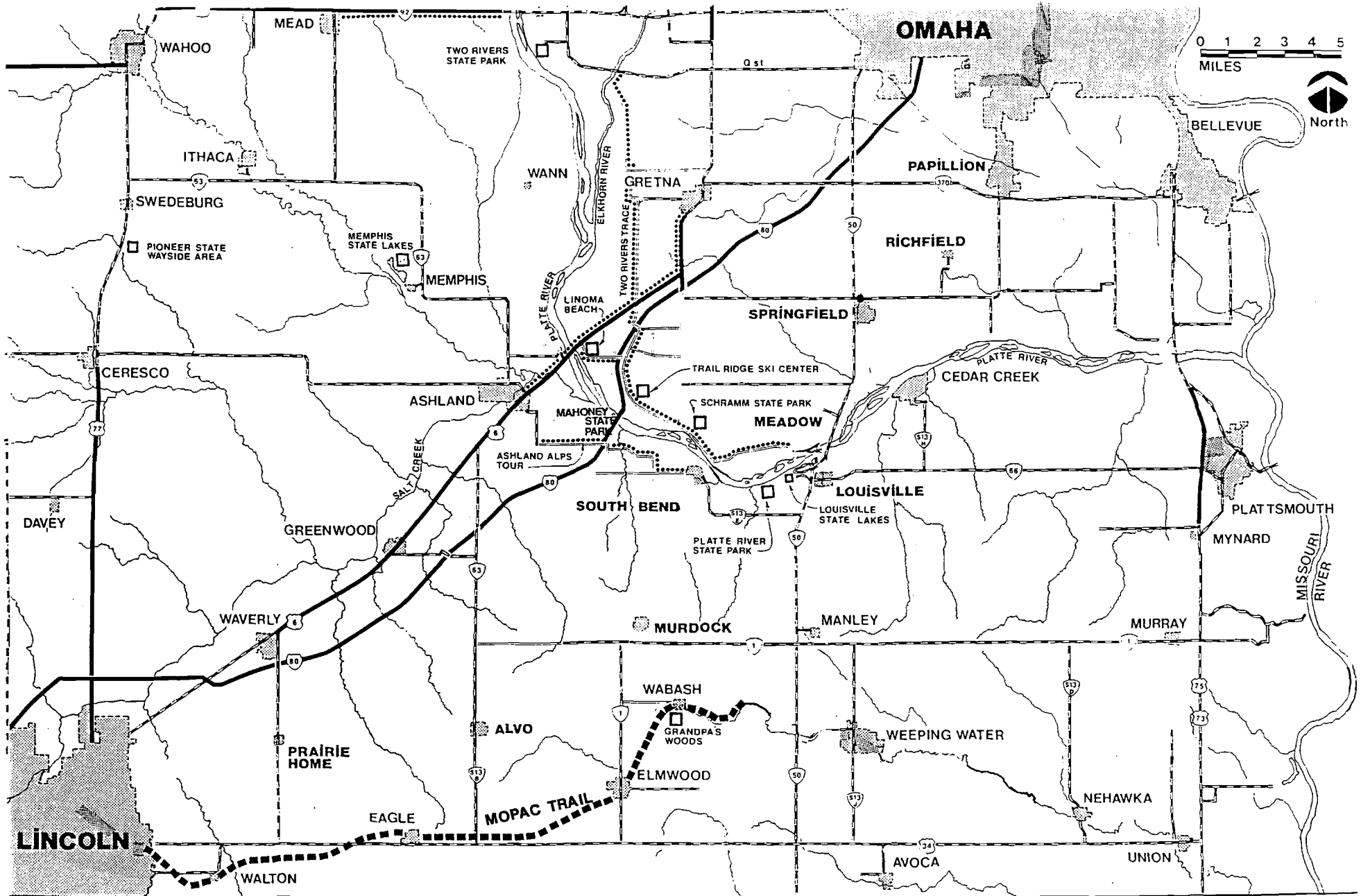
SW 142nd St
 SW 128th St
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 SW 58th St
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 SW 30th St
 SW 16th St
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 S 12th St
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 S 38th St
 S 51th St
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 S 77th St
 S 90th St
 S 103th St
 S 116th St
 S 129th St
 S 142th St
 S 155th St
 S 168th St
 S 181th St
 S 194th St

Existing Parks and Recreation Sites
 Major Ecological and Environmental Protection Areas
 Proposed Trails

Lancaster County Parks & Trails Network

Lancaster County has extensive environmental and recreational resources in terms of greenbelts, open space, and recreation sites. The combination of these resources provides the county with the opportunity to offer the citizens significant recreation opportunities. The coordination of the urban trails network with the county trails system and recreation sites has the potential to allow the trail users to move between the two systems, creating a trails network spanning the entire county.

THE NETWORK AND BEYOND



The Network and Beyond

Trails have been used for hiking, jogging, running, equestrian activities, and bicycling for years. There are indications that recreational and transportation activities, demanding trails, will continue to increase into the future. This has resulted in a growing need for multi-use trails linking the communities and recreation areas located within the region.

Interest has continued to increase within the Omaha-Lincoln Area in favor of developing trail projects that create links throughout this region. Progress towards this type of trail development is expected to continue and will offer direct physical, economic, and social benefits to the region.

MoPac East Corridor

The MoPac-East Trail is a 25 mile corridor extending east of 84th Street running through Walton, Eagle, Elmwood to near Walbash in Cass County. Purchase of the corridor was completed through private funding in July of 1992. The Lower Platte South Natural Resource District holds the title for this corridor with the exception of the first 500 feet east of 84th Street which was purchased by the City of Lincoln. The City has plans to develop this as a Trail Head that would allow trail users to park their vehicles and access the trail. The MoPac Coalition adopted a Master Plan for the development of this corridor as a natural environment and as a combination hiker/biker - equestrian facility. The first three miles east of 84th Street to Walton and the 4 mile segment running through Eagle, north of U.S. 34 to 238th, are to be completed in the spring of 1993.

Salt Creek Trail to Ashland and Mahoney State Park

Discussion is continuing for the development of a future trail that would connect the Lincoln Area Trails system to the Ashland Area Trails that are being developed. Ashland is currently developing a 12 miles system of trails.

