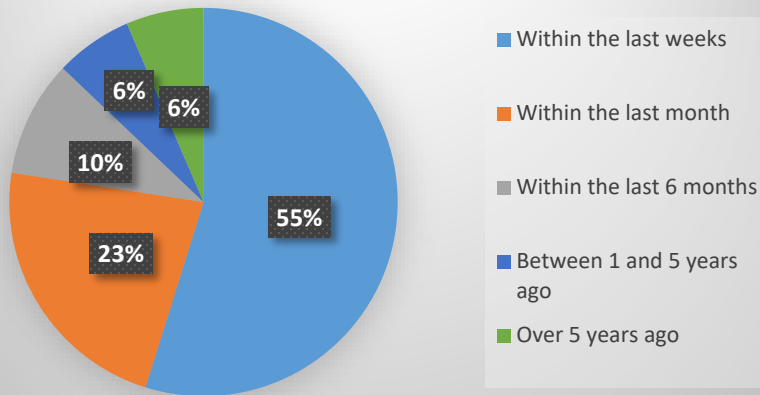
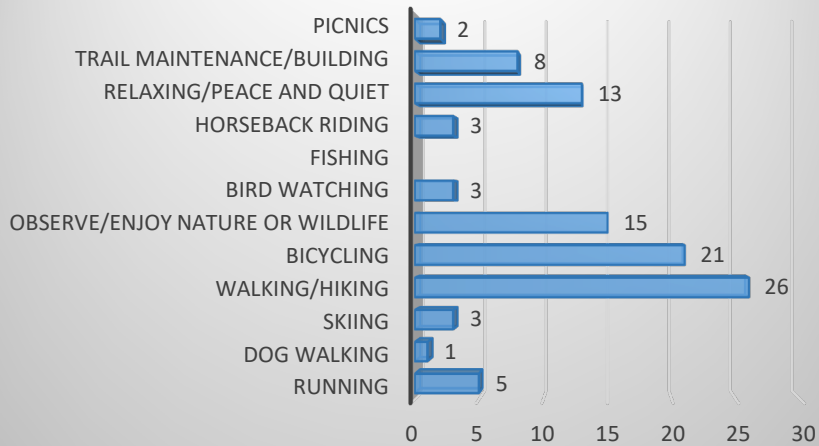


November 21 Public Meeting survey responses

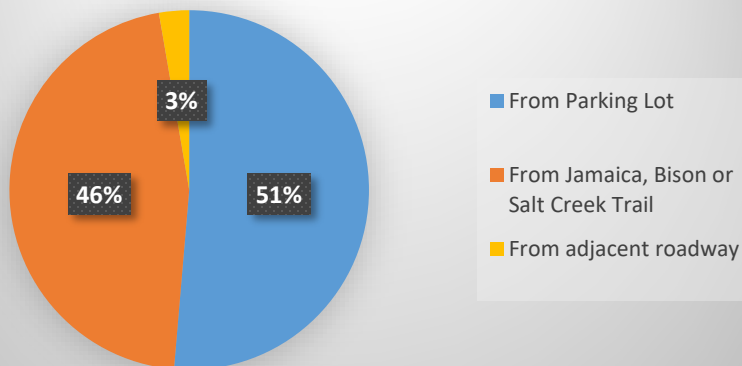
### Wilderness Park visit frequency



### Activities in Wilderness Park



### Accessing Wilderness Park



**Please share any additional thoughts you have about considerations when making decisions about stream crossings in Wilderness Park.**

I am curious about the minimum/maximum lifespan of a bridge based on stream erosion; how much weight is given to future erosion possibilities in where to place a bridge?

With regard to the user experience I'd like to stress the importance of keeping the park a wilderness experience.

Longevity is vital.

First consider what the intended kind of traffic will be on a crossing. Will entire park eventually be multi-use? Bear in mind that there are few visitors pay attention to trail use designations.

Can we relocate some trails to utilize lower class crossings? Maybe do this every several years to keep from destroying areas.

Having an extended single track that stays in a wilderness area is a gem. Rerouting or finding a way to keep the trails connected is valuable. How does the continued divided use system allow for options? (Hike, bike, horse)

The more connected the park without having to go back to the Jamaica North, the more fun the trails are for users!

1) Inform the public about projected residential development adjacent to the park as detailed in the 2040 Comprehensive Plan.

When I led the Sierra Club volunteers who established the first end to end hiking trail back in 1970, we never imagined we'd also use the trails for biking, skiing, horseback riding, back packing (2 trips) portaging canoes (once!) It is a unique and precious place in Lincoln!

Fords need to have permanent base that will withstand occasional high water.

Do anything possible to facilitate the replacement of the existing bridges with ones able to accommodate pedestrians and cyclists in the most cost effective way possible. Wilderness does not need overly large or costly bridges. But it NEEDS the bridges!!

Keep horse trails separate (safety). Look for potential re-routes not via the Jamaica Trail. Low water crossings possible? Extended north to south trail, directional hike/bike/run trails.

I like the idea of having a couple options at certain locations.

Quit making Wilderness Park a dying park and think of huge investment it could be to the city. Check out what Dentonville, Arkansas has done. Don't build a bridge to not properly maintain it.

With the trail connection that GPTN is raising money for, a lot more people will have access to the park and the park will get more use. We need the bridges & not replacing them is not an option.

Focus should be on being able to traverse through the park (not on Jamaica Trail) rather than spending resources (money, time, etc.) on signage, trailheads, etc. If Grand Teton National Park uses a "replace in kind" strategy, why can we not do that as well?

Simple bridges is fine for many purposes. Can you space out the larger bridges on a manner to allow various points on a specific basis, spaced out (to save funds), but allow for an increase in the smaller bridges?

Be safe for horses with rock bottoms.

Please make all bridges constructed for horse crossing.

Bridges need to be safe for horses, bikes, walking and all uses. Make all trails multi-use.

Road east-west do not have shoulders/sidewalks. I have to run across the Old Cheney Bridge - the paved road to cross the creek...I think east/west crossings are necessary.

I just want to be able to access all areas of the park with my dog and preferable by not going down steep hills or through water.

Keeping the pedestrian bridges functional is crucial to my & my dogs good physical & emotional health.

**Please share any comments you have about the proposed framework for the stream crossing guidelines in Wilderness Park.**

I'd be in favor of low cost methods, especially low-water crossings. They can accommodate all users and they make the trail more interesting

I wish to express how important east-west connectivity is to me. I want to maintain at bare minimum the current status of that connectivity. Thanks very much for such an informative presentation!

Thanks for all that you do.

Seeing the options for crossing, and where the large scale bridges have to be for access for vehicles will be a valuable thing to see during this planning process.

Reroutes to low crossings would be preferable to letting out to Jamaica North.

Please remember to consider all the inhabitants/species who live in the park. Not just the "users."

Multi-use trails may simplify maintenance logistics, but they'll cost more due to engineering requirements for those bridges.

It is important to build and maintain all the bridges (and build more!) so we aren't dependent on Jamaica North - stay in the park unless absolutely necessary, and make sure it goes end-to-end!

Narrow bridges to save money.

Priority should be hiking/cycling trails over multi-use (horse access) trails. I've almost never seen horses in Wilderness, but see an increasing number of pedestrians and cyclists.

Multi-Use trails are so difficult to make accessible for every user. Keep the horse trails separate please. Hoof, horse poo, are not fun or enjoyable. Or maintaining multiuse trails due to horse damage.

It seems like a good plan to move forward on the project. I look forward to the next steps.

I don't understand why the bridges need to be able to accommodate emergency vehicles. Wouldn't it be better to train EMT in search and rescue? Don't we want to maintain and preserve the wilderness of the park?

Is the safety standard change a result of the one incident of children jumping? If so, why not work on educating the public with signage psa's, etc. before we spend so much on designing for safety. All because of one incident in 40+ years?

I agree that we should try to keep the routes within the park as much as possible to preserve the goal of belong in a park. However, you can identify a few key places for the larger bridges. With proper signage & maps people will be better able to choose their route & weigh their need to utilize a larger bridge vs. a low water crossing.

Bridges need to be for horses also.

Please fix cable bridge & creek crossing to make it possible to connect the trails again. We used to be able to ride from 1st street to 14th Street. Would love to be able to do that again.

Designing and building the most durable bridge is best. Lasts longer and holds maximum weight.

I think Wilderness Park is the best thing about Lincoln. I have lived in 4 states and more cities and towns than most people and have never lived anywhere with such wonderful nature trails so close to town.

### **Other Comments**

#### Fundraising Efforts

This park is increasingly important in the mix of parks in Lincoln, and this kind of park is rarely found in Nebraska. Let's make it better and not worse.

I am very interested in helping maintain & develop trails (they are there!!) at Van Dorn Park. Great location, highly visible, out of town & local traffic, accessible via 8th Street, possible location for high school MTB events, skate area/skateboards to the north. I'll help!! Craig Schmidt, 402-438-2170, spkhed@yahoo.com. \*No Bridges at VDP\*

Please continue to maintain Wilderness and keep it awesome.