



# **2024 ANNUAL TRAIL REPORT**

## FOR THE CITY OF LINCOLN



# 2024 ANNUAL TRAIL REPORT

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# OVERVIEW

## EXISTING TRAIL NETWORK


THE CITY HAS OVER **185** MILES OF TRAILS WITHIN ITS NETWORK FOR RECREATION AND TO GET YOU WHERE YOU NEED TO GO.

### THIS NETWORK INCLUDES:

 **146** MILES OF HARD SURFACE (PAVED OR CRUSHED ROCK) TRAILS

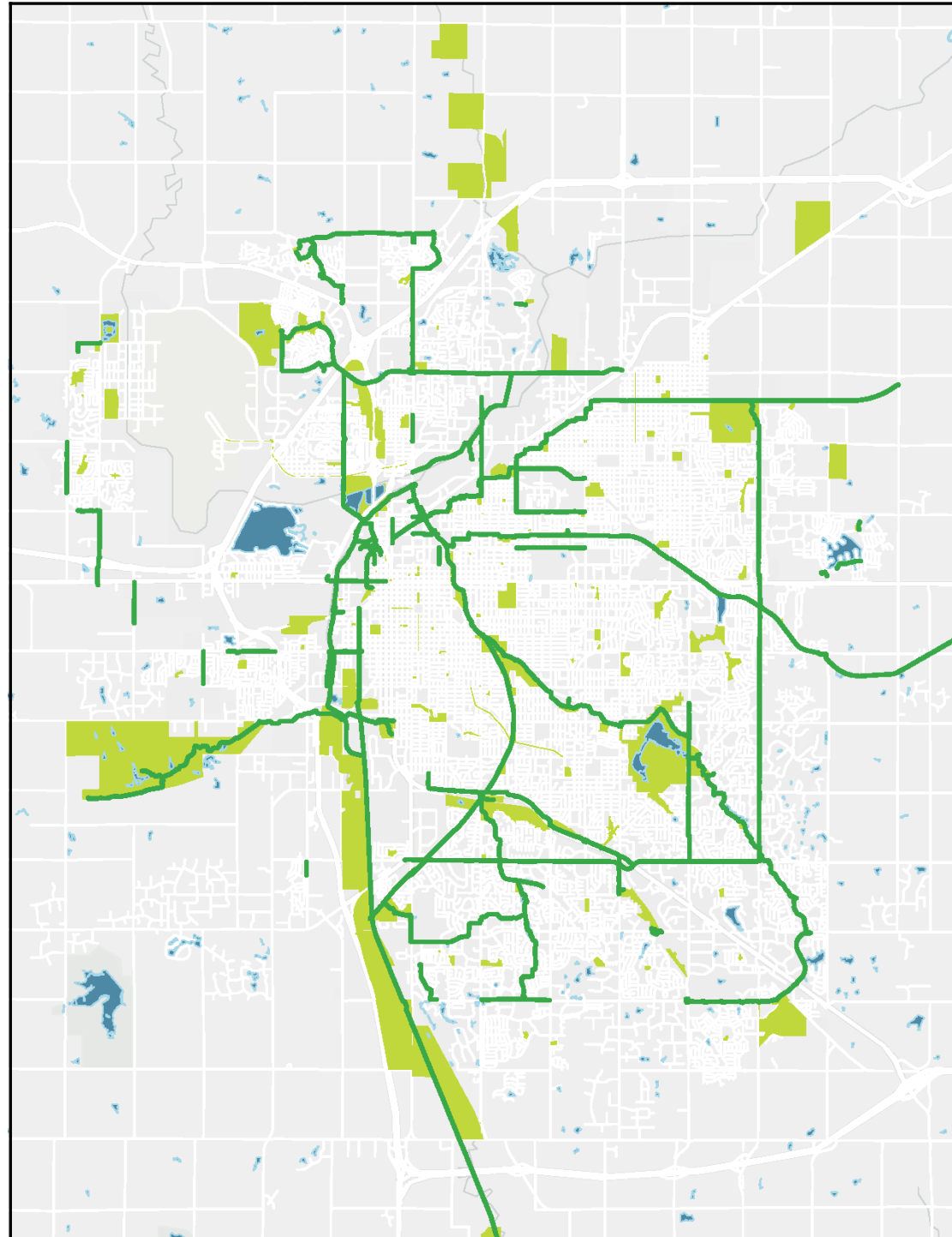
**119** OF THESE MILES CREATE THE SPINE OF THE SYSTEM AND LINK FROM ONE DESTINATION TO ANOTHER ALLOWING FOR BOTH RECREATION & UTILITY-BASED TRIPS.

**27** OF THESE MILES ARE INTERNAL TO PARKS SUCH AS WALKING LOOPS.

 **39** ADDITIONAL MILES OF NATURAL SURFACE TRAILS (E.G. BARE EARTH) ARE LOCATED PRIMARILY WITHIN NATURAL AREAS SUCH AS WILDERNESS PARK.

OVER **10** ADDITIONAL MILES OF MOWED TRAILS ARE MAINTAINED BY THE CITY IN NATURAL AREAS SUCH AS THOSE IN THE PIONEERS PARK NATURE CENTER. NEARLY **50** ADDITIONAL MILES OF PATHWAYS CONNECT THE TRAIL SYSTEM TO AMENITIES WITHIN PARKS.

THESE NUMBERS REFLECT TRAILS THAT ARE OWNED OR MANAGED ALL OR IN PART BY THE CITY OF LINCOLN AND ARE OPEN TO THE PUBLIC.





# OVERVIEW

## 2024 HIGHLIGHTS

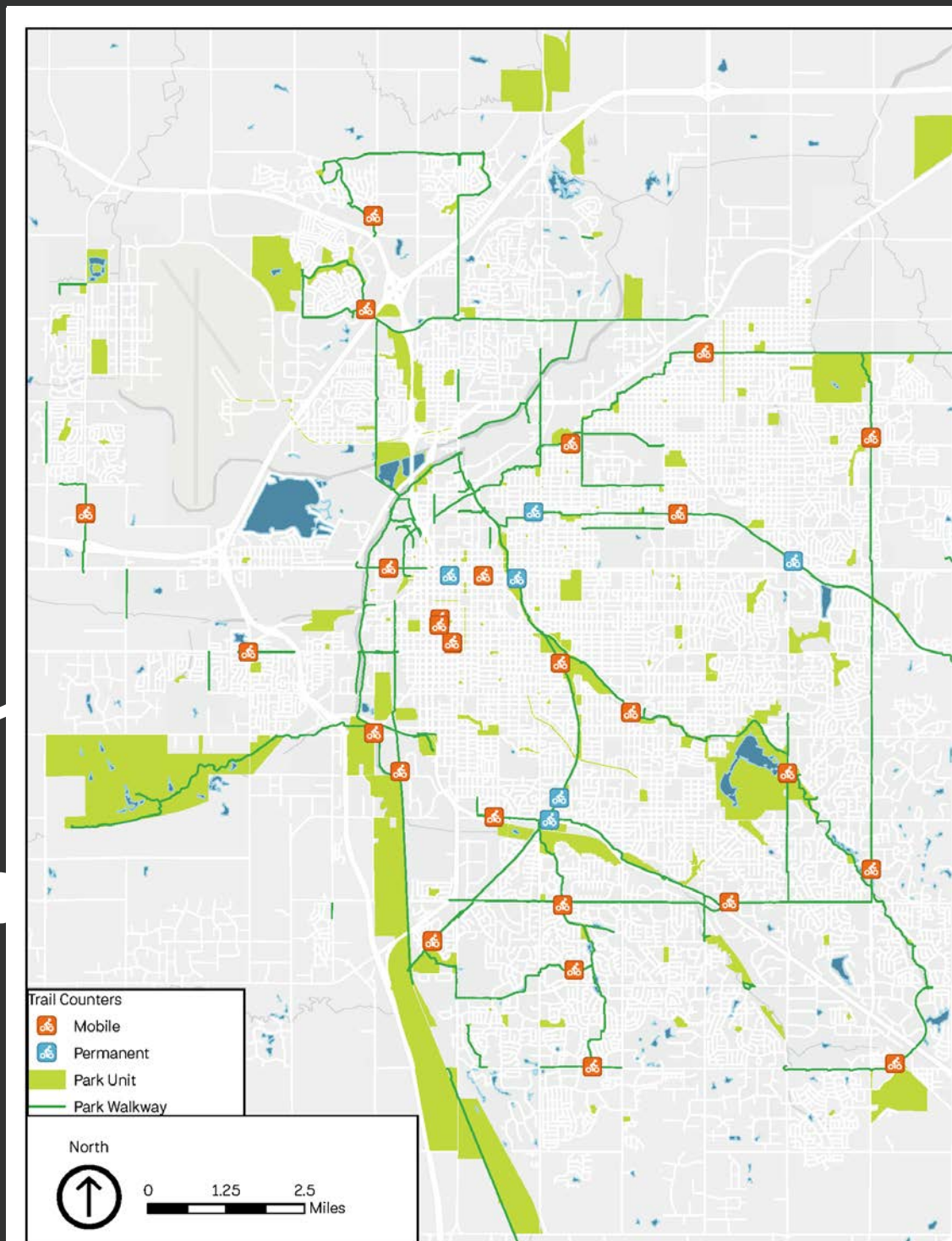
- 📍 2 MILES OF NEW TRAIL CONSTRUCTED
- 📍 1.1 MILES OF TRAIL REHABILITATED
- 📍 2 BRIDGES CONSTRUCTED OR RETROFITTED
- 📍 1 CULVERT CROSSING ADDED

## PLANNING GOALS

Since the adoption of the Lincoln Area trails Plan in 1989, the City has strived for every resident to be within a mile of the trail network. Through a multi-departmental and multi-agency effort, the City works to expand the network into new growth areas and to create important linkages within the City by connecting the growing on-street bicycle network. Currently over 95% of residents are within a mile of a public multi-use trail.

## TRAIL COUNTS

The City maintains a system of 6 permanent counter and 2 mobile trail counters that are placed in 24 different short-term locations as shown in the figure to the right. These counters take counts on 15-minute intervals and distinguish direction and mode of travel (bike or pedestrian). For more information go to [www.lincoln.ne.gov](http://www.lincoln.ne.gov) and search “bicycle and pedestrian counts”.





# OVERVIEW

## IN PROGRESS PLANNING EFFORTS

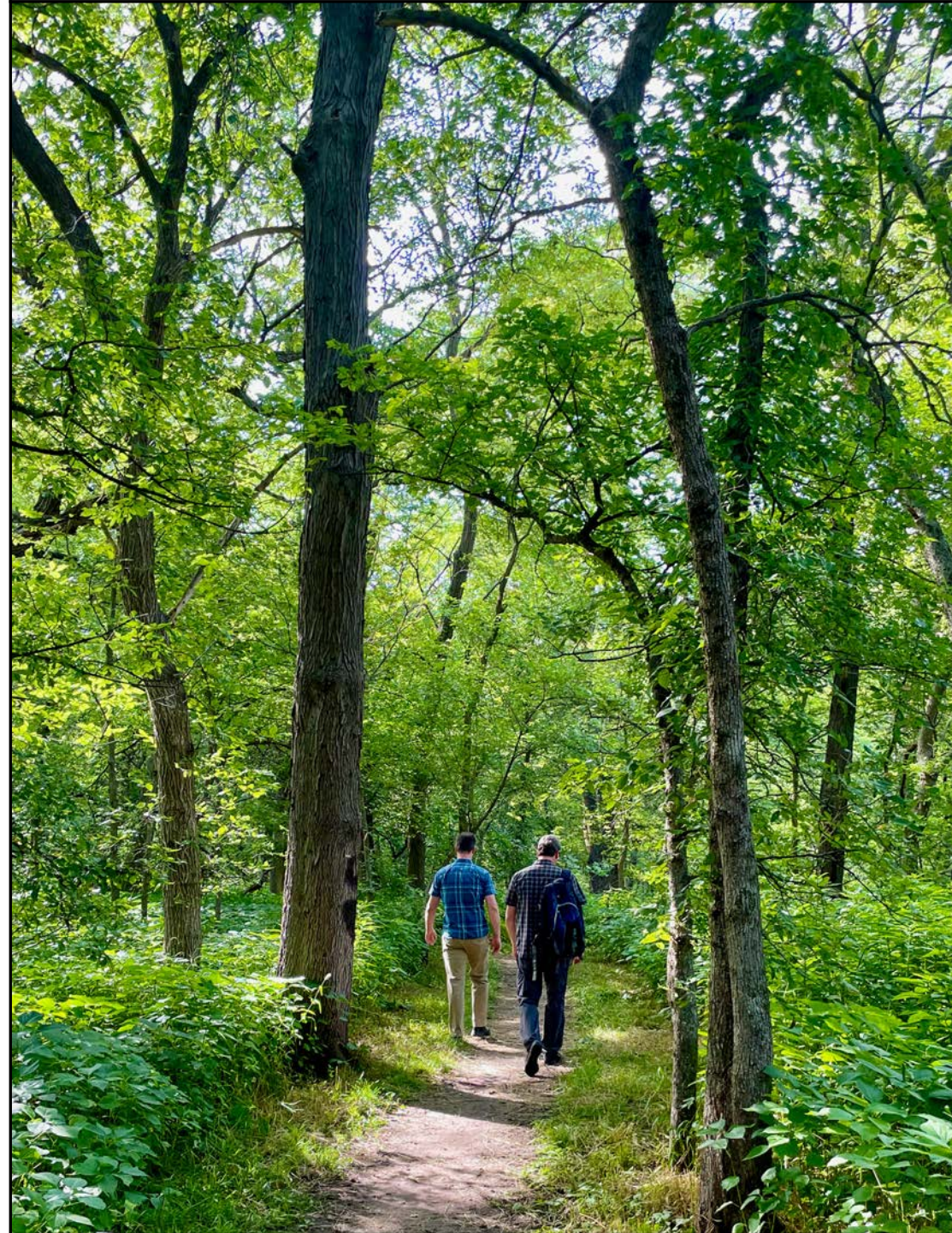
The City's trail system serves both recreational and transportation related functions. One of the ways the City assesses its active transportation network is through long-range plans. Two such efforts are beginning in 2025 as described below.

### LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE

The Long Range Transportation Plan is a transportation planning effort that analyzes and coordinates transportation needs within the City and surrounding areas. The planning process facilitates coordination between departments and agencies in the development and maintenance of a comprehensive transportation network (including trails). With extensive public input efforts, priorities are identified, ranked, and paired with anticipated funding levels.

### MOBILITY PLAN

A separate but coordinated plan termed the Mobility Plan aims to comprehensively evaluate the City's multi-modal transportation network including its trails. Furthering findings from the 2013 Bike-Ped Plan and the 2019 Bike Plan, the Mobility Plan will expand to consider bus, scooters, bike shares and first- and last-mile analyses. Results from the study will be integrated into the LRTP.





### PROJECT DESCRIPTION

The A Street sidepath will run from 5th Street (Jamaica North Trail) to 11th Street and will be constructed in conjunction with A Street roadway improvements. Future phases of this network link include the “B” Street bicycle boulevard from 11th Street to 26th Street and a sidepath link between 26th and 27th Streets.

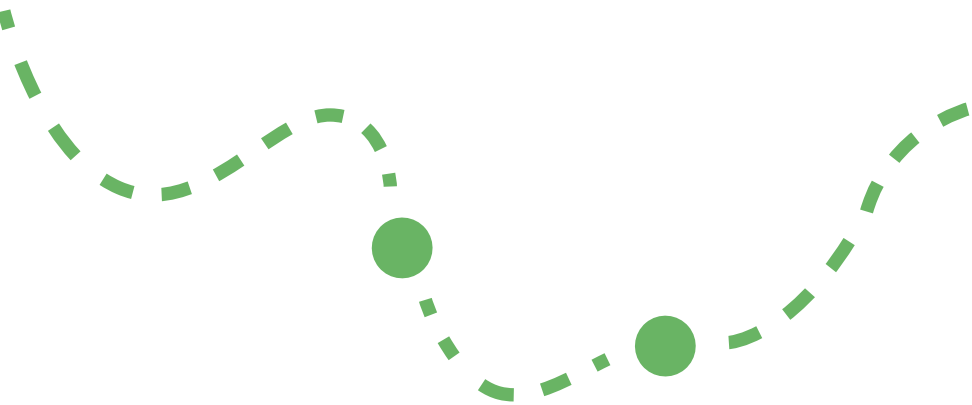
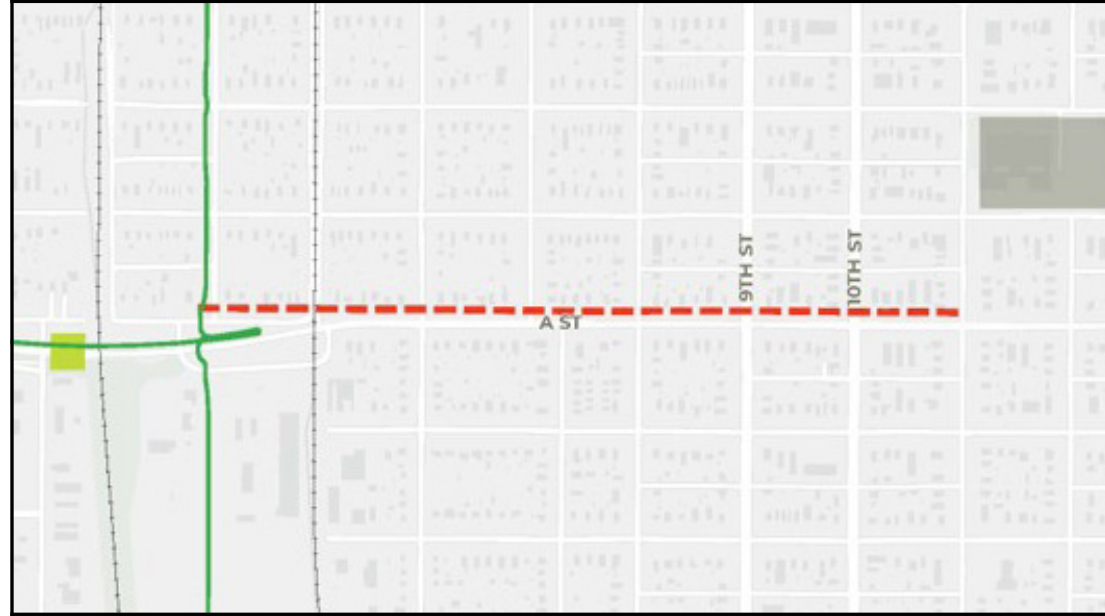
### PROJECT TIMELINE

**Planning + Design :** In Progress

**Construction :** 2027

### PROJECT LEAD AGENCY

Lincoln Transportation and Utilities



### PROJECT DESCRIPTION

This trail expansion will extend the trail network 2.2 miles southeasterly along the Beal Slough channel from S. 56th Street and London Road to 70th Street and Yankee Hill Road. The trail will pass through Beal Slough Greenway and Jonathan Gapp Park and will incorporate two existing under-crossings at 56th Street and Pine Lake Road. The project will also add one new bridge and an under-crossing of the railroad near 70th Street. The trail will create a link between the Yankee Hill Road Trail and the Boosalis Trail. Independent efforts in coordination with the City's Watershed department will aim to improve stream sedimentation at the existing Beal Slough Trail undercrossings. This project is in the final design stage with anticipated construction in late 2025 or 2026.

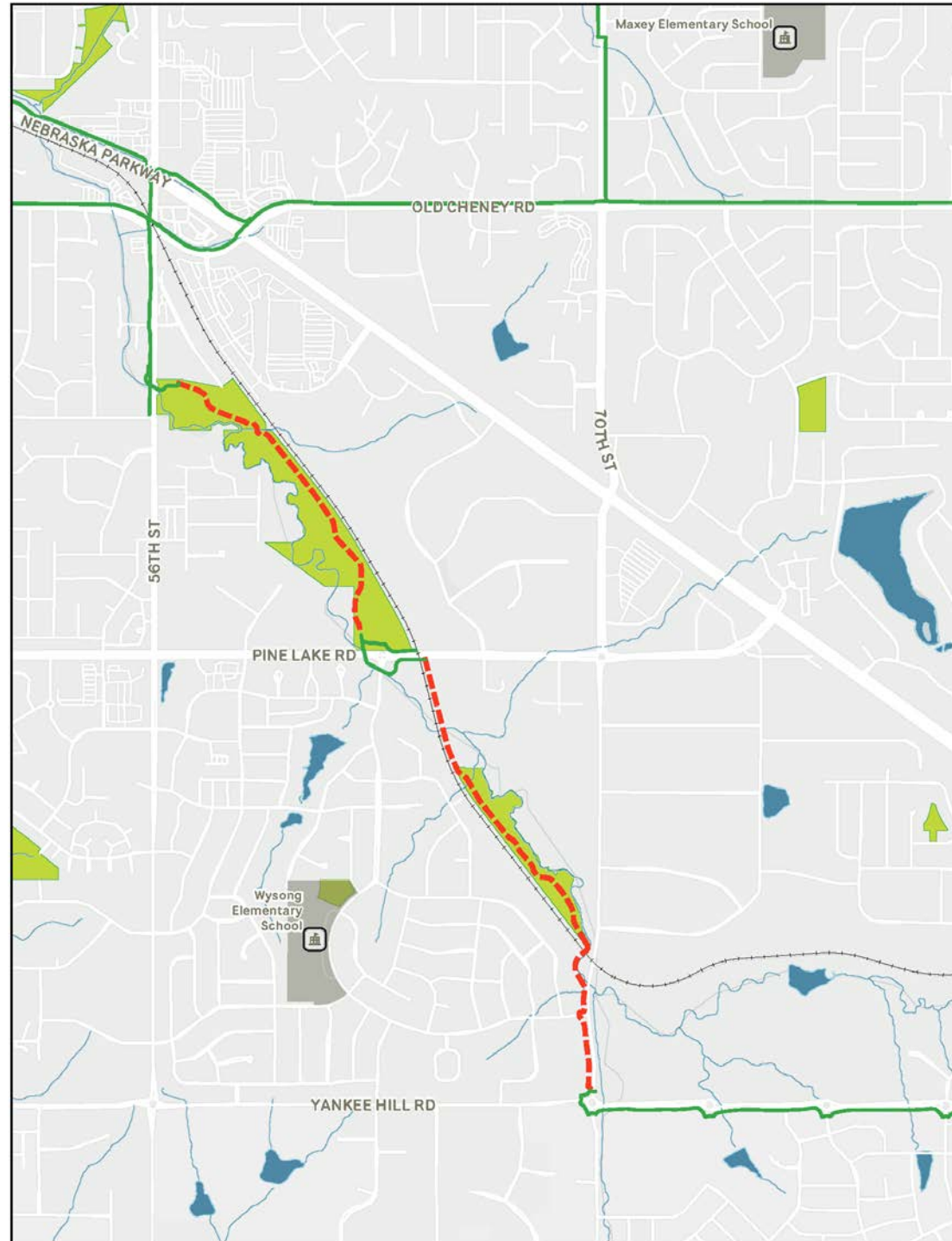
### PROJECT TIMELINE

**Planning + Design :** In Progress

**Construction :** 2025 / 2026

### PROJECT LEAD AGENCY

Lincoln Parks and Recreation





### PROJECT DESCRIPTION

Located within the new South Haymarket Park, this new trail will connect the N Street Cycle Track and Pinnacle Arena Trail to the southern end of the park at about 6th and L Street. The trail will be connected to the Jamaica North Trail at 4th and J Streets with a future project as development in the area continues. The trail will include a trailside rest area in memoriam to Randy Gibson which will include trail maps and signage, a shade shelter, seating, and drinking fountain. Construction will occur in tandem with Park improvements. Trail project funded by GPTN.

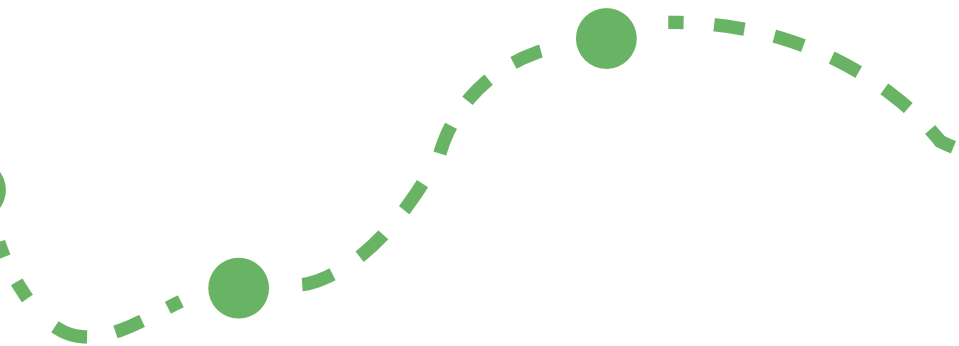
### PROJECT TIMELINE

**Planning + Design :** In Progress

**Construction :** 2025

### PROJECT LEAD AGENCY

Lincoln Parks and Recreation





### PROJECT DESCRIPTION

The Prairie Corridor on Haines Branch is a tallgrass prairie passageway linking Pioneers Park Nature Center to Spring Creek Prairie Audubon Center and including a multi-use trail. This project works with willing landowners and a combination of easements and publicly owned properties. Approximately 7 of the 10 “as the crow flies” miles of trail corridor from Pioneers Park to Spring Creek Prairie have been secured.

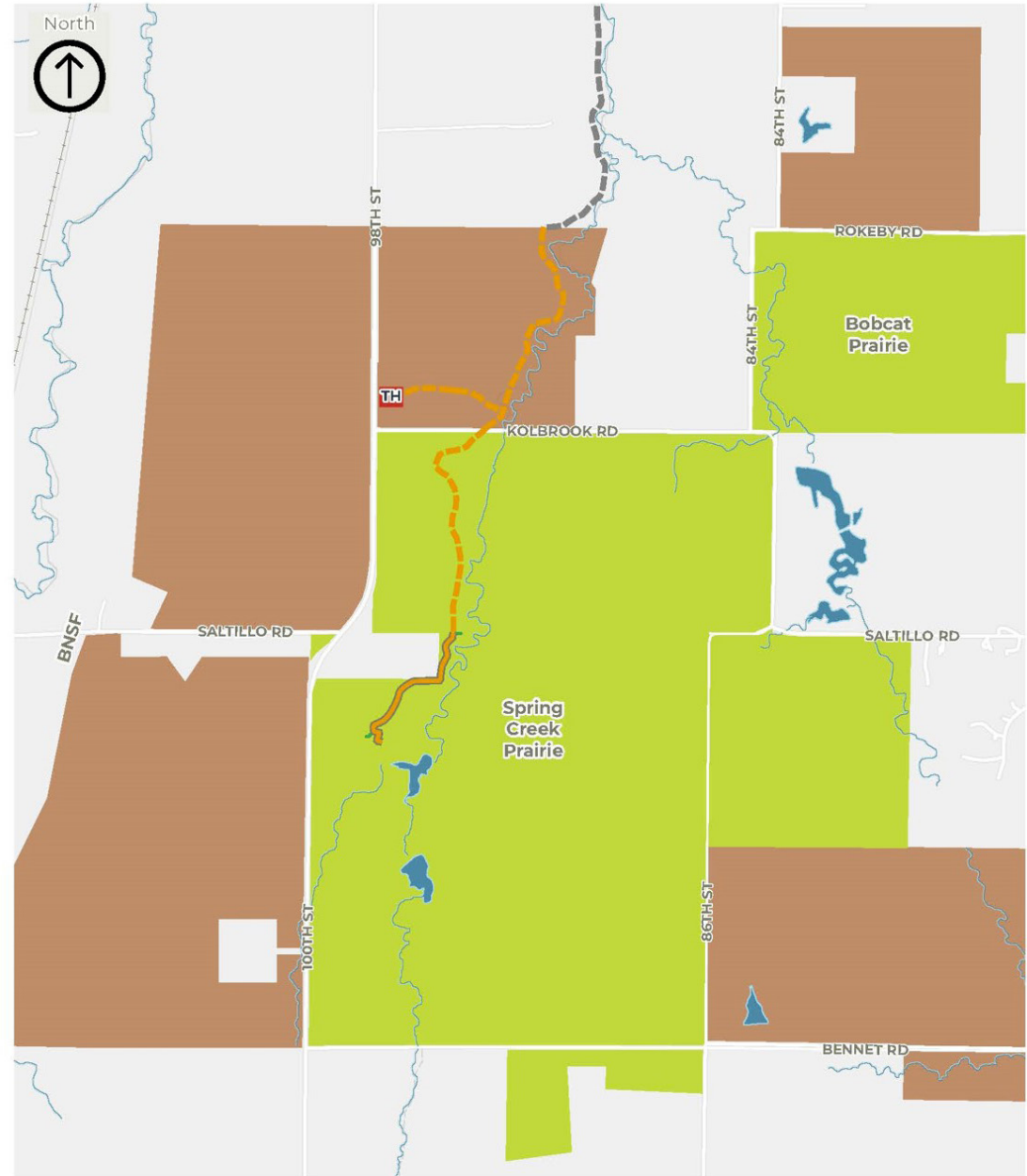
With the 2023 expansion of Spring Creek Prairie 1/2 mile to the north, a conceptual plan for extension of the trail has been developed and funding will be sought for design and construction. Other Prairie Corridor project activity includes continued work with willing landowners to secure trail rights.

### PROJECT TIMELINE

**Planning + Design :** Programming  
**Construction :** TBD

### PROJECT LEAD AGENCY

Lincoln Parks and Recreation



- Project Partner Owned
- Conserved
- Existing PC Trail Segments

- Future PC Trail Segments
  - Proposed PC Trail Extension
- 0 0.25 0.5 Miles



# PLANNING + DESIGN

## Rock Island + Old Cheney Underpass

### PROJECT DESCRIPTION

This project has been selected as one of two trail projects to use the newly created Carbon Reduction Program of the Bipartisan Infrastructure Law. The new project would provide an undercrossing for the Rock Island Trail at Old Cheney Road.

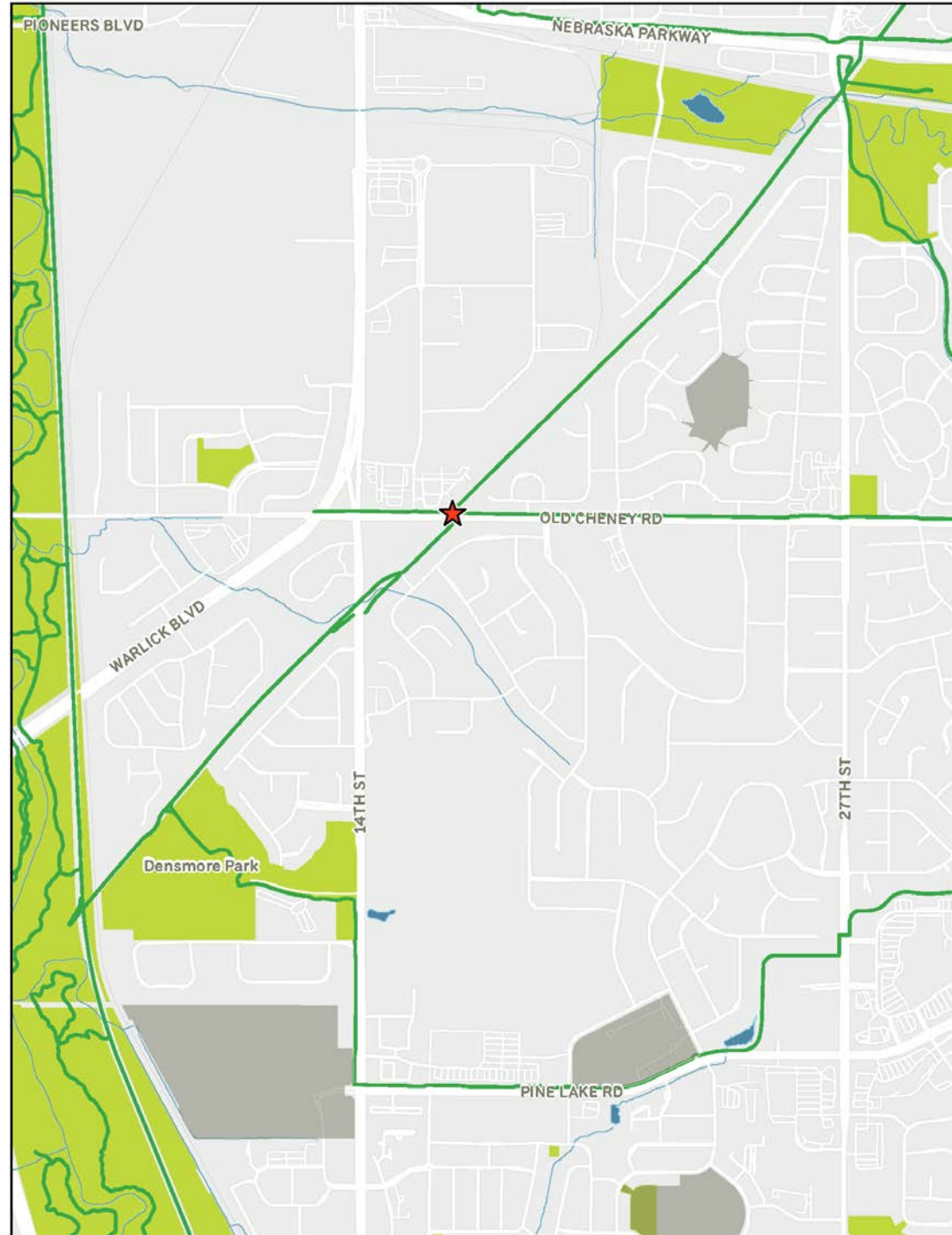
### PROJECT TIMELINE

**Planning + Design :** In Progress

**Construction :** Estimated 2027

### PROJECT LEAD AGENCY

Lincoln Parks and Recreation





### PROJECT DESCRIPTION

This project will involve the removal of the existing 8-foot-wide Rock Island Trail from A Street south to the Boosalis Trail near Nebraska Parkway. This trail will be replaced with a minimum 10-foot wide concrete trail surface. The Rock Island Trail is Lincoln's busiest trail with a high proportion of pedestrian users and one of the few remaining 8-foot trails within the City's main commuter/recreation network. This project will include the replacement of the bridge over Garfield Street. Other segments being considered for future widening include the Billy Wolff Trail from A Street to S. 56th Street and the Boosalis Trail from 48th to 56th Street.

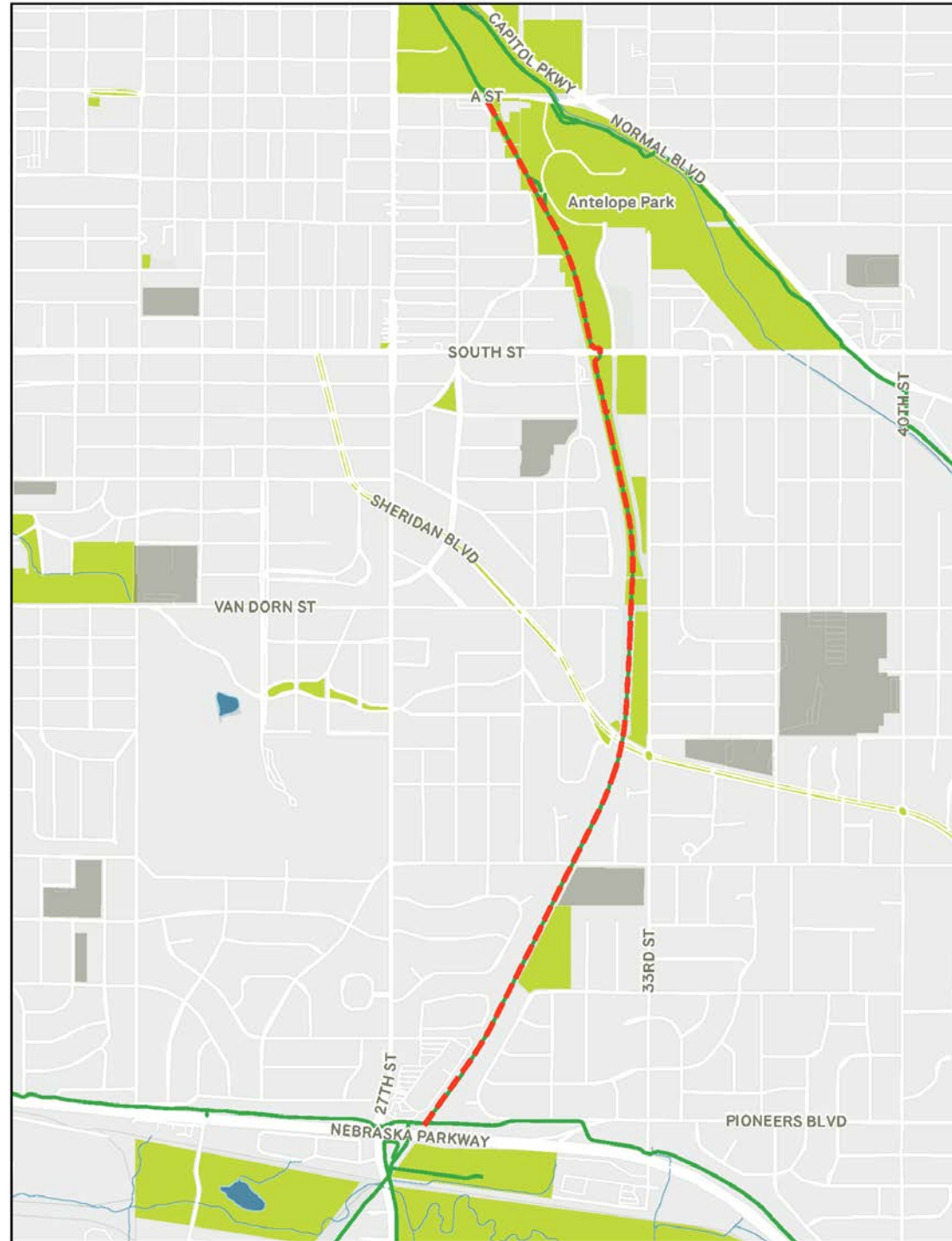
### PROJECT TIMELINE

**Planning + Design :** In Progress

**Construction :** Estimated 2027

### PROJECT LEAD AGENCY

Lincoln Parks and Recreation





### PROJECT DESCRIPTION

Starting with a connection to the 84th Street Trail at College Park Rd., this new 10-foot-wide trail will generally extend NE through Southeast Community College and Waterford Estates until reaching its terminus at 104th Street and Holdrege Street. Some sections of this trail have already been constructed as adjacent properties were developed.

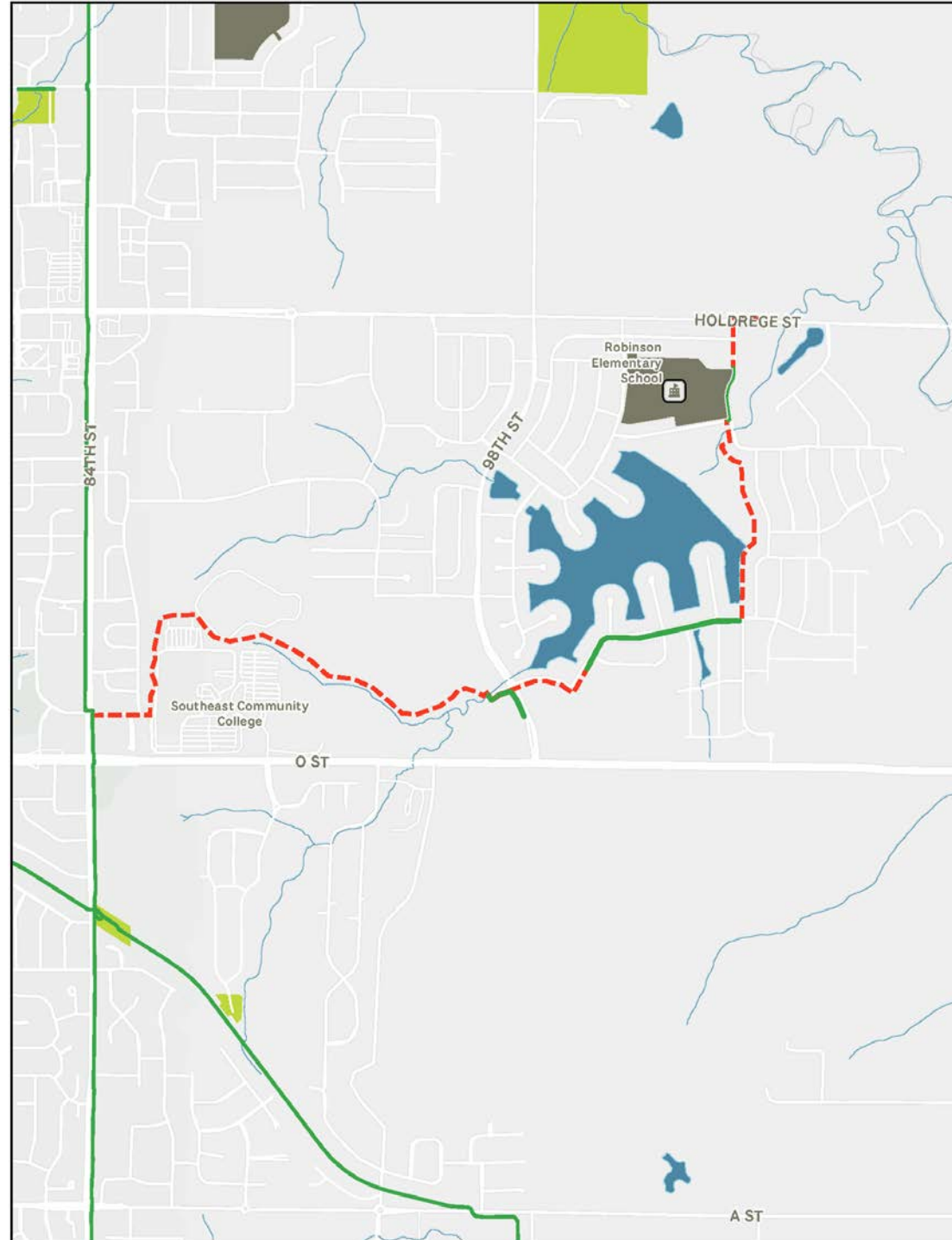
### PROJECT TIMELINE

**Planning + Design :** In Progress

**Construction :** Estimated 2027

### PROJECT LEAD AGENCY

Lincoln Parks and Recreation





### PROJECT DESCRIPTION

Approximately 1.9 miles of sidepath (red) and widened sidewalk (yellow) along the north side of West O Street between NW 48th and NW 22nd Streets. Project is funded through Tax Increment Financing generated from the West O TIFF District.

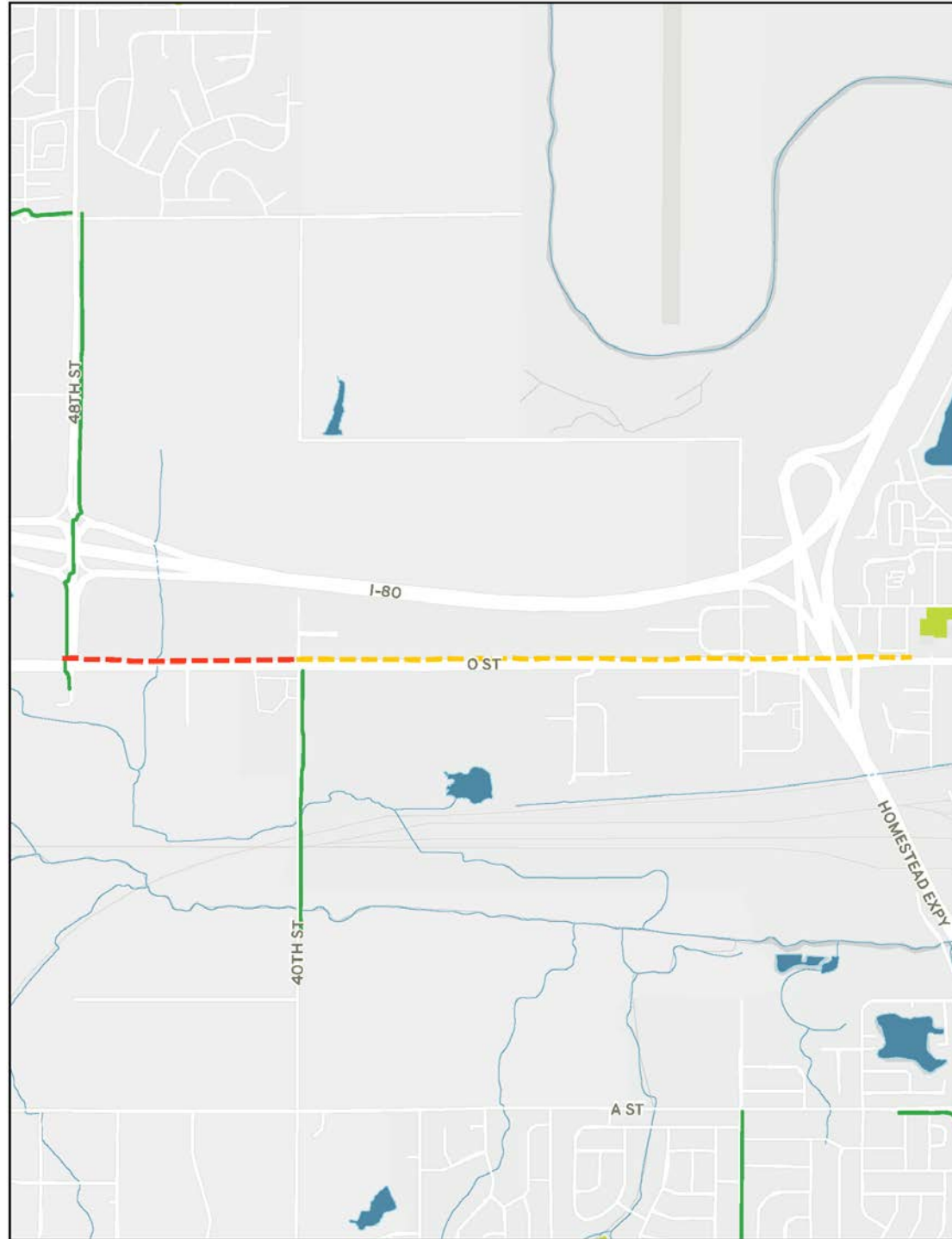
### PROJECT TIMELINE

**Planning + Design :** In Progress

**Construction :** Estimated 2025

### PROJECT LEAD AGENCY

Lincoln Urban Development Department





# CONSTRUCTION

## Fletcher Landmark Trail

### PROJECT DESCRIPTION

New 10 foot wide concrete trail connecting from the existing N. 14th Street Trail along the south side of Fletcher Ave to N. 27th Street near North Star High School. This 1.2 mile trail extension brings an additional 1,920 residential units within 1 mile of the City's commuter/recreational trail network.

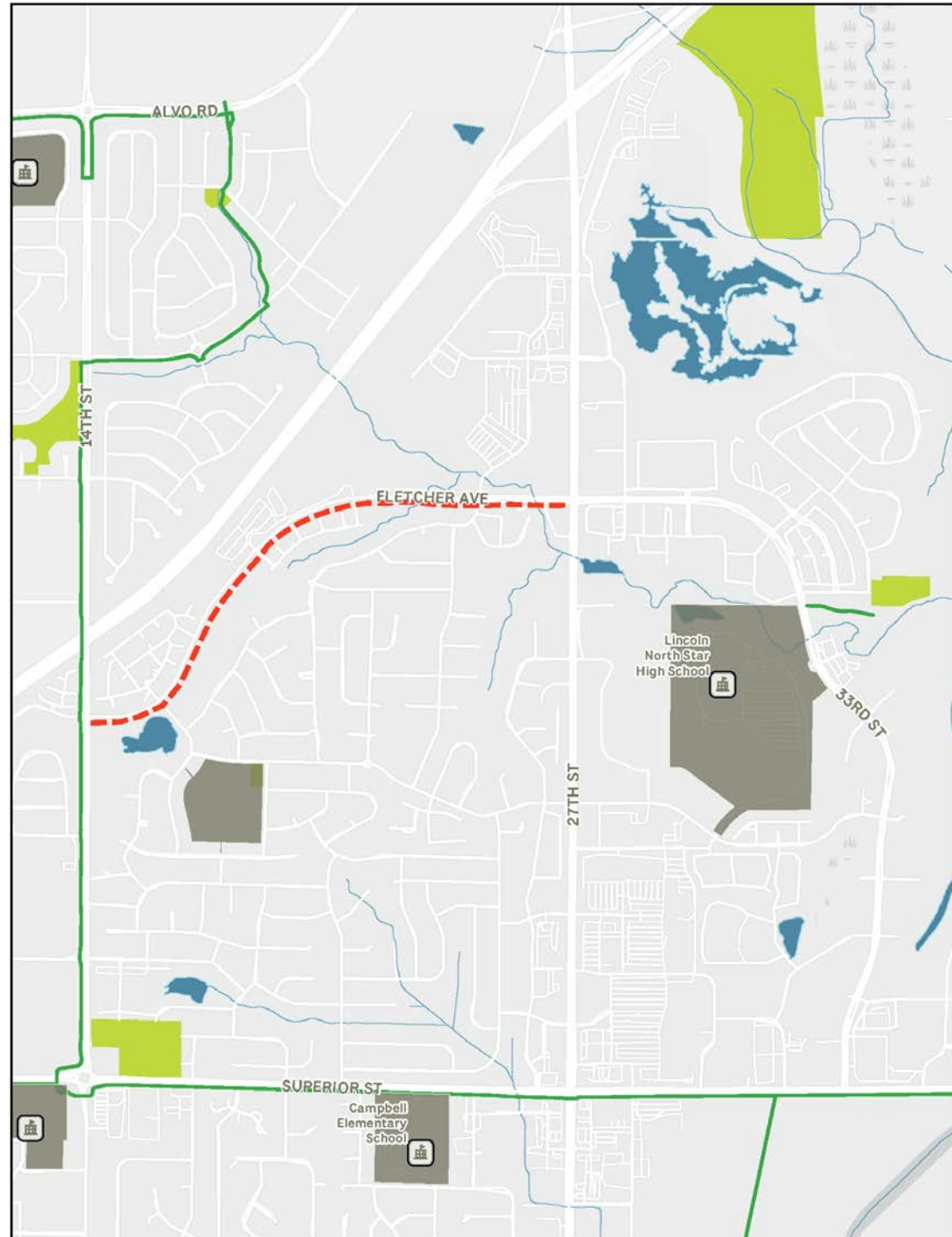
### PROJECT TIMELINE

**Planning + Design :** Complete

**Construction :** Complete

### PROJECT LEAD AGENCY

Lincoln Parks and Recreation





# CONSTRUCTION

## West A Street Sidepath

### PROJECT DESCRIPTION

This project includes construction of an 8-foot-wide concrete trail extending from the western City limits along West A street to SW 23rd Street. The trail will eventually connect to the SW 40th Street viaduct and West O Street sidepath. Currently under construction the trail is expected to be open in 2025.

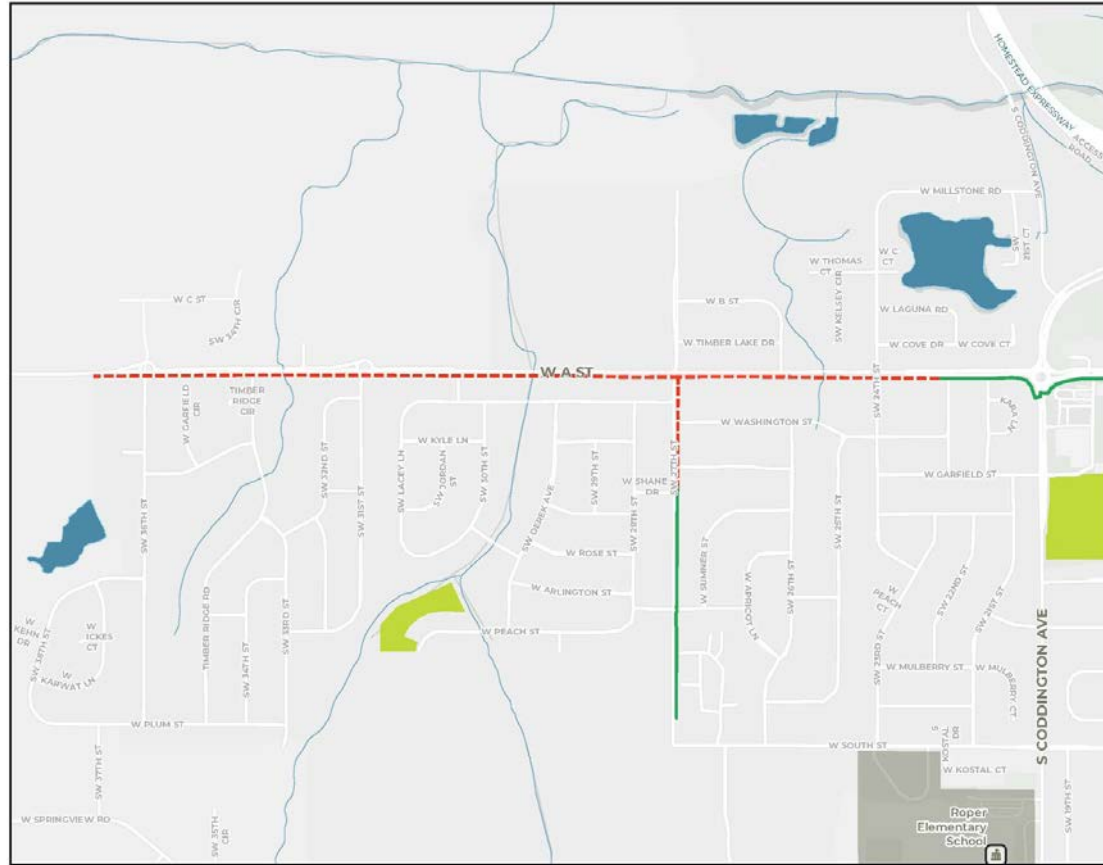
### PROJECT TIMELINE

**Planning + Design** : Complete

**Construction** : Estimated 2025

### PROJECT LEAD AGENCY

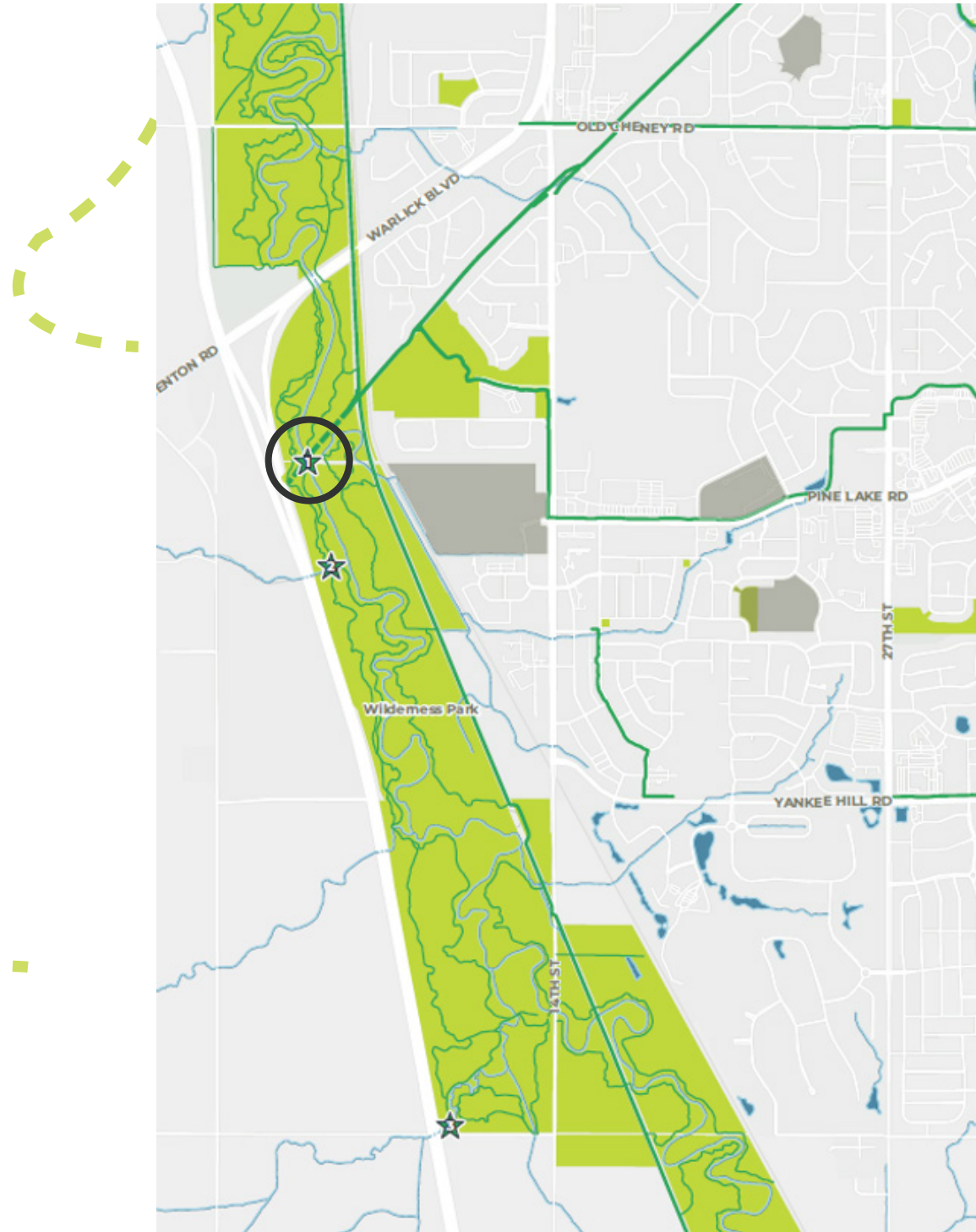
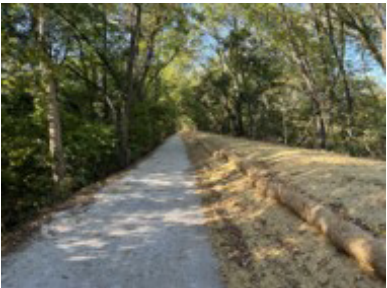
Lincoln Transportation and Utilities



### 1. ROCK ISLAND BRIDGE OVER SALT CREEK

#### PROJECT DESCRIPTION

Renovation of the Rock Island Bridge over Salt Creek for pedestrian use and development of 0.25 miles of connecting trail through Wilderness Park. Project funded in part by Land + Water Conservation Fund, the Lower Platte South NRD and GPTN. Project was completed at the end of 2024 with an opening scheduled in early in 2025.

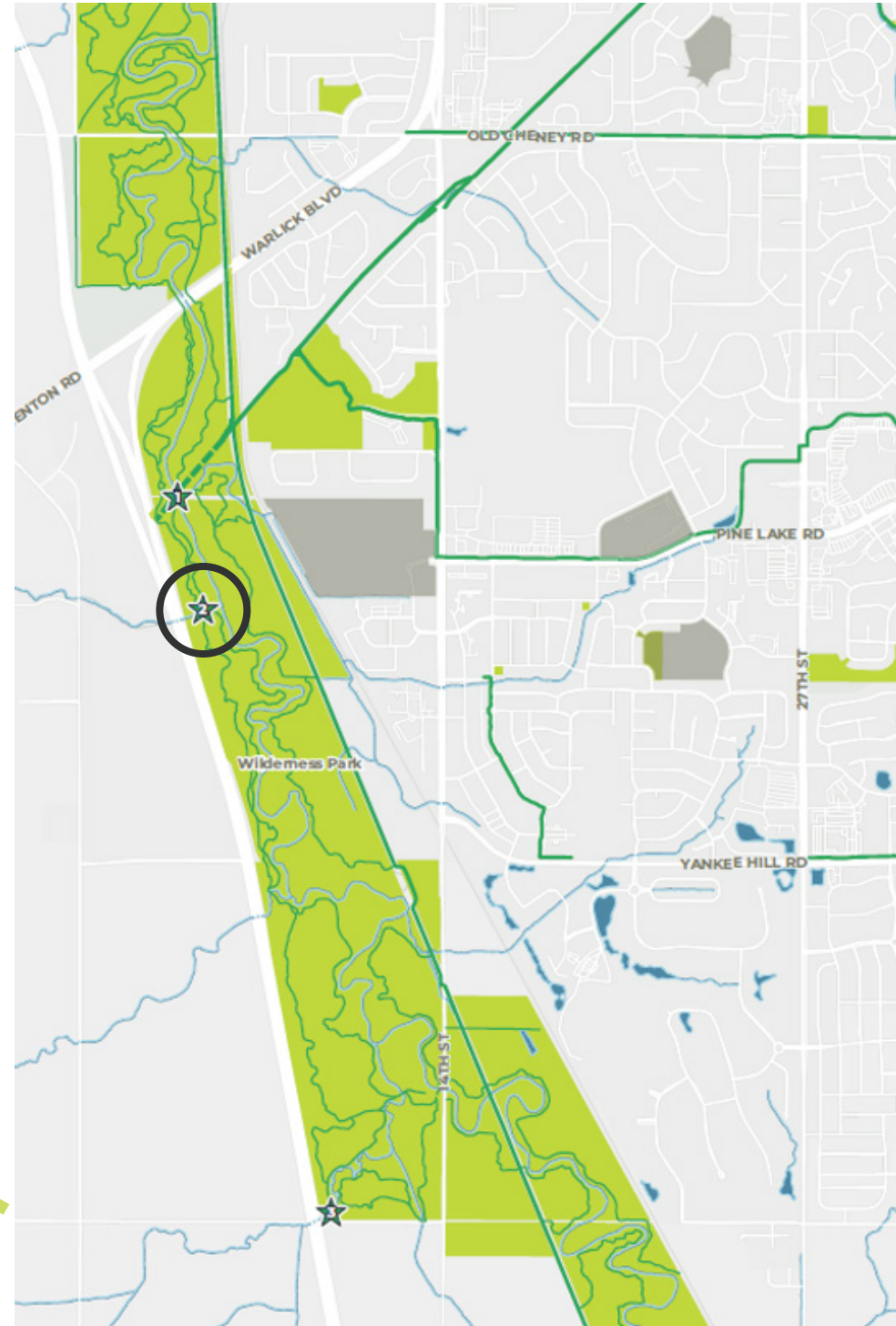




### 2. CARDWELL BRANCH CROSSING

#### PROJECT DESCRIPTION

This project includes replacement of a low-water crossing with twin culverts at the Cardwell Branch trail crossing in Wilderness Park. Crossing designed to accommodate multi-use trails and maintenance vehicles was completed in 2024.



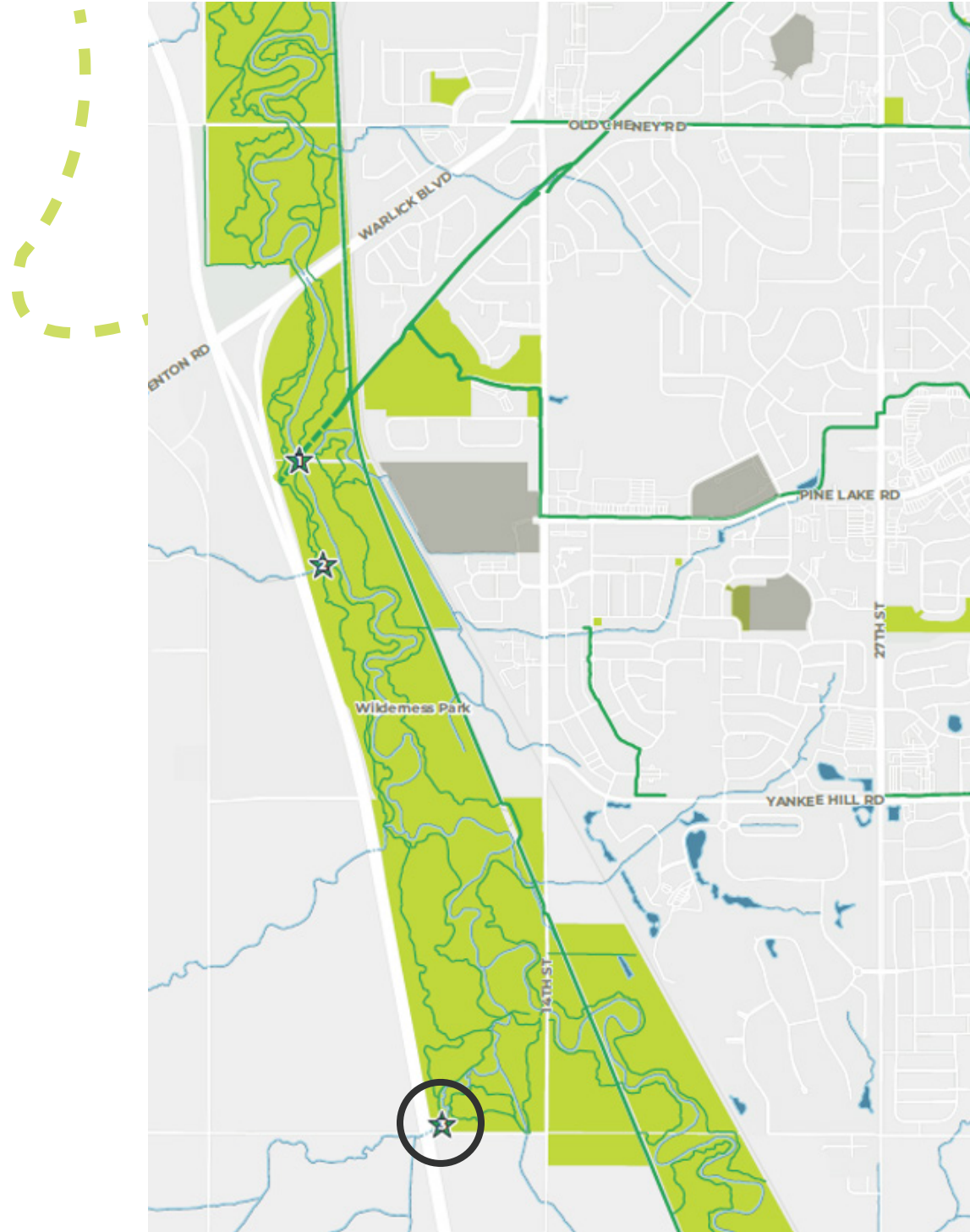
# CONSTRUCTION

## Wilderness Park Trail Projects

### 3. ROKEBY ROAD + HWY 77 BRIDGE

#### PROJECT DESCRIPTION

A steel truss bridge salvaged from a City of Omaha redevelopment project was placed in Wilderness Park near Rokeby Road and Hwy 77. The bridge created a missing connection between existing trails to create a loop from the 14th Street Trailhead. The project was completed in the fall of 2024.





# MAINTENANCE

## Salt Creek Levee Trail Resurfacing

### PROJECT DESCRIPTION

This project will continue the resurfacing of the limestone trail that runs from Calvert Street north to Haymarket Park. In 2023, the Lower Platte South NRD in partnership with Lincoln Parks and Recreation completed the resurfacing from Calvert Street to Van Dorn Street. In 2024 the section from Van Dorn Street to West O Street (red) was completed. The final segment (yellow) is planned for completion in 2025.

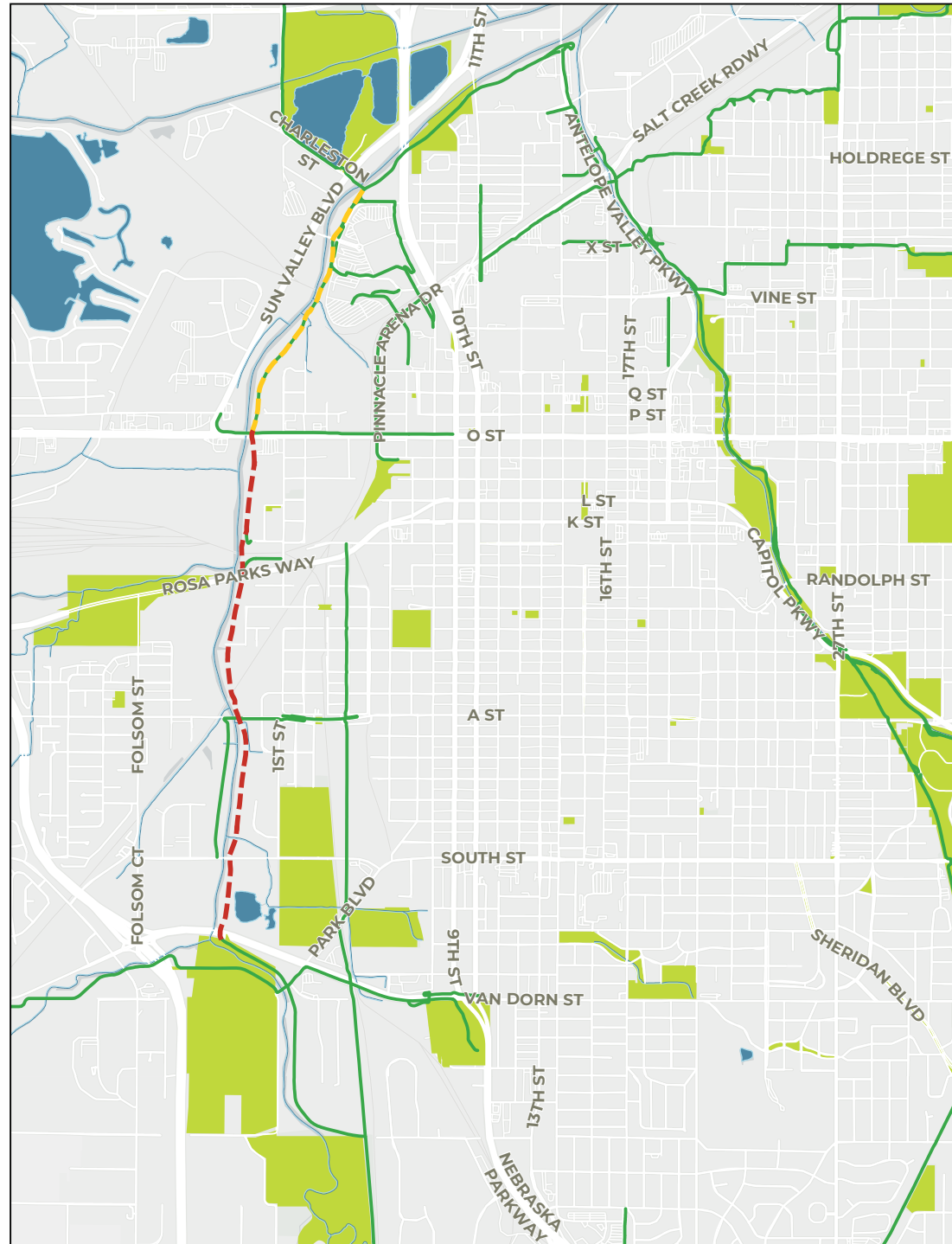
### PROJECT TIMELINE

**Planning + Design :** Complete

**Construction :** Portions Complete, Final Segment 2025

### PROJECT LEAD AGENCY

Lower Platte South NRD



# MAINTENANCE

## Trail Trip Hazard Removal

### PROJECT DESCRIPTION

Concrete cracks, settles, and uplifts – it's the nature of the product, even when properly constructed (especially in the Nebraska climate). Over 7.8 miles of trail were surveyed for trip hazards of .125" or greater. The sections identified in red on the map were the segments that the budget permitted for corrective action. The trip hazard cutting method was used to remove 806 lineal feet of trip hazards, resulting in a safer trail that extended the useful lifespan of the existing concrete with minimal disruptions to trail users.

### PROJECT TIMELINE

**Construction :** Completed in 2024 (Ongoing Effort)

### PROJECT LEAD AGENCY

Lincoln Parks and Recreation

