

Be Seen – Be Safe: *Biking and Running in the Dark*

With the shorter daylight hours upon us, many of us find ourselves out riding, running, and walking in the dark. Unfortunately, this puts us at a greater risk of an accident. Seventy-eight percent of all fatal accidents involving a pedestrian happen under low light conditions, according to the National Highway Traffic Safety Administration, and the problem seems to be getting worse. In 2003, pedestrians made up only 11% of traffic fatalities. In 2015, pedestrians accounted for 15% of traffic deaths.

So here are tips for riding and running in the dark.

Assume No One Can See You

Studies have shown that pedestrians and cyclists routinely overestimate how visible they are on the road. In one study, researchers had cyclists ride on a stationary bike. As a car approached, the cyclists were asked to identify when they thought the car could see them. This scenario was tested in dark clothing, reflective clothing, with flashing lights, and with florescent clothing. For every scenario, the cyclists routinely thought the driver could see them well before the driver actually could.

So why can't drivers see us? Pedestrians and cyclists are hard to detect because people are much poorer at seeing objects off the direct line-of-sight. The eye has lower peripheral acuity, and visual attention is usually concentrated where the viewer fixates — directly ahead. Furthermore, car headlights are specifically designed to light up the road in front of you, not your periphery.

Pick a Smarter, Not Shorter, Route

Accept that the quickest route may not be the safest. If possible, opt for a road or trail with overhead lighting. One study found that streetlights could double the amount of distance from which a driver was able to identify a pedestrian or cyclist.

Select Reflective Clothing

Pedestrians wearing dark colors at night are first seen by motorists at about 55 feet away – but a driver going only 20 mph needs at least 64 feet to stop. A pedestrian wearing white is first seen at around 180 feet. But a pedestrian wearing something retro-reflective is first seen from 500 feet away, allowing a motorist going even 60 mph more than enough time to stop. Retro-reflective materials, which direct light back at the motorist, give pedestrians the highest visibility at night. They can be found at most sporting goods stores. *Continued on pg 3*

Finishing the Murdock Trail: *Jayne Snyder's Wish*

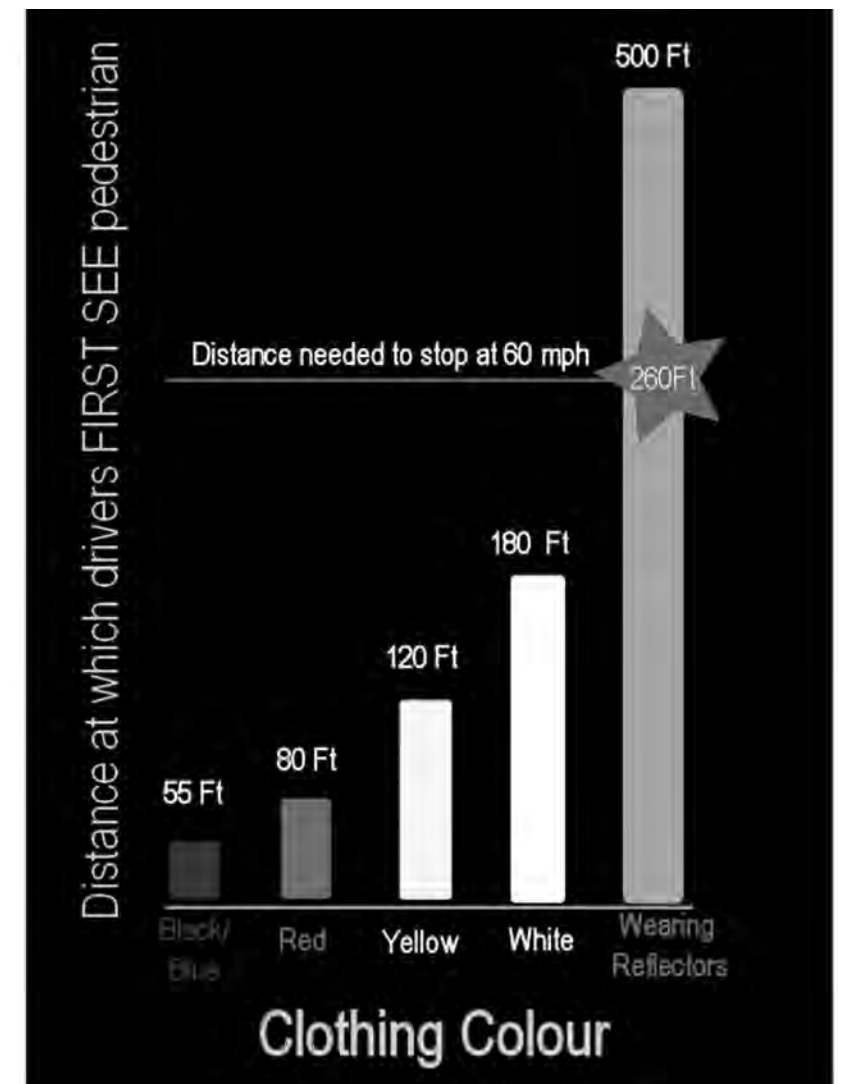
The City of Lincoln is going to pave the Murdock Trail from 56th to 70th Street. A gravel trail for runners will also be constructed along side the paved trail. GPTN is raising up to \$430,000 to support this much needed improvement. Please consider donating to this exciting project.



Make contributions payable to: Nebraska Trails Foundation

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Great Plains Trails Network

since 1988

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

2017

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A Note from the President



In the last addition of our newsletter I invited all of you to join us at Roca Berry Farm to view the Eclipse. We had over 300 people turn out and the event helped raise money for the Murdock Trail project. Thank you to our committee members Elaine Hammer, Greg Rosenboom, Jim Krieger (Great Plains Bicycling Club), Shelby Robinson, Charlene Dunbar, Marynelle Greene, Ann Ringlein, Roger Hirsch, and Dale Arp. A lot of work and planning went into this event and it was a big success.

I would like to thank all of you that give to GPTN through the Community Services Fund. Your donations help us build the trails in Lincoln and Lancaster Co. Many of you make this contribution through your workplace giving campaigns. Now is the time that these donations are being requested. We hope that you will again consider checking the box for GPTN.

I also need to give a shout out to our volunteers for M2M. This is a big event and takes a dedicated group to make it successful. Thank you to our Shindig (after race recovery tent) supervisors Kent Henning and Greg Rosenboom. Also thank you to Dale Arp for volunteering as an exchange point coordinator and the many other things you do to help to make M2M successful. We had 40 volunteers helping out this year and they all did a great job and helped raise money for our Murdock Trail project.

A quick membership drive update – we dropped a bit to 867 members. We have a goal to reach 1,000 members by our annual meeting in February 2018. Please if you have friends, family members, or co-workers that use the trails, ask them to join GPTN.

Also, if you are reading this newsletter you are one of our important GPTN members and we want you to continue your membership. So far, we've added 88 new members in 2017, but due to attrition our numbers haven't increased. So please if your membership is due either send in your dues or if it is easier visit gptn.org and press the join today button to pay online. We appreciate your membership and if you would like to share any suggestions to make it better click on contact us at gptn.org. We'd love to hear from you.

GPTN NEW AND RENEWING MEMBERS

August—October 2017

Welcome to new members: Greg Chubbuck, Rachel Greene, Lisa & Mick Hale, Deb Horacek, Jim & Cindy Luedtke, Tanner Russell, Karen Sage, Curt Sparks, Tyler & Bev Sprouse, Jamie Tallman, Lana Tolbert.

Thank you to renewing members: Martin Adkins & Pam Manske, James Baldus, Byron Barner, Anne Beurivage, Monica Beck Pam & Mike Bjerrum, Ray Bloomquist, Jacob & Crystal Bock Thiessen, Phil & Barb Bohaty, Gene & Jane Boilesen, Larry Bond, Judy & Perley Boucher, Dick Boyd, Gale & Becky Breed, Jack & Lynette Broderick, Ann Willet & Mark Butler, Larry & Ruth Cada, Jim & Lix Carney, Ron & Karen Case, Peggy & Eli Chesen, Donna Chmelka, Max D. Clegg, Dick Cumming, Jason & Margaret Davis, Erin Dempsey, Dan Derner, Alice M. Dittman, Opal Doerr, Kathryn Dolan, Garry & Kathy Duncan, Earl Dyer, Al & Vicki Eastman, Pam Edwards, Judy Eicher, Marty & John Eischeid, Mick & Jeri Eschanbrenner, Jeff Fassett, Deb & Dean Fisher, Howard Feldman, Jeanen France, Barb & Ted Fraser, Lynne Fritz, James & Sandra Gallentine, Mildred M. Gardner, Judy Garlock & Tex Richters, Ray Gebhard, Bill Genuchi, Patrick Gilles, Mike & Marie Gloor, Bill & Marsha Ghoror, Mark & Nanette Gokie, Jocelyn & Brian Bolden, Dave & Beth Gosselin, Robin & Janet Goracke, Marynelle Greene & Ned Sharp, Scott Grossenbacher, Tom & Sue Guild, Pat Hackley, Nancy Harr, Beth & Brad Hartman, Klaus Hartmann, Priscilla Handy, Lynn & Sara Hartzell, Edwin Harvey & Carol Rogers, Jim & Laurie Haszard, Jim Hawkins, Chris & Julie Heinrich, Steve Hensel, Steve Henrichsen, Jacqui Herman,

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Thank you from the 2017 GPTN Board of Directors. Your memberships are crucial to GPTN's efforts.



Back row (L-R) Dena Noe, Gary Bentrup, Shelby Robinson, Bill Wehrbein, Jeff Kimble, Jordan Messerer, J.P. Jamison, Kris Sonderup, Kevin Fitzgerald, Corey Godfrey. Front row (L-R) Greg Rosenboom, Charlene Dunbar, Steve Dunbar, Marynelle Greene, Mary Torell, Bob Torell, Elaine Hammer, Ron Case, Chris Heinrich, Roger Hirsch

Not Pictured: Matt Baumeister, Karen Griffin, Ann Ringlein, Damon Hershey, Jamie Warren, Ray Stevens, Jr., Kent Henning, Dale Arp, Jesse Peterson, David Scoby

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, 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).

2017 LTC Calendar

- 3/25 State Farm (10M/5K/1M)
- 4/8 Tabitha (10K/2M)
- 5/6 Mayor's Run (1M)
- 5/7 Marathon/Half-Marathon
- 6/3 Havelock (10K/3K)
- 7/9 Lincoln Mile
- 7/16 Uplifting Athletes Run (5K/1M)
- 8/5 GSK (5K/1M)
- 9/10 Buffalo (5M)
- 10/22 Capital City (15K/5K/1M)
- 12/3 Holiday Run (5K/1M)

To join the Lincoln Track Club: www.lincolnrn.org

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Biking and Running in the Dark continued from pg 1

Let There Be (Lots of) Lights

According to Lincoln's ordinances, every bicycle operated on the streets and trails between one-half hour after sunset and one-half hour before sunrise should be equipped with a front white light and rear red light that is visible from a distance of at least 500 feet. The lights can be attached to the bicycle or worn by the cyclist.

Using a headlight which flashes is better at catching drivers' eyes and is best used when the light is not needed to see in front of you, such as during dawn, dusk or inclement weather, but added visibility is needed. Using a headlight which steadily shines light is not as eye catching but makes it easier for drivers to judge your speed and distance. When riding on dark streets or trails, using the headlight in solid beam mode is important to be able to see what is in front of you. Generally, a headlight should shine about 35-50 feet in front of you when traveling at 15 miles per hour.

If you want the safest possible option, consider using both a solid beam and a strobe light for maximum visibility. Also, make sure your lights and reflective gear provide 360-degree visibility as side traffic can be a real threat. Pedestrians should also consider wearing or using lights in addition to reflective clothing.

Illuminate Yourself to Look Human

Wear your lights in a way that tells drivers you're a person, not a road sign. You can also wear a helmet-mounted rear light,

which will move with your body, unlike a light mounted to your frame. Even better, get lights or reflective tape that moves with your arms and legs, which allows drivers to identify pedestrians much more quickly. In one study, drivers identified pedestrians wearing reflective material on their limbs 100 percent of the time. Furthermore, it could increase the distance from which the driver identified the pedestrian by more than 50 times.

No Music

You should avoid as many distractions as possible while riding or running in the dark. Music can disturb your sense of balance and control in the dark, as your vision is already limited.

With appropriate gear and a proactive strategy, you can safely enjoy the trails when daylight is scarce.

CAN YOU CATCH THIS GUY?

Wouldn't it be fun to try?

- Homestead Trail
- Oak Creek Trail
- MoPac East Trail



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The Nebraska History Museum, the Nebraska State Historical Society, and the GPTN sponsored a bike tour with city Historic Preservation Planner Ed Zimmer on September 24th. About 30 participants explored the Capitol City's finest 19th Century mansions and cottages through one of Lincoln's historic neighborhoods.

Mr. Zimmer discussed architectural features used during that time period and related stories about the people who called them home. The tour ended at the John M. Thayer House (pictured). Upon being elected Governor of Nebraska in 1887, Mr. Thayer commissioned the home to be built at 1901 Prospect Street.



2018 GPTN ANNUAL MEETING

Please mark your calendars for the 29th Annual Meeting of the Great Plains Trails Network. The meeting is scheduled for Saturday, February 24, 2018 at 1:00 p.m. at Cornhusker Bank Center in their Community Room at 8310 O Street (84th & O) in Lincoln. Please note that the meeting is on **Saturday** and not the usual Sunday, and at a new location! The public is invited.

Sara Hartzell, Park Planner for Lincoln Parks and Recreation, is one of our speakers. She will give an overview of the Lincoln Trails System, and will showcase the progress that has been made on the trails in 2017.

Following the presentation, the GPTN's annual awards program and election of the 2018 Board of Directors will take place. Refreshments will be provided.



TRAIL TREK 2018!

Planning is already underway for next year's Trail Trek event. Lincoln's biggest biking event will be held on June 24, 2018.

Proceeds from the GPTN-organized event will again be earmarked for paving the Murdock Trail from 56th to 70th St. in northeast Lincoln. Currently a packed limestone trail, the Murdock Trail has suffered from weather events and heavy use. GPTN has been actively raising funds for the Murdock Trail in a variety of activities the past few years. Initiated in 2003, Trail Trek is an annual major fundraising activity for developing Lincoln's network of quality trails.

The event has attracted nearly 1,000 participants and volunteers in recent years, including some from other states.

Next year's event will see the introduction of a corporate challenge competition. Event planners will select a new set of trails around the city, and into rural areas, to provide bike riders with options in ride length and environments.

The use of volunteers is a key to the event's success as a community-wide family activity and fundraising event. Nearly 100 volunteers made the 2017 event a success.

The event starts and ends in the ballpark's parking lot, and will feature entertainment at the ballpark and along the trails. Mark your calendar for Trail Trek on June 24, 2018, and remember, we trek rain or shine!



Over 300 people turned out for Total Eclipse Event at Roca Berry Farm on August 21. Riders came as far away as Wisconsin and Minnesota.

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BICYCLING LINCOLN™

BicycLincoln 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/>

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HOURS:
Monday - Friday 10 AM - 6 PM
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Sunday: 12 PM - 5 PM



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.



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/>

NEW BRIDGE PLANNED FOR WILDERNESS PARK

Adapted from a Lincoln Journal Star article by Peter Salter

The pedestrian bridge over Salt Creek collapsed in a matter of moments, buckling under the jumping of 20 children trying to make it sway in July 2010. Rebuilding it has taken nearly a decade. But within two years, a new 120-foot bridge could be in place, reconnecting the southernmost stretch of Wilderness Park and serving as a key link between the nearby Jamaica North Trail and a pair of paths planned far in the city's future. Recently, the Lincoln City Council approved a resolution supporting the project, a requirement for the \$250,000 in federal funding the Parks and Recreation Department is seeking. The Lancaster County Board also voted earlier to support the bridge project.

The bridge, just north of Saltillo Road, would cost about \$430,000. The city would contribute about \$130,000 — a mix of general fund money and the settlement it received from bridge designer Olsson Associates after the 2010 collapse. Private donations include \$32,500 from the Run for the Bridges fundraisers and \$17,500 from the Great Plains Trail Network.

The city should learn in January whether it will receive the \$250,000 in federal funding from the Recreational Trails Program. If it does, it will hire an engineer and get permits from the U.S. Corps of Engineers, because the work will be done in a flood plain and the stream channel. It could start work at the end of next year. "By the 2019 season, hopefully it will be in," said Sara Hartzell, a planner with the Parks and Recreation Department. "The only thing that could slow us down is the permitting process."

John O'Neill was selected as the member of the quarter at MembersOwn Credit Union in Lincoln, NE. John generously selected the Great Plains Network to be the recipient of the \$500 donation made in his name from MembersOwn CU.

To receive this donation John needed to get 100 people to like the MembersOwn CU Facebook page. With the help of friends on Facebook John made his goal and the donation check was presented to Matt Baumeister, Great Plains Trails Network Board Member by Dave Sander of MembersOwn CU on the Rock Island Trail.

Pictured L-R: Dave Sanders, MembersOwn Credit Union; John O'Neill, GPTN Member; Matt Baumeister, GPTN Board Member



TRAIL UPDATES

Helen Boosalis Trail

The westernmost section of the Helen Boosalis Trail along Nebraska 2 — from Brower Road, then north past of the state Department of Transportation building to Burnham Street has been replaced concrete. The project is wrapping up with final grading and seeding.

Billy Wolff Trail

A heavily used and cracked section of the Billy Wolff Trail along the north side of Holmes Lake Park is scheduled to be replaced this fall. The stretch from the top of the Holmes Lake dam east to South 70th Street, roughly following Normal Boulevard, will be replaced with a wider trail.

Salt Creek Levee Trail


One of the city's newest extensions — the year-old stretch of Salt Creek Levee Trail that curves around the top of the North Bottoms — is being rerouted while the city replaces the North 10th Street bridge over the creek. The project started this summer and will take 14 months.


On a positive note, the next extension of the Salt Creek Levee Trail is in the construction phase. Work began in September on a trail segment that will begin near UNL's Hibner Stadium soccer and tennis complex, and continue to the Cornhusker Highway bridge at about 24th Street. Work should be completed this fall.


NUMBER ONE AGAIN!

We did it again! For the third time in the past five years, Lincoln has won the National Bike Challenge, sponsored by the League of American Bicyclists. The Challenge is an event in which tens of thousands of cyclists compete to ride the most miles from May 1 - Sept. 30 every year. Out of this year's 3,664 participating cities, Lincoln ranked 1st and Omaha ranked 5th. This year, 899 Lincoln riders logged 704,502 miles, defeating riders in friendly rival Madison, Wisconsin, who completed 359,253 miles. Lincoln had previously won the Challenge in 2016 and 2013.

"With this third National Bike Challenge victory, Lincoln cyclists cement themselves as a perennial championship contender for years to come," said Mayor Chris Beutler. "Whether you enjoy Bike to Work Week, Trail Trek or a local group ride, our 132 miles of trails make it easy to be a pedaling powerhouse." Other groups that placed within the National Bike Challenge include:

 UNL placed 2nd among universities.

 Joyride Bicycle & Cycle Works, placed within the top 4 bike shops.

 The state of Nebraska placed 3rd nationally.

 Great Plains Bicycling Club placed within the top 10 teams.

AND NEBRASKA'S RACE TO THE BOTTOM

While the State of Nebraska did well in the National Bike Challenge, the League of American Bicyclists has rated Nebraska at the bottom of friendly states for cyclists. Nebraska's ranking has plummeted from an unimpressive ranking of 33rd in 2008 to a downright embarrassing 50th place this year. "Can't get much lower than 50th," said Nebraska Bicycling Alliance Executive Director Julie Harris. While some riders may not think of the state as all that unfriendly, Harris says it's a credible assessment.

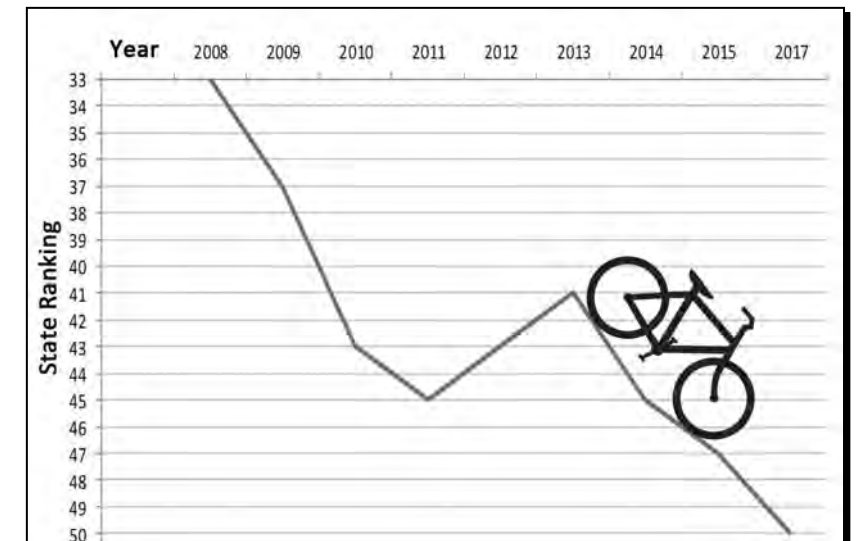
The states were rated on infrastructure and funding, education and encouragement, legislation and enforcement, policies and programs, and evaluation and planning. Bicycle friendly actions include a complete streets policy, a safe passing law, a statewide bike plan, spending of 2 percent or more of federal transportation money on biking and walking, and a bicycle safety emphasis.

Harris is disappointed in the state's ranking, but not surprised. And she is satisfied progress has been made in the past 12 months. Advocates are working with the Nebraska Department of Transportation on getting a more bicycle friendly rumble strip policy for roads. And they are collaborating on South Beltway access, and on a side bike path to the Platte River bridge between Bellevue and Plattsmouth.

But as a state, Nebraska finished last or near-last in categories of infrastructure and funding, policies and programs, and evaluation and planning. Creating a statewide bike plan or a statewide complete streets law would be a good first step to improvement. A bicycle plan would provide guidance and vision to improve conditions and opportunities for bicycling.

Advocates have made some progress in legislation. The 3-foot passing law, in which motorists must maintain a safe distance of no less than 3 feet when passing a bicycle, and protections for people on bikes in crosswalks were big wins, Harris said.

More information on the ranking can be found at: <http://bikeleague.org/content/ranking>



Trails network's efforts still going strong after nearly 30 years

Adapted from a Lincoln Journal Star by Jodi Fuson

Lush undergrowth and young trees bursting with new growth greeted Jamaica North Trail bikers, walkers and joggers on a recent spring evening. It is just one of many trails in and around Lincoln that the Great Plains Trails Network helped secure funds to develop. David Schmidt was chair of GPTN's fundraising committee when it raised \$280,000 for the first phase of the Jamaica North, and about \$280,000 more for the second phase.

Each person on the committee made a contribution, he said. "Some people were better at talking to people. Others were better at writing letters." Working with government entities, trail supporters, developers and private foundations, the group has championed the development of a connection of trails that Lincoln commuters can use to and from work, students can access on their way to school to avoid busy streets, and bikers, walkers, runners, skaters and horseback riders can enjoy recreationally.

GPTN formed in October 1988 to lend support to a 1989 bond issue that funded development of the Rock Island Trail and the urban MoPac between 33rd and 84th streets. When approached with the option to purchase the 25-mile stretch of abandoned Missouri-Pacific Railroad corridor that is now the MoPac East, it went into fundraising mode. Lincoln residents Lynn Lightner, Jayne Snyder, Lyle and Joyce Vannier, Dr. Larry Fletcher and wife Peg, Dr. Bill Griffin and wife Sheila, Richard and Elaine Hammer, Rich and Susan Rodenburg, Gary Hill, and Dr. Larry Toalson and wife Phoebe signed a promissory note for \$167,000 to put toward the \$275,000 purchase price, and GPTN fundraised the rest.

Those signers started meeting weekly to brainstorm ways to raise money to pay off the debt. Fletcher and Snyder became co-chairs of the fundraising committee, still the heart of the organization. "Jayne was our go-to person for fundraising from the beginning to the time she died," shared Elaine Hammer, a longtime board member.



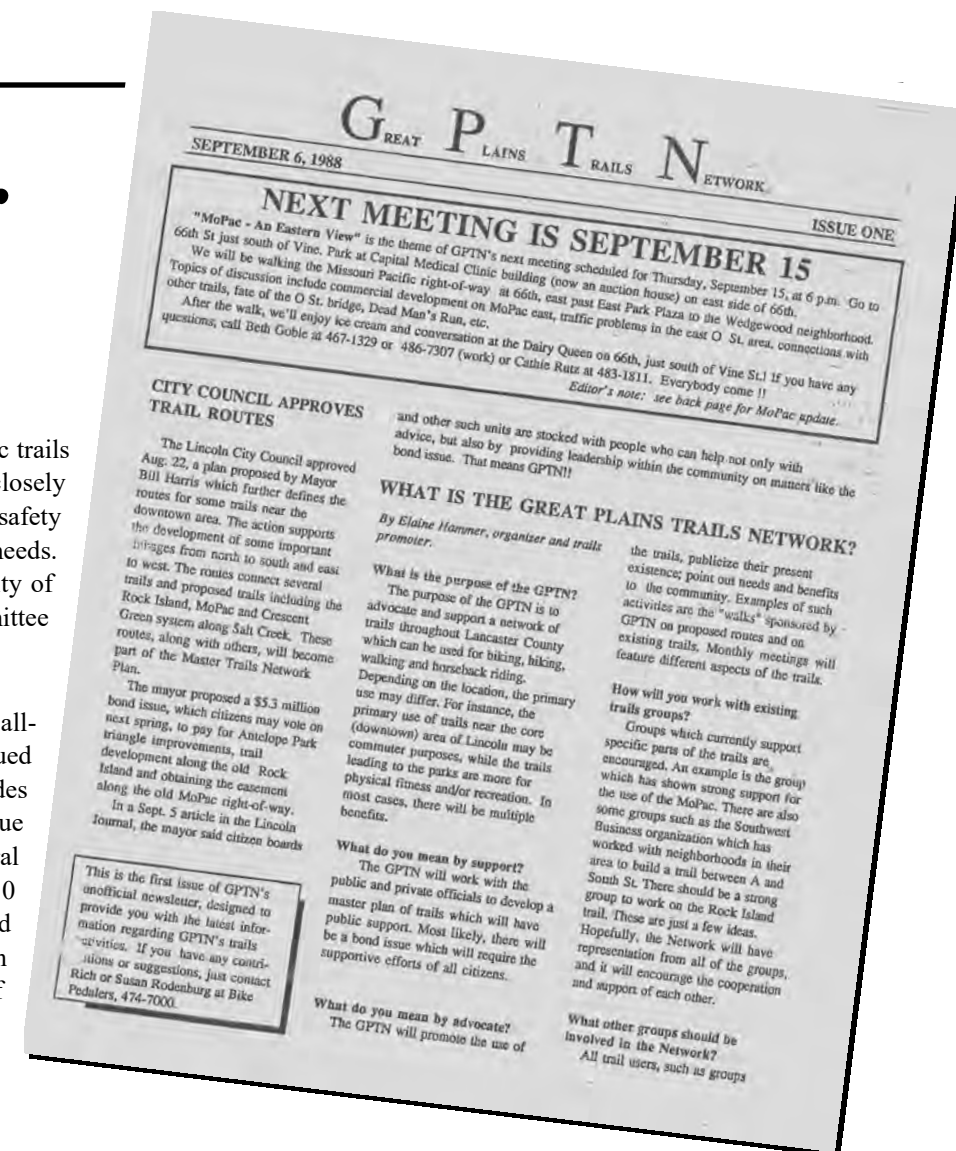
Joyce Vannier, Lyle Vannier, Elaine Hammer, Peg Fletcher, Larry Fletcher, Susan Larson Rodenburg and Rich Rodenburg pause during a recent ride along the East MoPac Trail near 105th Street east of Lincoln. They were among the group that signed the original promissory note for \$167,000 to put toward the \$275,000 purchase price, and the Great Plains Trails Network raised the remaining funds by 1992.

GPTN members not only raise money for public trails owned by government entities, but also work closely with governmental agencies to improve trail safety and ensure that those trails meet multi-user needs. Several GPTN board members serve on the City of Lincoln's Pedestrian Bicycle Advisory Committee to that end.

Since 1988, GPTN and its 30-member, all-volunteer board has supported the continued expansion of Lincoln's trail system. That includes both rural and urban trails. "One of the unique things is how this system brings urban and rural together," Hammer shared. GPTN raised 10 percent of the funding for the N Street Protected Bikeway, which connects the Jamaica North Trail near 7th and N streets to the Billy Wolff Trail at 22nd and N streets. Schmidt, who works in commercial real estate, said "It's a great economic development tool for the area."

Gary Bentrup agrees, pointing to three new development projects along N Street that he believes see the value of the bike trail for commuting purposes, including Nelnet and Allo in the Telegraph District, Latitude Apartments and 8N Lofts. Bentrup said that for each \$1 spent on trails, there is a \$3 direct medical benefit for residents, too. Along with former board member Beth Thacker, Bentrup co-wrote a grant for the Jayne Snyder Trailhead Center, which along with the Antelope Valley Trail System has become a connecting point for trails north, south, east and west, Hammer said. "That was our dream, to have a trail center."

Connecting trails is one of GPTN's main goals. "I think it builds a sense of community," said Karen Griffin, daughter of Dr. Bill Griffin, one of the MoPac East promissory note signers. Some of her best memories are of riding her bike with her family in the Sheridan neighborhood where she grew up. "So I wanted to make sure all parts of Lincoln have access to trails and safe places to ride," she shared. "It connects the community in a way that driving cars can't."



One of the toughest links to complete was the Husker Link (24th to 33rd streets and the bridge over 27th Street), Hammer said. Gale Breed and Nancy Loftis were instrumental in getting that accomplished. On the Oak Creek Trail project, John Angle spurred community support by putting up a \$20,000 match.

"We wouldn't have kept going for 30 years if it wasn't for the continued interest in fundraising for the trails," added Griffin, a geologist with Olsson Associates and co-chair of GPTN's fundraising committee. She advocates for trails through the Community Services Foundation, campaigning for employee payroll deduction contributions to GPTN's foundation – the Nebraska Trails Foundation. GPTN raises between \$15,000 and \$20,000 annually through the Community Services Foundation, Griffin said. "There's always a new effort, but people come through for us." Improvements to the Murdock Trail are among the current GPTN priority projects. The goal is to pave the portion of the trail from 56th to 70th streets so it can be considered a commuter trail. "We want to get it to Dawes Middle School," Hammer explained.