

MAYOR'S NEIGHBORHOOD ROUNDTABLE SUMMARY

January 11, 2016

Tracy Corr opened the meeting on Monday, January 11, 2016 at 5:30 p.m. in the Mayor's Conference Room, City/County/Building, in Lincoln, NE.

Attendance

Seventeen citizens and six staff attended:

Tracy Corr – 40 th & A NA	Carl Tesch – Autumn Wood NA
Russ Irwin – Clinton NO	Nichollette Smith – Clinton NO
Rifka Keilson – Country Club NA	Karen Dienstbier – Eastridge NA
Pat Anderson-Sifuentez – Everett NA & NW-L	Paula Rhian – Everett NA
Myrna Coleman – Highlands NA	Scott Richert – Indian Village NA
Dennis Hecht – Meadowlane Area RA	Nate Blum – Prescott Area NA
Mike DeKalb – University Place CO	Bill Vocasek – West A NA
Fred Freytag – Witherbee NA	Rick Bagby – Witherbee NA
Jon Carlson – Mayor's Office	Wynn Hjermsstad – Urban Development Dept
Adam Rhoads – Health/KLLCB	Russell Miller – Lincoln Neigh Alliance
Ernie Castillo – Urban Development	Lonnie Burklund – Public Works & Utilities
Mayor Beutler	

Welcome & Introductions

Everyone introduced themselves. Adam Rhoads volunteered to take notes.

Mayor's Comments

Mayor Beutler could not attend. Jon Carlson noted that the Mayor named Randy Jones as Aging Partners Director and David Cary as Planning Director. In response to a question, he also said the City budgeting process has begun, but just barely.

N Street Protected Bikeway

Ernie Castillo, from Urban Development Department, and Lonnie Burklund, from Public Works & Utilities Department

The concept of a downtown protected bikeway originated with the *2005 Downtown Master Plan*. In addition to improving bicycling safety through downtown, the new bikeway connects two major bike paths – the Billy Wolff Trail and the Jamaica North Trail. This is Nebraska's first protected bike lane.

Design of the N Street Protected Bikeway was led by Alta Planning & Design out of Portland, OR which subcontracted locally with Olson & Associates. The design process was inclusive and involved many stakeholders, especially the Downtown Lincoln Association & Great Plains Trails Network. Meco-Henne Construction from Omaha began construction of the bikeway in April 2015 and finished in December 2015. The remaining landscaping will be completed this spring.

The N Street Protected Bikeway has been named by *People for Bikes* as #4 in a national list of top 10 bike lanes of 2015.

See Attachment 1.

Questions and discussion included:

- *Has the problem of car traffic using the bike lane been addressed?* - Yes, although some kinks are still being worked out.

- *Based on bike counters, how many people are using the lane?* No specific numbers are available yet, but the data will be available soon and will be shared with the public.
- *What bicycle traffic are we seeing now, and what are the benefits?* In Lincoln, bike activity is on the rise, but so are bicycle accidents. A bikeway that provides protection from traffic and increases safety will encourage casual and new cyclists to bike in the Downtown area. Potentially, increased cycling traffic will decrease vehicular traffic and, as a result, decrease road maintenance costs. Lincoln's bike share program, which will start next summer, may also increase bicycle traffic. Also see page 2 of Attachment 1 for more benefits.
- *Are any promotions of / education about the N Street Protected Bikeway planned for Lincoln visitors (particularly football games)?* - Not really.
- *Can bicyclists still drive in regular traffic lanes?* - Yes
- *Are police involved in helping people to learn?* - Yes.
- *Will people using the parking spaces next to the protected bikeway forget to use the parking meters because the meters are across the bike lane?* - Police and City Parking Enforcement are helping with education on this as well.

Announcements

- ***Neighborhood Cleanup Workshop*** on Saturday, February 27th at 3140 N Street, in the Health Department's lower level meeting room (use east entrance). Please RSVP by Friday, February 19th. **See Attachment 2.**
- ***National Identity and the Politics of Nationalism***, a six-week lecture series (February 14 – March 20), is being held on Sunday evenings at 7:00 pm, at the Unitarian Church of Lincoln (6300 A Street). **See Attachment 3** and/or visit admin@unitarianlincoln.org.
- ***University Place Annual Meeting*** on Sunday, January 31st, at 2pm, at Huntington Elementary, 2900 N 48th Street. There will be presentations of interest to all, including an update on the University Place shopping center, NE Wesleyan growth plans, and the history of Lincoln's early suburbs which were originally towns
- ***Star Tran bus route proposed changes*** are being discussed at public meetings in each City quadrant. See <https://www.lincoln.ne.gov/city/pworks/startran/> for dates, times and locations.

Next Meeting

The next meeting of the Mayor's Neighborhood Roundtable will be February 8, 2016 at 5:30 p.m. The topic is to be determined.

Adjournment

The meeting adjourned at approximately 6:30 p.m.

Submitted by Adam Rhoads

“Last Mile Connection”



Cycle Track Benefits

TRAFFIC IMPACTS

INCREASE IN CYCLISTS OF ALL AGES & GENDERS

Cycle tracks can increase bicycle ridership 18 to 20 percent, compared with the 5 to 7 percent increase resulting from bicycle lanes (Jensen et al., no date).

Cycle tracks can help allocate limited roadway space, as a roadway can carry more people per foot of lane by bicycle as it can by automobile (Go for Green and BEST, 2004).

Cycle tracks, off-street paths and traffic-calmed bicycle boulevards) are among the most preferred bicycle route types for all types of cyclists—including both frequent and infrequent cyclists, women and children (Winters and Tschke, 2010).



EXPANDED BICYCLE PARKING

Bicycle parking can often be incorporated into cycle track design, either on the sidewalk, in a parking stall, or at an intersection where car parking is prohibited to maintain sight lines. Bicycle parking and bike corrals are significant predictors of bicycle mode share by establishment (Clifton et al., 2013).



Source: Alta Planning + Design

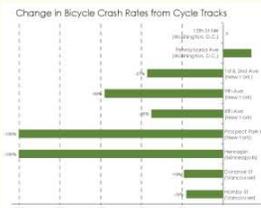
VEHICULAR LEVEL OF SERVICE UNCHANGED

Cycle track design can simplify traffic operations by providing greater predictability and separation for all road users. Projects which reported levels of service (LOS) found that motor vehicle LOS was maintained, even for projects that re-allocated road space from general travel lanes to cycle tracks.

SAFETY IMPACTS

CRASH RATES

When effective intersection treatments are employed, constructing cycle tracks on busy streets reduces collisions and injuries (Thomas and DeRoeris, 2013).



MINIMIZING POOR BEHAVIORS

In addition to improving crash rates, cycle tracks have been shown to deter undesired behaviors. Studies have shown that cycle tracks reduce sidewalk riding, wrong way riding, and similar actions that lead to collisions.



Source: Portland Bureau of Transportation

SAFETY OUTREACH

A public outreach campaign can inform bicyclists, drivers, and pedestrians about the cycle track rules of the road.



Source: Portland Bureau of Transportation

ECONOMIC IMPACTS

RETAIL REVENUES

Cycle tracks and other cycling facilities can improve local economies by increasing the number of street users who might stop and shop, improve the pedestrian environment to encourage non-cyclists to shop in the area, and by changing the demographics and spending habits of consumers.

A study in Portland, Oregon found that cyclists, pedestrians, and transit riders spend more at non-supermarket businesses on average per trip than those who drive (Clifton et al., 2013).



Source: Portland Bureau of Transportation

PARKING IMPACTS

In Minneapolis, meter revenues and overall parking usage were maintained despite removal of spaces (Public Works, 2013).

Despite the removal of several parking spaces on Hennepin Avenue in Washington D.C., parking meter revenues showed that overall parking usage was maintained.



From People for Bikes at: <http://www.peopleforbikes.org/blog/entry/americas-10-best-new-bike-lanes-of-2015>

In its 2010 ranking of the country's best biking cities, *Bicycling Magazine* opened with a question: Remember when a striped bike lane was a big deal?

Five years later, it's time for an update. Remember when plastic posts were a big deal?

We still love separating bike lanes with posts, and preference surveys show that most Americans do too. But this month, as we set about making our third annual list of the country's best new bike lanes, we were overjoyed to realize that (with about 80 projects to choose from) almost every new lane on our list separated bike and auto traffic with some sort of **permanent physical curb**.

"The things that we thought were really out there a few years ago are now accepted as part of our design palette," said Jennifer Toole, president of the bikeway-focused Toole Design Group, in an interview Wednesday.

The rise of curb-protected bike lanes has been dreamed of for decades in the United States, and in the leading cities, it's finally arrived. But the lessons we can all learn from the best new bike lanes of 2015 don't end there. Let's look at each in turn.

[And in their list, here's Lincoln at #4...]

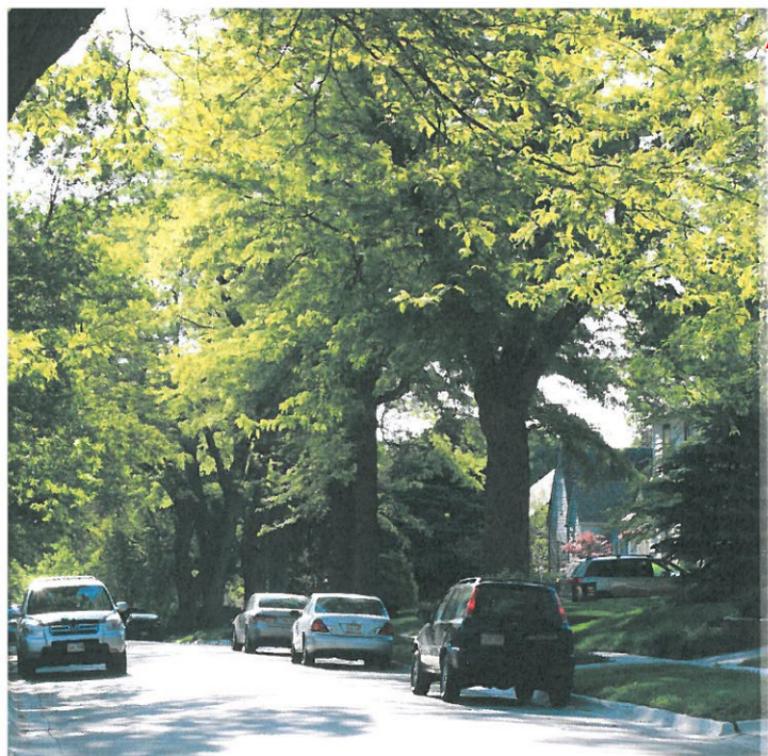
4) N Street, Lincoln, Nebraska



Photo: City of Lincoln.

This project is barely in time for awards season: it'll open sometime in the next few days. But enough of it is built for us to certify this project as one of the country's best. The physical beauty of the rain-garden strips combines with the major investment of dedicated bike signal phases and the practicality of a direct link between two major regional paths through the university district and downtown. Local developers have noticed; they've been **lining up** to build new apartments along N Street aimed at "mobiles and Millennials."

Also, if you know eastern Nebraska, you know it was basically put on God's green earth to be biked on. Just saying.



**Keep Lincoln & Lancaster County Beautiful
Neighborhood Cleanup Workshop
Saturday, February 27th 10am**

Attachment 2

Learn about resources to help keep your neighborhood clean, healthy and safe:



- Cleanup grant changes.
- New KLLCB website.
- Other Health Department Programs and waste management resources.



We're giving these away!

Drawing @ the workshop.

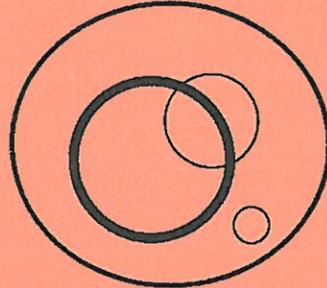
**Lincoln-Lancaster County Health Department
3140 N St
Lower level training room (use east entrance)**

**RSVP by February 19th:
(402) 441-8035 or kllcb@lincoln.ne.gov**



2016 Winter Lecture Series

**National Identity and the
Politics of Nationalism**



The 32nd Annual Winter Lecture Series 2016
will focus on

**National Identity
and the Politics of Nationalism**

All sessions will take place at the Unitarian Church, 6300 A Street. Each two hour session will begin at 7:00 p.m. The first hour of the first 5 sessions will feature a guest lecturer, followed by a brief refreshment period and then an audience-driven hour of questions and dialogue. The sixth session will be a panel discussion.

All sessions are open to the public
and free of charge.

OROROR

Free parking is available in the Unitarian Church parking lot
and in the Pius X parking lot across Eldon Street west of the church.

For more information
call or email:

Unitarian Church of Lincoln
402-483-2213
admin@unitarianlincoln.org

Note: In case of inclement weather a cancellation will be posted on the Unitarian Church website www.unitarianlincoln.org and announced on KOLN-TV (channel 10/11) and KFOR radio (1240 AM).

The 32nd Annual Winter Lecture Series, 2016

National Identity and the Politics of Nationalism

All people are citizens of nation-states, but individual loyalties are sometimes more strongly attached to tribe, or to culture, race, religion, or even to regional entities such as the European Union. In turn those loyalties influence responses to issues from poverty to refugees, terrorism, wars, etc. Consider how such loyalties influence the refugee crisis in Germany, tribal and economic issues in Nigeria, religious politics in India, nationalism in Scotland, or the potential for democracy in Iraq, and how those loyalties influence ideas of 'American exceptionalism' or 'Russian exceptionalism.'

The series will consist of 5 sessions — an overview and four lectures examining different regions of the world. The final session will be a panel discussion.

February 14, 2016. Introduction and Overview, Professor David Forsythe, University of Nebraska-Lincoln.

February 21, 2016. Europe. Professor Mark Orzag, Doane College.

February 28, 2016. South Asia. Professor Robert Oberst, Nebraska Wesleyan University.

March 6, 2016. The Middle East. Professor Mahood Monshipouri, San Francisco State University.

March 13, 2016. Africa. Professor Dane Kennedy, George Washington University.

March 20, 2016. Panel discussion. Reactions and summary. Participants TBA.



HUMANITIES NEBRASKA



NEBRASKA CULTURAL ENDOWMENT

Arts + Humanities
LIVELIHOOD

This program is supported in part by Humanities Nebraska and the Nebraska Cultural Endowment. The Unitarian Church of Lincoln provides logistical support, and the Osher Lifelong Learning Institute (OLLI) provides assistance with publicity by keeping its members informed of this Lecture Series.