

Pedestrian Bicycle Advisory Committee
Minutes from August 9, 2016
Lincoln Parks and Recreation – 2740 “A” Street

Members Present: Gary Bentrup, Parks Coble, Rick Dockhorn, Barb Fraser, Marynelle Greene, Elaine Hammer, Damon Hershey, Delrae Hirschman, Dalyce Ronnau, Bill Spielman, Roy Rivera, Michael Wylie and Susan Larson Rodenburg

Staff Present: Kellee Van Bruggen, JJ Yost, Lynn Johnson, Nicole Fleck-Tooze, David Cary, Jeff Kirkpatrick, Sara Hartzell

Visitors: Jim Craig, David Schoenmaker, Terry Uland, Roger Hirsch, Nick Cusick,, Scott Wieskamp, Jim Berg, David Rowe

The meeting was called to order at 7:00 a.m., followed by announcement recognizing regulations of the Open Meetings Act as posted by the door.

Minutes:

Approval of July 12, 2016 minutes: Moved by Ronnau, seconded by Coble.

Staff Reports:

Hartzell gave updates on trails projects.

Billy Wolff – Pipe rail fencing has been installed near the Rock Island ramp

Pioneers Park Phase III bridge has been set, concrete deck and approaches being poured, concrete trail to be poured soon. On schedule to be completed in about two weeks.

Jamaica North construction bid has been awarded, should start construction within the next couple weeks. Plan to start on Old Cheney to Pioneers segment and segment south of Saltillo to get those areas opened up first.

JEO is doing a study on the Helen Boosalis bridge near 52nd St which continues to have storm damage, and the Yankee Hill horse bridge in Wilderness Park which has been shifted off its pilings in high water events. Study will determine repair and replacement options.

The Holdrege St bridge approach are being repaired by adding some better compacting soil and replacing the concrete.

Fraser asked about Counters on N Street – Van Bruggen shared that the counters are working and that data is being reported on a mapping system on the Bike Lincoln website.

Old Business:

ZOO EXPANSION – Full PBAC and a subcommittee have been working over the past month or so to discuss the project with the Zoo’s planning team. A letter has been drafted with recommendations as developed by the subcommittee has been sent for review, would like to open up discussion. Wylie suggested perhaps setting up the introduction to the letter a little bit better. Coble asked for reaction to

the Urban Design Committees recommendations. Bentrup shared that the UDC concerns are similar to the subcommittee's, but that the subcommittee is concentrating their concerns on those that relate to the ped and bike issues. Subcommittee is still concerned about drive crossing the trail. Zoo has been a doing a good job addressing the pedestrian conflicts over the trail. Suggestion was made to remove the Joel Sartore reference. That will be stricken. Wylie said he feels that long range future of the triangle and how the Rock Island will continue over the long term. Seems that decked parking is probably part of the future of the zoo. May be that the trail through the triangle may someday be extraneous. Seems like the parking arrangement is not the best and there should be a better solution that really takes account the long range plans for the zoo. Bentrup shared that there was a suggestion that if there was to be a bypass option that the Zoo would pay for that bypass. Bentrup questioned whether it would be wise to add this suggestion given the feeling that a bypass was probably not part of the alternative moving forward. Coble brought up past discussion that there were major utilities in this corridor and that was part of the reason for not having removed the trail in the past. Johnson confirmed there are some utilities, particularly electrical and possibly water as well, and there was strong desire at the time to maintain both the Billy Wolff and the Rock Island. **Ronnau moved approval and Coble seconded.** Hammer shared that the Rock Island was purchased by the City for use as a utility corridor, wasn't part of a trail until later. We should never assume that there will not be changed. The Rock Island has already been changed for the Antelope Valley project. Changes will continue. If there is a proposal in the future that does benefit everyone, then it should be considered. We want to stay open to change and that we make sure that change enhances the system for all users. Bentrup agreed that change will occur, would like to see a plan that would eliminate the crossing of A St. He will work on the wording of the letter to make it clear that a beneficial change would be welcomed. Wylie supported those comments and brought attention to all the change we have seen in the Haymarket that we never imagined before. Larson Rodenburg agreed as well and suggested adding language to the phrase that says "unless there is a better solution to meeting the needs of the Zoo and the entire community." Want to be able to remain open to new beneficial ideas. Bentrup will amend the language to make clear the committee is open to positive change. Ronnau suggested a "however" clause instead of "unless". Craig asked if bypass is off the table. Bentrup explained issues were that there would be two new uncontrolled crossings and the underpasses are not passable during the winter or high water, and the bypass was a circuitous route. Fraser said that if the access is taken away it should not be entirely the City's financial burden. Cusick reiterated that the Zoo has no desire to close the trail or take it over. They are willing to talk about all options. Larson Rodenburg asked if there was a better plan would PBAC has an opportunity to review it? Cusick stated that would be one reason for not looking for a better plan because time is of the essence. Larson Rodenburg asked if they need to put something about the financing. Johnson said they could. Wylie commented about the value of an excellent Zoo to the full community and how the amount of \$300,000 should not be a barrier to providing that amenity to the community. Bentrup committed to making the suggested revisions to the letter. Larson Rodenburg called the question. Leave the wordsmithing to Gary. Can the committee view the amendment after Gary changes? Committee cannot vote via email. **Friendly amendment as discussed made by Larson Rodenburg and seconded by Hammer. Passed unanimously. Called vote on the letter as amended, also passed unanimously.**

New business:

Ordinance Amendments – Cary provided an introduction to the proposed changes being brought forward at this time. Changes include proposed definition change to include electric bicycles as a separate definition, allowing bicycles on sidewalks in areas where they were previously prohibited,

changes associated with LB716, and also now discussing additional changes to add the State requirement of 3 feet clear space when passing bicycles and pedestrians. Important to get these completed so that local ordinance is not out of step with State. Kirkpatrick shared that there have been some changes to the version before the committee. Definition of bicycle – left 14 inch diameter and added three wheels. Added sidewalk or trail in several places because they are treated the same. The language associated with 716 is virtually identical to the State language. Removing the prohibition of bicycles in congested districts. Bicyclists still have to yield to pedestrians. Rowe stated that paragraph b of 10.48 should have a phrase at the end that says “and a bicyclist who is crossing in accordance with the traffic control device shall have the right of way in the crossing with respect to vehicles.” Right now it just pertains to pedestrians. Law is still looking at this idea and has not yet added this change, although other suggested changes have been made. Feel this particular change is not needed. E-bikes are being looked at a little more closely. Speed differential is the main difference. Now suggesting that a separate definition which is closer to that used for mopeds. Also a concern about the grant conditions for non-motorized vehicles on may trails and whether this could cause a problem for the conditions of grants. Waiting for response from FHWA on this. What about electric assist bikes that only function if pedaling. These would be distinguishable because there is no throttle and there must be pedaling in order to move. These are not recognized as any different from a standard bicycle. This ordinance is a really important change for the City. A couple years ago GPTN discussed the electric bikes and there was concern about the electric bikes. Making sure there is a distinction between what electric bikes are allowed and what aren't. The term “operator of a bicycle” is intended to mean someone who is riding a bike, not someone who is pushing a bike and walking. How does the ordinance address the issue of bikes and pedestrians on a trail? Bicyclist must always yield right-of-way to pedestrian. Did come forward with some of this language about a year ago, but then were not able to get anyone on the City Council to pick it up. Now with Bike Share coming it will be important to not say “Welcome to Lincoln, here's your ticket!”. Important to get this language done. All expressed their appreciation for the work staff has done to get this language prepared. When a final draft is complete they will request a letter of support.

Adjourned 8:03