

Pedestrian Bicycle Advisory Committee
Minutes from the September 12, 2023, Meeting – 7:00 a.m.
Woods Park Place – 3131 'O' Street, LPR Conference Room

Members Present: Delrae Hirschman, Sarah Knight, Gary Bentrup, Jordan Messerer, Nate Lowry, Bulent Paul Tunakan, Susan Larson Rodenburg, Dale Arp, Conan Shafer

Members via Zoom:

Guests:

Guests via Zoom: Parks Coble, Logan Spackman, Joe Dauer

Staff Present: Allison Speicher, JJ Yost, Jamie Granquist, Kylie Gokie, Michaela Geiser, Sara Hartzell

Staff via Zoom: Roberto Partida, Stephanie Rouse, Jocelyn Golden

Call to Order: Lowry called the meeting to order at 7:00 a.m. and noted the meeting follows the Open Meetings Act, posted in the room. Roll call was made.

Approval of Minutes: Role was taken. July 11 and August 8 minutes were considered together. Motion by Tunakan, seconded by Hirschman, to approve minutes was unanimously passed.

Staff Reports: Speicher reported that two trail projects are in ROW process. Fletcher Landmark is working through the process to remove items in the ROW and construction area. Beal Slough continues to coordinate with the railroad. Waterford Trail is working through hiring of engineer and environmental contracts. There are closures at the Salt Creek Levee Trail near 14th St, the Billy Wolff in Antelope Valley this week, the NRD will be doing work in Wilderness Park and using the Jamaica North between the GPTN connector and 14th Street and may need to do some short term closures, finally a section of the Billy Wolff near Lewis Ball Fields has some noticeable gaps that are being evaluated for repairs. Larson Rodenburg asked about the bump on the Billy Wolff near Antelope Park. Speicher and Yost explained that is going to be coordinated with the Zoo parking lot project but schedule is not clear. Larson Rodenburg also asked about timing of the Old Cheney undercrossing of the Rock Island. Yost will check to see if there is any new information about timing of that project. Arp cautioned that the restoration of the Jamaica North after the NRD project should be monitored as these projects tend to not properly restore limestone trails after projects. Rouse reported that the mobile counts for fall are wrapping up for the year. Next year will represent the second round of the two year cycle. She also asked that PBAC members take the Bike Friendly Community survey and distribute it to their groups. Partida reported that implementation of the P and Q bike lanes is likely spring of 2024. Spackman reported this is the peak usage time for BikeLNK asked for help if any bikes are spotted not on a dock.

Old Business: Speicher asked for a formal nomination from the PBAC for the Mayor's Service Award for Deno Noe. She reviewed Noe's accomplishments for the group. Arp and Bentrup noted that Noe has also been active in many other community activities, not just bicycle and pedestrian. Messerer made a motion to nominate Noe for the Mayor's Service award, Shafer seconded, nomination passed unanimously.

The Carbon Reduction Fund projects were reviewed by Speicher (previously discussed at the August meeting) with a strategy of identifying rehabilitation projects that could be quickly implemented and conversions from rural (limestone) to urban (concrete or dual surface) standards and widening of some segments, notably the Rock Island Trail, from 8 feet to 10 or even more feet wide. This strategy could spend down the funds over the 5 years, but it was acknowledged that other projects might seek these same funds. The 20% match could come from rehab and hard surface funds in the CIP. The question was asked about the horse trailhead at 98th and A Street. This is a dedicated trailhead and would remain. Arp moved and Larson Rodenburg seconded a motion to approve the strategy for spending the Carbon Reduction Act funds. Passed unanimously. Speicher brought the issue of the "Ride to the Right" language in the municipal code. The PBAC sent a letter to the Mayor's Office in early 2020, and a response was never received. Lowry suggested another letter be drafted to follow-up. Speicher reviewed the 2020 letter. Jocelyn Golden suggested looking into the background and see what discussions have already taken place. Lowry stated because of the timing that he does not believe any action took place after this letter was sent. Speicher will regroup with Law and Parks administration and see what the next steps are best taken.

New Business:

Kylie Gokie and Michaela Geiser (LLCHD) gave a presentation on the Safe Kids program. Hartley Elementary has been involved with a Safe Kids program for the past year. Safe Kids is a worldwide organization that promotes safety for children under 14. In October 2022 the City received a grant to look at safety for children 5-14 and identified crashes over the past 5 years. Hartley School was identified as an area of high incident. A two-year project was implemented, starting with a review of data, surveys of parents and staff, traffic analysis and a walk audit. In the second year it will focus on media campaigns, a bike to school day, and environmental enhancements. Going on from that point it will encourage continued bike to school activities and pedestrian bicycle safety education. Parent and Staff surveys asked questions about mode of transportation and distance to school. Parents were asked whether they would allow their child to walk or bike to school, what discouraged them from allowing children to walk or bike and whether they would allow them if changes were made to address those issues. There was a bike rodeo this year where family contacts were made and bike helmets were given away. additional outreach at the CLC and through parent groups were made. Traffic amount and speed were the primary concerns. In Spring 2023, 5 hours of traffic enforcement, 7 citations and 11 warnings were given for speeding in the school zone; 5 of the 7 citations were given during the time when the traffic zone flashers were active. The walk audit was completed during the summer with 21 participants. Checklists were used to identify issues. There were no new issues identified, but it was a great opportunity for individuals from different cohorts get to speak to one another. Currently working on a social media awareness campaign. Next steps in the second year of the project will be to sit down and look at all the input and data and start developing some infrastructure changes. Some things that are planned are continuation of the Bike to School Day at Hartley and to work on getting the same kind of program replicated at other schools. A question was asked about using crossing guards. LPS does assign teachers to act as crossing guards. There are some issues with liability in using volunteers. Question was asked about siting future schools off of busy streets. Yost answered that the City and LPS meet regularly to discuss such issues. New schools are located more interior to a neighborhood rather than on busy roads. Traffic calming design is also being included in development discussions. Question regarding the School Zone discussions. Partida reported that LTU has been reviewing school zones as part of

the Safe Routes to School program. There is no dedicated funding so they try to piggy-back off other projects, so they watch for repaving projects that are near a school and then work the improvements into that project. Question about looking at other communities. Gokie reported that since the Saratoga project and the award that was received, contacts have been made with other communities and conversations have been started. Shafer reported that Hartley had been his assigned school when he was with LPS and they would see a drop in speeding after an enforcement effort but it would slowly come back up again. Tunakan commented that the pillars in the center of the road in school zones really catch his attention. Shafer commented that there are many design techniques that have been shown to be effective to reduce speeding. Speicher commented that Seattle uses cameras to issue speeding tickets. Shafer commented that the statutes for issuing speeding tickets require an officer to be present and to make a visual assessment before writing a ticket, so cameras would not meet current statute.

Adjourn: Lowry closed the meeting at 8:12 am

