

## **Pedestrian Bicycle Advisory Committee**

Minutes from the December 14, 2021, Meeting – 7:00 a.m.  
Woods Park Place – 3131 'O' Street, Lower-Level Training Center

**Members Present:** Delrae Hirschman, Nate Lowry, Sarah Knight, Barb Fraser, Clayton Streich, Elaine Hammer, Gary Bentrup, George Dungan, Jordan Messerer, Paul Tunakan, Susan Larson Rodenburg

**Guests:** Jamie Granquist, Parks Coble, Kris Humphrey

**Staff Present:** Bobby Bartja, J.J. Yost, Lynn Johnson, Sara Hartzell, Roberto Partida, Stephanie Rouse, Melissa Ramos-Lampli, Don Scheinhost, Dan Carpenter

**Call to Order:** Delrae 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:** A motion was made by Tunakan and seconded by Messerer to approve the minutes from the October meeting. Motion passed unanimously.

**Staff Reports:** Bartja reported that the Jamaica North bridge #7 replacement project has been reopened and they are finishing up the last of the work. 18 bridges were inspected last month as part of the annual inspection program and a report will be delivered after the first of the year. The reopening of the Rock Island at the Rose Garden has been delayed in order to make some repairs to the trail surface that was damaged during construction.

Rouse reported a CMAC grant was being considered for some bike Blvd. projects in the South of Downtown neighborhood.

Partida reported that further analysis of the potential bike lanes on Q and P Streets from about 25<sup>th</sup> to Antelope Valley Pkwy has been completed and they have concluded that the parking impacts that this project would require should be acceptable. Also considering a reduction of the speed limit along these stretches.

Granquist announced BikeLNK has Helmets for the Holidays going on over the holidays through a grant that they applied for with the partnership of the Community Health Endowment. This provides 60 helmets for free to people who walk into the Bike LNK shop, Bennet Martin Library, F Street Rec Center. Granquist also announced BikeLNK is looking for a new City Manager as she will be coming to work for the Parks and Rec Dept. in January.

### **Old Business:**

None

### **New Business:**

#### **School Safety Zone Update**

Carpenter introduced Mellissa Ramos-Lampli who, along with Partida, will be presenting on the efforts being made as part of the School Safety Zone project. Initially present to the group in July of 2020. At that time, they were working on an implementation plan for the first five schools where installation of improvements was completed in December of 2020; Dawes, Humann, Rousseau, St. Patrick, and St. Peter. These initial installations did require a change to the Municipal code, which slowed things down a bit. These were chosen because there was some infrastructure in place and the work was able to be completed with internal staff. This past summer and fall an additional 6 schools and a portion of a seventh, selected because they were adjacent to existing street projects.

Another goal of the project was to make the School Walking Route maps more accessible. The website has been updated and can be found by searching "School Zones" from the City's main web page. The map will show the walking routes, the cross walks, and the reduced speed zones. You can download pdf maps from the map which can be printed and distributed by school officials. LTU has been working with the school administrations to get the word out, but also working on a plan to get input from the parents. There is a parent survey that has been prepared to gather some additional information. Also working on education plans to help all road users navigate the roads safely. You can access these by searching Traffic Engineering from the main City webpage and then selecting Traffic Safety. LTU and LLCHD have also renewed the partnership between traffic and Healthy Kids.

In the future LTU plans to continue evaluating schools. Currently there are 11 schools on the 2022 list for completion. May have to make some adjustment based on budget, but they are looking for additional funding.

#### Questions

What kind of feedback have you received from parents and administrators? Safety and security staff at LPS has been very interested and appreciative of the work. When we have spoken with administrators about the projects, they have been very excited. Others have asked when it will be their turn. LTU hopes with parent surveys and some social media posts there will be more interest. How about on the enforcement side? Scheinhost shared that the traffic units of LPD have been severely impacted by staffing issues. There have been some adjustments made recently to hiring practices that they hope will help get staff on but need to understand that it takes some time for new officers to be sufficiently trained to be out on their own.

Is LTU also looking at street design as a tool to control speed? There have been conversations about street standards and how to accommodate all modes of travel. It is difficult for school zones because so many of them are in the built environment and can be difficult to retrofit. There is a focus on new construction and consideration of traffic calming.

#### 33<sup>rd</sup> and Cornhusker

Kris Humphrey presented on the current stage of the roadway and trail project at 33<sup>rd</sup>, Adams, and Cornhusker Hwy. She shared information from the website that will be presented at an upcoming Open House on December 16. <https://www.33rdcornhusker.com/december-16-2021-public-meeting> This meeting will focus on the pedestrian, bicycle and transit improvements being planned. Purpose of the project is to improve safety along the corridor, specifically the RR crossings at 33<sup>rd</sup>, Adams, and 44<sup>th</sup> Streets, as well as connectivity and mobility. Right now, StarTran and emergency vehicles cannot rely on being able to cross those tracks. There are also no pedestrian or bicycle connections and no ADA access. You can see there are sidewalks leading up to the first two crossings, but not across them and the sidewalk on 44<sup>th</sup> Street do not meet ADA.

The plans for the roadway have not changed too much. Includes an elevated intersection of 33<sup>rd</sup> and Adams over the RR. The crossing at 44<sup>th</sup> was considered for closing with a pedestrian overpass at that point. The impacts of the overpass, however, was not found to be feasible and was eliminated and the intersection is planned for improvement but to stay open. There will be an 8-foot-wide trail constructed from the Dietrich Trail north across the RR and Cornhusker Hwy to connect the neighborhoods. On the elevated roadway there would be an 8-foot-wide sidewalk on both the east side of 33<sup>rd</sup> Street and the south side of Adams Street. There would also be improvements on the north side of Cornhusker to add 8-foot-wide sidewalks and ten-foot-wide trail in the area identified as "future trail" in the LRTP. The Dietrich trail would be re-routed so that it follows Griffith Street one block west of 33<sup>rd</sup> street then crosses Deadman's Run with a pedestrian bridge and goes under the 33<sup>rd</sup> Street bridge. This will provide a grade separation of 33<sup>rd</sup> Street and separate the trail from the high traffic intersection which is currently and at grade crossing. This

should really improve the trail experience through the area between Flemming Fields and Adams St. The public Open House on the 16<sup>th</sup> is really trying to get some input from the neighborhoods, businesses, and trail users on these non-vehicular improvements.

Questions:

The intersection of 33<sup>rd</sup> and Adams, what kind of intersection will that be? There will be a roundabout and the pedestrian crossing with refuge islands will be on the east leg.

Carpenter commented that some wayfinding may be enhanced as well to help with navigating the trail access.

Humphrey commented the final design will begin after the environmental document is signed and will take about a year, followed by ROW acquisition which will likely take 2 years, and so construction will start in 2026 at the earliest.

Chair and Vice Chair Nominations:

Messerer announced that as has been a past practice, the nomination committee is suggesting that Hirschman and Lowry remain as Chair and Vice Chair. He suggested that Lowry would likely be nominated for Chair next year. He stressed the importance of continuing to get new people involved in PBAC and the leadership of the committee.

Tunakan moved and Dungan seconded that the nominations as proposed be accepted. Motion passed unanimously.

The committee then determined to move forward with election of the slate. Fraser moved and Larson Rodenburg seconded to elect Hirschman and Lowry as Chair and Vice Chair, respectively. Motion approved unanimously.

**Adjourn:** Hirschman adjourned the meeting at 7:53 a.m.