

Pedestrian Bicycle Advisory Committee

Minutes from the November 9, 2021, Meeting – 7:00 a.m.
Woods Park Place – 3131 'O' Street, Lower Level Training Center

Members Present: Delrae Hirschman, Nate Lowry, Mauricio Lang, Sarah Knight, Barb Fraser (NOTE: Quorum was not met. An informational meeting was held but no actions were taken.)

Members Present via Zoom: Gary Bentrup

Guests: Jamie Granquist, Parks Coble, Kyle M.

Staff Present: Bobby Bartja, J.J. Yost, Lynn Johnson, Sara Hartzell, Roberto Partida, Stephanie Rouse, Taylor Buss

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, but quorum was not met.

Staff Reports: Bobby started by introducing Sarah Knight as a new PBAC member. Sarah is a bike commuter and works at Lincoln High School as their registrar. She has been on the Waterpark Condo Board, where she lives, for several years and enjoys riding gravel in her spare time. Bobby updated the group on the Jamaica North #7 Bridge project which is behind schedule because of a change order and weather issues. There was a workday this past weekend on the single track in Van Dorn Park that as well attended. The work on the MoPac near the UNL Childcare Center is complete. The trail signage is all installed in Wilderness Park. Pedestrian Bridge Inspection Program is starting up over the next couple weeks. The RTP and LWCF grants for which applications have been made are in the process. A presentation has been made on the RTP grant and there should be a preliminary indication of ranking of those projects soon. The two federal aid projects, Beal Slough Trail and Fletcher/Landmark Trail, continue to move forward. The repairs made out at Spring Creek Prairie are complete and the trail held up well in recent rain.

Jamie shared that fall weather has been good for Bike Share. They are trying to get safety information out to people now that days are getting shorter. Roberto agreed that getting safety information at this time of year is a priority for LTU as well. He is still working to focus the list of projects to identify those that will be moving forward as funding is identified. There is a new School Safety Zone Walking Map out to identify the walking routes around each school.

<https://www.lincoln.ne.gov/City/Departments/LTU/Transportation/Traffic-Engineering/School-Zone-Standards/Walking-Routes>

Nate asked for an update of the trail closure near Cascade Fountain. JJ said there was a delay recently when tools were stolen from the contractor and had to be reordered. The trail will hopefully get opened by the end of the month.

JJ also added that the 10 Year Facility Plan will be going before the Parks and Rec Advisory Board for final approval tomorrow. This includes the trail projects that were reviewed by the PBAC this summer.

Old Business:

None

New Business:

Sidewalk Program Report – Taylor Buss – LTU

Taylor maintains sidewalk data and determines how to spend resources strategically. There are now over 1,600 miles of sidewalk in the City and 24,500 sidewalk ramps. Estimated value of these assets is over ½ Billion dollars.

Priorities for 2022 include 4 Priority Repair Projects. Priority Repair Contracts typically are in four areas, one in each quadrant of the City. There is some additional funding this year and some of the things they will be doing are improvements along Centennial Mall sidewalks and ramps. Related to what Roberto mention, they will be working on some School Zone Ramp projects where 57 ramps around 14 different schools will be replaced along with School Zone Safety Improvements. The Sidewalk Displacement Mitigation Project will use concrete saws to smooth displaced sidewalks. This has been done on a smaller scale before and has been used on trails, but this is a much larger scale. Will happen ahead of the Lincoln on the Move residential rehab projects, which include roadway resurfacing and sidewalk ramp improvements. This can be done for about 30% of remove and replace project costs. There is a huge savings in the amount of material that ends up in the landfill. Emissions from heavy equipment, from hauling debris away, is all much lower. The work is done with a buggy and generator to power hand tools. Should be able to address about 30 miles of sidewalk. This makes best use of the concrete, which is still in good shape. Taylor would like to be able to calculate the environmental and energy saving benefits of this project.

Barb asked how sidewalk projects are identified. The current method is reactive and based on complaints. However, we are working on a citywide sidewalk survey which would be more proactive. Bobby asked about responsibility for repairs. Public sidewalks are owned and maintained by the City. There is a reimbursement program where homeowners can be at least partially reimbursed for getting the repairs made ahead of the City schedule. Nate asked how the PBAC can help. Reporting problem areas is the most helpful. Often what happens is when crews repair sidewalks they often identify additional repairs needed on nearby properties.

Homeowner's associations also sometimes work to get repairs made for the whole neighborhood. Barb asked if we are making progress in closing the gap in sidewalk maintenance needs. The gap is getting smaller but is still pretty wide. Always trying to justify increasing the sidewalk repair budget. Barb asked if a letter of support from the PBAC would be helpful. Taylor said it would be and he would make a note of that. Mauricio asked what kind of work is done for areas that have no sidewalks. Taylor said often when lots are improved the lot owner must build the sidewalk. This leads to missing pieces. Some people want the sidewalks completed and others don't. The City Council can order a special assessment district to get sidewalks completed. Does not happen very often. Nate asked what percentage of the ramps in the City are ADA compliant at this time. Taylor did not have an exact number, but was fairly sure it was about 40% and trending up. All new developments will be ADA compliant, and replacement projects always include ADA ramps.

Complete Streets Report

Stephanie Rouse from Planning gave a report on the Complete Streets annual achievements. This report comes each year to PBAC and to the StarTran Board. Complete Streets committee work began in 2013. About \$50,000 per year is budgeted for completion of complete streets projects. 2020 work included review of the E-Scooter pilot program. LTU completed an update of the downtown transportation study. StarTran completed the plans for the multi-modal transit center. There were discussions of the intercity bus route with Omaha. Other smaller projects were reviewed such as a pedestrian easement issue in the Village Gardens neighborhood. Upcoming work includes revamping the Bike Lincoln webpage in the upcoming year, and getting the

on and off street bike facilities combined into a route finding map. Could be doing some work to identify locations of all the public and private bike racks in Lincoln. Would also like to get the bike rack request program up and running. Updating the 2015 gap analysis and getting the trail count data updated. Funding was directed toward a sidewalk connection at Old Cheney and Jamaica North over the railroad tracks. Complete Streets dollars also fund the collection of trail counter data. There was a larger project to install a neighborhood connector near Wedgewood lake, but the City and landowner were not able to come to an agreement and the project did not move forward. A subcommittee has been identified to work on scoring projects in the future to better set priorities. Also reviewing policies, perhaps considering moving the current Complete Streets Policy to ordinance. Reviewing possible larger projects and looking to improve bus stop locations. Bobby asked about project that might substitute for the one cancelled at Wedgewood. Looking to fund an RRFB at the Tierra Trail crossing of Old Cheney. This will be a two stage crossing with an offset in the center median. Also paying for the N Street counter that just got installed. Barb commented she supports getting more data on the true count of pedestrian and bicycle activity in order to support upcoming requests for additional funding. Roberto is working on getting a portable counter for LTU to look at some of the on-street facilities and do some before and after counts where improvements are made. Jamie asked about the potential for getting a real-time counter on one of the trails. Sara shared that at one time there was discussion of placing a real time counter at the intersection of the N-Street Cycletrack and Antelope Valley Trails. This was one of the recommendations of the trail counter report that was done several years ago. It is a good tool to share the data with the public. Barb asked about the potential for new infrastructure funding from the Federal government. Stephanie shared that there will be several steps that have to be taken at the federal and state levels first but many of the project lists and prioritization protocols that have been put in place will help us to be ready when the time comes. Nominations will be delayed until December.

Other:

The Bike Kitchen had a very successful bike donation drive and received about 200 bikes. Have a lot of adult bikes if anyone knows an organization that could distribute those. Also could use gently used kids bikes. Website has contact information.

Adjourn: Delrae adjourned the meeting at 7:58 a.m.