

## **Pedestrian Bicycle Advisory Committee**

Minutes from the Oct. 11, 2022, Meeting – 7:00 a.m.  
Woods Park Place – 3131 'O' Street, LPR Conference Room

**Members Present:** Delrae Hirschman, Sarah Knight, Barb Fraser, Gary Bentrup, Paul Tunakan, Susan Larson Rodenburg, Nate Lowry, (George Dungan attended via Zoom)

**Guests:** Jamie Granquist, Parks Coble, Logan Spackman

**Staff Present:** Bobby Bartja, Don Scheinhost, J.J. Yost, Maggie Stuckey-Ross, Stephanie Rouse, Roberto Partida, Dan Carpenter, Sara Hartzell, Kylie Gokie

**Call to Order:** Hirschman 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 Lowry to approve the minutes from the July meeting. Motion passed unanimously.

**Staff Reports:** Bartja reported a contract has been signed to fix the Boosalis Trail near the Alamo Center. Precision concrete will be starting some concrete smoothing in the worst part of the City. Will be doing Highlands Loop, Murdock trail, MoPac and the Rock Island trails. Working to get a contractor on board to fix areas at the ends of the Elaine Hammer bridge. TAP application has been submitted for the Waterford Trail and that will be reviewed in November. The connection will be from about 84<sup>th</sup> and College Park Rd to 104<sup>th</sup> and Holdrege St. Salt Creek Levee Trail resurfacing, led by the NRD, will be resurfaced over the next 2 years. Line striping going on around the City, about 32 miles. MTB Master Plan being kicked off with the first meeting on the 20<sup>th</sup>. Nate Lowry will represent the PBAC on that committee. We have received the LWCF notice to proceed for the bridge over Salt Creek along the Rock Island alignment. Granquist updated the PBAC on several events in parks and on trails. Rouse shared that the B Street Bike Boulevard project has applied for TAP funding as well. She also shared the progress on bike counters.

**Old Business:** Safety Stop Letter has been revised to clarify the paragraph on motorist confusion and to add a comment regarding the equity of enforcement. There was discussion about the equity of enforcement. The intent was not to imply officers are racist, but to say that BIPOC populations tend to have a higher percentage of pedestrians and bicyclists and so may be impacted unequally. The committee discussed revising the letter so that the letter emphasizes the Safety Stop issue. The decision to revise the letter and bring it back to the committee next month was made.

**New Business:** Roberto Partida of LTU made a presentation on the recent decision for the City of Lincoln to move forward with a Vision Zero program called Safe Streets Lincoln. The Goal of the program is to prevent fatalities and serious injuries. Shift the paradigm from "Deaths are a part of life" to "Deaths are preventable". This will require adoption of a Safe Systems Approach which acknowledges human mistakes and vulnerabilities and designing a system that has redundancies for safety. In the past 5 years there have been 52 fatalities with vulnerable users comprising 31% of that total. The most recent two year trend has been an increase in fatalities. There were 623 serious injuries during the same period with vulnerable road users making up a little over 30% of that total. Serious injuries are very useful, statistically, because the fatalities are low enough that data is difficult to analyze. The estimated societal cost of fatalities and serious injuries in Lincoln in

the last 5 years is over \$1.05 billion dollars. The formally announced Vision Zero Goal is a reduction in deaths and serious injuries by 60% by 2045.

The City will be including many different departments and other agencies in this process (LPD, LFR, LPS, Planning, LTU, Parks, Health, Urban Development, and elected officials) and with the community (LMI and BIPOC populations, Neighborhood Associations, Community Groups, PBAC, Non-profits, Local business owners, Chamber of Commerce, Advocacy groups for people with disabilities, private and public schools and universities).

There are several different funding mechanisms for this program.

- Safe Streets and Roads for All (SS4A)

- Highway Safety Improvement Program (HSIP)

- Transportation Alternatives (TA)

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- Racial and Ethnic Approaches to Community Health (REACH)

- Congestion Mitigations and Air Quality Improvement Program (CMAQ)

- Additional Infrastructure funding opportunities via the Infrastructure Investment and Jobs Act

LTU is currently working on the Vision Zero Action Plan which must be completed within the first year in order to qualify to be a part of the Vision Zero Community.

Partida was asked for a specific project that might come out of this program. Partida gave an example of some of the recent School Safety Zone improvements. He gave examples of quick projects as well as reconstruction that may take a bit longer. He emphasized engaging with the community, education, and looking at the problem from multiple viewpoints to develop a strategy.

A question was asked how this differs from Complete Streets. This program is more focused on safety than it is on transportation. However, the two programs dovetail nicely. There will likely be a lot of overlap in the staff and projects that are done.

A question was asked whether national and international safety resource experts will be a part of this discussion. A consultant will be engaged to lead this effort and looking at solutions developed throughout the country and around the world but looking at them within the context of Lincoln.

A question was asked about how many cities are currently part of a Vision Zero plan. Approximately 150 cities currently have action plans.

PBAC offered their help and would like to have active involvement in the program.

A request was made for information on the UNL Unity Commons project and the bicycle and pedestrian parts of that plan.

**Adjourn:** Hirschman adjourned the meeting at 8:02 a.m.