

## **Pedestrian Bicycle Advisory Committee**

Minutes from the Sept. 13, 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, George Dungan, Jordan Messerer, Mauricio Lang, Paul Tunakan, Susan Larson Rodenburg, (Nate Lowry attended via Zoom)

**Guests:** Jamie Granquist, Parks Coble, Richard Piersol, Logan Spackman, Kyle McLaughlin

**Staff Present:** Bobby Bartja, Don Scheinhost, J.J. Yost, Stephanie Rouse, Roberto Partida, Dan Carpenter, Sara Hartzell, Dan Marvin, Collin Christopher, 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 Larson Rodenburg and seconded by Tunakan to approve the minutes from the July meeting. Motion passed unanimously.

**Staff Reports:** Bartja reported a trail closure on Old Cheney Road Trail until Dec. 1. On September 8 Parks received notice to proceed with ROW acquisition on Fletcher Landmark Trails. MPO has sent out a call for applications and Parks will be putting in an application for the Waterford Trail from 84<sup>th</sup> and O to about 104<sup>th</sup> and Holdrege. There are markings on the trail right now designating where trip hazards exist and a quote on those repairs is expected soon. A representative for the Mountain Bike Facility Master Plan Working Group was requested and Nate Lowry volunteered to represent PBAC. The master plan will provide a vision for future siting of facilities. PBAC has a three open positions at this time and applicants are being reviewed by Mayor's office. A question was asked about an update on the Old Cheney Underpass. Funding is being sought, Carpenter reported that data collection is complete. About 74% of trail users did end up using the existing crossing at Old Cheney. Asked that trail groups spread the word about trail counters and the importance of the integrity of the data they collect. Question was asked about whether an effort was made to estimate future counts. Carpenter said there is a growth factor used that is probably about the same as the traffic, unless a ped/bike generator was installed. Partida reported that e-scooter permits are being negotiated and expects they will be back on streets in October. Braille has been included in materials at the request of this committee. Partida will keep this committee updated. Kylie Gokie is the new Active Living and Nutrition coordinator for the City and will be replacing Mike Heyl to represent Health.

**Old Business:** None

### **New Business:**

Safety Stop Letter – PBAC should have received a copy. Larson Rodenburg noted a needed change to bullet one under Motorist confusion to clarify it is referring to the safety stop. Any other changes should be sent to Paul or Sarah by the end of the week so it can be finished and signed. Several noted that they have been paying more attention to their own riding and how they behave in reality. Dungan noted this law, or laws like this, tend to be disproportionately enforced. He doesn't have data to support this specifically but thinks this is another reason that it should be considered.

Rouse reported on the trail count website. In the past these have been static reports. This year a more robust program with mobile counters has been applied and a new mapping system is being used to report on counts. These mobile counts are being done on a two-year rotation with spring and fall counts being collected. Rouse demonstrated the features of the count website. There were questions about how the data might be used. Grant applications and planning for all modes were two uses that were discussed.

Bishop Height Redevelopment Plan – Dan Marvin, Director of Urban Development gave an update on the Bishop Height Redevelopment Plan. Red is the developer of the commercial area and another apartment developer that will be doing the apartments in phase 1. Red will be developing the commercial area in phase 2. White will be redeveloping the former US Bank site in a later phase. Marvin explained what a PUD is and listed the feedback they have had thus far: Need for more connection points, do not want to have the trail corridor be lined with parked cars, provide parking for trailhead. Marvin showed the current site plan and the limited cars that would be parked along the trail. He showed the trailhead parking area on the southwest corner. There are three trail connection points, one near the intersection of the Rock Island and Boosalis Trail, one about midway, and one near the new apartments. He also showed a conceptual plan of the new trailhead including shade structures, better aligned path, benches, water fountains, etc. This would also bury the power lines that currently are overhead within the trail corridor. First steps would be demolishing the old Shopko building and starting the apartments, which will take about two years. During that time there will be marketing to find the occupants for the commercial area. The Phase 2 project would require Urban Design review and City Council review, but not Planning Commission. Phase 3 on the US Bank site is a bit more distant and not as firm at this time. Marvin stated that there is an attempt to create a template for development along trails. Bishop Heights is an opportunity to take a look at that. Tunakan asked how many stories the apartment complex would be. Marvin believes it may be 4 but it would be within the height limits. Fraser encouraged consideration of how berms might impact drainage on the trail, with irrigation and the shade from landscaping. She also is concerned about trail closures during construction and maintaining commuter routes. Yost commented that has been a discussion point in talking with the developer, trying to minimize this is important. In Phase 1 the developer's contractor will actually be doing the grading to get the new trail alignment flat work done. Phase 2 then would involve TIF dollars to be used for the improvements. Larson Rodenburg asked what the timeline for Phase 1. Marvin believes this is spring or fall of 2023, trying to get it during a low traffic time, but still during weather that will allow concrete work. Larson Rodenburg commented that the planned 90-degree intersection is concerning, Tunakan reinforced that concern. This will force everyone to slow down to turn. The City sees this as traffic calming. Bentrup encourage additional discussion of this intersection design. Members were encouraged to send in any questions.

Collin Christopher of Planning presented the Downtown Corridors project. This is a pedestrian focused streetscape improvement project. Focused on O (9<sup>th</sup> to 28<sup>th</sup>), 9<sup>th</sup>, 10<sup>th</sup>, 11<sup>th</sup> and 14<sup>th</sup> Streets. There is an approved TIF district to provide funding. Anticipating \$25 - \$30 M. Olsson is leading a design team to put the project together. Have done surveys and stakeholder interviews, summer open house, and open house last night. Additional open houses are planned for design phase, all is also available via website [Downtown Corridors \(downtowncorridorslincoln.com\)](http://downtowncorridorslincoln.com) or email [cchristopher@lincoln.ne.gov](mailto:cchristopher@lincoln.ne.gov) Community driven process. Plan includes street trees, landscape, sidewalk, ped intersection improvements, north/south bike connectivity, public art, spaces for vendor kiosks and food trucks in street scape, alley activation, cultivating music spaces. There are many ash trees in the downtown area that need to be removed in the next couple of years which

will need to be replaced. Also looking at design guidelines. Plan identified activity centers and “dead zones” and then tries to fill in those zones and activate them. Christopher shared some visuals of different alternatives being considered. Main difference in alternatives is in the width of medians and shoulders. This will impact the vegetation that can exist in those spaces. Looking at some of the parking zones in the heart of O Street to use some of the parking space in another way – delivery, car services, flex space for vendors, etc. There are challenges with O St because it is a state highway. Larson Rodenburg commented that vehicles shouldn’t be the focus of the plan. Christopher said all points that are being addressed with this plan from the point of view of pedestrians. 9<sup>th</sup> and 10<sup>th</sup> St will have increased landscape and bridge the gap between the Haymarket and Downtown, including shortened crossing distances. Gameday traffic is an important consideration in this area. Eleventh Street is anticipated to include increased road width that could be available for a bikeway alternative: a) would be a sidewalk level dedicated bike zone along the road edge, b) would have bike lane within roadway but would be along the roadway edge. Fourteenth St is proposed as a music district from N to P St. This would be a shared street with a flat profile (no curb). This would slow down traffic and allow all users, also allow the roadway to be closed down for festivals, etc. The A concept would include a mechanism for closing the street down, the B would have a median that would still include some access for vehicles. Messerer asked about 13<sup>th</sup> St, Christopher said that 13<sup>th</sup> is still looked at as the primary commuter route but having more north/south access is better. Messerer said right now it feels like it is piece-mealed together and it needs to be more a cohesive design. Christopher encouraged everyone to go to the website and share any comments they have. Dungan asked if there is anything prohibiting a bike facility, similar to what was shown as planned on 11<sup>th</sup> St, on O Street? Christopher responded the biggest prohibition right now is that bike traffic is not allowed on sidewalks. There is space along O St, but that would limit the amount of space available for the vendor space or outdoor “living room” kind of spaces. It’s a good conversation to have. Others commented that having parallel routes one block over (N St, P St) works fairly well. Marvin commented that there are additional constraints involved with O as a Federal Highway. Christopher confirmed that lane widths on O are not changing, Marvin said this may still allow some changes like with addition of boulevard medians. Larson Rodenburg said she wants to make sure there are well defined bike routes to get into the Downtown and Haymarket areas. Businesses need to buy into the fact that pedestrian and bicycle patrons are very valuable. Fraser encourage that bike parking not be forgotten in the plan. Tunakan commented that additional bike access on P would be very valuable; with N and P, O is not as important. A question was asked about what types of businesses are being considered. Christopher commented that smaller spaces on the ground floor that could be affordable and trying to access programs that could assist in that start-up. It has been helpful to have discussions with new businesses and ask what it is that would support them. Not a one size fits all answer. Need to be flexible. Larson Rodenburg stressed that helping businesses understand the importance of bicycle and pedestrian traffic to success of their business needs to be an educational process. Fraser commented that DLA is doing a lot of work to help with that education. Messerer commented that there are many models of pedestrian centered shopping districts that are highly successful.

**Adjourn:** Hirschman adjourned the meeting at 8:32 a.m.