

Pedestrian Bicycle Advisory Committee

Minutes from the March 8, 2022, 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, Sarah Knight, Jordan Messerer, Paul Tunakan, Susan Larson Rodenburg

Guests: Jamie Granquist, Kyle McLaughlin, Parks Coble

Staff Present: Bobby Bartja, J.J. Yost, Lynn Johnson, Roberto Partida, Stephanie Rouse, Don Scheinhost, Dan Carpenter, Mike Heyl

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 Dungan to approve the minutes from the December meeting. Motion passed unanimously.

Staff Reports: Bobby shared news about multiple trail closures associated with NRD stream stability projects, mostly along the Billy Wolff Trail which will continue through the end of May. There are also two Salt Creek Levee projects and the Levee Trail will have to be closed near Park Blvd until May.

Tierra Williamsburg Trail crossing is at Sequoia Dr is being replaced by LTU as part of the residential paving project.

Next round of Transportation Improvement projects is coming up soon. Waterford Trail project in two phases. A design firm is being hired to develop a concept plan. We received the grant for the bridge in Wilderness Park along the Rock Island Trail alignment ("Danger Bridge"). Need to wait on final word from National Parks Service. This could be as early as June, but could be later, depending on when congress takes action.

Old Business:

Scooter Pilot Program – Final Report – Roberto Partida

Roberto shared the final report for the Scooter Pilot Program. This was a 16 month program with an extension granted last fall. There were 91,400 trips taken, a little over 25,000 unique users, average trip distance about a mile and 12 minutes long. The City earned \$13,710 from their share of the fees. Saturdays and evenings were the most popular time for trips. The Environmental impact was reduction of 10.7 metric tons of CO2 which represents the 21% of trips that replaced car trips. 70.4% of users followed the rules and rode in the street. 29.6% rode on sidewalks. Only 1.3% of scooters were found to be improperly parked, due at least in part to the implemented scooter parking sites. Over the period of the study there were four medical calls and one documented crash. 59% of users were very supportive of the program, 88% indicated they were familiar with the local parking and operating rules. 39% said they most often rode on the sidewalk and 45% said they felt safe or very safe when riding an e-scooter. This is probably due to the limited bike network available in the area. Both scooter companies were cooperative in tailoring marketing messages to any issues that arose during the pilot program. LTU worked to use various methods of outreach to promote safety and different scooter events that were held. Recommendations from the report – Transition to a long term scooter program, Introduce revisions to e-scooter related municipal codes, introduce language

for privately owned e-scooters, create a new RFQ to find qualified e-scooter companies, review and revise existing terms and conditions for e-scooter program, expand operating area to include residential areas south and east of downtown, require a percentage of scooters to be deployed in zones to ensure equitable access, increased awareness around low income discount programs, evaluate requirement to have contact information on scooters in braille.

Proposed code changes:

1. Establish a program governing shared mobility devices
 - a. Min. of two e-scooter operators given permits
 - b. Permits for one-year terms, with renewable up to three additional one-year terms.
2. Proposed change of definition of an electric foot scooter from a motorized vehicle to a transportation device
3. Making e-scooter language more consistent with bicycle language
4. New ordinance for privately owned e-scooter to mirror bicycle language

Comment that requiring a driver's license might not be helpful for increasing inclusivity. The requirement is typically to show the user has an understanding of the rules of the road since they are required to ride in the road.

Implementation of the on-street bike plan should be helpful in improving both safety and the perception of safety.

LTU has an open house at the Jayne Snyder Trail Center on Wednesday from 5 -6 to discuss the bike lanes shown in the plan on P and Q from Antelope Valley to 25th Street. These are shown to 16th Street in the plan, so this will be the first phase. These would be buffered bike lanes. Two options: Remove parking on one side or reduce one traffic lane.

Currently not planning to allow e-scooters on trail system, either leased or privately owned. Operators do have the ability to "geo-fence" trails off from the area e-scooters will operate. Question about the PBAC's responsibility – will the PBAC be fielding complaints? Ultimately, LTU would look to the PBAC for input, but LTU would have the responsibility for responding to those complaints.

New Business:

Bike Share has a new Manager – Logan Spackling. Bike LNK did see trips drop initially when e-scooters first started operating, but that has bounced back. Roberto shared that a new App will help to integrate the scooter, transit and BikeLNK services.

Bike Parking – Stephanie Rouse. There is a new tool for locating bike racks. This has been done pretty well in downtown Lincoln, but other parts of town are not as well mapped. A tool was added to the Bike Lincoln page where you can add racks, or enter issues with existing racks, attach a photo. The goal is to have a complete map of bike parking facilities. This would also help to identify where there was a need for additional bike racks. Question: Does the City have any sort of requirement for bike parking? That is one of the work items for the complete streets group, hopefully later this year. Jordan suggested linking to UNL to upload that data as well. This was an early item but need to follow-up on that.

Complete Street Annual Report – Stephanie Rouse. Work Items Completed: Comprehensive and Transportation plans completed in 2021, Citywide mapping of racks, Complete Streets website overhaul and update, added a new trail counter on the N-Street Cycle Track, trail count report, helped fund a connection on Old Cheney to the Jamaica North trail over the RR tracks, upgraded the trail counter on the Rock Island to a wifi enabled counter.

Upcoming items: Gap Analysis Map update, looking at the existing Complete Streets Policy and

possibly making it an ordinance, launch a bike rack program, Parking standards for commercial and multi-family development.

Gary suggested that it might be worth considering the awarding of points to developers who go above the standards for bike parking or other pedestrian and bicycle improvements.

Nathan encouraged everyone to check the Local Bike Champions Nomination form out on <https://bikechampions.peopleforbikes.org/form-introduction> and make a nomination.

Adjourn: Hirschman adjourned the meeting at 7:59 a.m.