

Pedestrian Bicycle Advisory Committee

Minutes from the November 14, 2023, Meeting – 7:00 a.m.
Woods Park Place – 3131 'O' Street, LPR Conference Room

Members Present: Barb Fraser, Delrae Hirschman, Sarah Knight, Gary Bentrup, Jordan Messerer, Bulent Paul Tunakan, Susan Larson Rodenburg, Dale Arp

Members via Zoom: Nate Lowry, Mark Coleman

Guests:

Guests via Zoom: Parks Coble, Logan Spackman, Joe Dauer

Staff Present: Allison Speicher, JJ Yost, Jamie Granquist, Maggie Stuckey-Ross, Racheal Christopher, Colin Christopher, Dan Carpenter, Sara Hartzell

Staff via Zoom: Roberto Partida, Jocelyn Golden, Kylie Gokie,

Call to Order: Tunakan 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: Motion by Larson Rodenburg, seconded by Hirschman, to approve minutes was unanimously passed.

Introduction of Mark Coleman: Mark Coleman joined online and introduced himself. Mark works for the Nebraska Commission for the Blind and Visually Impaired and was encouraged by Jeff Altman, former PBAC member, to put his name in as a potential member. Mark enjoys walking around the City and in the past spent a lot of time biking on the trails. The other meeting attendees and staff introduced themselves as well.

Staff Reports: Speicher reported that Dena Noe was very surprised and pleased with her Mayor's Service Award, awarded at Hub and Soul. Speicher reviewed current trail closures including one along the Salt Creek Levee Trail, 84th Street just north of O Street, Old Cheney Road west of 40th Street, and a longer closure along the Jamaica North Trail and some Wilderness Park Trails during stream stability work being completed by the Lower Platte South NRD. These trails will be open outside of work hours, including weekends. She asked for the committee's assistance in getting these closures out to the public. Beal Slough Trail is making progress in easement acquisition and working through the Railroad comments. Landmark Fletcher trail ROW has been completed and this project will be let December 14. Waterford Trail is still working through negotiations for the initial design contract. The extension of the Rock Island Trail into Wilderness Park and the rehab of the bridge over Salt Creek project plans are in review with NE Game and Parks and this project continues to be on schedule. Bridge inspections for 2023 are being completed. Hartzell reported that the Cardwell Crossing culvert project should be moving forward on about the same schedule as the Rock Island bridge with the hope that there might be some opportunity for a single contractor to bid both for some cost savings. The Hwy 77 and Rokeby Rd bridge is working through construction documents and should be going to bid soon as well. Christopher reported that the West O Street trail project is nearing construction plan stage. This will include trail that connects NW 48th to SW 40th Street, then an 8-foot sidewalk that will extend east

to NW 22nd Street, as well as landscaping, bus stops, street trees, and other improvements. The sidewalk east of NW 40th will be pushed off the edge of the roadway and kind of meander to create a more pleasant route. Arp inquired about the trail connection to Kawasaki and on to Air Park. Hartzell commented that the Kawasaki connection is in the fiscally constrained plan, but the Air Park connection is a little further out.

Yost reported that the 10 Year Plan will be reviewed in committee this week and then will go to the full PRAB in December for endorsement.

Partida reported that the P & Q Street bike lane plans have been received and the hope is to have this constructed in spring. The Vision Zero project continues to move forward with a Request For Proposal going out soon. Create policies to help improvement traffic safety and protect vulnerable road users. The E-Scooter Year-End Report is being developed and will come to PBAC review once it is complete. Civic Nebraska has been doing some walking audits along 11th Street, between A and G Streets. they have had some welcomed conversations with LTU and are making some suggestions on how to better engage the neighborhood. There is an open house planned for November 30th, 5:30 to 7:30 at the F Street Rec Center to discuss the input received so far and some potential projects in the area.

Spackman shared that the [2023 BikeLNK Survey](#) is currently available and encouraged everyone to pass the word.

Old Business:

Rachel Christopher shared some information about the TIP Amendments to include the Carbon Reduction Plan funds. There are three projects planned: 1) Rock Island Trail Undercrossing at Old Cheney Road, 2) Widening of the Rock Island Trail from A Street to the Boosalis Trail, 3) Active Transportation Enhancements at the new Multi-Modal Transportation Center. These projects had to meet eligibility criteria – local match of 20%, meet eligibility criteria, and be “shovel ready”. The multimodal Transportation Center is planned to be in the vicinity of the City-County Building, either north or south. This is a bit different than what was discussed earlier. The Superior Street Trail fell off the list because it was found to be strictly maintenance, which is not eligible. The Rock Island Widening should be fairly quick to deliver because there should be minimal engineering required and no ROW needs. There was some question about coordination with the development at 27th and NE Parkway. It will be important to keep this in mind but there is not a clear timeline for the private development. The widening is planned at 11 feet and will remove old concrete and completely replace it. The Underpass project would be planned for construction in 26 or early 27. This will be a completely separate project from any improvements at the Old Cheney and Warlick intersection.

New Business:

Colin Christopher reported on a Neighborhood Access and Equity Grant program project. The Downtown Corridors project focused on some of the most vehicularly oriented streets in downtown and trying to make them more pedestrian and bike friendly. It also looked at creating a greenway along 11th Street and a Music District along 14th Street. At this time Phase 1 is in schematic drawings and looks at 9th and 10th Streets, O Street 9th to Centennial Mall, one block of the Music District from O to P and a two block stretch of 11th Street. Construction is planned for Spring of 2025. The opportunity for this grant came along and a Phase 2 area was identified to fast track. This looks at O Street from about 17th Street to 30th Street, extension of the N Street Cycle Track to 25th Street and improvements to 25th Street all the way to Q Street. This should help to fix some of the transportation problems of the past – namely O Street which was constructed as a main street but functions as a highway and is not a very hospitable place. Walk audits this past summer really emphasized how bad the pedestrian experience on this section of O Street. Improvements would

include things like a landscaped median, landscaping, widened sidewalks, high visibility crosswalks, additional signalization (location TBD), street trees, bioretention beds, pollinator gardens, etc... There will also be a real effort to reach out to the community. In the initial plan work, this section of O Street had particularly little comment despite door-to-door efforts to engage people. The grant request was through the Neighborhood Access and Equity program which has a zero match, but our application offered a 20% match. Total ask was \$25M with a \$6M match for a total of \$31M. There will be some money toward resurfacing. The patching of pavement over the years really does add to the road noise and impacts the experience. Carpenter was asked about speed reduction. As a highway, the statutory speed limit for congested business districts would be lower. This plan could lead to additional conditions that might warrant a reduced speed limit. Yost asked about engagement with business owners, many of whom express concern about trees interfering with signage. Christopher offered that the poor pedestrian environment poses a challenge to these businesses. Speicher explained that this grant application had a tight timeline and she worked with Lowry to provide a letter of support for the grant application as the chair of the PBAC. She asked for a motion to endorse this letter. Tunakan moved, and Bentrup seconded a motion to endorse this letter. Motion passed unanimously.

Speicher let everyone know that there would be a poll coming around to look at potentially adjusting the time that these meetings are held.

Messerer was tasked by Lowry to develop a slate of officers for 2024. Messerer brought forth a proposal to nominate the sitting Chair and Vice Chair for a second term. Larson Rodenberg moved and Knight seconded the nomination of Lowry for Chair and Tunakan for Vice Chair for 2024. Motion passed unanimously. The vote for the slate was called and Lowry was elected Chair and Tunakan Vice Chair, unanimously, for 2024.

Larson Rodenberg asked for additional discussion on the topic of E-bikes. There has been a lot of misinformation out there. Stuckey-Ross informed the group that the Mayor's Office would like to lead an effort to reach out to the public on the topic. It may be January before this is on the agenda.

Adjourn: Tunakan closed the meeting at 8:04 am