

## **Pedestrian Bicycle Advisory Committee**

Minutes from the July 12, 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, Gary Bentrup, Mauricio Lang, Paul Tunakan, Susan Larson Rodenburg

**Guests:** Jamie Granquist, Jake Miller, Parks Coble, Dale Arp, Brent Davis

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

**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 Larson Rodenburg and seconded by Bentrup to approve the minutes from the December meeting. Motion passed unanimously.

**Staff Reports:** Bartja reported that the MoPac trail bridge at Wedgewood Lake has been re-decked and looks good. Crews will be restriping trails again this summer, focusing on trails that have never been striped. Their goal is 32 miles. Beal Slough Trail final ROW plans have been submitted and cost estimates are being prepared. Construction planned early next year.

Hartzell reported JEO has been contracted to design a culvert crossing at Cardwell Branch to improve trail and maintenance crews. An RFQ has been sent out to secure an engineer to create concept plan for the crossing of the un-named tributary at Hwy 77 and Rokeby Rd. Larson Rodenburg reported that only about \$400,000 in fundraising remains in the \$2.1 M campaign for Wilderness Park improvements and endowments. Yost reported that the Land and Water Conservation Fund grant is still in process for the bridge over Salt Creek along the Rock Island alignment. The NRD and Watershed Management will be doing a project in that area at the same time to stabilize the stream in that area.

Rouse reported on the bike rack and bus program where bike racks can be requested by any business or apartment complex. Requests should come from the business owner.

Partida reported that the scooter program is currently out for bid. The plan is to enter a contract with two different complies and have that in place by the beginning of September for one-year contracts, renewable for a year at a time for up to 4 years.

**Old Business:** None

### **New Business:**

#### **Safety Stop:**

Jake Miller from Bicyclincoln reported on a discussion they have been having on safety stops and getting this rule in Lincoln. A Safety Stop ordinance would allow bikes to treat stop signs as yield signs and stop lights as stop signs. This allows cyclists to keep up momentum which is usually safer. Bicyclists are usually more aware of their surroundings at intersections. This allows cyclists to enter and move through an intersection before it must interact with cars. It also allows bikes to get out in the intersection where they are visible before vehicles move into the intersection. This is a practice that many cyclists follow now and a law would make this legal and not waste time enforcing this law. This allows the cyclist to choose their safest option. Hirschman asked how this effects right-on-

red rule. Varies from state to state. Whether or not scooters, pedestrians, and other non-motorized are included varies from state to state. Some states even have rules according to age groups. Larson Rodenburg asked if this would require any action at the state level? Miller stated that his understanding is that Lincoln would be able to move forward with a law without any state change being required. Miller said research shows this is a safer option for cyclists, it also helps with the perception of cyclists as “breaking the law” when they move through intersections. Tunakan stated that one of the times he feels most unsafe is when he is waiting at an intersection waiting to be able to move forward. Being able to pull into the intersection ahead of cars would feel safer. Scheinhost reported that he spoke with the chief and they were not supportive. LPD feels this would be confusing to all and would complicate determination of cause of collisions. His understanding is that part of the reason for this is to get cyclists out of the intersection so they are not rear-ended by vehicles as they come to a stop. LPD sees this as increasing potential for accidents by allowing cyclists to break the law and LPD does not support this concept. Carpenter shared that Lincoln is unique in having many intersections that are not controlled by stop signs. LTU uses stop signs at arterial streets to insure cross traffic stops. They are also used at intersections where there is some kind of sight distance issue or where there has been a history of crashes. Crash history did not show any recent cases of bikes being hit because they stopped at a stop sign. This means that if a stop sign has been posted it is most likely because there is a safety concern. Larson Rodenburg asked about the crossing signals and having to press a button that never changes. She feels the crossings take too long and do not always flow through the cycle. Carpenter asked that they please let him know of specific crossings that are having trouble. He reminded everyone that signals are timed so that they follow the progression of the vehicle signals and don't cause stops that are out of progression. Bentrup said there may be some kind of conflict between some policies and Complete Streets policy. Miller stated that this law would primarily be for commuters that are on the streets everyday and know the laws. Those who are less frequent and may not understand the change, would still follow the typical vehicle laws for stops. He feels this would not pose an increased danger for those reasons. Larson Rodenburg feels that the city is set up so well to make progress in non-vehicular commuting and that numbers will continue to increase. We need to stay open to changes that might improve commuting in Lincoln. Lowry asked for a quick straw poll of the committee and how they feel about the issue. All raised their hands to support moving forward with a discussion. Lowry made a motion that a letter of support for discussion of a safety stop in Lincoln be sent to the Mayor. Larson Rodenburg seconded. Unanimously approved. Discussion about what the letter might include followed. There were several suggestions for points to include such as safety, Lincoln Bike Friendly rating. Bartja suggested a letter be drafted and then brought back to the committee. It was determined that subcommittee made up of Lang, Tunakan, and Knight would draft a letter for review of the full PBAC.

Vachal presented the current plans for the 14<sup>th</sup>/Warlick/Old Cheney intersection. The original design for an elevated roundabout was sent for bid and could not be funded. An alternative design was developed that was more affordable and still met most of the goals of the original plan. The intersection of 14<sup>th</sup> and Warlick from the west and Old Cheney from the east would form a “normal” four-way intersection. There would be two left turn lanes, two through lanes and a right turn lane. Warlick is currently a state link, but this will change after the South Beltway is completed. This part of the plan is early in the design phase – probably 10 to 15%. Old Cheney to the west ends at Salt Valley View. There will be a connector road between the neighborhood south of Old Cheney and the large church. This will have a roundabout on the Old Cheney end and a roundabout with Warlick. This is almost the same as the previous plan and design is about 90% complete. The Old Cheney Trail would be on the north side of the current Old Cheney alignment and would connect

across the 14<sup>th</sup> Street north leg and continue west to the northern roundabout of the new connector road. The crossing of the Rock Island at Old Cheney Rd. is shown at grade. This was a cost saving measure, but also takes into consideration the area of the undercrossing is no longer elevated which would make an undercrossing more difficult. This would cost about \$1.5 M. Total project cost is about \$28M to \$29M without the undercrossing. Comment was made that the current plan doesn't seem to do much to improve bike and pedestrian travel. Carpenter explained that the crossing was still being evaluated for a potential signalized crossing or other improvements. Lowry remarked that 1,000 people per day go through that trail crossing. Vachal reported that about 35 to 40,000 cars per day go through the intersection. Arp shared that the new design increases the width of the crossing of 14<sup>th</sup> St significantly, so he does not see this as an improvement. All of the concrete at the current Rock Island crossing will all be removed and replaced. The alignment is set up for a tunnel. The master plan shows this as a grade separated crossing, so the intent is to build a grade separation at some point. It would be much more difficult and expensive to come back later and construct this undercrossing. He is afraid for the families he sees crossing there. He feels like not building the bridge now would be a missed opportunity. Vachal recommended using the online portal to enter comments by this coming Thursday. Tunakan said he was concerned that an additional traffic light for the trail would cause frustration to drivers. Larson Rodenburg commented that the safety concern and potential loss of life for an undercrossing made the price tag less of a concern. Bentrup made a motion that a letter be composed strongly considering the construction of an undercrossing of the Rock Island RR. Larson Rodenburg seconded. Conversation about other sidewalk improvements to connect Fiserve and the neighborhood to the commercial center. Motion was called. Unanimous approval.

Rouse's presentation on the Trail Counts Webpage was tabled until the next meeting.

**Adjourn:** Hirschman adjourned the meeting at 8:05 a.m.