

Pedestrian Bicycle Advisory Committee

Minutes from the April 11, 2023, Meeting – 7:00 a.m.
Woods Park Place – 3131 'O' Street, LPR Conference Room

Members Present: Gary Bentrup, Jordan Messerer, Mauricio Lang, Nate Lowry, Sarah Knight, B Paul Tunakan, Susan Larson Rodenburg, Allison Speicher, Dale Arp, Connor Herbert, Conan Schafer

Members via Zoom: Barb Fraser

Guests: Diane Walkowiak

Guests via Zoom: Logan Spackman, Parks Coble

Staff Present: J.J. Yost, Jamie Granquist, Maggie Stuckey-Ross, Kylie Gokie, Sara Hartzell,

Staff via Zoom: Roberto Partida, Stephanie Rouse, Kylie Gokie

Call to Order: Lowry called the meeting to order at 7:00 a.m. and noted the meeting follows the Open Meetings Act, posted in the room behind the tree. Roll call was made.

Approval of February Minutes: A motion was made by Tunakan and seconded by Larson Rodenburg to approve the minutes from the February meeting. Grammatical errors and typos as amended.

Motion passed unanimously.

Staff Reports: Hartzell started the conversation that Park Planner Bobby Bartja recently left the Parks & Rec department to pursue another career path, his creative talents, hard work, and low-key pleasant demeanor will be greatly missed.

Projects: 3 waterway projects in Wilderness Park process summarized

Asphalt roadway & Prairie Corridor parallels Wilderness will be paved in anticipation of Prairie to Prairie. Salt Creek Levee is completed and well done, smooth and nice. Salt Creek Bridge & Carwell Crossing highlights for current status. HWY 77 Bridge updated, timing with NRD watershed management. Federally funded project with several steps and processes in play.

Winter or next spring forecasted for construction.

J.J. Yost elaborated about the projects and process timelines: Beal Slough has contract for appraisers & 3 properties that need to be acquired, Spring 2024 construction possibly. Fletcher Landmark is in negotiations for properties, is ahead of schedule, perhaps this fall Waterford is waiting for a program agreement with NDOT to start hiring engineer. 2 other projects that are not trail related but worth noting from LPRD standpoint are Air Park Rec is ahead of schedule, done by June, vacate & move by first of July. Rudge Park is going well, will move to Irvingdale as construction progresses. Looped trail within the area. Pool opening will impact construction along with the new LFR Fire Station in the area.

Roberto Partida updated the group about LTU items: The scooters are back and is working with providers for refined geofencing, additional parking zones before trails, and incentivize users to not ride on trails and that metric of 250 per scooter company allowed is based on user rates per day, one ride per scooter per day. Consultant onboard for Q & P buffered bike lanes, held a public

meeting, and took suggestions of keeping parking but removing a lane of travel. Design process underway, final designs soon to be made public and will get PBAC input. Larson Rodenburg asked what numbered streets the lanes would be between. Partida mentioned a strong desire to get users safely across Antelope Valley Parkway, 25th and slightly past, if not further.

Logan Spackman provided an update for Bike to Work Week: Group is finalizing plans for May 15th-21st. Morning coffee meetup, 7am-9am on Monday. Wrap up evening event at JSTC in Union Plaza. Discounts to local businesses, food specials, and more promotions. Bike Month also in May, with events. BikeLNK is celebrating 5 years on April 20, 178,000 trips supported total. Celebrating with community members, May 5th will have Open House.

Stephanie Rouse updated Trails Mobile Counts: Beginning for the year again, will rotate around 6 or so sites in the spring & fall, see trends long term from year to year on trails.

Old Business: None

New Business: Diane Walkowiak joined the group by introducing herself as a representative of Indian Village and talked about the need for a safe crossing to Van Dorn Park from the neighborhood across HWY 2. Preference for at-grade crossing at High Street with full traffic light & signaled crosswalk for safety. Larson Rodenburg asked for location specifics and Lowry asked Walkowiak about the MTN Bike Master Plan, expressed support for the singletrack trail and what it's done for the park in positive ways. Keeping single-track at VDP is a priority and crossing at High Street would only make it better.

Hartzell segued into the MTN Bike Facility Master Plan report for the group:

6-month process with representatives from various groups, inspired by Van Dorn Park single-track success. Development, framework, funding, timing, maintenance and need of future facilities all discussed as part of collaborative process. Starting with community survey, about 500 answered and indicated representation of others in the household for about 1,000 total survey respondents. Expressed interest with variety of skill levels, ages, and about ¾ had traveled to ride. Working group stakeholders were active, worked well, and had insight in variety and intent. Discussed all methods of Plan process with PBAC.

Tier 1: Major Bike Park (North 48th Street Landfill is planned end use location)

Tier 2: Quadrant based, and facility Level of Service needed for singletrack.

Tier 3: Neighborhood based with small skills features or side path development.

After staff had initial review of potential sites, those were presented to the Working Group and visited by participants, eventually narrowed down to finalists in the Plan, with Primary sites followed by Secondary sites listed.

SE: Jensen Park, Holmes Lake Park East

NE: Stevens Creek Park, Seacrest Park

NW: Arnold Park Heights, Highlands South Park

SW: Van Dorn Park, Densmore Park

Hartzell continued with the features, maintenance, volunteers, and build standards for feature sets. Partnerships and Trail Boss' responsibility for routine inspections, staff inspecting quarterly. Builds within existing spaces utilizing natural features with sustainable practices and community involvement with riding & intent. Revisions after closing of public review process likely, eventually presented to PRAB for review on May 11th.

Yost pivoted to Trails 101:

Every other year update, 10-year Facilities Master Plan is guidance document as an estimate for projects and expenses in that timeframe, helps to distribute that as efficiently, accurately, and equitably as possible. Major update every 10 years, minor update every 5 years. Information was presented on trails definitions of trail types, design, usage, paved & natural surface. The Trail Count program, made up of permanent & mobile counters, mentioned that about 1 million trips are taken annually on trails in Lincoln, 61% bike, 39% pedestrian makeup. 5 years is a Comprehensive Plan update, looks for places to add connections, develop projects, and phase construction while prioritizing timing, and inform the public & trail groups. Flexible and fluid with shifts for funding or donations that might be interested in specific projects or desire for improvements.

Green Trails: existing

Yellow Trails: some phase of actual construction

Pink Trails: high enough priority that can be funded in planning horizon (2050)

Grey Dash Lines: in plan but not high enough in priority to make funding cutoff

Main Goals: safe convenient route, expand access & points of interest, expand as city grows to service residents in new areas.

PRAB endorses plan as a guidance document, anticipation of expenses for accurate identification, Comprehensive in nature, ranking projects in A, B, C form. Capital Improvement Plan is 6-year program, all departments, adopted by Mayor via the biennial budget process. Funding for trails projects were highlighted: rely heavily on federal grants with local match, collection of impact fees when building permits pulled within 7 individual Districts & must be spent within that area within 8 years of collection, along with private funds & partner entities that build facilities.

- Side discussion of impact fees created in 2004, PBAC to discuss process & potential letter thoughts at future PBAC meeting.

Reviewed recently completed trails projects:

Salt Creek Levee Trail & underpass

Yankee Hill Road Trail

Wilderness Park (signage, map kiosks & posts)

32 miles of trail striping

Addresses 3,352 feet of trip hazards

Replacing bridge decking & railings

Upcoming:

B Street Bike Boulevard

A St Sidepath (5th –11th)

Bike Lanes from A to B, on 11th

Bump outs to reduce crossing distances at intersections

Paint markings on B st, 26th (B to A)

Side path from 26th to 27th

Beal Slough Trail (2024)

Chris Beutler Trail South Haymarket Park to Jamacia North (2025)

Fletcher Landmark (2024)

West O St (2024/2025)

Waterford Trail (2026)

Wilderness Park Stream Crossings:

Rock Island Trail Extension & bridge rehab (2024)

Caldwell Branch Culvert Crossing (2023)

New bridge near HWY 77 & Rokeby Rd (2023)

Small subcommittee of PBAC was sourced for the 2023 process, will meet at least twice. Brainstorm needs in each area of Lincoln for 10 Year Facilities Plan Review. Will bring process back to review for whole PBAC before recommendations for PRAB.

Wrap up of meeting attendees by congratulating Connor Herbert on his Fullbright Scholarship, he will continue to join the PBAC by zoom when he heads overseas for studies in the fall.

Upon closing, Jordan Messerer mentioned that the 11th St corridor, as it crosses A St, the cul de sac recently replaced sidewalk lacks curb cut in(Traber Hall area), should consider reality of this change on a signed Bike Route.

Lastly, Susan Larson Rodenburg invited everyone to attend the upcoming South of Haymarket Park announcement news conference on April 25th, 2pm, at the N st Cycletrack & Canopy Street area.

Adjourn: Lowry closed the meeting at 8:18 am