

Active Living Advisory Committee (ALAC)

Wednesday, August 15, 2018

3:00 pm to 4:30 pm

Planning Central Conference Room, 11th Floor

1819 Farnam Street

Present Voting Members: Mark Stursma, Andy Wessel, Ben Turner, Tom Everson, Pell Duvall, Chris Rolling, Tameshia Harris

City Reps: Carrie Murphy, Todd Pfitzer, Kevin Carder, Derek Miller, Dennis Bryers

Guests: Nicole Wheeler, Lee Myers

Agenda:

1. Approval of Minutes
 - a. Motion to approve – Ben; Pell second; unanimously approved
2. Welcome new Board Member Jason Rose
3. Vision Zero Update
 - a. Met with City's lobbyist, Jack Chehola, to discuss relevant bills in state legislature
 - i. Covered history of efforts to pass primary enforcement (seatbelts, distracted driving) laws.
 - ii. City Council passes a resolution each year recommending to the legislature the package of bills the City supports
 1. VZ related bills could be part of that this year
 2. VZ task force members coordinating with AAA and others to piggyback on their efforts and find out what draft bills are already out there that the VZ Task Force should recommend the City support.
 - b. Data digesting and sharing
 - i. PW (Nick Gordon) has pulled together a lot of data
 - ii. MAPA is working on a report on regional safety data
 - iii. Sub-committee set up within Task Force to coordinate digesting and sharing of the data
 - c. Pell and Tom will be traveling to Governors Highway Safety Association annual meeting in Atlanta, Georgia later this month. Theme of the conference is "Joining Forces to Get to Zero: Partnerships in Traffic Safety"
4. 13th St Corridor Study Update

- a. Study is pretty much wrapped up and Olsson is putting together final set of detailed memos to City staff along with summary report that will be available to public.
 - b. Study area: 13th St (and 14th downtown) from I-80 to I-480
 - c. Generally looked at walkability and other conditions along corridor and came up with high level recommendations for different segments along the corridor
 - d. Assembled stakeholder group of business owners, neighborhood groups, bicycle advocate, developer working along the corridor, fire and police.
 - e. Looked into possibility of a road diet on S 13th St
 - i. Study recommends maintaining 2 lanes in each direction (based on projected Level of Service – intersection LOS under 2040 anticipated traffic conditions is projected to be E or F if a road diet [2 lanes with center turn lane] is implemented).
 - f. Study resulted in recommendations for improving pedestrian safety: additional crossings on S 13th St, corner nodes at intersections, improved streetscape.
 - g. Met with railroads to discuss improving the 13th/14th railroad underpasses between Downtown and Little Bohemia
 - h. Study recommends bike facilities on 13th and 14th in downtown – either buffered or separated bike lanes.
5. Lane Width Recommendation
- a. Initial response to letter from ALAC from the chair of the Nebraska Board of Classifications and Standards (NBCS) was not very receptive to idea, but clarifying that this would be a request to be able to use 10 ft lanes without having to formally request relaxation of standards (and not a request that 10 ft be the default or standard for urban streets) helped.
 - b. Draft letter to governor, NBCS will be revised to emphasize engineering arguments, with brief mention of economic and “local control” benefit of not having to request relaxation of standards.
 - c. Consensus: ALAC will draft a cover recommendation letter to the Mayor along with an attached draft letter with suggested language for a recommendation to the NBCS and Governor. Mayor can decide if she wants to sign and if she would like to ask others (mayors of Lincoln, Grand Island?) to sign on.
6. Updates on Leavenworth (31st to Field Club Trail) and Harney St Cycletrack study
- a. Leavenworth (31st to Field Club Trail)
 - i. 4 lane to 3 lane (2 through lanes with center turn lane and bike lanes) road diet was initially found to be feasible in traffic study done in 2016 by Toole Design Group in partnership with LiveWell Omaha.
 - ii. Project was programmed in last year’s CIP based on Toole traffic study and push by community leaders (UNMC, Midtown 2050 effort)
 - iii. New traffic study by FHU in 2018 showed project infeasible under present and projected traffic conditions. Project removed from draft CIP due to this traffic study.

- b. Harney St Cycletrack
 - i. Project recommendation came out of 2012 Transportation Master Plan
 - ii. Was programmed in 2017-2022 CIP then removed in the next CIP due to uncertainty about other projects along the corridor that could impact feasibility and, at a minimum, would impact the design of the cycletrack. These projects include:
 - a. Streetcar proposed on Farnam/Harney from downtown to midtown
 - b. Potential 2-way conversion of Harney in Midtown
 - c. Tying into ConAgra campus redevelopment
 - iii. Next step in federal process for this project would be to enter into design (30%). Due to uncertainty surrounding other proposed projects along the corridor and the impact they would have on the design, City is not ready to move onto that phase.
 - iv. City now could either 1) carry out next phase of federal process, with knowledge that it will likely result in design that will need to be significantly re-worked as design of other projects along the corridor are worked out, or 2) it could return federal money and possibly revisit the project later, while in the meantime taking a broader look at the corridor and exploring alternatives other than the 2-way cycletrack concept on Harney. The second option is most likely.
- 7. Lyman-Richey Site Redevelopment Pedestrian/Bicycle Connections
 - a. Tabled to later meeting
- 8. Active Living Events
 - a. Tabled to next meeting
- 9. Set November meeting date (currently scheduled day before Thanksgiving)
 - a. Kevin will send out Doodle poll
- 10. Set September Agenda
 - a. Vision Zero Update
 - b. Lane Width Recommendation
 - c. Lyman-Richey Site Redevelopment Pedestrian/Bicycle Connections
 - d. Active Living Events
- 11. Adjourned 4:35pm