

MEETING MINUTES

Technical Committee Meeting

Thursday, February 9, 2012

1:30 p.m.

Room 113, County/City Building

Members Present: Virendra Singh, Randy Hoskins, Public Works/Utilities/RTSD; Marvin Krout, Nicole Fleck-Tooze, David Cary, Planning; Doug Pillard, County Engineering; Brian Praeuner, StarTran; Ken Smith, Urban Development; Rick Thorson, Health; Brad Zumwalt, Kaine McClelland, Nebraska Department of Roads; Barb Fraser, Pedestrian & Bicycle Advisory Committee.

Others Present: Rick Haden, Felsburg Holt & Ullevig; Thomas Shafer, Engineering Services; Mike Brienzo, Michele Abendroth, Planning.

The meeting was called to order at 1:30 p.m. The Nebraska Open Meetings Act was acknowledged.

Review and action on the draft minutes of the November 17, 2011 Technical Committee meeting

Cary moved approval of the November 17, 2011 meeting minutes, seconded by Smith. The motion carried unanimously.

Review and action on an amendment to the FY 2012-2015 Transportation Improvement Program to add an I-180 resurfacing project, Cornhusker Hwy to US-34

Brienzo stated that this project is to resurface and mill I-180. It is a maintenance project and does not have a high cost. Staff wanted this in the TIP as soon as possible to begin preliminary engineering on the project.

Fleck-Tooze moved to approve the amendment to the FY 2012-2015 Transportation Improvement Program to add an I-180 resurfacing project from Cornhusker Highway to US-34. The motion carried unanimously.

Briefing on the proposed City of Lincoln Access Management Policy to cover the conditions and requirements for access to property within the City of Lincoln and the surrounding three-mile zoning jurisdiction limit.

Hoskins explained that we need an access management policy to ensure we move traffic efficiently on the roads, to ensure safety, and to promote economic vitality. We need this policy because following the policy gets an automatic “yes” and can move through the process; it clarifies vague items from the existing design standards; and it spells out the need for a case-by-case review of situations in the built environment. There are several major categories of roads including freeways and expressways, major arterials, minor arterials, collectors and local streets.

New items in the policy include access spacing requirements, turn lane requirements, throat length requirements, on-site storage requirements, traffic impact study requirements and deviation procedures.

The major hurdles included how to handle the built environment, determining throat lengths and developing a deviations/appeals procedure.

The steps in the process included a professional/ technical/ legal review; developing a draft policy for public review; gathering input from various community presentations; a Planning Commission briefing; and a study group for review and revision. The policy was introduced to City Council this week with a public hearing next week and a final vote in two weeks.

Staff will repeal Chapter 4 of the Design Standards and use this policy in place of that.

Krout asked about the process for joint City and State projects. Hoskins stated that NDOR and the City have a joint process that is used, and it will continue with this policy. Typically, the City provides the first comments on access to the site, and NDOR has veto power. He added that the two agencies have worked well together.

Brienzo asked how this policy may affect County roads. Hoskins asked if the County currently has a policy on access management. Pillard stated that there is not a policy, but there are standards that they follow. Hoskins stated that the intention is that by following this policy, access issues in the county are avoided in the future. Pillard stated that the biggest issue is driveways for new residences. Hoskins stated that this policy was written with an urban frame of mind, but staff will consider those issues.

Briefing on continuing work on the 2040 Long Range Transportation Plan for a Pedestrian/Bicycle Strategic Capital Plan to be included in the LRTP Technical Report.

Cary stated that at the November meeting, staff introduced the Pedestrian and Bicycle project. He provided an update on the status of the project. The reason for the project is because there is language in the LRTP that states a study is needed to identify bike and pedestrian projects. This is intended to increase the amount of activity for bike and pedestrian projects.

Cary noted that LSA served as the consultant on this project. In November, volunteers canvassed the entire city and gather invaluable data on the sidewalks and trails. On December 3, an all day workshop was held with PBAC members, staff and the consultant. Top issues and priorities were identified and are continuing to be refined and developed. An assessment of the public school network was also reviewed with the consultant.

Cary stated that the draft document will include an introduction, existing conditions, the pedestrian and bike plan, and an implementation section. The bike plan will have 52 miles of new bike routes, new bike route signs, sharrow markings, 7.3 miles of new trails, trail links in neighborhoods, Rails to Trails opportunities, bike activated signals, and a bike lane on 11th Street. In addition, priority trail projects, at-grade trail crossing treatments, a protected bikeway on N Street and at Innovation Campus, lighting on trail underpasses, bike parking, and storage and paved rural road shoulders will be identified. The goal is to shift more funding to maintenance. The pedestrian plan is in pretty good shape and has good policies in place. Strategies include continue to increase the sidewalk rehab program, reference the role of ADA Transition Plan and street rehab programs, and install gaps in the system, pedestrian countdown signals, mid-block crossings, pedestrian wayfinding, and transit pedestrian amenities. In implementation of the Plan, they will dedicate \$125,000 annually.

The next steps in the process include refining the information and costs, developing supporting images and maps, completing the draft document, informing and getting direction from the Mayor's Office, holding a public meeting, finalizing the plan and adopting the plan as an addendum to the 2040 Long Range Transportation Plan.

Zumwalt asked if the lighting at the overpass on 27th Street by the zoo is being upgraded as it is very dark. Cary replied that overpass has not been mentioned, but he will pass that information along.

Briefing on the development of a regional Transportation Demand Management (TDM) Strategy to support individual travel choices as identified in the 2040 Long Range Transportation Plan.

Brienzo explained that there are several subcommittees which serve the Technical Committee. One of these subcommittees is the Transportation Demand Management Committee, which provides oversight in developing a TDM Strategy for the Lincoln planning area. It has good representation from the City, County, and State and includes the following departments: Planning, Engineering Services, StarTran, Parks & Recreation, Health, Urban Development, County Engineer and NDOR. It is a goal in the Long Range Transportation Plan to provide more travel options in a way that is consistent with the character of the community and has support of \$200,000 annually. This study will be funded through PL funds, which will support 80% of the cost of the project. There will be input from the oversight committee, administration and elected officials. Staff intends to complete the project by the end of the fiscal year.

Brienzo asked if there were any comments on the membership of the committee or the scope of the project.

Zumwalt noted that this project is in the Work Program, but if the budget is different than what is identified in the Work Program, then an amendment would need to be done. Brienzo stated that this study will carry over into next fiscal year and will be included in the Work Programs for both years.

Other topics for discussion

There being no further business, the meeting was adjourned at 2:32 p.m.

*** Please note that these minutes will not be formally approved until the next meeting of the Metropolitan Planning Organization Technical Committee. ***

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