

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: September 24, 2015, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Acting Director of Planning Dept., Pam Dingman – County Engineer, Miki Esposito - Director of Public Works & Utilities, Gary Bergstrom of the Health Dept., Mike Davis of StarTran, Sara Hartzell of Parks & Recreation, Randy Hoskins and Kris Humphrey of Public Works & Utilities, Brendan Lilley of County Engineering, Noel Salac of the Nebraska Dept. of Roads, Kellee Van Bruggen of the Planning Dept. and Brad Zumwalt of the Nebraska Dept. of Roads; (David Haring and David Landis absent). Gary Bentrup; Justin Luther of the Federal Highway Administration; Brian Praeuner of StarTran; Mike Brienzo and Teresa McKinstry of the Planning Dept.; Jenny Young and Rick Haden of Felsberg, Holt & Uelvig; Steve Young of JEO Consulting Group; Nancy Hicks of the Lincoln Journal Star; and other interested parties.

Chair Miki Esposito called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

Esposito then requested a motion approving the minutes of the meeting held May 21, 2015. Motion for approval made by Dingman, seconded by Cary and carried 10-0: Bergstrom, Cary, Dingman, Esposito, Hoskins, Humphrey, Lilley, Salac, Van Bruggen and Zumwalt; Hartzell abstained; Davis absent at time of vote; Haring and Landis absent.

BRIEFING ON THE UPDATING OF THE LINCOLN MPO TRANSPORTATION MODEL, GIS-BASED ANALYSIS TOOLS AND 2040 LONG RANGE TRANSPORTATION PLAN:

Mike Brienzo stated that the current Long Range Transportation Plan was adopted in 2011. Federal requirements state this must be updated at least once every five years. This Plan will expand on the current Plan and continue to be a part of our ongoing decision-making process. We are building on the planning tools to help us have a better understanding of the transportation problems we are facing. The LRTP Oversight Committee met this morning to begin working on the key issues that will be addressed in this Plan. Jenny Young and Rick Haden with Felsberg, Holt & Uelvig were introduced to present the study planning activities, along with Steve Wolf with JEO to address the Public Participation element of the study.

Jenny Young stated that the major work tasks for the update are project management, agency coordination and public coordination. The second task is an update to the travel demand

model. We are taking the current travel demand model and are updating the base year to 2015. This is a recalibration of the model. The next task is to update the needs assessment. Goals, objectives and performance measures are task four. We will be integrating performance measures. Task five is the transportation system analysis. We will use a GIS based analysis. Task six is the Implementation Plan. The last task is documentation. The schedule shows this is about a year and a half long planning process. The LRTP will be adopted by the end of 2016. We envision coming to this group about every other month with information and to get input on various aspects of the planning process.

Steve Wolf stated that one thing they wanted to do was take a hard look at the MPO public participation plan. We need to make sure what we do here is consistent and compatible with the existing plan. There are three objectives we are trying to achieve. The first is to educate and inform on the need for this plan. We try to help everyone understand the process. The next objective is to get them involved and make comments to help inform the analysis process. The overarching objective is to start building support for the projects. We have three prongs to the overall approach. We look to focus groups to help inform the development of the information. Open houses will be held throughout the planning process. The first will center on need, to make sure people understand why we are doing this. The next open house will take comments on the initial findings. The last open house will present the vision and hopefully get some feedback that validates the vision. We will make sure to bring the entire community on board.

Rick Haden stated that there was a very healthy discussion this morning at the roundtable. One of the key topics was funding. The Build Nebraska Act and increase in gas tax has helped with funding. However, inflation has raised the cost of projects. There has been more focus on maintenance in the recent past years. Another positive has been in tracking the infill growth in the City. Planning has projected that things are ahead of schedule. One change that has happened in the past five years is the South Beltway is now funded and in the plan. When we look at the list of the top projects, a good share of those priority projects are being implemented. When we go to the public, we can show that prioritization is necessary. We have seen an increased interest in Complete Streets. He believes there is a more conscious effort to make sure projects that are in the CIP are addressed in the LRTP. We heard from several folks that they like the idea of prioritization. With MAP-21, he believes there will be greater emphasis on prioritization. We will have to look closely at inflation rates. We talked about more emphasis on other modes of transportation. We aren't going to develop a whole new plan. This will make adjustments and refinements. We have a long list of ideas.

Young stated that this Plan will be addressing performance measures. We began the discussion this morning with the roundtable. Goals and objectives will be a refinement from the existing Plan. Performance measures are the ways that will measure how the goals are being met. The Travel Model and GIS based analysis will be developed to measure the effectiveness of the Plan. Monitoring progress over time is a big part of MAP-21. This will give the ability to see if the strategies in the Plan are working. We talked this morning about what performance measures might be good. Available data, data collected on a regular basis, the relation to the goals and

the storytelling potential were all discussed. We are anticipating coming back in November with an update on the travel demand model process, needs assessment and draft goals, objectives and performance measures.

Esposito questioned if the public involvement process is being repeated from the last time. Brienzo stated that Lincoln has a rich history of public involvement that will continue in this Plan Update. The key elements of our community outreach build upon the MPO's adopted *Public Participation Plan* (PPP) have been outlined in the LRTP Update *Public Involvement Action Plan* developed by Steve Wolf. David Cary added that this will be handled in a little different way that will hopefully be more effective.

Dingman questioned if there will be any meetings for the small surrounding communities. The boundary of Lincoln is always growing. Brienzo replied that the future urban area service limit for projected growth extends to 2040. The MPO has an urban area boundary that includes the future urban area service limit. Waverly is in the MPO planning area but not part of the urban plan. Even though the MPO Plan will include the entire County, it will not interfere with the Waverly Comprehensive Plan. Waverly has its own plan, as does Hickman. Our planning process will respect the planning these communities have done. Dingman would hope there would be coordination. Brienzo noted that we have coordinated in the past and will continue to do so.

Esposito believes this is a very good start to a wonderful and exciting process.

BRIEFING ON CURRENT LINCOLN PEDESTRIAN AND BICYCLE PLANNING ACTIVITIES AND PROJECTS:

a) Complete Streets Planning Activities

Kellee Van Bruggen stated that this group has been meeting since September of 2013. Last year, a Gap Analysis Study was completed. It is available on the Bike Lincoln website. \$50,000.00 annually has been identified in the CIP. Bike route signs are being added and installed. \$3,000.00 was identified for bike parking in the downtown area. There are four neighborhood connections to trail projects being made. We are connecting the Helen Boosalis trail. There were ADA issues. There were some grading issues on the Mopac Trail. The idea is to bid those projects this fall and be done some time next year.

b) Progress in developing the Lincoln Bike Share Program

A workshop was held last year on bike share. We applied for a CMAQ grant and received notification in March, 2015 that we were awarded the grant. Right now, the main effort has been the fundraising effort. We have talked with businesses that are interested in bike share. UNL has funded three stations and Blue Cross Blue Shield has funded one station. We are hopeful that we will have the next 11 stations funded in the next few months. This will hopefully be out for bid for a vendor this winter.

c) Status of the 'N' Street Protected Bike Lane Project

A PSA has been out for about a month now regarding the N Street Bike Lane. There is a flyer that is available for more information on how to use a bike lane and there is information on the web.

Esposito questioned where the online information will be. Van Bruggen replied on the Bike Lincoln website: <http://www.lincoln.ne.gov/city/plan/bike/index.htm>

Esposito thanked everyone for all the good work.

BRIEFING ON THE LINCOLN STARTRAN TRANSIT DEVELOPMENT PLAN (TDP) UPDATE:

Brian Praeuner stated that a lot has been going on. This project is set to be completed in December of this year. Nelson Nygaard is the consultant. Open houses were held in April, 2015. There were TDP Advisory Committee meetings. They are getting feedback from bus operators and supervisors. There was an open house last night and one today at UNL. With the help of public input, we have developed some goals and themes. We are developing a series of three development alternatives. Some comments we heard from the public on what they wanted was bus service later in the day, streamlined routes, crosstown service, Sunday service and improve some bus facilities. We are trying to develop some different route maps. We are continuing to take feedback on the alternatives. Generally, we have been hearing that we aren't doing enough. This is fiscally constrained. We foresee the final product containing elements of all three alternatives.

Mike Davis stated that a lot of meetings have taken place. We are getting some great feedback.

Esposito wondered if there has been any feedback on the new red buses. Praeuner replied the feedback has all been good.