

## MEETING RECORD

**NAME OF GROUP:** TECHNICAL COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** November 5, 2015, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10<sup>th</sup> 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., Lonnie Burkland and Randy Hoskins of Public Works and Utilities, Wynn Hjermsstad of Urban Development, Lynn Johnson of Parks & Recreation, Brendan Lilley of County Engineering, Noel Salac and Thomas Goodbarn of the Nebraska Dept. of Roads, Kellee Van Bruggen of the Planning Dept. and Brad Zumwalt of the Nebraska Dept. of Roads; (Michael Davis and David Haring absent). Sara Hartzell of Parks and Recreation; Kris Humphrey of Public Works and Utilities; Jason Jurgens of Nebraska Dept. of Roads; 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 September 24, 2015. Motion for approval made by Hoskins, seconded by Salac and carried 11-0: Bergstrom, Burkland, Dingman, Esposito, Hoskins, Hjermsstad, Johnson, Lilley, Salac, Van Bruggen and Zumwalt; Cary absent at time of vote; Davis and Haring absent.

### **REVIEW AND ACTION OF REVISIONS TO THE FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM**

- a) Lincoln Bike Share Program: Add Program to the FY 2016 TIP with federal CMAQ funds and local matching funds.

Johnson offered his congratulations to the Planning Dept. on a job well done with regards to Bike Share, specifically Kellee Van Bruggen. She did a good job on this.

Dingman stated that bike share in Chicago has a phone app. Omaha has a similar app as well.

Van Bruggen stated that each vendor has their own app that can show which stations still have bikes to rent, etc. Brienzo stated that when you use Federal funds for a project such as this, there is a process.

- b) City of Lincoln, Streets: Add South 56<sup>th</sup> Street and Yankee Hill Road intersection safety project to the FY 2016 TIP with federal safety funds and local matching funds.

**ACTION:**

Dingman moved approval of adding a) Lincoln Bike Share Program to the FY 2016 TIP with federal CMAQ funds and local matching funds and b) City of Lincoln, Streets: Add South 56<sup>th</sup> Street and Yankee Hill Road intersection safety project to the FY 2016 TIP with federal safety funds and local matching funds, seconded by Johnson and carried 12-0: Bergstrom, Burkland, Cary, Dingman, Esposito, Hoskins, Hjermsstad, Johnson, Lilley, Salac, Van Bruggen and Zumwalt; Davis and Haring absent.

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

Brienzo stated that staff is in the process of updating the Long Range Transportation Plan (LRTP). Through that process, we are looking at goals and objectives. We have contracted with Felsberg, Holt & Uelvig. We are working with the project oversight committee. They have provided us comments on the goals and objectives. Those will be updated. Then we will move on to developing the performance criteria. This is something new. The process has changed a little. This will be more of a formal part to the plan, to use data. The group will meet again on Nov 18, 2015. We are not looking at new data sources at this time. This will give us a base of how the system is doing today. Lincoln grows at a very consistent rate of 1-1.5 percent a year. He believes we do follow the national trend. We have a public participation action plan that has been updated. The Planning Commission will review every other week, along with the update to the LRTP and the Comprehensive Plan. Those will be tied together. We are in the process of setting up focus groups which will take place in January, 2016. We would like to sit down with at least eight groups of six to ten people and get some feedback. Those focus groups will stay with the planning process at least through the draft plan. There will be public meetings, as well as if anyone would like a presentation, such as LIBA, neighborhood organizations, etc. We hope to have a draft plan ready to go by end of summer 2016. This is an update, not a whole new plan. We already have a good plan. All projects will be reevaluated and it will be fiscally constrained as well. We will be developing a needs process and identify any shortcomings. The travel demand model is being updated as well. Everything will be focused on the LRTP Project Oversight Committee. The citizen advisory groups will run a parallel process.

Dingman stated that at a recent meeting of the County One and Six Program, they received substantial comments from people in the Saltillo corridor. She wondered if any of these focus

groups are aimed at the rural parameters. Brienzo stated that there is rural representation on the Planning Commission. Saltillo is in the future urban area. The future service limit delineates where we expect to grow in the next ten to twenty years. That will be part of the discussion as well.

### **BRIEFING ON THE LINCON STARTRAN TRANSIT DEVELOPMENT PLAN**

Brian Praeuner stated that they are near the end of the study. We are evaluating the existing services and trying to keep up with the changes going on in the city. We are trying to attract new riders to the system. We are moving to a bus stop system as opposed to a flag system. Ridership has been increasing the last few years with the same amount of funding. In terms of service hours, compared to our peers, we start a little later in the morning and other peers run later in the evening. We are attempting to address on-time issues and revise the routes. We have gotten a lot of community input at this point. We have gotten a lot of good feedback from the public through the interactive survey. The top four needs are later service on weekdays and Saturdays, a crosstown service and more frequent service on weekdays. Some key themes were to straighten and streamline the routes, improving places served and bus stop amenities. Today we have a flagstop system, you can flag down the bus. We are moving to a formal bus stop system. You are picked up and dropped off at a designated bus stop. This would create a more predictable and reliable system. The drawback is a certain number of people will have a longer walk to the bus stop. We are attempting to simplify the route network, improve speed and reliability, address on-time issues, amongst other things. Scenario 1 maintains the existing coverage and shifts several routes from neighborhood streets to arterials. Service would be extended to Yankee Hill. Scenario 2 introduces some evening service on some routes, a crosstown route and 30 minute service on a few corridors. This also extends service to the Yankee Hill area. Scenario 3 introduces evening service and 30 minutes service on some key corridors. It addresses service to Yankee Hill as well. What we choose will be a combination of all three scenarios. We are finalizing alternatives of the plan. There will be more opportunity for public input. We will revise the scenarios to develop one preferred alternative. Kellee Van Bruggen from Planning has been involved with this as well.

Brienzo noted that we are just entering into looking at performance measures for our system. We anticipate congestion to increase. He questioned if that has been taken into consideration, along with peak hour traffic on the main arterials. Praeuner does not recall if we talked specifically about corridors with high congestion. Brienzo believes that bus pull outs should be considered. Praeuner thinks those are always good. The challenge is being part of the process of new developments, early on, to include StarTran.

### **BRIEFING ON THE RTSD NORTH 33<sup>RD</sup> & CORNHUSKER TRANSPORTATION PLANNING AND ENVIRONMENTAL LINKAGES STUDY**

Kris Humphrey from Public Works is the RTSD project manager for this project. There is a public meeting tonight. It will be an open house format. This particular project has a pretty broad sight area. This works through the planning and environmental linkages. We are hoping to be

one of the first PEL studies completed. She provided copies of a newsletter that is available on the project website. Mark Lutjeharms with Schemmer & Associates is working on this as well. The study was kicked off in June, 2015 and will take about a year. We hope to present the final report to the RTSD June, 2016. We have been in the information gathering stage. Once we have everything in front of us, there will be a methodical process of identifying alignments for this area. There will be brainstorming sessions and we will present two to three of those options at a public meeting. We will gather comments and prepare a report to present to the RTSD. The purpose of this project is improve safety. There have been six fatalities in this area in the last 30 years. We would like to reduce the delay for vehicles and pedestrians and trail users, and also make sure to accommodate traffic today, but also in the future. We anticipate ultimately having federal project dollars involved. We haven't determined the funding yet. A lot depends on what comes out of the study. The Corp. of Engineers is doing a study along Deadman's Run. There may be an opportunity to share resources and funding. We want to make sure that whatever we do is compatible with the surrounding infrastructure and the LRTP. We are up to 65 trains a day now and 88 in the future, at this point.

Bergstrom questioned if this study is aimed specifically at 33<sup>rd</sup> and Cornhusker, or if it goes beyond that to Superior. Humphrey replied that is one thing that will be looked at in this study. We are looking at the whole corridor. We don't have any preconceived notions as to how this area should look. The process will take us to where we ultimately end up.

Esposito understands that when final study report is completed, that will segway into the final design. Humphrey noted she is correct. We have been coordinating with other agencies and will continue to do so.

#### **BRIEFING ON THE STATUS OF THE LINCOLN SOUTH BELTWAY PROJECT**

Jason Jurgens stated that the initial concept of a beltway started in the 1960's. In 2002, the FHWA approved the final Environmental Impact Study (EIS) and made a record of their decision. In 2009, the beltway was put on hold due to funding and through Build Nebraska Act, was reopened in 2013. We are currently preparing an environmental assessment. This will evaluate any changes since the EIS was signed and to make sure there are not any new significant impacts. Things have changed and growth has occurred. We talk a little about design modification. The median was widened. There is a bigger footprint to evaluate. We have adjusted some of the design based on public and agency comment. Right now, the purpose and need was completed in April, 2015. The environmental analysis is due to be completed in spring of 2016. We have been working closely with the Corp. Of Engineers. We hope to have the draft EA signed in summer of 2016, along with a public hearing to follow shortly thereafter. We expect the right-of-way process to begin in 2017-2018, with an anticipated construction date of 2020. The last public involvement in June 2013 was at Southwest High School. 349 people signed in. Many comments were received. We have taken a good hard look at how to accommodate the biking community.

### **OTHER TOPICS FOR DISCUSSION**

Dingman wants to start the discussion on Saltillo Rd. and what should be done. Saltillo is the most dangerous road in Lancaster County. Some of it is due to the amount of traffic, some due to driver behavior. There was substantial comment at the One and Six Year Program hearing last week. It was her understanding that the south beltway would take enough traffic off Saltillo, for Saltillo not to be a problem anymore. She believes Saltillo needs to be looked at on major arterials. We need to ask what will this look like in the future. She thinks it would be interesting for the bike community to be involved in the right-of-way discussion. She inquired about safety. Some of Saltillo is already in the City of Lincoln limits. She thinks this is an exciting opportunity to be part of this discussion before there are hundreds of houses in the area. There are no paved shoulders on this road and people tend to drive above speed limit. The embankments in this area are very steep. The reality is, by the time we can afford to make all these improvements, it probably won't be under County jurisdiction any more. We need to take a good hard look at this. There are opportunities for parks. Her concern is that as traffic increases in that corridor, there will be increased fatalities. She doesn't want to miss an opportunity to address these issues before the area is built out. She appreciates the opportunity to bring this to the group's attention.

Jurgens stated that one thing the EPA has asked about is growth. He wanted to make the group aware that we will have to talk to the MPO group about land use and development in the area, to address the concerns the EPA has raised.

There being no further business, the meeting was adjourned at 2:45 p.m.