

# Advisory Committee on Transportation (ACT)

October 26, 2023



# Welcome and Introductions

Welcome new members!

Alynn Sampson  
Hunter Traynor  
Zachary James  
Andrew Bateman  
Vish Reddi



## Getting to know one another

- ▶ Your Name
- ▶ What you do when not serving our community on ACT
- ▶ What made you want to be a part of ACT (or continue serving)
- ▶ Fun Fact about yourself

# Advisory Committee on Transportation

## Charge Statement

- *Provide an additional level of oversight, collaboration and advocacy regarding transportation infrastructure investments that are funded by the additional quarter of one percent sales tax.*

## From the voter-approved ballot language:

- *The street projects funded by the additional quarter of one percent sales tax shall be determined by the City's Capital Improvement Program with the guidance of a citizen oversight committee appointed by the Mayor to ensure that these tax revenues are spent fairly, efficiently, effectively, and in all quadrants of the City.*



# Around the Community

Advisory Committee on  
Transportation (ACT)

Orientation  
October 2023



Lincoln Chamber of Commerce  
Growth & Development Forum

October 18, 2023



Recent Presentations

# Around the Community



**Lincoln Transportation and Utilities**  
October 3 at 8:27 AM · 🌐

📺 Discover the Roundabout Revolution! 📺

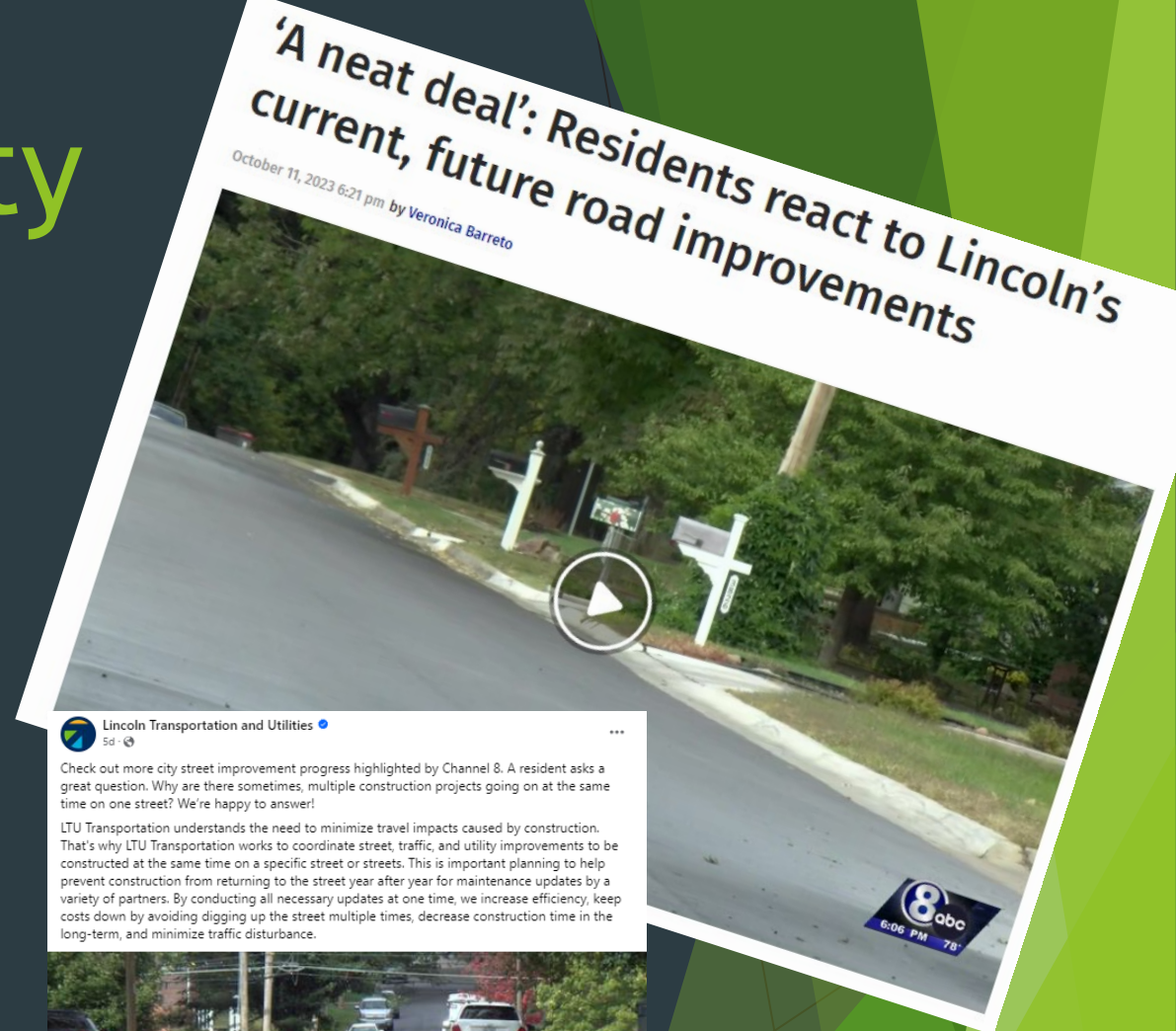
NBC Nightly News explores the rise of roundabouts in the USA. Roundabouts have been taking over American cities, and the results are impressive! Studies reveal they significantly reduce serious injuries and crash fatalities, making your daily drive safer and smoother. Lincoln, Nebraska is spotlighted, ranking #2 with 75 roundabouts! Wa... See more



NBCNEWS.COM  
**Roundabouts on the rise across the U.S. in push to create safer roadways**  
Roundabouts have been on the rise in cities across the United States in recent years. Studies s...

👍 2


👍 Like    💬 Comment    ➦ Share



**Lincoln Transportation and Utilities**  
5d · 🌐

Check out more city street improvement progress highlighted by Channel 8. A resident asks a great question. Why are there sometimes, multiple construction projects going on at the same time on one street? We're happy to answer!

LTU Transportation understands the need to minimize travel impacts caused by construction. That's why LTU Transportation works to coordinate street, traffic, and utility improvements to be constructed at the same time on a specific street or streets. This is important planning to help prevent construction from returning to the street year after year for maintenance updates by a variety of partners. By conducting all necessary updates at one time, we increase efficiency, keep costs down by avoiding digging up the street multiple times, decrease construction time in the long-term, and minimize traffic disturbance.



KLKN.TV.COM  
**'A neat deal': Residents react to Lincoln's current, future road improvements**  
Many improvements said they're happy with the recent improvements in the Potter, Indian Vill...

👍 Like    💬 Comment    ➦ Share

Media Coverage



# Around the Community

**Lincoln Transportation and Utilities** 2d · 🌐

While this video may not be "new" anymore, it's worth celebrating that Lincoln has embraced Rectangular Rapid Flashing Beacons (RRFBs) for several years now. The message it conveys remains as important and relevant as ever, showcasing the continued commitment to enhancing pedestrian safety in our city.

<https://www.youtube.com/watch?v=039ZUqo42VU>

A rectangular rapid flashing beacon (RRFB) is a form of traffic control that uses flashing yellow lights at a crosswalk to warn mo... See more



YOUTUBE.COM

**Rectangular Rapid Flashing Beacons (RRFB)**

👍 1

👍 Like    💬 Comment    ➦ Share

Social Media

**Ben Williams** Why not just use a stop light? 1d

Like Reply 1d

**Author** Lincoln Transportation and Utilities

Great question, Ben! Rectangular Rapid Flashing Beacons (RRFBs) and stoplights serve different purposes and are used in different traffic control situations. The choice between them depends on the specific traffic conditions, safety needs, and regulatory guidelines.

Here's why you might use an RRFB instead of a stoplight:

**Enhanced Visibility:** RRFBs use rapid flashing lights to capture the attention of drivers. They are particularly effective in low-light conditions or when drivers might not be paying full attention. The rapid flashing lights draw more attention than a static stoplight.

**Cost-Effectiveness:** RRFBs are generally more cost-effective to install and maintain.

**Low Traffic Volume:** In locations with low traffic volumes or where there's no need for a full traffic signal, RRFBs can be a practical and efficient solution to improve pedestrian safety.

**Flexibility:** RRFBs do not control the entire flow of traffic like a stoplight. They provide flexibility for pedestrians to initiate flashing when they want to cross, rather than relying on preset signal timing.

However, in high-traffic areas, intersections, and places with complex traffic flows, a stoplight or traffic signal may be necessary for better traffic control and safety. The choice between RRFBs and stoplights is based on a thorough evaluation of the specific circumstances, traffic conditions, and safety considerations at a given location. Our team of traffic engineers assess these factors to make the appropriate decision.

Like Reply 1d

Upcoming Project Open Houses (Media release/postcards have not been sent yet):

- ~~Deadmans Run: November 9~~
- ~~N 48th Street Bridge Replacement November 14 @ NIT~~ Postponed
- West 'A' (Virtual): November 16

A man in a grey vest and white shirt is sitting at a desk with a microphone, looking towards the camera. A woman with glasses and a brown jacket is sitting next to him, smiling. The background is a blue wall with 'NOW' and 'LTU' logos. The bottom of the screen has a news ticker with 'CATCHING UP WITH LINCOLN TRANSPORTATION AND UTILITIES' and '10/11 89° 3:42'.

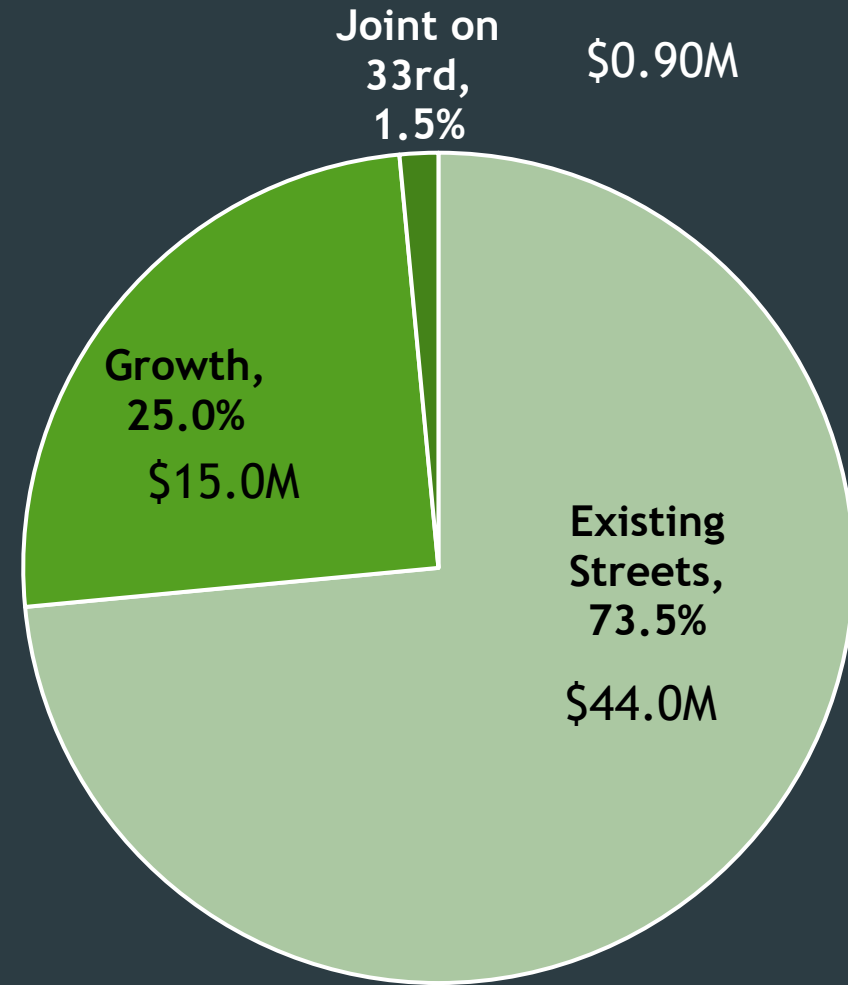
10/11 Streaming Studio

# Revenues

# LOTM Funds Received

( December 2019 - August 31, 2023\*)

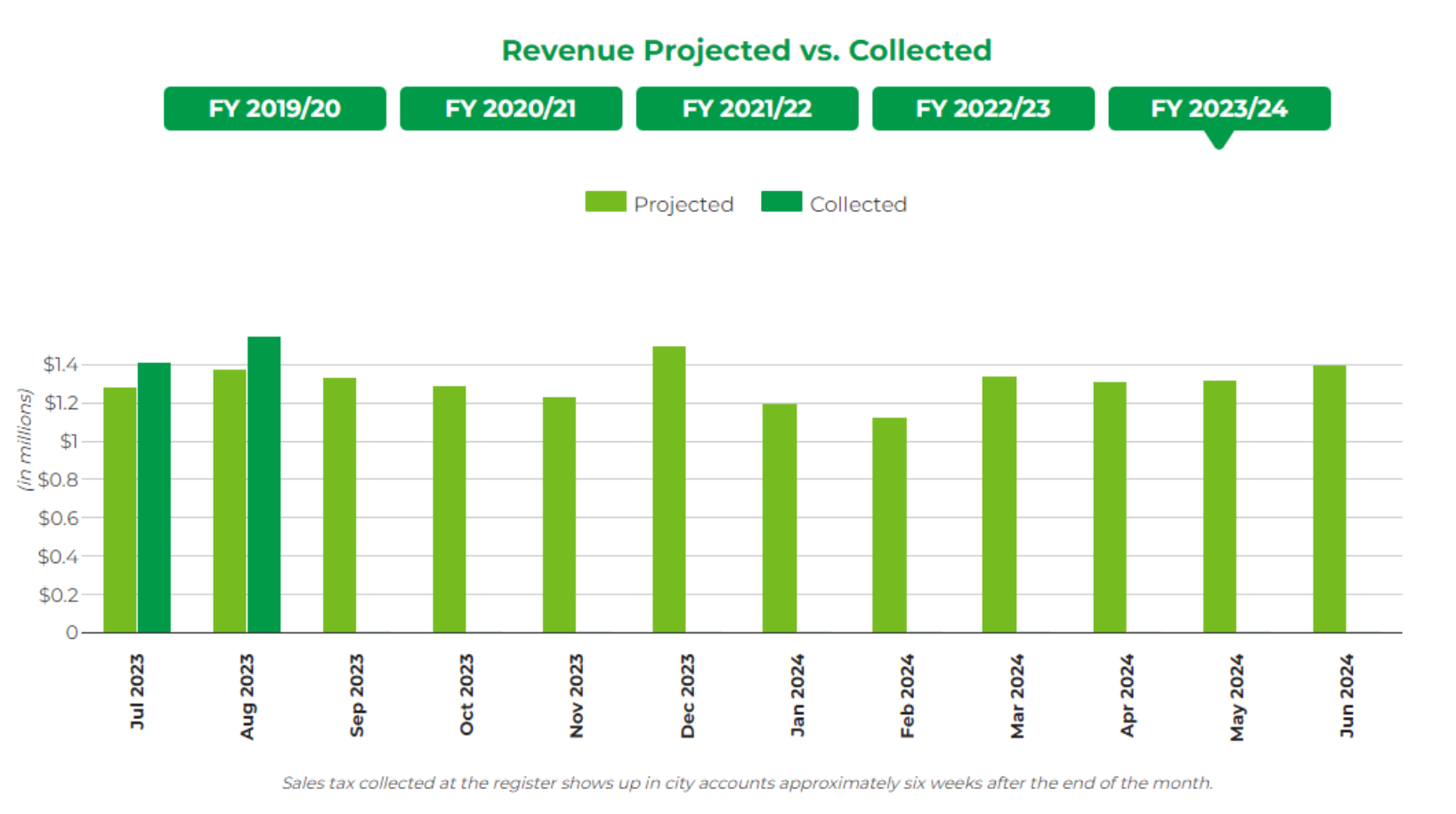
- ▶ LOTM projection was \$50.7M; collected almost \$59.9M
- ▶ Collections exceed projections by almost \$9.2M
- ▶ Distributed to the various programs as per the percentages laid out in the Capital Improvement Program



Existing Streets Growth Joint on 33rd

\* Collections started October 1, 2019

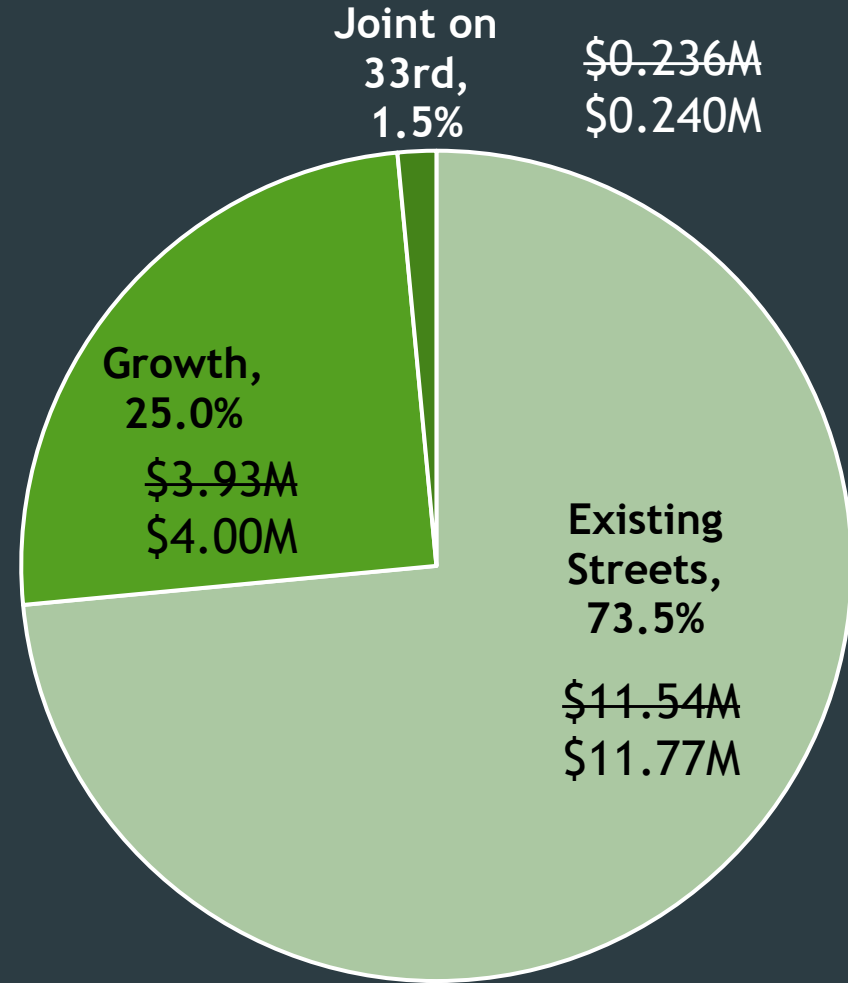
# Revenues



# FY 23/24 LOTM Funds

(September 1 - August 31)

- ▶ FY 23/24 LOTM projection is \$15.7M
- ▶ Through October 2023, collections exceed projections by about \$0.3M
- ▶ Distributed to the various programs as per the percentages laid out in the Capital Improvement Program



Existing Streets Growth Joint on 33rd

# Program Updates



# 2023 Street Construction

## LOTM Arterials (\$12.0M Awarded)

- ✓ *S 27<sup>th</sup>, Coronado to Old Cheney (10/26 Bid)*
- ✓ *84<sup>th</sup>, Sandalwood to Elizabeth Drive (01/24 Bid)*
- 48<sup>th</sup>, Leighton to Superior (02/24 Bid)*
- ✓ *S 48<sup>th</sup>, Old Cheney to Neb. Pkwy. (03/06 Bid)*
- Folsom Turn Lanes (06/13 Bid)*

## LOTM Residential (\$1.3M Awarded)

- ✓ *Piedmont Neighborhood (01/11 Bid)*

## Arterials (\$24.9M Awarded)

- ✓ *Saltillo, 70<sup>th</sup> to 77<sup>th</sup> (LPS Bid) (12/01 Bid)*
- West "A", Coddington to West City Limits (12/14 Bid)*
- So. 40<sup>th</sup>, Rokeby to Yankee Hill (03/01 Bid)*

## Residential Packages (\$5.7M Awarded)

- ✓ *Trendwood Residential Neighborhood (10/26 Bid)*
- Indian Village Neighborhood (11/09 Bid)*
- University Place Neighborhood (12/07 Bid)*
- Capitol View Neighborhood (02/22 Bid)*

Note: Items in italicized orange have been bid

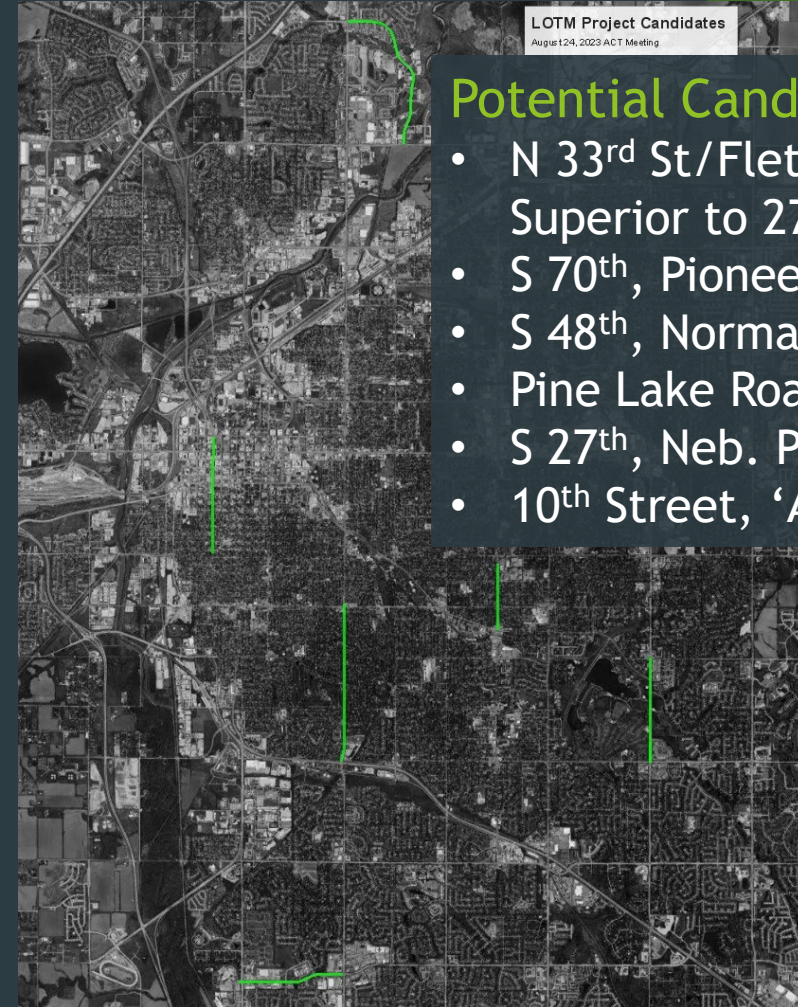
# LOTM Program Updates: Year 5+

## Arterials (2024/Potential 2025)

- Leighton, 48<sup>th</sup> to 70<sup>th</sup>
- W. Highland & W. Fletcher
- 84<sup>th</sup>, Oakdale to Elizabeth
- Normal Blvd, 33<sup>rd</sup> to 70<sup>th</sup>
- 17<sup>th</sup> St., A to S
- NW 12<sup>th</sup>, W. Adams to W. Highlands
- 14<sup>th</sup> Yankee Hill to Pine Lake
- R St., 48<sup>th</sup> to Cotner
- S. 40<sup>th</sup>, A to O

## Residential Neighborhoods (2024/Potential 2025)

- S. 11<sup>th</sup> Street, South St. to K
- Eastridge
- Country Club



## Potential Candidates (2025)

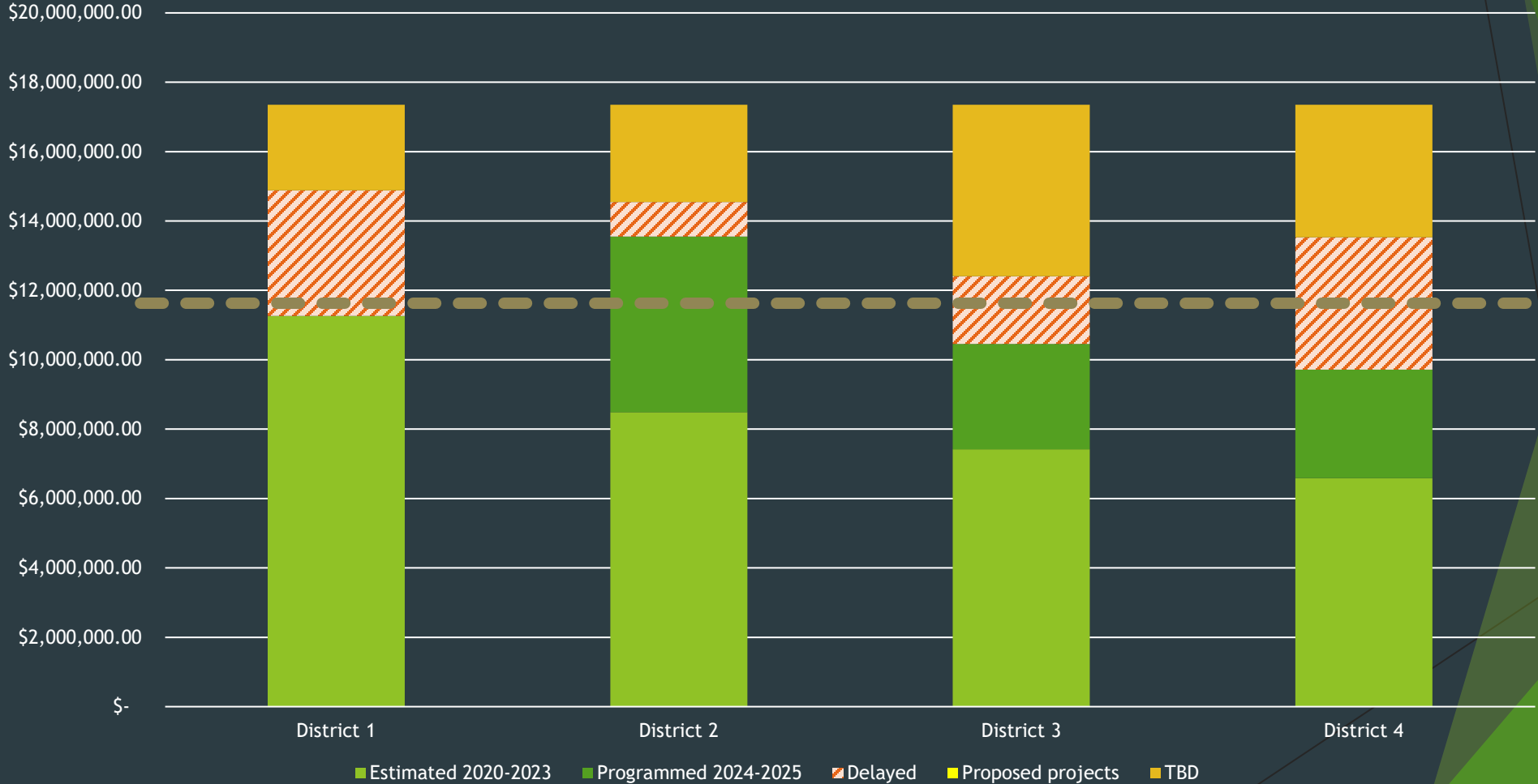
- N 33<sup>rd</sup> St/Fletcher Ave, Superior to 27<sup>th</sup>
- S 70<sup>th</sup>, Pioneers to Van Dorn
- S 48<sup>th</sup>, Normal to Cotner
- Pine Lake Road, 14<sup>th</sup> to 27<sup>th</sup>
- S 27<sup>th</sup>, Neb. Pkwy to South
- 10<sup>th</sup> Street, 'A' to 'Q'

Collections end September 30, 2025. Last payment from State will be November 2025

# Programming update based on current estimates

Existing Street Improvements

Estimated Collections by September 2023





# PROJECT UPDATE

## N 48<sup>th</sup> Street, Leighton to Superior



only, via adjacent streets.



For more information, scan the QR codes at right or visit [lincoln.ne.gov/projects](https://lincoln.ne.gov/projects)

(search: 48th Leighton to Superior or 48th Water Main or University Place Neighborhood)

Para más información escanea los códigos QR.



48th from Leighton to Superior Street Improvements



48th from Leighton to Cladstone Water Main Project

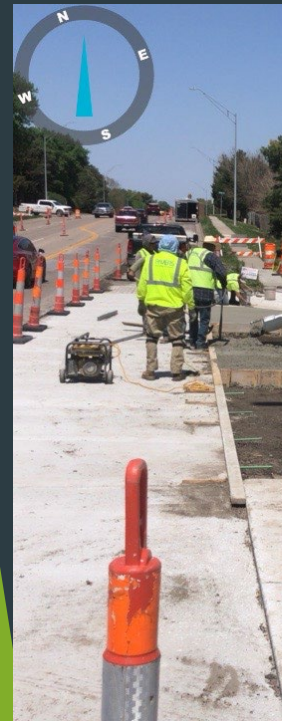
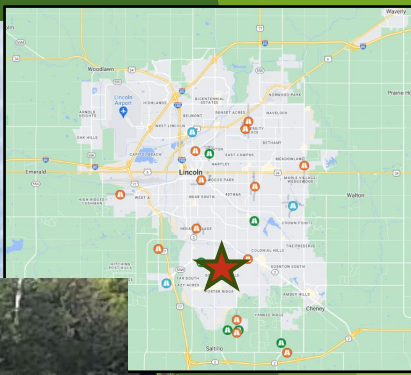




# PROJECT UPDATE

## S 27<sup>th</sup> Street, Coronado to Old Cheney (Complete)

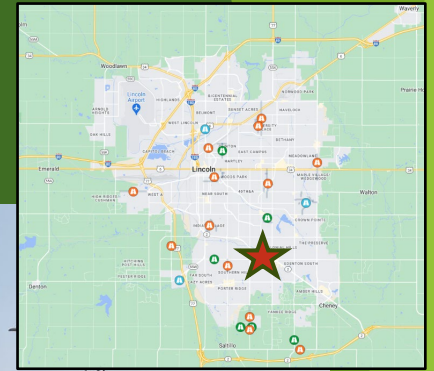
SNiNetworks Jun 21, 2023 at 8:27:45 AM CDT





# PROJECT UPD

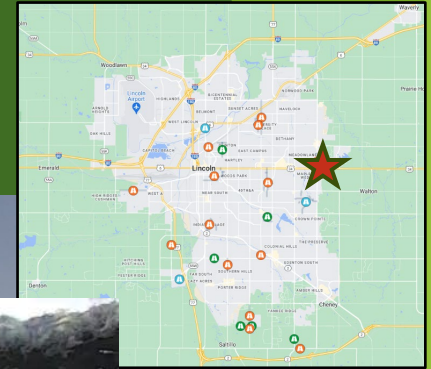
## S 48<sup>th</sup> Street, Old Chene





# PROJECT UPDATE

## 84<sup>th</sup> Street, Sandalwood to Elizabeth

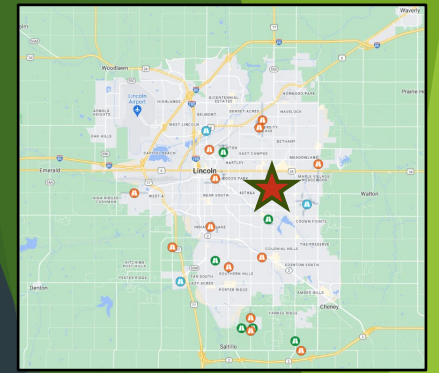
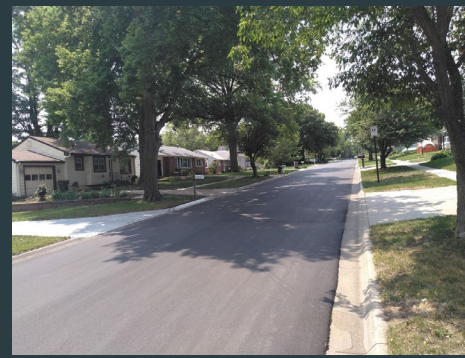


84th & Cherrywood  
North Median  
5/22/23, 1:04 PM



# PROJECT UPDATE

## Piedmont Neighborhood



BEFORE



AFTER



# QUESTIONS FROM AUGUST MEETING

Q: How large of a watermain can be lined with the CIPP (Cured-in-Place Pipe)?

A: The industry threshold for CIPP is 120” (10’) maximum and 4” minimum

Q: City of Lincoln has specifications for concrete placement in cold weather (35 degrees and rising). Does City of Lincoln have specifications for hot weather?

A: Yes. See graph to right. Several variables are considered

## 3.07 HOT/COLD WEATHER CONSTRUCTION

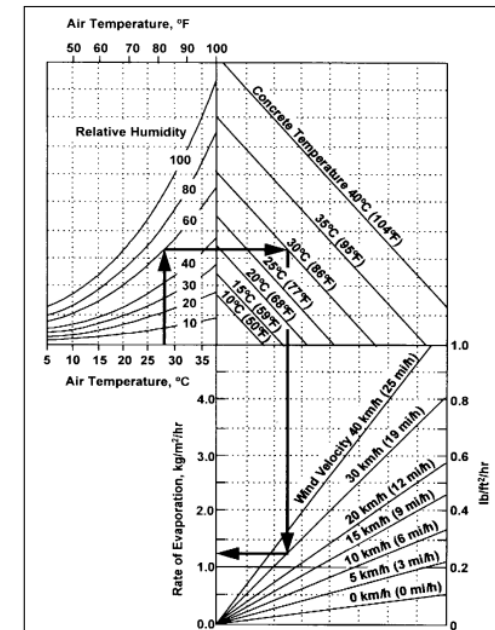
### A. CONCRETE CONSTRUCTION – HOT WEATHER

To reduce plastic shrinkage and cracking, the following conditions shall be considered:

1. Concrete temperatures
2. Air temperatures
3. Humidity
4. Wind velocities

When these conditions combine to create a rate of evaporation equal to or greater than 0.2 pounds per square foot per hour (as determined by Figure 3.07), the Contractor shall take action, satisfactory to the City’s Project Manager, to prevent plastic shrinkage cracking.

FIGURE 3.07 - HOT WEATHER CONCRETING EVAPORATION NOMOGRAPH



# ACT BUSINESS

- ▶ Next Meeting: Thursday, December 7, 2023
  - ▶ Location: City Hall, LTU Administration, Conference Room 210 with optional Zoom
- ▶ 2024 Meeting dates (Thursdays)
  - ▶ February 22
  - ▶ April 25
  - ▶ June 27
  - ▶ August 22
  - ▶ October 24
  - ▶ December 12
- ▶ 2024 Meeting locations
  - ▶ Zoom Option?
  - ▶ Chamber or City / Country Building

# Anything else we need to cover?

- ▶ Topic for December meeting
  - ▶ Annual Report
- ▶ Future Topics
  - ▶ Thoughts on public engagement to educate and start a community conversation about Lincoln on the Move program
  - ▶ Public Rights of Way Accessibility Guidelines (PROWAG)