

MEETING RECORD

Advanced public notice of the Technical Committee meeting was posted on the County-City bulletin board and the Planning Department's website.

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: August 24, 2021, 3:15 p.m., City Council Chambers, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary – Planning Department; Pam Dingman – Lancaster County Engineer; Elizabeth Elliott – Lincoln Transportation and Utilities; Paul Barnes – Planning Department; Gary Bergstrom – Health Dept.; Thomas Shaefer and Erin Sokolik – Lincoln Transportation and Utilities; Brian Praeuner – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Bob Rankin and Craig Wacker – Nebraska Dept. of Transportation; Sara Hartzell – Parks & Recreation; Larry Legg – Lancaster County Engineer; Dan Marvin – Urban Development Dept.; Chad Lay – Lincoln Airport Authority and Kelly Oelke – City of Hickman absent. Allan Zafft and Teresa McKinstry of the Planning Dept.; Paul Libby and Thomas Whitman of Nelson Nygaard appeared via Zoom Communications ©; and other interested parties.

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

Elliott then requested a motion approving the minutes of the meeting held July 9, 2021. Allan Zafft noted there was a typographical error on the minutes to be corrected on Page 2, Pavement 'Marking' was misspelled. Motion for approval as amended made by Cary, seconded by Legg and carried 13-0: Barnes, Cary, Dingman, Elliott, Figard, Fisher, Legg, Marvin, Praeuner, Rankin, Shaefer, Sokolik, and Wacker voting 'yes'; Bergstrom and Hartzell absent at time of vote; Lay and Oelke absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) A) NEBRASKA DEPARTMENT OF TRANSPORTATION, I-80, AIRPARK – I-180: ADD PROJECT AND PROGRAM FEDERAL FUNDS, AND B) NEBRASKA DEPARTMENT OF TRANSPORTATION, I-80, MILFORD – LINCOLN: ADD PROJECT AND PROGRAM FEDERAL FUNDS

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Legg, Marvin, Praeuner, Rankin, Shaefer, Sokolik, and Wacker voting 'yes'; Hartzell absent at time of vote; Lay and Oelke absent.

Zafft stated that this will be the first amendment to the new TIP even though we are still waiting on Federal approval. This is to add projects at I-80, Airpark – I-180 and at I-80, Milford - Lincoln. We haven't received any public comment on these projects.

ACTION:

Figard made a motion to approve revisions to the FY 2022-2025 Transportation Improvement Program, a) Nebraska Dept. of Transportation, I-80, Airpark – I-180: add project and program federal funds and b) Nebraska Dept. of Transportation, I-80, Milford – Lincoln: add project and program federal funds, seconded by Marvin and carried 14-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Legg, Marvin, Praeuner, Rankin, Shaefer, Sokolik, and Wacker voting 'yes'; Hartzell absent at time of vote; Lay and Oelke absent.

REPORT ON THE STARTRAN 2021-2022 TRANSIT DEVELOPMENT PLAN

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hartzell, Legg, Marvin, Praeuner, Rankin, Shaefer, Sokolik, and Wacker voting 'yes'; Lay and Oelke absent.

Zafft stated there will be a presentation by Paul Libby and Thomas Whitman of Nelson Nygaard. They are doing some work on existing conditions of the Transit Development Plan (TDP). They started a few months ago.

Thomas Whitman is the project manager. He was the project manager of the 1st TDP. He is excited to address some things they weren't able to last time,

Paul Libby wanted to give a study overview. There are three main elements. The first is existing conditions. This is where they look at the fixed routes and riders scheduled. They will also look at the van link and paratransit trips. They will be showing some maps with demographics. He thinks it is equally important to engage the community. They have set up a working group, surveys, and stakeholder surveys. They are talking with bus operators and transit staff to see how things are working on the ground. This will not be a major change to the fixed route system. This is more of

an update. They will look at some different operating scenarios. This was started in June 2021. In July, they did a community survey and virtual town hall. They are working on the draft service and market analysis. They will be in town this fall. They hope to have a preferred service alternative early next year. He wanted to share some initial information. He showed a map noting how many riders are boarding during a typical day. Key destinations are University of Nebraska Lincoln (UNL), Southeast Community College (SCC), Walmart and Gateway Mall. There are high ridership corridors along 16th Street, 48th Street and Holdrege Ave. The population density needs to be considered. This is mapped along with the routes. Density is highest around downtown, near UNL and UNL east campus, and along 9th Street and 16th Street south of downtown. Employment density is looked at as well. Jobs are spread throughout the region. In the downtown area, the State Capitol and UNL have the highest employment concentrations. There are also multiple employment hubs outside of downtown such as Gateway Mall and the hospitals. We also combine and look at other factors where people are much more likely to use transit. This is combined into a transit propensity index. This is generally aligned with population density. You see it around college campuses and large multi-family. Then we overlay ridership on top of that to see how it aligns. Areas with high transit propensity generally have higher ridership. Employment hubs and retail destinations with lower transit propensity also generate ridership. These are places such as Walmart, SCC and Kawasaki. There are a number of things that make transit successful. It is direct and serves a lot of destinations, it comes regularly, the information is clear and available, and most people begin or end their trip walking or rolling to a stop. Access is a critical piece. It is important to provide a safe and dignified place to wait. They will look at all these pieces. Some things they are hearing from the community. They have had about 720 community responses. They asked about the primary mode of transportation. About three fourths of respondents said they drive alone. 15 percent of people who filled out the survey said bus transit is their main mode. They also asked how long they have been riding StarTran. Three fourths of people who ride StarTran have been doing it for a year. They asked non riders a couple of questions on why they choose to use other forms of transportation. Not surprisingly, most people drive their own car out of convenience. They also think the bus takes too long and the schedules don't match theirs. Another question they asked was what would encourage someone to try transit. Later evening service, more Saturday service and Sunday service were some of the responses. The next step is they will continue with community outreach. They will be in Lincoln in September. They will work on developing concepts and alternatives.

REPORT ON THE 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hartzell, Legg, Marvin, Praeuner, Rankin, Shaefer, Sokolik, and Wacker voting 'yes'; Lay and Oelke absent.

Zafft stated that some of this information will be similar to what Jenny Young presented when she was at the last Technical Committee meeting. Recent LRTP efforts are the selection of the recommended funding plan, development of the fiscally constrained plan which includes the

travel demand model forecasts and air quality analysis, and documentation. He showed the Executive Summary. It is 16 pages long and gives an overview. He will email it out to committee members tomorrow morning. The LRTP will be 8 chapters with appendices. There are 3 phases of community input. We are about to do Phase 3. He showed a graphic of community input on investment priorities. The top choice was to maintain existing streets and bridges. Construct new trails was the second choice. The revenue projections are roadway funds of \$3.8 billion, transit funds of \$754 million and \$68 million for trails, bicycle and pedestrian. This is a total of \$4.6 billion. The transit funds were increased from the last time this was presented based on information we received from StarTran. These funds cover 29 years. The funding strategy recognizes the limited funding availability and strives to optimize the use, focuses on taking care of the existing system and recognize the importance of making the system function as efficiently as possible. The recommended Resource Allocation shows Nebraska Dept. of Transportation (NDOT) projects, the Rural Roads program, Urban Roads Program and the Multimodal Program. This is a fiscally constrained plan. The NDOT Highways Program consists of asset preservation and two committed capital roadway projects. Rural roads has three committed projects and 23 fiscally constrained projects. The Urban Roads program includes many categories. He mentioned that on an annual average, the costs went up. There are funding gaps. There are 11 committed projects, 10 public-private partnership projects and 20 fiscally constrained projects. The Multimodal program includes transit, trail projects, trail rehabilitation, on-street bike projects and pedestrian, bike share and TDM. There are 10 committed projects, 4 projects to be completed with fiscally constrained roadway projects and 17 fiscally constrained projects. The travel demand model showed daily vehicle miles traveled will continued to increase. Congestion levels will continue to increase as well. He showed vehicle hours of travel. As part of the LRTP, we do an Air Quality Analysis. We are seeing trends where particulate matter, volatile organic compounds and oxides of nitrogen will decrease. Greenhouse gases will continue to increase slightly. September 13, 2021 is the public release of the draft Comprehensive Plan and LRTP. There will also be a virtual meeting launch and kiosks will be distributed to the libraries, four library branches and Bennet Martin Library. In-person public meetings will be held on September 28, 2021 at the Jayne Snyder Center, September 30, 2021 at Spring Creek Prairie and on October 5, 2021 at Southeast Community College. They hope to appear before Planning Commission in October 2021. The public events will summarize the Comprehensive Plan and the LRTP. The focus for the public event will be future land use maps, growth tiers, comp plan "top 10", and LRTP summary. Staff will do a social media blast, email blast and newspaper ad. Planning staff is available to present at community meetings upon request. They hope for adoption in November 2021. He thanked everyone for their time and expertise in doing this update of the plan.

There being no further business, the meeting was adjourned at 4:05 p.m.