

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, June 21, 2006, 11:00 a.m., Rm. 113, First Floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Gene Carroll, Michael Cornelius, Roger Larson, Mary Strand, Lynn Sunderman and Tommy Taylor. Jon Carlson, Dick Esseks and Gerry Krieser absent.

OTHERS IN ATTENDANCE: Scott Cockrill of Public Works and Utilities; Marvin Krout, Kent Morgan, Steve Henrichsen, David Cary, Sara Hartzell and Michele Abendroth of the Planning Department; Brandon Garrett of Engineering Design Consultants.

STATED PURPOSE OF MEETING: **Comp Plan Plan Text Workshop**

The meeting was called to order at 11:05 a.m.

Henrichsen began by stating that today's meeting will include a review of the Bicycles section of the Mobility and Transportation chapter as well as the Plan Realization and Financial Resources chapters of the Comprehensive Plan.

Cary distributed the revised sections of the Mobility and Transportation chapter of the Comp Plan including Airports and Airfields and County Roads which were discussed at the last meeting.

Beginning with the Bicycles section, Cornelius stated that he has a concern that there is a lot of text that refers to bicycles "and pedestrians" and commented that pedestrians and bicyclists are two completely different modes. Cary responded that the point they wanted to make is that the trails we have are multi-use in nature and not just for bicycles. It was intended to make the language more inclusive. Strand stated that as a driver, she has a concern as to whether bicyclists should be treated as pedestrians or vehicles. Cornelius noted that as part of the enforcement strategy, bicyclists as well as motorists should consistently be ticketed for violation of traffic laws. Strand stated that education is important and must be stressed.

Cornelius suggested an addition to the first paragraph as follows, "Bicycles play an important role in the community by providing a healthy alternative to the automobile, reducing traffic congestion, improving air quality, *decreasing petroleum dependence* and creating a more balanced transportation system. *Cyclists should be given safe, direct and convenient access to all destinations served by the Lincoln's streets and roads network.*" Cornelius stated that he feels there is tension between safety and segregation of bicycle facilities. He feels that streets and roads should be recognized as a bicycle facility. Larson

stated that one of the problems he sees, especially in downtown, is that bicyclists are difficult to see when a vehicle is backing out of a diagonal parking space. Cornelius stated that education of cyclists is important in this case. Strand noted that the Downtown Master Plan has proposed back-in angle parking. Cary noted that at this time we are not moving forward with that proposal. Larson stated that he feels the key for the bicyclist section is the downtown. Cornelius stated that bicyclists need access to the roads and the street network, and we need to ensure that the access is safe. Cary noted that under state law bicyclists have rights to use all streets and roads excluding freeways. Taylor stated that he believes there should be crossing signs at the intersections. He also believes that bicycle training is necessary. Strand stated that she would like to pursue a study to look at licensing of bicycles. This would be a way to test cyclists and fund the education. Strand felt it was important to stress education in the first paragraph. Cornelius suggested the following sentence be placed at the end of the first paragraph, "Education and enforcement are also key to encourage cycling as viable transportation and creating an environment which is safe and convenient for cyclists and motorists." There was general agreement from the Commissioners to make these additions to the first paragraph.

In terms of the changes proposed by Cornelius on the Streets and Roads section, Sunderman asked how these changes fit in with the current proposed changes. Cary noted that part of the new trails system includes on-street bike routes. Cornelius stated that the most important point he wants to make is we need to remember that bicyclists are a part of the existing transportation system. Larson believes that there should be a statement to the fact that all roads except interstates and freeways are bicycle accessible. In addition, specific streets may have designated bike lanes. Cary suggested placing the following sentence in the first paragraph "In the planning, engineering, maintenance and rehabilitation of all streets and roads (with the possible exception of freeways), cyclists should be considered "design users", with each street being considered a "bicycle facility" and each lane a "bicycle lane." Commissioners agreed to this change with the removal of the last phrase, "and each lane a bicycle lane."

Cornelius stated his purpose in the Education section was to note that it isn't just about bicyclists but it is about motorists, law enforcement and planning. Strand feels it is important to state that education is important for all citizens. Commissioners agreed that the Education and Enforcement section should remain as written.

Cary suggested striking the bullet point in the Multi-Use Trails and Bicycle Facilities Standards for Developing Areas section, as follows, "Include pedestrian and bicycle facilities in the design and construction of new bridge projects." Commissioners agreed to this change.

Henrichsen briefly reviewed the upcoming schedule. Briefings will be held July 5, July 19 and August 2 from 11:00 a.m. to 1:00 p.m. On July 5 the Economy and Business and Commerce will be reviewed and will include comments from the Economic Development Task Force. Strand requested that materials for the July 5 briefing and regular session be sent out a day earlier than normal due to July 4th holiday. On July 19, the remainder of the Transportation and Mobility chapter will be reviewed. The Community Vision chapter will

be reviewed on August 2. The Plan will be released on September 21 and the hearings will be in October. In November there will be a joint meeting with the City Council and County Board.

Larson asked if there will be a report released to the public before the hearings. Henrichsen stated that generally there will be a list of the major changes proposed along with a copy of the Plan.

A short recess was taken at 12:00 p.m. resuming at 12:05 p.m.

Under the Plan Realization chapter, Carlson suggested via email retaining the strategies on maintaining contact lists for neighborhood/homeowner associations and offering free internet access in public buildings. Commissioners agreed to these suggestions.

Cornelius suggested deleting the word 'unique' when referring to the design standards. It was decided to leave the sentence as written.

In the Concurrency Policy section, Cornelius proposed changing 'roads' to 'transportation facilities' in the first sentence. There was general consensus to make this change.

Strand questioned the addition of the new text under the Annexation Policy section which states, "In general, many aspects of acreage life remain unchanged, such as zoning or covenants." General consensus was reached to add 'may' remain unchanged.

In the Financial Resources chapter, Strand questioned the statement that property owners should participate in funding improvements in new areas at generally the same rate. She asked if there is a difference between new areas and blighted areas that are being rebuilt. Her concern is that we are using the wheel tax money for rebuilding old roads, but it was intended for new growth. It was agreed upon to make the following addition as a separate paragraph in the Arterial Streets section, "The portion of the wheel tax generated by the wheel tax increase in 1997 should be used in newly developing areas as intended." Additionally, Henrichsen suggested deleting the heading "Increase the Amount of Revenue" and moving the remaining sentence to the heading "Develop a Fair and Predictable System". Commissioners agreed to make these changes.

In the Water and Wastewater section, Commissioners agreed to the suggested change of referring to water and wastewater treatment 'facilities' instead of 'plants'.

Henrichsen noted that the Mayor's Infrastructure Financing Committee adopted their final report and that this report would be a good future reference.

In the Parks and Trails section, Strand questioned if there should be a statement about the right of the Parks Department to waive the impact fee when dedicating land. Henrichsen stated that when developers dedicate land to Parks and Recreation, neighborhood parks and trails fees can be used to reimburse them for dedicating the value of that land.

In the Overall Guiding Principles section, Sunderman suggested deleting the second sentence, as follows, "Funding for infrastructure improvements should not focus all of the funds into developing areas, leaving inadequate resources to address needs in other areas." He further suggested adding the following phrase to the last sentence in that paragraph, as follows, "while adequately funding infrastructure needs for our community's growth." Commissioners agreed to these changes.

The meeting concluded at 12:45 p.m.

Respectfully submitted,

Michele Abendroth
Planning Department

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