

Meeting Record

MPO Officials Committee Meeting

Tuesday, April 3, 2012; 1:30 p.m.
Mayor's Conference Room
County/City Building, 555 South 10th Street
Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Mayor Beutler; Gene Carroll, City Council; Larry Hudkins, Deb Schorr, County Commission; Randy Peters, NDOR.

OTHERS IN ATTENDANCE: Rick Hoppe, Mayors Office; Thomas Shafer, Holly Lionberger, Public Works & Utilities; Marvin Krout, David Cary, Michael Brienzo and Michele Abendroth, Planning Department

The meeting was called to order at 1:32 p.m. The Nebraska Open Meetings Act was acknowledged.

Review and action on the draft minutes of the December 1, 2011 Officials Committee meetings

Carroll moved approval of the December 1, 2011 Officials Committee meeting minutes, seconded by Beutler. The motion carried with Peters abstaining.

Review and action on revisions to the FY 2012-2015 Transportation Improvement Program

Brienzo stated that there are five revisions to the FY 2012-2015 Transportation Improvement Program. The first two are from the State of Nebraska that are for the resurfacing of I-180 and a bridge repair project on Link-55X. The next is a City of Lincoln project for safety improvements to extend the on-ramp from North 14th Street to Cornhusker Highway. The next two projects are from the City Parks and Recreation Department. The first project is to renovate the existing Pioneers Park Trail using federal Recreational Trail Program funds and the second is for design and construction of the Stonebridge Trail to connect the North 14th Street Trail with the Alvo Road Trail.

Hudkins moved approval of the revisions to the FY 2012-2015 Transportation Improvement Program, seconded by Carroll. The motion carried unanimously.

Briefing on the South 14th/Warlick/Old Cheney Intersection project RFP and design competition process

Brienzo introduced Holly Lionberger of Engineering Services. Lionberger stated that she is the project manager for the 14th & Warlick project. She noted that this is a difficult area with a lot of competing challenges. The goals of the project are to enhance safety, increase capacity, minimize right-of-way impacts, to be multi-modal and to take into account bicyclists and pedestrians. There is also a trail crossing, and there are many cyclists who use the trail. They want to include sustainable elements in

the project. They want to incorporate placemaking elements in the project. This is a southwestern entrance into the city. They want to stay on schedule on the project. In trying to meet all these goals, they believe the best approach is a unique process used in other places in the county. They want to use a design competition for the design of the project. An RFP went out and the proposals are due April 11. They will then go through an interview process of the firms. They want to contract with no more than three firms for the project. They think that this process will provide some healthy competition with the firms, and they feel that some creativity will help resolve some of the design issues. Through this process, each of the firms would come up with a preliminary design. Each of the firms will provide traffic analysis, a simulation model and a public involvement process. They will be able to evaluate many different alternatives provided by each of the firms. Instead of having multiple concepts from the same company, they will have a concept from three different firms.

Schorr asked what the response was from the engineering firms. Lionberger stated that the engineering firms helped them develop the guidelines. There was some hesitation at first, as they were concerned about having a level playing field, but there has to be trust as we go through this process. There are a wide variety of people with differing viewpoints on the selection committee.

Peters clarified that the total cost of the preliminary design is \$375,000 with each of three firms receiving \$125,000 each. He added that if there is federal money, you must follow the quality based selection criteria. Lionberger noted that the city does use that criteria, but at this time, they do not anticipate using any federal funds.

Briefing on the development of a regional Transportation Demand Management (TDM) Strategy to support individual travel choices as identified in the 2040 Long Range Transportation Plan.

Brienzo stated that this project is to develop a strategy to develop a Transportation Demand Management program for the planning area. The intent is to develop a program that will offer travelers choices in their travel to include all modes of transportation. This will be a tool for the City and County to assist people in commuting to work or other functions more efficiently through the use of technology. There is a lot of opportunity in this area to have the transportation system grow because of the advances we have experienced in communication. The study will be using federal transportation planning dollars. We will be contracting with a consulting firm that has expertise in this area. We want to find out what communities our size are doing, and then develop a multi-year strategy to implement a program designed for Lincoln. There are opportunities to develop partnerships with other agencies that might work with us on this project. This program is identified in the Long Range Transportation Plan and is in the Work Plan. A draft work plan has been sent to the State for review and to initiate the study for follow the federal process. There will be a call for proposals soon. A nine-member oversight team has been identified with representatives from several agencies.

Schorr asked about the cost of the project. Brienzo stated that they believe will fit well within their budget of \$80,000.

Mayor asked if this is being done pursuant to a federal requirement. Brienzo stated that this is not a requirement, but it is a tool to help manage the transportation system better. Both the FHWA and FTA

are strongly encouraging Transportation Demand programs and have set up a training session in Omaha. Mayor then asked who the project manager will be. Brienzo stated that he (Brienzo) will be. Mayor asked how long the project will take. Brienzo stated that it will take approximately 5-6 months and should be completed by the end of the year. Mayor asked how much of his time this project will take. Brienzo stated that it will take 10-15% initially, but as the project progresses, it should take less time because the consultant will do more of the work.

Peters noted that Omaha has put TDM strategies into their Long Range Transportation System, such as promoting active lifestyles to get people out of their cars.

Mayor noted that the State of Nebraska has rejected the exploration of rail transportation and asked if this will be examined through this mechanism. Peters stated that rail transportation would be a travel demand management strategy.

Krout stated that a recent phenomenon occurring in other cities is car share and bike share programs. There are opportunities to not have as many cars on the streets and to not having to build as many parking spaces.

Other topics for discussion

There being no further business, the meeting was adjourned at 2:14 p.m.

*** Please note that these minutes will not be formally approved until the next meeting of the Metropolitan Planning Organization Officials Committee. ***

ma/mb