

MEETING RECORD

NAME OF GROUP: OFFICIALS COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: November 19, 2015, 1:00 p.m., Mayor's Conference Room, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Mayor Chris Beutler, Trent Fellers, Larry Hudkins and Kyle Schneweis; (Roma Amundson and Leirion Gaylor Baird absent). Randy Hoskins and Kris Humphrey of Public Works & Utilities; Michael Davis of Star Tran; Pam Dingman of County Engineering; David Cary, Mike Brienzo, Kellee Van Bruggen and Teresa McKinstry of the Planning Dept.; Mike Owen of Nebraska Dept. of Roads; Jenny Young and Rick Haden of Felsburg, Holt & Uelvig and Thomas Whitman of Nelson Nygaard.

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

Fellers then requested a motion approving the minutes of the meeting held June 4, 2015. Motion for approval made by Hudkins, seconded by Fellers and carried 4-0: Mayor Beutler, Fellers, Hudkins and Schneweis voting 'yes'; Amundson and Gaylor Baird absent.

REVIEW AND ACTION ON 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

David Cary stated that Kellee Van Bruggen is the lead on this project. She has done a great job pulling together a new and exciting project. We can program this into the TIP now that we have the local match. We also have local fundraising to where we have the first year of operating costs solidified. \$293,000.00 is from sponsors and \$114,000.00 is from UNL, with support from students as well. We received a \$19,000.00 grant from Blue Cross Blue Shield. \$80,000.00 was committed by Spreetail and another \$80,000.00 from the Lincoln Community Foundation. Spreetail and the Lincoln Community Foundation have also identified a second year for funds. This is an exciting moment for this project.

Hudkins just returned from a weekend in Pittsburgh. They have a bike program in place there. Sometimes the bike lanes are in the center of the road, sometimes they are on the side. He wondered if there will be any continuity. Cary replied that the N Street Bike Lane is getting ready to open up. The existing bike lanes seems to be working quite well. He sees no reason to change them at this time. If we do something different on 11th St. and 14th St., we might take a look at how to re-stripe them.

Mike Owen stated that CMAQ funds are based on air quality. Cary added that Omaha has received funding with a similar program. The DOR has done a great job.

Fellers inquired if the station locations have been chosen yet. Cary replied that we have a map of preliminarily identified sites.

Fellers wondered about the cost to rent a bike. Kellee Van Bruggen believes the annual membership cost will be around \$80.00, or you can purchase a 24 hour pass for a structured cost. The first 30 minutes are free, then you are charged after that.

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

Mike Brienzo stated that this item is to add highway safety funds. Turn lanes are being added to the project. The funds are for a period of three years. Funding is for design, right-of-way and construction. Once the funds are identified in the TIP, they can begin working on the design.

Hudkins questioned if the local matching funds are secured. Brienzo replied yes. Randy Hoskins added that the 10 percent local match funds are set aside for this.

ACTION:

Hudkins moved approval of a) adding the Lincoln Bike Share Program with federal CMAQ funds and local matching funds and b) adding South 56th Street and Yankee Hill Road intersection safety project with federal Safety funds and local matching funds, to the FY 2016 Transportation Improvement Program, seconded by Fellers and carried 4-0: Mayor Beutler, Fellers, Hudkins and Schneweis voting 'yes'; Amundson and Gaylor Baird absent.

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

Brienzo stated that interviews were held and a firm was chosen, Felsburg, Holt & Uelvig. We have been working on this for a number of months now. We have begun developing the tools and identifying outreach.

Jenny Young from Felsburg, Holt & Uelvig appeared. She stated that the primary role of the MPO is to carry out transportation decisions for Lincoln and Lancaster County. All transportation is coordinated for the city, county and state. There are three primary plans. The annual work program, the TIP and the Long Range Transportation Program (LRTP). This is an update to the current LRTP. The update to the Comprehensive Plan is being done at the same time. There is a federal requirement that the LRTP must update their plan at least once every five years. The biggest change in transportation is that this plan must be performance based. We are updating the travel demand model. The needs assessment identifies existing and future deficiencies. We are doing an intensive GIS based update. We will be prioritizing projects to come up with a fiscally constrained program. We will plan for a draft plan some time in summer of 2016, with adoption of the update towards the end of next year.

Rick Haden explained that there is an oversight committee with various representatives. In addition to that, there is the Technical Committee and ultimately, the Officials Committee. Parallel to that is a public involvement process. They are anticipating eight separate focus committees. Their results will be taken to the Planning Commission then to the Technical Committee and Officials Committee. We are anticipating the first focus groups to be in January, 2016 with the first public information meeting shortly after that in February, 2016. A copy of the public involvement plan was provided to everyone. We would like to emphasize that this is an update to the existing plan, not a new one. We have already begun the needs assessment.

Young stated that performance based planning is a data strategic approach to move towards the targets. Performance measures are the heart of the transportation plan. Ultimately, the idea is that there will be a strong set of data to form decisions. The Oversight Committee has been working on the draft goals and objectives over the last few months. The objectives lead directly to the performance measures. We are working directly with the oversight team. WE need to have a strong relationship and tie the objectives to the goals. It is a pleasure working in Lincoln because of the large amounts of available data. Haden added that each time we identify a goal and objective, we hear that Lincoln is already tracking that. Young stated that the Taking Charge initiative is already doing most of the work. Good performance measures have storytelling potential.

Young continued that we have working pretty heavily on the travel demand model update as well. The next steps will be refining the measures and documenting the deficiencies and needs. Then there will be a big push through the focus groups. We would love to hear what you feel are the biggest issues.

Schneweis wanted to know what is being done to measure economic vitality and competitiveness. Haden replied we are looking at the identified story potential. The east beltway would help divert trucks from Highway 2 and 84th St. Young stated we are also looking at railroad crossings.

Schneweis has seen a transition from one forecast to several forecasts. Young stated that we have a 2040 base network, and then we will have a minimum of one more, but have the ability to test different scenarios. Brienzo stated that traffic models are land use based. We don't know if we will have multiple trip rates. You have to support multiple rates. Schneweis has seen some interesting data and lawsuits based on old data for trip generation. Brienzo stated that if we have economic development goals, those will be applied as well. Haden added that with performance based planning, officials can look at population trends and other measures and see if the program needs to be adjusted.

Mayor Beutler would like Young to speak to the fundamental items regarding what the demand is for bikes, versus buses, versus cars. Does this go back to what the public wants, or the most efficient utilization of resources? Young sees three aspects. There is a technical guess to the travel demand model, public input and the reality of what can be done with the available funds. It need to be a combination of all three. Haden stated that we heard from Planning Commission members yesterday that millennials are more likely to bike and not own a vehicle. He believes that is something we will see some gradual changes over time. Brienzo believes the

storytelling tools of the network will show a multi-layered plan. If there are projects that need to be advanced, we can do that.

Schneweis would encourage them to include a discussion of the unknown, not only travel patterns but whether we are driving at a certain time. A car might drive itself in 2040. It is important that there are certain time posts in terms of technology. Young had that discussion yesterday with Planning Commission. They had the desirability to have some flexibility built in. Brienzo noted that out TIP will go forward six years. The first 10 year element of a plan focuses on projects.

Fellers wondered about other changes in technology. A lot of our traffic signals will be wired in to the fiber network. Haden stated there are some performance measures we are considering that will address future technology.

Brienzo stated there is a lot of work to be done in the next few months. We will be back with a status report in about three months.

BRIEFING ON THE LINCOLN STARTRAN TRANSIT DEVELOPMENT PLAN TO IMPROVE TRANSIT SERVICE OPTIONS IN LINCOLN:

Michael Davis stated that they are nearing the end of their process with the plan.

Thomas Whitman of Nelson Nygaard appeared. He stated that the plan provides a comprehensive evaluation of existing service and system performance. We looked at how to serve all areas of the community and identify areas for improvement. Three inputs were used to identify how well the existing service was working; existing system performance, market assessment and public input. We looked at travel patterns. We held a series of public meetings to help us understand where the needs are. We initially identified three different scenarios. These were presented to the public in September of 2015. Elements of all scenarios that were preferred are: later evening service, more frequent service, crosstown service, service to new areas and streamlined routing. We are looking into changing and having more direct alignment in the downtown areas. We are also looking at extending service down to Walmart and Target near Yankee Hill Road.

Mayor Beutler wondered what assumptions are being made about fares. Whitman replied the rate stays the same. We did not look at a fare increase. Mayor Beutler questioned how our fares compare to other places. Whitman thinks that a monthly \$8.00 low income pass is something that others would love to emulate. It is unbelievably low priced. Overall, Lincoln is comparable to their peers.

Owen wondered if increased ridership is due to the fact that young people seem to ride the bus more. Whitman believes that millennials have a different view of transportation. We need to provide more frequency in areas where people will use the bus more. That is a primary target market.

Mayor Beutler wondered if millennials in the open countryside have the same opinion as millennials in the city. A lot of our millennials come from farms and wide open spaces.

Whitman replied the answer is mixed. We have to look at this from a competitive advantage perspective. He thinks one of the key things is a walkable area. He sees how far attitudes have shifted over the years. The urbanized phenomenon is a real shift.

Fellers wondered if it might shift again. Schneweis sees that a lot of kids live with their parents until later. A lot of it might be economics. Whitman knows that data is clear that people are getting their driver's licenses at a later point.

Whitman continued that they are looking to introduce peak hour, 15 minute service in the densest areas. Downtown Lincoln routing needs consistent corridors created. This will make it easier for folks to understand where to catch a bus and easier to understand for potential patrons. There are more needs than funding. One phase would be to improve midday service to 30 minutes on five routes, extend weekday evening service on all routes by two hours, add Sunday service, add express bus service and extend some routes. We are reaching the end of our study process.

Smith stated that the Advisory Board met this morning with a few changes. They will make those over the next week. Hudkins wondered what the changes are. Whitman stated that there is no service on A St. between 16th and 17th St., and 48th Street. They are looking to shift a route to cover that gap. Another hole identified is Vine St. and 33rd St. We are looking at shifting a route to cover that. We were not anticipating running one route down south on Saturday. We are looking at changing that.

Hudkins sees Kawasaki and the Lincoln Airport as peak only. Whitman believes that shift change times should go to Kawasaki and non-shift times, the bus would go to the airport.

Mayor Beutler noted that several years ago, he read somewhere about the fact that metros and trains are so fixed in place because of the incredible replacement costs. That results in people choosing to live near or not near a train line. He always assumed that was a good thing. Have we discussed keeping the bus lines in the same place? Whitman stated that bus lines with extraordinarily high ridership won't get changed. In the past five years, StarTran ridership has increased significantly. A lot of it is due to UNL ridership. The question is if we are satisfied with a growth rate of .5 percent annually in ridership. He would look at this and say he believes you can do significantly better. The golden rule is that on the highest ridership routes, you look at adding service, not changing routes. Don't mess with success.

Mayor Beutler wondered if in Whitman's experience, you could in some easy way fix the routes for a long period of time, would you do so? Whitman feels strongly that if you put transit service out there, there needs to be people using it. Mayor Beutler believes if you keep them fixed, more people will congregate around the bus routes.

Mayor Beutler questioned what Whitman has seen on communities who have tried to fix a bus route. Whitman would not keep a route the same for 25 years. You don't know what travel patterns and land uses will be. You want to be able to change with the market.

BRIEFING ON THE RTSD NORTH 33rd & CORNHUSKER TRANSPORTATION PLANNING AND ENVIRONMENTAL LINKAGES STUDY:

Kris Humphrey stated this is an RTSD project with a primary focus to improve safety, mobility, delays and general connectivity in the north Lincoln area around the railroad crossing. There have been six fatalities in the last ? years, 19 crashes and two injuries. The number of trains per day has dramatically increased from 48 to 68 trains per day. The exposure factor is quite high. In terms of delay, collectively there is about 3.5 hours a day that these crossings are blocked. In terms of mobility and connectivity, there are no sidewalks along there. We have heard from some business in the area that employees that take the bus are dropped off around 33rd St. and walk to work from there. The final report and briefing to the RTSD will be in 2016. We will be able to use the information from this study in the preliminary engineering of the environmental study. There was a public meeting on November 5, 2015. 136 people signed in. She believes there were a lot more present than that. She kept hearing that this needs to happen sooner. It would likely be at the earliest, year 2022 would be the beginning of construction. The public saw delays and safety as the two primary problems. We started with about 30 different conceptual designs. We are trying to get that down to around six and then look at the design more in depth. By February or March of 2016, that will be whittled down to two to three alternatives. One preferred alternative by June, 2016 is the goal.

Owen wondered if the Federal Highway folks participated in the meetings. Humphrey replied yes.

BRIEFING ON THE STATUS OF THE LINCOLN SOUTH BELTWAY PROJECT:

Owen stated that this project started with an environmental assessment. In 2009, they ran out of funding. In 2011 was the Build Nebraska Act. This was reopened in 2013 the environmental process was initiated. A public hearing was done in 2013. All in all, the support was there. There were questions about funding. There was a bicycle coalition that had a few issues. We worked through their concerns and found a solution. The environmental analysis is being worked on to decide if there are any new significant impacts. We looked at truck traffic and continued to update the model. We split out the south beltway from the east beltway. We updated the environmental resource survey. The design process has been going concurrently. We updated the geometrics to the interchanges and have also done some environmental resource avoidance. We have been going through an alternative screening process with the Corp. of Engineers. The environmental coordination with agencies has consumed most of the flex with the schedule. We are trying to get to a draft document in the summer of 2016 and then onto another public meeting. The right-of-way process will begin in 2017-2018, with construction starting in 2020.

Mayor Beutler questioned what happens in 2019. Owen would hope to do the final estimate and prepare the contract in 2019.

Hudkins believes it is important to note that the Mayor and the county are behind this project. It's been a long time coming.

Other:

- Saltillo Corridor

Pam Dingman spoke at the Technical Committee meeting a few weeks ago and wants to keep this issue out there. She is concerned about the Saltillo corridor. She thinks that her organization and NDOR believe that the south beltway will dramatically relieve traffic from Saltillo. She doesn't believe that is necessarily a good conclusion to draw, especially as the city continues to grow to the south. With groups such as the Rokeby Coalition, she thinks that Saltillo will become a major thoroughfare. She thinks there is an opportunity to get in front of this and believes Saltillo Rd. would provide an excellent opportunity for a trail. She could get shoulders on Saltillo, but in the long term doesn't believe it would meet the need. With the current condition of the road, she believes we need to jointly look at a solution. She thinks there are things that could be done to this corridor to make it safer. She thinks it needs to be looked at holistically.

Owen noted that he asked Dave Schoenmaker to look at this issue. There are trail bikers and road bikers. He does think there needs to be some kind of plan. He agrees that something needs to be looked at.

Dingman stated that there is a lot of traffic on this road and no shoulders. We can put shoulders and turn lanes, but it would be a bandaid fix for what the City of Lincoln needs. She wants to start to have the discussions.

Mayor Beutler inquired if this is a matter of prioritization, or more funding. Dingman understands that during an election year, there is no more money.

Hudkins believes that the south bypass is the first priority.

Dingman has placed Saltillo Rd. on her Lancaster County One and Six Plan. The city has continued to grow to the south. This hasn't been on the radar at all. Brienza added that he will be looking at this for the LRTP update. Right-of-way is a concern for the long term.

There being no further business, the meeting was adjourned at 2:50 p.m.

Lincoln South Beltway



Environmental Assessment (EA) would validate conclusions 2002 EIS/ROD

- Updating 1)Environmental resources and 2)Preliminary engineering (footprint)
- Document would evaluate resource impacts of current design compared to 2002 selected alternative
- EA would determine 1)NEPA decision remains valid or 2)Supplemental EIS is required

Public Meeting held June 2013

- High turnout – 349 attendees
- Supportive of the project; viewed as good for Lincoln and maintain our quality of life
- Interest in accelerating all aspects of the schedule and securing funding
- Bicycling Coalition had specific issue of access and mobility

Phase 1 - Environmental process is complete

- VERIFY the NEED for the project still exists and Independent Utility of the South Beltway
- Update Traffic Study (Origin - Destination truck study and the Traffic Model)
- Environmental Resource surveys (Historic properties, Wetlands, Endangered Species & Hazardous Materials)

Phase 1 Design Modifications are complete

- Wider Median from 42 to 54 feet
- Updated interchange geometrics and connections to local roads
- Resource Avoidance/Minimization

Phase 2 Purpose and Need reviewed for Legal sufficiency and approved by the FHWA

Phase 2 Environmental Analysis

- NDOR has been working with the environmental resource agencies
- Ground Truthing wetland delineations has been more time consuming than expected
- Environmental Coordination has consumed most of the flex in our schedule
- NDOR is monitoring the risk to the schedule to determine potential actions

Design has progressed and a Plan-in-Hand field review is scheduled for November 24th

Lincoln South Beltway Project History and EA/Project Schedule

