

## BRIEFING NOTES

**NAME OF GROUP:** PLANNING COMMISSION

**DATE, TIME AND PLACE OF MEETING:** Wednesday, September 14, 2016, 2:40 p.m., Bill Luxford Studio, Room 113, County-City Building, 555 South 10<sup>th</sup> Street, Lincoln, Nebraska.

**MEMBERS IN ATTENDANCE:** Michael Cornelius, Tracy Corr, Maja Harris, Chris Hove, Jeanelle Lust, Dennis Scheer and Lynn Sunderman; (Ken Weber absent).

**OTHERS IN ATTENDANCE:** David Cary, Paul Barnes, Mike Brienzo, Brandon Garrett and Teresa McKinstry of the Planning Dept.; Rick Haden and Jenny Young of Felsburg Holt & Ullevig; and other interested parties.

**STATED PURPOSE:** Briefing on “**LPlan 2040 and Long Range Transportation Plan (LRTP) Update**”

### **LPLAN 2040 UPDATE**

Brandon Garrett appeared. An initial draft of LPlan 2016 Update was released online. The changes were mostly minor. Some dates were changed and references were deleted to “annual review”. An annual review is something we haven’t done for a while. People can apply for a Comprehensive Plan Amendment. Some timing language was clarified. The threatened and endangered species language in Chapter 3 was updated and new text was added to the Information Technology section of Chapter 11.

### **LONG RANGE TRANSPORTATION PLAN (LRTP)**

David Cary is excited about this update! He believes we are coming forward with a plan that makes sense in that we must have a financially constrained plan, but we are saying we aren’t just going to stop there. We are going to create a plan that works in the future. It is a strong message. He is excited to share it and get it out to the public for review and comment.

Jenny Young appeared. In July, we met with the Technical Committee and Officials Committee and received some good feedback. That allowed us to develop the fiscally constrained plan. The Travel Demand Model Forecast has been completed. The LRTP Technical Report is almost complete. A few technical details still need to be ironed out. She will now go over the information from the Executive Summary. The MPO must meet federal requirements in order to receive federal funding for transportation. This sets a vision and establishes funding

priorities. The LRTP is developed in conjunction with the Comprehensive Plan. It is a federal requirement to have a performance based plan. The performance measures are available in the Technical Report. Community outreach activities are addressed. The first phase of outreach was about transportation needs. The second was about understanding priorities and the third was about establishing a vision. There were many committees, focus groups, public meetings and an online survey that had input into this process. The first online survey was so successful that we want to do it again. We have heard some recurring themes from the community. Some of those topics are technology, growth, changing demographics and travel preferences. There is an increased desire for the younger population to be car optional. The need for better north-south roads has come up regularly, as well as support for the East Beltway. We have heard frequently about the value of the trail network and the desire to expand the network of on-street bicycle facilities.

The community was asked how they would spend transportation dollars. The top priority was to maintain the existing streets. We also heard a theme for a balanced approach in the way we fund transportation. We have used the community input in developing the LRTP. Funding sources were outlined. There are a variety of federal, state and local funds included in the list of Fiscally Constrained Roadway Capital Projects. The funding objective that this sets the framework for recognizes that construction costs will continue to increase. That necessitates having a strategic approach to the way we allocate resources. We need to maximize the system's capacity with an increased emphasis on rehabilitation, technology and intersection bottlenecks, construction of critical capital projects and continuation of funding for alternative modes. \$2.4 billion in revenue is forecast for 2017-2040. The maintenance activities which include snow removal, pothole repair, etc. is the largest portion of revenue. Alternative modes include transit, bike/ped and travel demand management and trails. She provided a listing of priority trail projects. In the \$28 million allocation to trails, the top priorities equal to about 55 miles of new trails that can be built. Roadway construction activities includes roadway capital projects, RTSD and state trail mile tax projects, two plus center turn lane projects and intersection safety and capacity projects. Other activities include ITS (Intelligent Transportation System) and Technology which includes Green Light Lincoln, East Beltway Corridor Preservation and essential staff functions and required records. The Roadway Capital Projects include about \$366 million. That includes committed roadway projects and developer commitments. That equals about 27 projects that can be completed. We are required to look at the year of expenditure, so the costs have been inflated to reflect this.

The LRTP recommends an alternative approach to the listing of corridors that were originally contemplated to be major widening projects. Signal timing and flow can be improved along the corridors with spot improvements at intersections. Highway 2 was looked at for improvements. Project A is listed as a corridor study for Highway 2. It is scheduled for 2019, to look at the most effective short term improvements to Highway 2. Congestion levels have been looked at. By the time we get to 2040 with a fiscally constrained plan, about 89 percent of the roads are expected to remain uncongested. Travel time was looked at, along with widening projects and

alternative approach corridors. We are seeing that the alternative approach gives about the same reduction as do the widening projects.

We use the travel demand model to analyze the air quality. Over time, there is a reduction in all the pollutants due to the improvements in the vehicle fleet mix. Emissions standards become more stringent over time. Rural road projects are listed. This is a separate funding source. There is a discussion on how to most effectively continue the RUTS program and rural to urban cross section. A number of state projects were evaluated. Committed or funded projects are included in the plan, but future projects go through a separate prioritizing process. The rankings are shown in the LRTP, but then the state goes through a separate process for the funding and completion. While we are able to meet the most pressing needs of the region, the East Beltway has strong community support but is not included in the fiscally constrained plan, along with completion of the South Beltway trail and the Multi-Modal Transportation Center. We are meeting with the County Board and Officials Committee tomorrow. We will brief the City Council on Monday, September 19, 2016 and the official draft document will be released on September 20, 2016. The public review period is from September 20 to October 31, 2016. There will be a public open house on September 27, 2016 from 3:00 – 6:00 p.m. The final LRTP approval process will be in November and December of this year.

Mike Brienzo stated there will also be an email blast sent to many people. This will be another opportunity for the public to comment on the proposed plan.

Cary added that the Transportation chapter of the LPlan 2016 Update will be based on information from the LRTP.

There being no further business, the meeting was adjourned at 3:15 p.m.