

## MEETING RECORD

**NAME OF GROUP:** OFFICIALS COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** March 5, 2015, 1:25 p.m., Mayor's Conference Room, County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, NE

**MEMBERS AND OTHERS IN ATTENDANCE:** Roma Amundson, Jon Carlson on behalf of Mayor Chris Beutler, Larry Hudkins and Randy Peters; (Doug Emery and Trent Fellers absent). Thomas Shafer of Public Works & Utilities; Brian Praeuner of Star Tran; Pam Dingman of County Engineer; and David Cary, Mike Brienzo and Teresa McKinstry-Planning Dept.

Vice-Chair Larry Hudkins called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

Hudkins then requested a motion approving the minutes of the meeting held November 20, 2014. Motion for approval made by Peters, seconded by Carlson and carried 4-0: Amundson, Carlson, Hudkins and Peters voting 'yes'; Emery and Fellers absent.

### **REVIEW AND ACTION ON REVISIONS TO THE FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM:**

#### **a) Nebraska Department of Roads: N-2 – Lincoln to Syracuse: resurface and widen shoulders, 26.7 miles (C.N. 13263 HSIP – 2-6 (123), funding revisions**

Mike Brienzo stated that there are several revisions to the TIP. The first amendment item being proposed entails some adjustments made to the funding. The funding source is being changed from National Highway funds to Safety funds. This committee makes a recommendation to the State. This saves a little bit of money in the end.

Peters stated that most of the time, you are looking for spot locations you can improve. This is a new understanding that there are some shoulder problems and surface problems that are a safety issue. This is a win.

### **ACTION:**

Amundson moved approval of: a) Nebraska Department of Roads: N-2 – Lincoln to Syracuse: resurface and widen shoulders, 26.7 miles (C.N. 13263 HSIP – 2-6 (123), funding revisions, revisions to the FY 2015-2018 Transportation Improvement Program, seconded by Carlson and carried 4-0: Amundson, Carlson, Hudkins and Peters voting 'yes'; Emery and Fellers absent.

**b) City of Lincoln: South 56<sup>th</sup> Street, Shadow Pines Dr. to Old Cheney Rd. (CN 130141), #LCLC-5241, funding revisions; and**

Brienzo stated that the scope of the project has not changed. There has been refinement of the project cost. The bid just recently received, was just a bit lower. This amendment makes adjustments to the funding. Some of that is advanced construction. This is just a tool used for funding projects. This will allow the project to move ahead quickly.

**ACTION:**

Carlson moved approval of: b) City of Lincoln: South 56<sup>th</sup> Street, Shadow Pines Dr. to Old Cheney Rd. (CN 130141), #LCLC-5241, funding revisions, seconded by Amundson and carried 4-0: Amundson, Carlson, Hudkins and Peters voting 'yes'; Emery and Fellers absent.

**c) City of Lincoln: Add Citywide Pedestrian Countdown Signal Head Replacement project to install pedestrian heads throughout the City.**

Brienzo stated that this is a city wide replacement of pedestrian heads. The program was put together by Public Works and taken to the State Safety Committee. The funding will be 80 percent Federal and 20 percent local.

Hudkins inquired if the 20 percent local funding has been secured. Brienzo replied that the funds have been identified in the budget.

**ACTION:**

Amundson moved approval of c) City of Lincoln: Add Citywide Pedestrian Countdown Signal Head Replacement project to install pedestrian heads throughout the City, revisions to the FY 2015-2018 Transportation Improvement Program, seconded by Carlson and carried 4-0: Amundson, Carlson, Hudkins and Peters voting 'yes'; Emery and Fellers absent.

**d) City of Lincoln, Parks & Recreation: Add Pioneers Park Trail Phase III to extend the existing trail in Pioneers Park to the western edge of the park.**

Brienzo stated this is the remaining piece. Game and Parks manages the recreation trail program. This is an 80 – 20 match. Recreational trails are Federal funds. Funds are placed on projects like this with a local application process.

Hudkins inquired if the State is involved. Brienzo replied no. Hudkins noted that Ken Haar from the Nebraska State Legislature wants to take these funds and have them go to ? Brienzo reiterated that there are no State funds involved in this item. Hudkins stated there are a lot of State recreational roads in the county that need attention.

Peters thinks this is a great vision. Hudkins agreed. This is definitely needed.

**ACTION:**

Carlson moved approval of: d) City of Lincoln, Parks & Recreation: Add Pioneers Park Trail Phase III to extend the existing trail in Pioneers Park to the western edge of the park, revisions to the FY 2015-2018 Transportation Improvement Program, seconded by Amundson and carried 4-0: Amundson, Carlson, Hudkins and Peters voting 'yes'; Emery and Fellers absent.

**LINCOLN STARTRAN TRANSIT DEVELOPMENT (TDP) UPDATE:**

Brian Praeuner stated that some changes have been made to the TDP. The last transit study was in 2007. Changes were implemented in 2008. This time we are looking at how transit services can be provided in a more cost efficient manner. Nelson Nygaard was chosen as a consultant. These are the same folks who did the Travel Options Study. The Planning Dept. is also involved in the study effort. Right now, we are doing data collection. We will have the first public meeting in April of this year. We are on track to complete this study by December of this year. Once the study is completed, early next year we will be promoting any route changes that occur. Route changes will be implemented by May, 2016. We will develop a peer analysis and be comparing different transit network designs.

Peters inquired if there is any study that speaks to someone moving to a community for the specific reason of public transit. Brienzo is unaware of such a study. When the city reviews plats, we note whether or not there is transit service available. It is part of the discussion. It would be nice to go a step further, but that is what these studies help us determine.

Hudkins believes there has been some talk on studies and businesses that have been advocating a trolley system downtown. Praeuner stated that it is in our specs that one of those is looking at a trolley system. West Haymarket needs to be better served.

Hudkins stated that if you want to go to the Haymarket from the Capitol, it can be tough to get around in downtown Lincoln. A trolley system on a regular basis would help people get to an area. Brienzo noted we used to have a dime ride system for the downtown area. Praeuner stated that doesn't exist anymore.

Praeuner stated that the city would like to develop transit alternatives, bus stop guidelines and look at more of a designated bus stop program. We will be updating the source standards. There will be public outreach and workshops. A unique feature of this firm is that the public will be able to build their own transit system. We will also be using Mind Mixer. It is a good planning tool. Kellee Van Bruggen from the Planning Dept. will be involved in this.

Peters asked if providing wireless on the bus has been looked into. Praeuner replied that was looked at a few years ago. He doesn't recall why that never got off the ground. Peters believes that could really change the equation. Hudkins agrees. If you are going to get people to ride mass transit, you have to do things different.

**LINCOLN MPO TRAFFIC MODEL UPDATE AND 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATE:**

Brienzo stated that Ron Neal will be part of the oversight committee. A RFP was initiated. We need to update the GIS tools for evaluating the system. We will use those tools in the planning process for updating the Long Range Transportation Plan. The LRTP was last adopted in 2011 under federal guidelines. We hope to have a new plan in place by December of 2016. With a new transportation plan in place, we will be able to use that to update the TIP. It all works together. We had a call for projects and received four proposals. Four firms were interviewed. Fellsberg, Holt & Ullevig was chosen. They have two consultants they are working with, JEO and JBA. FHU is out of Denver, but has a local office as well. They have very good staff. We have all the expertise we need. They contracted with JEO to help us with local outreach and committee work. Steve Wolf is a local that has done a lot of work with the city. They have experience in projects like this. We have new Federal guidelines we are trying to adapt to our plan. They are more performance oriented. We have tools, but they aren't as visible. Once we get them into GIS, they will be more interactive. The funding for this will be 80 percent PL funds and 20 percent local. He hope to have the project started shortly. He will keep Technical Committee and Officials Committee briefed. Planning Commission will be an oversight committee and the Technical Advisory Committee will be providing direct oversight.

**Other:**

- Hudkins would like an update on NW. 48<sup>th</sup> St. and the I-80 interchange by Shoemakers. Brienzo understands a lot of dirt is being moved. It is a project in progress. There will be a new overpass and the system itself will be a diverging diamond. Peters explained how a diverging diamond works. Brienzo believes they reduce conflict points.

Hudkins thinks when it is all said and done, people will appreciate it. Peters believes it is a great collaboration between Lincoln, Lancaster County and the Nebraska Department of Roads. This wasn't scheduled to start yet. Lincoln was allowed to use Federal dollars to start now, and we gave Lincoln Federal credit toward the South Beltway. This is a good collaboration.

Thomas Shafer stated that the city also wants to do work on NW. 48<sup>th</sup> Street. We will be able to keep our work on schedule. There is a public meeting scheduled for March 25, 2015 to have the schedule unveiled and have the public meet the contractor. The street will be open to traffic during that time.

- Hudkins stated that he was made aware of a local farmer who stated that we came and condemned his land, and it is now growing with weeds. The city needs to own the right-of-way. Pam Dingman stated that is county property. Hudkins noted we need to get the ownership straightened out. We need to determine where the right-of-way markers go. When the interchange is done, it will take a lot of traffic off of Highway 34.

- Amundson would like to talk about 84<sup>th</sup> St. and Havelock Ave. Havelock Ave. is slated for improvement. She was wondering when that is dug up, if it would be possible to figure in a different stop light system and some turn lanes. With the amount of traffic going into the Lancaster Event Center, it really backs up at the light. People who haul horse trailers can't make that turn. She believes it is a safety issue and needs to be changed for practicality.

Brienzo stated that a lot of details have to be worked out. Hudkins noted that the county has been asking for this for nearly five years. We only got a stop light. What you have is everyone comes out of the Event Center, and the light on 84<sup>th</sup> St. only lets one car through at a time. Traffic really backs up. He doesn't know why that hasn't been addressed. The road is scheduled to be re-black topped this year. There is plenty of land available for more lanes.

Dingman knows there has been discussion with Event Center staff and some sort of schematic laid out for improvements by REGA Engineering. She is unaware who ordered that schematic. That being said, the estimate included new traffic lights. There is a lot of dirt work that needs to be done to get extra lanes. This became the immediate issue of the Commissioners when Roger Figard with Public Works & Utilities came to County Roads and asked them to pay for Van Dorn. Dingman went back to Public Works and spoke with them. Since the additional money came, we only have a couple of hundred feet before the bridge to take care of.

Brienzo will make sure that some discussion happens on this part of road. 84<sup>th</sup> St. is on the National Highway System. Peters stated if it is on the National Highway System, it is eligible for highway funds.

Hudkins sees this as something that would really like to see receive some attention. Amundson agreed. This needs to be a priority.

Dingman stated there are issues with truck and trailer traffic. The bridge on Havelock has some issues and doesn't meet hydrology standards.

There being no further business, the meeting was adjourned at 2:10 p.m.