

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: January 5, 2017, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Director of Planning Dept., Pam Dingman - Lancaster County Engineer, Thomas Shafer - Public Works & Utilities, Paul Barnes and Kellee Van Bruggen - Planning Dept., Brian Praeuner - StarTran, Lonnie Burklund and Randy Hoskins - Public Works & Utilities, Sara Hartzell - Parks & Recreation, Wynn Hjermstad - Urban Development, Chad Packard - County Engineer, Gary Bergstrom - Health Dept.; Noel Salac - Nebraska Dept. of Roads; Tom Goodbarn, Nebraska Dept. of Roads (arrived 1:35), Justin Luther – Federal Highway Administration;. (David Haring – Lincoln Airport Authority absent); Rick Haden and Mark Meisinger – Felsburg, Holt, & Ullevig, Richard L. Schmeling – Citizens for Improved Transit, W. Don Nelson, and other interested parties.

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

Dingman then requested a motion approving the minutes of the meeting held November 10, 2016. Motion for approval made by Cary, seconded by Shafer and carried 13-0: Barnes, Bergstrom, Burklund, Cary, Dingman, Goodbarn, Hartzell, Hjermstad, Hoskins, Praeuner, Salac, Shafer, and Van Bruggen voting 'yes'; Packard abstaining; Haring absent.

REVIEW AND ACTION ON THE MPO ENDORSEMENT OF THE UPDATED FEDERAL FUNCTIONAL CLASSIFICATION MAP AS INCLUDED IN THE 2040 LONG RANGE TRANSPORTATION PLAN:

Brienzo stated the Functional Classification is a way of hierarchically categorizing road networks, from interstates down to local streets. The past year, there has been review of the plan and current network. Some issues arose as a result of that system, such as restrictions that come with arterial classification. Follow-up was initiated statewide by the Federal Highway Administration. Work was started with the Nebraska Department of Roads in 2015, concurrent with the Long Range Transportation Plan (LRTP) update. The system is tiered and includes information related to City limits, census, urban area boundaries, etc. One big adjustment is the inclusion of the village of Cheney. Adjustments are also made to ensure the growth areas for the next 20 years are included. This was agreed to by the Department of Roads.

The old system included a division between urban and rural arterials. That has been collapsed to change the functional classifications so now there are essentially six categories. Principal arterials are now continuous between urban and rural. The State reports on whether they are urban or rural, but the arterial does not change character just because it crosses that line. The State has been patient in working with the City, waiting for the updates to the LRTP to make sure it is included as part of the process. A resolution by the Officials Committee is needed and they require a recommendation from the Technical Committee.

Cary noted that as part of the process, different levels of government were consulted to reach this point. This is not a question of whether or not it is appropriate, but rather, is now at a point of readiness for a recommendation of approval for inclusion in the LRTP. Brienzo added this has been published as part of the Long Range Plan update and is well-vetted. Luther stated NDOR will add any changes in the system.

Dingman called for questions and discussion. She questioned a potential error on one map, noting the lack of description in the map legend. After discussion among several Committee Members, it was concluded an incorrect map was inadvertently included and it will be corrected before Officials meet next week. Luther suggested it might be helpful to add the change in number of miles of existing vs. proposed arterials.

Dingman posed the question of whether it would be best to take action today or to wait until corrections and additions are made to the report.

Cary stated he would attempt a motion encompassing proposed modifications in order to keep this item moving forward. Committee members agreed that would be the best course of action.

ACTION:

Cary moved approval of the MPO endorsement of the updated Federal Functional Classification map, with adjustments to the map, notation that the South Beltway is a proposed facility and not an existing one, and with inclusion of language referencing basis of finding upon the National Highway Safety recommendations.

Dingman stated that the motion is to approve the classification map, noting that the South Beltway is proposed on the map, and changing the language in the corresponding report under the reference to map changes to add "based upon National Highway System" to the last paragraph.

Motion seconded by Shafer and carried 14-0: Barnes, Bergstrom, Burklund, Cary, Dingman, Goodbarn, Hartzell, Hjermstad, Hoskins, Packard, Praeuner, Salac, Shafer, and Van Bruggen voting 'yes'; Haring absent.

REVIEW AND ACTION ON THE DRAFT 2040 LINCOLN 2040 LONG RANGE TRANSPORTATION PLAN (LRTP):

Brienzo stated that the MPO is asked to provide comments and to provide a recommendation to the community for adoption of the final version. The review has been ongoing for 18 months; even longer for Planning Department staff.

Working with consultants, review of the performance based elements started in September 2015. The LRTP Project Oversight Committee was recruited and there have been a great number of meetings and several levels of review including focus groups, public meetings, subcommittee meetings, community surveys, and open houses. In September of 2016, the public review period was opened up. An open house was incorporated for the Comprehensive Plan and Long Range Transportation Plan updates.

The Planning Commission hearing was held November 16, 2016 and, as the citizen advisory committee, they forwarded their recommendation of approval. All documentation is posted on the web. The document becomes Chapter 10 of the 2040 Comprehensive Plan. The updates then had review at both City Council and County Board. Both bodies had further discussion on wording, but did not have any questions about technical aspects or the assumptions built into the plan. They did not make any substantive changes. The requested wording changes have been redlined in the latest version provided. The recommendation made by this committee will advance to Officials Committee next week. In addition to the recommendation made today, Staff asked for individual statements from Technical Committee members regarding their reasons for a vote. All were supportive.

Dingman acknowledged the efforts of Brienzo throughout this long process and stated her appreciation of his sustained work, leadership, and coordination. She believes this is a productive and well thought out plan. She called for comments and discussion.

Barnes read a prepared statement, submitted to the public record, which generally noted the importance of the LRTP as a key document for the development of transportation systems. The recommendations within the document are based on public input and are data-driven findings built upon growth assumptions and their consistency with the Comprehensive Plan. His intention is to support the plan.

ACTION:

Hoskins moved the Technical Committee's recommendation for approval of the 2040 Long Range Transportation Plan, with the inclusion of wording changes as made by City Council and County Board and outlined in the latest version; seconded by Salac and carried 14-0: Barnes, Bergstrom, Burklund, Cary, Dingman, Goodbarn, Hartzell, Hjermsstad, Hoskins, Packard, Praeuner, Salac, Shafer, and Van Bruggen voting 'yes'; Haring absent.

There being no further business, the meeting was adjourned at 2:05 p.m.