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LANCASTER COUNTY BOARD AND LINCOLN CITY COUNCIL  
JOINT MEETING  
PUBLIC HEARING ON THE BELTWAY

ORIGINAL

Meeting held at **The City-County Building**,  
555 South 10th Street, Lincoln, Nebraska,  
on **August 22, 2001**, commencing at 3:00 p.m.

PRESENT:

- County Commissioners: Mr. Bob Workman, Chairperson
- Mr. Ray Stevens
- Mr. Larry Hudkins
- Mr. Bruce Medcalf, County Clerk
  
- City Council: Mr. Jon Camp
- Mr. Jonathan Cook
- Mr. Glenn Friendt
- Ms. Annette McRoy
- Ms. Coleen Seng
- Mr. Ken Svoboda
- Mr. Terry Werner
- Ms. Joan Ross, City Clerk

1           (On August 22, 2001, commencing at 3:00  
2 p.m., at the City-County Building at 555 South 10th  
3 Street, Lincoln, Nebraska, with said County  
4 Commissioners, City Council members, and members of  
5 the public present, the following proceedings were  
6 had:)

7           MR. WORKMAN: Good afternoon. I'd like to  
8 welcome each one of you here. By order of the  
9 Chair, I will call to order the joint meeting of the  
10 City Council and the County Board. And we will  
11 reconvene the public hearing at this time.

12           I will read a statement of protocol at this  
13 time. This is a continuation of the special  
14 concurrent meeting of the Lancaster County Board and  
15 Lincoln City Council on the proposed Comprehensive  
16 Plan amendments to the South and East Beltways. In  
17 order to efficiently handle all of the comments, we  
18 require that anyone wishing to testify to sign in  
19 outside the hearing room. The names will be called  
20 by the clerk in the order in which they appear on  
21 the sign-in sheet. The clerk will also read the  
22 name of the next two persons to speak. We ask that  
23 the next speakers please come to the front row to  
24 wait your turn.

25           The purpose of this hearing is to take

1 additional testimony on all four proposed beltway  
2 Comprehensive Plan amendments. Each person is  
3 allowed to testify only once. So we ask that if you  
4 spoke at the August 15th meeting, that you will not  
5 testify again today.

6 Each person testifying should state their  
7 name and address and shall have five minutes to  
8 speak unless additional time is requested and  
9 granted. The clerk will open the hearing to take  
10 testimony on all four Comprehensive Plan amendments,  
11 all four beltway routes, both for and against the  
12 amendments at the same time. Again, anyone  
13 interested in testifying should sign in outside the  
14 hearing room.

15 If you are speaking on behalf of a group,  
16 we would appreciate only hearing testimony from one  
17 speaker. The group being represented may stand in  
18 the audience to be recognized. If possible, it will  
19 be appreciated if speakers refrain from repeating  
20 anything that has already been said.

21 In order to permit as much testimony as  
22 possible today, the County Board and City Council  
23 members will limit their questions except for  
24 questions made to clarify comments made during the  
25 testimony. Questions of staff will be addressed at

1 the end of this meeting. If you have specific  
2 questions about the proposed route that's shown in  
3 the south and east Draft Environmental Impact  
4 Statement, staff is available in the hallway at this  
5 time to answer your questions.

6 While in session, the County Board and City  
7 Council are engaged in the performance of  
8 public's business, and a commensurate measure of  
9 decorum should at all times be maintained. It is  
10 therefore requested that during the course of these  
11 proceedings those members of the public in  
12 attendance refrain from using any audible, mobile,  
13 portable or wireless communication device,  
14 applauding, booing, or otherwise expressing support  
15 or opposition to a matter under discussion, except  
16 through testimony.

17 At the end of testimony today, the County  
18 Board and City Council will then take a one-hour  
19 recess. Since the public comment period will be  
20 concluded at that time, we ask that members of the  
21 public refrain from attempting to discuss this  
22 matter with members of the County Board and the City  
23 Council during the break period. After the one-hour  
24 break we will reconvene the meeting for any  
25 additional questions of staff and discussion. No

1 further testimony will be taken at that time.

2 After the conclusion of discussion, the  
3 public hearing will be closed, and there will be a  
4 brief break. Both groups will then take action  
5 separately on all four amendments. The County Board  
6 will reconvene first and take action. The City  
7 Council will then reconvene and take action after  
8 the County Board meeting has adjourned. The  
9 discussions and votes are open to the public.  
10 However, no further public testimony will be  
11 allowed.

12 I will now ask the city clerk to call the  
13 applications into the record for continued public  
14 hearing.

15 CITY CLERK: Item A, Comprehensive Plan  
16 Amendment No. 94-62, requested by the Director of  
17 Planning and the Director of Public Works and  
18 Utilities, to amend the Long-Range Transportation  
19 Plan and other appropriate portions of the 1994  
20 Lincoln-Lancaster County Comprehensive Plan to  
21 reflect the inclusion of the South Beltway as a  
22 four-lane freeway, generally one half mile south of  
23 Saltillo Road from Highway 77 to Highway 2,  
24 including portions between north of Saltillo, east  
25 of 98th Street.

1           Item B, Comprehensive Plan Amendment  
2   No. 94-63, requested by the Director of Planning and  
3   Director of Public Works and Utilities, to amend the  
4   Long-Range Transportation Plan and other appropriate  
5   portions of the 1994 Lincoln/Lancaster County  
6   Comprehensive Plan, to reflect the inclusion of the  
7   East Far Beltway as a four-lane freeway generally  
8   between 134th and 148th Street from Highway 2 to  
9   Interstate 80.

10           Item C, Comprehensive Plan Amendment  
11   No. 94-64, requested by the Director of Planning and  
12   Director of Public Works and Utilities, to amend the  
13   Long-Range Transportation Plan and other appropriate  
14   portions of the 1994 Lincoln/Lancaster County  
15   Comprehensive Plan plan to reflect the inclusion of  
16   the East Middle Beltway as a four-lane freeway  
17   generally between 120th and 134th Streets, from  
18   Highway 2 to Interstate 80.

19           Item D, Comprehensive Plan Amendment  
20   No. 94-65, requested by the Director of Planning and  
21   the Director of Public Works and Utilities, to amend  
22   the Long-Range Transportation Plan and other  
23   appropriate portions of the 1994 Lincoln/Lancaster  
24   County Comprehensive Plan to reflect the inclusion  
25   of the East Close Beltway as a four-lane freeway,

1 generally between 98th and 112th Streets, from  
2 Highway 2 to Interstate 80.

3 MR. HENRICHSEN: Steve Henrichsen with the  
4 Planning Department and Roger Figard with Public  
5 Works and Utilities. Just, at the beginning of the  
6 meeting, we wanted to hand out three memos and  
7 requests for information that we received from the  
8 last meeting. Just to very briefly go over these.  
9 Copies of each of these memos were previously  
10 routed. We also have copies for the public at the  
11 rear of this room, in addition to memos from last  
12 week's meeting.

13 Request for information number 15 was a  
14 request in regards to last time as to why some of  
15 the cost estimates from 1997 were different from the  
16 cost estimates of the 2001 DEIS. The memo from HWS  
17 generally goes over the process that was used to go  
18 from a multitude of routes down to the specific  
19 routes before you today. The example often given is  
20 that of a funnel, where you have a multitude of  
21 routes, and you're trying to narrow it down.

22 So some of the preliminary cost estimates,  
23 some of the preliminary historic work, was just  
24 that: it was preliminary. And as the process  
25 continued forward more detailed historic boundaries

1 were done, more cost estimates were refined,  
2 environmental impacts were further refined, so that  
3 is why often there may be some differences between  
4 the '97 estimates and the 2001.

5           The second memo, request for information  
6 number 16, was the -- a question in regards to the  
7 Stevens Creek Stock Farm, in terms of when it was  
8 placed in the National Register of Historic Places.  
9 The Stevens Creek Stock Farm was placed on the  
10 Register in 1979. The other property that is  
11 already on the Register, the Herter-Hagaman Farm,  
12 was placed on the Register in 2000.

13           However, in terms of the Draft  
14 Environmental Impact Statement, whether you are on  
15 the Register or your date of eligibility is really  
16 not pertinent for the DEIS part of it. Really what  
17 the Draft Environmental Impact Statement and  
18 Comprehensive Plan Amendments were looking at were  
19 properties on the Register or were they eligible for  
20 the Register. And that is why there are several  
21 other properties that have been listed that are  
22 eligible for the National Register.

23           And the final request for information  
24 number 17 has to do with corridor protection. We  
25 have included an item sent to us by the Nebraska

1 Department of Roads that lists some of the statutes  
2 in regarding corridor protection. It also lists  
3 some operating instructions, and we would draw your  
4 attention specifically to the part number 5, which  
5 is on the fourth page of the -- listing under the  
6 operating instructions. Number 5 lists that a  
7 corridor protection 300 feet from the center line  
8 can be done for existing roadways. However, in a  
9 project like this, the corridor could be 400 feet  
10 from the center line or 800 feet wide that could be  
11 protected for a new roadway. And it also, of  
12 course, mentions that that would depend on the  
13 terrain and other aspects of the design.

14 I would mention that in addition to us  
15 being available for questions we also have a staff  
16 from the lower Platte South NRD. LES staff is also  
17 available. I have staff from the Nebraska  
18 Department of Roads and the Federal Highway  
19 Administration as well.

20 MR. WORKMAN: Thank you, Steve.

21 Mr. Figard?

22 MR. FIGARD: I'm just here in case you have  
23 any other questions.

24 MR. WORKMAN: Any questions for staff?

25 Okay, thank you very much.

1           We will now allow the public to speak. And  
2 Madam Clerk, would you please call the first  
3 speaker?

4           CITY CLERK: First of all, I'd like to  
5 apologize should I mispronounce any of your names.

6           And the first speaker is June Simpson,  
7 followed by Steve Andersen and Norma Lemke. I would  
8 ask that the first people come forward and the  
9 second two could come forward and sit in the front  
10 row.

11           MS. SIMPSON: My name's June Simpson. I  
12 live at 3800 South 84th Street. I'd like to share  
13 some letters that I wrote in 1987 and '88 -- I'm  
14 sorry, '98 -- to Mayor Johanns, to Congressman  
15 Bereuter, and to the paper, about the concerns that  
16 we have on East 84th Street about traffic. And I  
17 believe there's a set of three for each person.

18           The reason I'm here is because I was  
19 listening to the testimony the other evening, and I  
20 heard a lot of testimony that in my opinion was  
21 'Please put it somewhere, but don't put it near me.'  
22 And I understand that, I do think that this process  
23 is quite painful.

24           But I do think you also need to know that  
25 over the years the city has done and made some

1 decisions that affect all of us on the east side of  
2 Lincoln, especially those of us along 84th Street,  
3 70th Street, and then of course all those rural  
4 roads that are not yet ready for all that traffic,  
5 especially the truck traffic. We have much, much  
6 truck traffic right now. When the study was done,  
7 just in the last few weeks, and it was closed, we  
8 still had 6 to 7 percent truck traffic on 84th  
9 Street. And on 148th there was 23 percent and 17  
10 percent truck traffic.

11 Now, think about 84th for a minute. I know  
12 all of you have been there, and you probably  
13 remember all the local traffic, there's school bus  
14 traffic, there's people just going to the store  
15 traffic, everyone going around Lincoln to the north  
16 or south traffic, and then there's these huge  
17 double-long trailers with -- from Ashland, cement  
18 trucks with cement for anywhere in south Lincoln,  
19 and then there's the semis and their trailers.

20 And I know that about eight to ten years  
21 ago the city designated 84th Street as a temporary  
22 truck route. Well, temporary should be done. We  
23 need something else. The trucks -- if you look at  
24 your plan, and if you approve the South Beltway,  
25 what's going to happen to that traffic?

1           Can I share this? The map that you -- of  
2           Stevens Creek? I don't know if you can see. Okay.  
3           Perhaps you can, here.

4           If you come from south -- Highway 77 -- if  
5           you come from Highway 77 and you're going north, you  
6           have some choices to get around Lincoln. But if you  
7           want to go to the interstate northeast? Well, you  
8           can either go all the way around and get on, or you  
9           can go east on Highway 2 and sort of south, but I  
10          don't think you're likely to go back south, if  
11          you're coming from the south. Instead, you've got  
12          to get up to the interstate on the east side. So  
13          what are you going to do? You're going to go up  
14          84th Street, 148th, or any of those roads in  
15          between. And I'm sure the people along there are  
16          experiencing some of that truck traffic.

17          So to me, if you would approve the South  
18          Beltway, which it sounds likely might happen, and  
19          then dump those trucks onto Highway 2 with no place  
20          to go except southeast, where are they going to go?  
21          They're going to go up 84th Street, and 148th  
22          Street, and everything in between, that isn't ready.

23          So I guess I think that it's important that  
24          you make a decision today. I don't like those -- I  
25          love that area, it's beautiful. I don't think

1 there's a good choice out there, but there needs to  
2 be something done. All this approval of the  
3 development along 84th and what you've proposed  
4 along 84th and at the end of 84th is creating a  
5 tremendous problem for us on the east side of  
6 Lincoln.

7           And once the sewer gets put over on the  
8 east side of that area, there will be lots and lots  
9 of people going over there. Because already you  
10 have over 2,000 residential people in Stevens Creek.  
11 Well, think about that for a minute. Once that  
12 sewer's there, there's going to be so many people  
13 there it's going to be late. In fact, it's late now  
14 to make a decision.

15           So I hope you will do that today. Thank  
16 you.

17           MR. WORKMAN: Thank you. Any questions of  
18 the speaker? Jon.

19           MR. CAMP: Which route are you favoring,  
20 then, as far as the East?

21           MS. SIMPSON: Well, personally I don't like  
22 any of them real well. I think that way out farther  
23 would be better, but nobody's going to like that out  
24 there. I don't really have a preference. I just  
25 that I think that tough decision is yours to make.

1 All right.

2 MR. CAMP: Do you favor an east route or no  
3 route?

4 MS. SIMPSON: Oh, definitely not no route.  
5 No route, it just becomes a very dangerous situation  
6 for those of us on the east four-lane -- well,  
7 actually two-lane at our house, 84th Street. Thank  
8 you.

9 MR. WORKMAN: Thank you, Mrs. Simpson.  
10 Next speaker, please.

11 CITY CLERK: Next speaker will be Steve  
12 Andersen, followed by Norma Lemke and Jerome Thraen.

13 MR. ANDERSEN: My name is Steve Andersen.  
14 I live at 1621 Dixie Trail, which is approximately  
15 116th and East Holdrege, and have been a resident of  
16 that area for 34 years. And the -- our property is  
17 not directly affected, we're approximately eight  
18 blocks away from the Middle belt line proposed.

19 I want to kind of give you some background  
20 on some experience that I've had over the last ten  
21 years with the county and the NRD on different  
22 boards. Ten years ago I was appointed to the site  
23 selection for a very hot and contested landfill  
24 site. And believe me, it was an ugly deal. Right,  
25 Larry?

1           And what happened on that is that we as a  
2 committee, as a citizen committee, we were given  
3 five sites, and we wrestled that for fourteen  
4 months. And we couldn't come to a conclusion on it  
5 because we didn't like any of them. Very similar to  
6 what we're finding out here today.

7           When we went back and asked the consultants  
8 about that, they said, well, there just happened to  
9 be another five sitting out there, 6 through 10.  
10 And we went back, and it ended up that we did choose  
11 site number 6, and that's where we are today. It  
12 made sense, it was next to the sludge injection, it  
13 did have some -- it was on a main highway, but  
14 people in Bennet and so forth in that area were very  
15 happy we didn't put it in their backyard.

16           The other committee that I worked on  
17 recently was appointed by Glenn Johnson to be on the  
18 Lower Platte South NRD for Stevens Creek. And we  
19 wrestled the Stevens Creek flooding problem for  
20 several years, and truthfully, our committee came  
21 away, I feel personally came away very disappointed  
22 how they ended up, and because we really never could  
23 find out really where the belt line was going to go,  
24 if there was going to be one.

25           And we put some temporary impoundments or

1 some impondments in there, what I call really  
2 bandages; and I'm still not thoroughly convinced  
3 those ponds are going to settle at all, make that --  
4 any of these belt lines work.

5 Well, before I make any more comments on  
6 this, my question is, do we really need this belt  
7 line out there at all? And what east traffic are we  
8 really trying to divert? Are we trying to divert  
9 this 84th Street traffic, like the lady just talked  
10 about, or are we really trying to divert interstate  
11 traffic that's going maybe back to Nebraska City or  
12 something like that?

13 Now, I have given -- I have a video here,  
14 and I don't know if you received this or not from  
15 anybody else, but I have a video of Stevens Creek  
16 flood of about eight or nine -- nine years ago. And  
17 as we know the time that it floods the worse in  
18 Lincoln is in the middle of June, right during the  
19 National Basketball -- somebody explained the  
20 championship or National Basketball Tournaments.

21 We had our big flood, in Stevens Creek we  
22 had half a mile of water out of its banks on Van  
23 Dorn, A -- on O Street we had two people killed --  
24 Holdrege, Havelock -- Adams, Havelock Avenue, and  
25 Fletcher. In fact, where the new county fairground

1 is was under water. We'd be up to about our chin  
2 right now, if we had a flood out there today.

3 So the question is, is how is this whole  
4 project, with water in it, going to impact this  
5 thing? And the question I ask these two boards are  
6 have you got a satisfactory answer from the  
7 engineers on, when you put this up, wherever you put  
8 it up, with water, with its maximum capacity?  
9 Because when we did our committee study on the NRD  
10 Lower Platte South we had about a 45 percent rain.  
11 We didn't go to the 50- or the 100-year plan. So  
12 those are my questions to you. So.

13 Over the last ten years I traveled to  
14 Winnipeg a couple times a year. Interstate 29. As  
15 you know, we've had some very, very bad winters,  
16 especially in the Dakotas, over the last few years.  
17 Interstate 29 parallels the Red River. The Red  
18 River flows north, goes into Canada, and because  
19 that interstate is there it has caused -- it has  
20 created a dike effect for all those people. And  
21 Morehead, Fargo, and in Grand Forks, North and South  
22 Dakota, have huge impact from flooding because of  
23 that dike of that interstate.

24 Winnipeg went around it, diverted it,  
25 created a huge watershed project. They put their

1 belt line way out, I'm talking way out, from the  
2 city to do it.

3           So I guess my comment is to you is:  
4 Wherever we put this let's make sure that water is  
5 not an issue so that the city fathers thirty years  
6 from now have got a problem like we do downtown with  
7 this current situation we've got downtown right now  
8 with what you're doing right now.

9           So my suggestion is, is it -- if we need  
10 this, we've got to get this water problem solved  
11 first. Any questions? I'm going to give this to  
12 you, if you haven't seen this yet. A videotape --

13           MR. WORKMAN: I think a number of us did  
14 receive that tape.

15           MR. ANDERSEN: Has the County seen it?

16           MR. WORKMAN: The County has. I'm not sure  
17 about the City Council. Any questions of the  
18 speaker? Mr. Camp.

19           MR. CAMP: Yes. Steve, are you saying yes,  
20 we can have an east beltway, or are you saying your  
21 preference is no, not have one?

22           MR. ANDERSEN: I'm saying if we have to  
23 have one because the traffic engineer says we have  
24 to have one, then please keep it out of Stevens  
25 Creek. Because of what's going to impact the water

1 if we -- if we do not have this hydrology thing  
2 worked correctly. I don't care which route we take,  
3 the east, middle, or the west one, we've got a major  
4 water problem, as this film will point out.

5 MR. WORKMAN: Any further questions? Thank  
6 you, Mr. Andersen.

7 MR. ANDERSEN: Thank you.

8 MR. WORKMAN: The next speaker, please?

9 CITY CLERK: The next speaker is Norma  
10 Lemke, followed by Jerome Thraen and Neil Wineman.

11 MS. LEMKE: I have papers.

12 I'm Norma Lemke. I live out on 13000 Old  
13 Cheney Road, and our address is Walton, Nebraska.  
14 And we know -- I know what he's talking about when  
15 he talks about water, because Stevens Creek goes  
16 right through our land. I'm going to start out with  
17 so -- "State in Financial Crunch." This is a  
18 Lincoln Journal front page headline Saturday, July  
19 14th, 2001.

20 "Many children whose parents both work will  
21 have to take their children to school, carpool, or  
22 walk to school, many not even having sidewalks to  
23 walk on. If not for people insisting it stay open,  
24 one of the children's swimming pools would be  
25 closed."

1           And I also want to add, I teach piano. I  
2 have some kids come from Lincoln, and the one little  
3 girl was in kindergarten. The bus would pick her  
4 up, but they were going to have to get their child  
5 to school themselves. Since then, she told me that  
6 it had changed, that a bus will pick them up.  
7 However, before then she said there was a van that  
8 would pick them up, \$4 a day. She says -- they both  
9 work, they both have good jobs -- she says, how many  
10 people can afford \$4 a day for a van? However, if  
11 you drive them, its costs you money too.

12           What kind of a crunch do you think the East  
13 Beltway, EM-1, is going to cost the taxpayers and  
14 the farmers, who are -- farmers, by the way, are big  
15 business families who have invested in long hard  
16 hours of work, never knowing if they have  
17 cooperation from weather and prices -- look at the  
18 weather now -- so that they can make a living.  
19 Unless you are a farmer or work with farmers, you  
20 cannot imagine the expenses. Machinery, seed,  
21 fertilizer, repairs and replacement of the  
22 machinery, it's very expensive.

23           This area has farms that have been in the  
24 family for generations. Our family has been in --  
25 our farm has been in the family nearly 150 years.

1 It's always been farmed by a Lemke. And this is so  
2 with many of the other farms. Our son Mark lives on  
3 13000 Pine Lake Road with his wife Bonnie and their  
4 three children, on his great grandfather's farm.  
5 Both Mark's and our farms are threatened by the  
6 bypass going through the near middle of our farms.  
7 This is a half mile lost for each of us, and all the  
8 farms in the other acreages affected by the beltway  
9 from the other farmers.

10 What right do we farmers in Stevens Creek  
11 have, when we don't have a vote on any rights  
12 anymore? We are the minority group, and the Mayor  
13 and his buddies, they don't give a darn about  
14 ruining some of our very best farmground and the  
15 beauty of this area. A limited few will benefit  
16 from this beltway and we are the victims. Not only  
17 us, but the deer and all the animals living in this  
18 area.

19 If all the roads in this area could be  
20 improved as needed, having turning lanes and passing  
21 lanes on the main roads, this could handle the  
22 problem. And by the way, my husband and I came home  
23 on the West Byway, or whatever you want to call it,  
24 beltway, last -- a week ago Sunday, and we waste all  
25 this ground, they have all this middle, a road here

1 and a road here -- it was all in weeds. Now, if  
2 that's supposed to be a thing of beauty, I have my  
3 doubts.

4 Do you think Lincoln is a growing industry?  
5 When shops and businesses are closing almost every  
6 week and people are losing their jobs? The entire  
7 country is suffering from loss of jobs. Lands near  
8 to the proposed beltway which is very near our farm  
9 recently sold for just \$10,000 an acre. Under  
10 10,000. Are you willing to pay that amount for  
11 ruining the farms of the -- farmers? Perhaps the  
12 land left on the west side of the beltway, which we  
13 will have to travel seven miles to farm -- because  
14 as I understand it's two miles with --

15 CITY CLERK: One minute.

16 MS. LEMKE: One and a half, did you say?

17 CITY CLERK: One minute.

18 MS. LEMKE: Okay. I'll be done.

19 Anyhow, we have to travel several miles to  
20 farm, could be a dense housing development, or are  
21 you going to dictate what we can and cannot do? A  
22 friend of mine told me, he says, put pigs in. Raise  
23 pigs. The smell will drive everyone away.

24 Thank you very much.

25 MR. WORKMAN: Thank you, Mrs. Lemke. Any

1 questions? Mr. Werner.

2 MR. WERNER: Mrs. Lemke --

3 MS. LEMKE: Yes.

4 MR. WERNER: Who are the limited few that  
5 you perceive will benefit from the beltway?

6 MS. LEMKE: Well, people that are planning  
7 to have housing developments. And people that do  
8 not want it on their land, and are trying to push it  
9 on us. We don't feel like we need a beltway. We  
10 feel like -- now, we've traveled a lot. We've been  
11 from coast to coast, and we've been to Canada and  
12 Alaska and south. And there are all -- everywhere  
13 we go, we find passing lanes. Now, 148th would be  
14 ideal for a passing lane. You would avoid -- you  
15 know what passing lanes are, all of you, don't you?  
16 Well, anyhow, I talked with someone once, and they  
17 didn't know, they'd never heard of it.

18 But anyhow, wherever you would get behind a  
19 truck or something, well, pretty soon you'd wait and  
20 there will be a passing lane. And then there would  
21 be for the other side. And my husband says turning  
22 lanes. And if we had turning lanes on the highway,  
23 that would help a lot. Because people have to turn,  
24 and if there's -- if they -- you get behind them,  
25 you just have to wait.

1 Any other questions?

2 MR. WORKMAN: Okay. Thank you, ma'am. Oh,  
3 I'm sorry. Larry.

4 MR. HUDKINS: Yes. Mrs. Lemke, in your  
5 testimony you mentioned you would be affected by the  
6 Middle Beltway. Isn't your family also affected by  
7 the Far Route?

8 MS. LEMKE: We're affected every way.

9 MR. HUDKINS: Every way.

10 MS. LEMKE: And our son is affected every  
11 way. However, my husband -- and he didn't even want  
12 to mention this -- he thinks they're not going out  
13 far enough. Our church is on 163rd, and my son has  
14 good farm ground across from there too, so, see,  
15 everywhere we go you hit us somewhere. But anyhow,  
16 he thinks you aren't going out far enough. But if  
17 Lincoln grows out, pretty soon we won't have a  
18 bypass. In fact, it's almost that way right now.  
19 Come out and drive around and see how many houses  
20 have gone up.

21 And I'm -- I just feel like -- of course  
22 the only reason there's a house on our land at all  
23 is that when our daughter got married we sold her  
24 five acres for a dollar. And she put a house up.  
25 And then after about fifteen years, their son got

1 hurt and they moved to Colorado, so they sold it.

2 But that's beside the point.

3 But there are other people that will build,  
4 and most of us don't want to. Farming -- you have  
5 to love farming. Farming is hard work. And we're  
6 getting old. But we have family. And the  
7 Hodtwalkers, they have land, and it would be  
8 affected. I hope you -- they don't mind me  
9 mentioning it, because they feel the same way.

10 And there are other people, and they have  
11 children that farm. Now, some of these people, they  
12 have other people do the farming. But the people  
13 that actually have the land and have children, it  
14 hurts. And we just feel like you're not going out  
15 far enough.

16 And another thing is, if they have to cross  
17 Stevens Creek twice, that's not going to be too  
18 cheap either. Well, thank you very much.

19 MR. WORKMAN: Thank you, ma'am. Next  
20 speaker, please.

21 CITY CLERK: Next speaker is Jerome Thraen,  
22 followed by Neil Wineman and Steve Johnson.

23 MR. THRAEN: Good afternoon. My name is  
24 Jerome Thraen, and I live at 12500 Havelock.

25 The Middle Route would affect me in this

1 fashion. Noise impacts that exceed criteria levels  
2 due to the closer proximity of the alternate beltway  
3 route. Mine's the one that has the power lines  
4 going through it right now, and those of you who  
5 were on the bus when you got the tour may have seen  
6 me get thrown off the bus. That was me.

7 Now, I don't know if we need a beltway. I  
8 didn't spend a couple million dollars to research to  
9 see if we did. But if I did spend a couple million  
10 dollars to research it, I would listen to what the  
11 people have to say.

12 In reference to the June 27th memo from  
13 the Planning Committee, directed to every one of  
14 you, including the Mayor, City Council, Planning,  
15 et cetera, it says: All three East Beltway routes  
16 will be of limited value for internal traffic  
17 relief.

18 Now, the Planning Committee spokesperson,  
19 after they voted five to two to accept this last  
20 time, so eloquently put it that the beltway is not  
21 designed to enhance traffic flow. It was designed  
22 to guide the direction of the city growth. Well, if  
23 that's the vision of a beltway, someone's misguided  
24 here. But that's what it's stating. It's not  
25 designed for the traffic, but to direct the growth

1 of the city.

2           It's much more simply done. Go put some  
3 flags out, and quit giving permits to build south  
4 and give permits to build east, and you'll do the  
5 same thing, much cheaper.

6           Now, who is this going to benefit? Terry,  
7 I believe, mentioned as far as the benefit. Who's  
8 going to benefit this? It's going to open a new  
9 frontier for developers. They're the one that's  
10 going to develop. They're the ones who are going to  
11 make the money; those are the ones that are going to  
12 benefit.

13           It's also going to benefit everyone from 49  
14 states in this United States, but not Lincoln,  
15 Nebraska residents. Because the people in Lincoln,  
16 Nebraska are not going to drive out to 125th to get  
17 to where they're going. But everyone who wants to  
18 avoid the city of Lincoln will use the bypass.  
19 Build it, and they will come. They're going to use  
20 this to get around us. Well, that's fine, but if  
21 we'd done what we were supposed to have done the  
22 last ten, twenty, thirty, forty years, we might not  
23 be in this position.

24           Right before last November's election the  
25 Lincoln Journal put out a survey. What's your

1 biggest beef in the city of Lincoln? The biggest  
2 beef was traffic congestion, bar none. A few months  
3 later -- unfortunately Mr. Cook's not here -- I  
4 addressed him at a neighborhood association meeting  
5 and asked, what's the City Council doing to enhance  
6 the traffic flow inside the city? Such as widening  
7 27th, 48th, 70th? As other people have started, but  
8 it seemed to have quit. He said, we have no plans  
9 whatsoever to do that. When asked why not, he said,  
10 because I don't like what it does to the  
11 neighborhoods.

12 Well, the difference between the four lanes  
13 and the bypass, people, is the citizens of Lincoln,  
14 the people who are paying the bill, aren't going to  
15 use it. This is where your populace is, is inside  
16 the city. Not 125th and Havelock, Fletcher, et  
17 cetera. The people paying for it are not going to  
18 be using it, but it's going to be used by a whole  
19 lot of other folks.

20 This kind of bothers me, as a taxpayer.  
21 I've been a police officer in this town for 21  
22 years. I own a number of properties. I travel it  
23 morning, noon, and night, seven days a week.  
24 Somewhere in this town I know where the congestion  
25 is, and it's everywhere. Because we have four lanes

1 that stop immediately and go down to two lanes, thus  
2 we create racing strips. I'm in my four-lane; I  
3 want to be the first one to the two-lane.

4 And it's right where the neighborhoods that  
5 have a little bit more money. It didn't bother  
6 anybody to mow through Clinton and Malone area, take  
7 27th Street and widen it as fat as you want it. But  
8 once you got to 48th and O, it stopped. When you're  
9 at 70th and R, it stopped. Why is that?

10 Infrastructure has to keep up with the  
11 population. It has not done that in this town.  
12 Before we spend \$40 million, give or take a dollar  
13 or two, to improve the roads to go to the bypass  
14 which comes out of these people's pockets, I think  
15 four lanes are more appropriate in town than a  
16 bypass.

17 CITY CLERK: One minute.

18 MR. THRAEN: The \$300 to \$400 million,  
19 respectively, monies being spent is not -- it sounds  
20 like a great idea. The same mentality that has gone  
21 into six-laning O Street, because that's going to  
22 resolve the problem -- that's not going to resolve  
23 nothing. That's going to put more traffic in one  
24 street, create more accidents, and more congestion.  
25 It's not going to do anything for everyone out on

1 the outskirts. That's what this bypass is, the same  
2 mentality. Uncle Sam will pay for it, so it must be  
3 a good idea. I don't agree with that philosophy,  
4 folks.

5 Does Lincoln need a bypass? I'm not sure.  
6 You guys have to make that decision, you ladies and  
7 gentlemen. But here's the information that's coming  
8 at you.

9 Now, I have one other thing. If you choose  
10 to build the bypass, each and every one of you  
11 better have an answer to this. Why is there an exit  
12 at Fletcher? Ladies and gentlemen, Fletcher's a  
13 dead end. It stops at 84th Street. The Planning  
14 Committee told my wife two months ago, that's okay,  
15 we're going to make it an arterial.

16 CITY CLERK: Time.

17 MR. THRAEN: May I have one more minute?

18 MR. WORKMAN: One more minute.

19 MR. THRAEN: Thank you very much.

20 Why would you make an arterial that goes  
21 nowhere? It stops at 84th Street, thus you're going  
22 to be forced to put a traffic signal at 84th and  
23 Fletcher. The event center's on Havelock. Havelock  
24 is already an arterial. It goes to Superior, goes  
25 to I-80, goes to Highway 34; it is the logical place

1 to put an exit. Now Fletcher, we'll have a traffic  
2 signal at 84th and Fletcher, we'll be forced to put  
3 one at Havelock, there's already one at Adams and  
4 Holdrege, and O Street, now one of the very few  
5 streets that have the four-lane in this town, has a  
6 traffic signal every mile. Thus, decreasing the  
7 traffic flow in our town.

8 Like the Planning Commission said, it's not  
9 designed to enhance the traffic flow, it's designed  
10 to guide the growth of our city. That's not right,  
11 people, and you're doing us a disservice if you put  
12 it there for that reason. And you're doing us a  
13 disservice if you put that bypass with an exit at  
14 Fletcher. Even though I'm shooting myself in the  
15 foot, because they will take my house if you put it  
16 in Havelock. But that's the logical thing to do,  
17 and I believe in doing the logical thing.

18 Thank you, and you all have a good day.

19 MR. WORKMAN: Thank you. Any questions?

20 MR. WERNER: I was wondering if staff could  
21 maybe address your concerns about the exit at  
22 Fletcher.

23 MR. FIGARD: The intended purpose of the  
24 access points was to try to maintain a two-mile  
25 spacing for capacity and flow. And I will have to

1 admit as the arterials are laid out today not every  
2 one of those makes absolute sense for continuing on  
3 through the city. But again, for trying to maintain  
4 at least two miles. And we've felt O Street was  
5 necessary, and as we took that north, that's where  
6 we ended up. We still think that that makes sense,  
7 and it leaves the right spacing on up to I-80.

8 MR. WORKMAN: Commissioner Stevens, and  
9 then Mr. Camp.

10 MR. STEVENS: Yes. I wanted to know,  
11 Jerome, what land the developers own along the  
12 proposed beltway corridors.

13 MR. THRAEN: They will own it eventually.  
14 You know as well as I do they're going to go buy at  
15 \$2,000 an acre, agricultural cost, and develop a  
16 \$2,000 plot. That's just given. And who owns what,  
17 I have no idea. I own a 24-acre lot there with my  
18 father-in-law's farm around it, and that's -- I  
19 don't know who the developers are. And you know as  
20 well as I do that's just going to happen.

21 MR. STEVENS: Thank you.

22 MR. WORKMAN: And Mr. Camp.

23 MR. CAMP: I guess I hear your message,  
24 Jerome, that you don't want an East Beltway.

25 MR. THRAEN: I didn't say that. I said if

1 the beltway is appropriate, fine. And if you need  
2 to take my house to do it because it is appropriate,  
3 I can live with that. I don't like it so much that  
4 they'll put it right next to my driveway, as  
5 proposed, and it will create an excessive noise, as  
6 they worded it, and say, too bad, live with it.  
7 That doesn't trip my trigger a whole heck of a lot.  
8 I look at it this way: I could be fighting cancer.  
9 That's a whole heck of a lot worse. And if they  
10 have to have a bypass, fine. Do I want it in my  
11 back yard? No, but I can live with it, and I can  
12 give for that purpose if it meets the needs of the  
13 many. Because that's what our purpose should be,  
14 meeting the needs of the many.

15 But the bypass should not be our first  
16 priority. Taking care of business in town, the  
17 folks that are paying for the bill, it should be our  
18 first priority. And that should be a second choice.  
19 I don't know if I answered your question or not.

20 MR. CAMP: Thank you.

21 MR. WORKMAN: Thank you. Next speaker,  
22 please.

23 CITY CLERK: The next speaker is Neil  
24 Wineman, followed by Steve Johnson and Tom Tomes.

25 MR. WINEMAN: My name is Neil Wineman. I

1 live at 3005 South 138th Street. My wife Lyn and I  
2 live on the Stevens Creek Stock Farm, and our three  
3 children, Scott, Aaron, and Haley are the seventh  
4 generation of the family to live on the farm. I'm  
5 here today to follow up on a few issues that came up  
6 in last week's public testimony.

7 I want to start by supporting the unanimous  
8 vote of the Planning Commission not to build the  
9 East Far Beltway. The amendment to the  
10 Comprehensive Plan issued by Kathleen Sellman of the  
11 Planning Department and Allan Abbott of the Public  
12 Works states the following facts supporting the  
13 recommendation of denial:

14 The East Far Route has the least travel  
15 savings and may be the most expensive route to  
16 build.

17 The East Far Route is the least effective  
18 for relieving traffic for the city of Lincoln.

19 The East Far Route requires more land  
20 compared to the other routes.

21 The proposed East Far Route has more  
22 negative impact on natural resources and significant  
23 historic sites than other routes.

24 The East Far Route does not have the lowest  
25 negative impact on existing residences. There are

1 other options that would disrupt fewer.

2 The East Far Beltway route is not in  
3 conformance with the Comprehensive Plan. It is the  
4 least desirable route compared to the East Close or  
5 East Middle.

6 In addition to the key points in the  
7 Comprehensive Plan Amendment, the cost analysis in  
8 the DEIS shows the EF-1 has a 46 percent lower  
9 benefit to cost ratio than the EM-1, and that EF-1  
10 will take 52 percent longer to reach break-even  
11 point than EM-1. Evidence of this is in Section  
12 2.3.6 and 2.4.5.

13 Lastly, Ed Kosola of the Federal Highway  
14 administration testified to the fact that the East  
15 Far Route would be difficult to fund due to the  
16 number of significant historic properties that would  
17 be adversely affected. For the record, Section 4(f)  
18 of the Department of Transportation Act prohibits  
19 the federal funding of any transportation project  
20 that requires the use of a historic site unless  
21 there is no feasible or prudent alternative to the  
22 use of the site.

23 Once again, the amendment to the  
24 Comprehensive Plan states that not only are there  
25 other alternatives to EF-1, there are better

1 alternatives.

2           Mr. Kosola also stated in the process of  
3 selecting the South Beltway some routes were  
4 eliminated due to effects on Wilderness Park. Under  
5 Section 4(f) historic properties received the same  
6 protection as parks. I understand that there is  
7 also both local and national case law to support  
8 this fact.

9           It has been implied that some properties  
10 have just become historically significant to protect  
11 themselves from the beltway. If you truly think  
12 about it, a property cannot become historically  
13 significant overnight. It takes generations of  
14 dedication to preserve barns, outbuildings, and  
15 homes that were not created with the intent of the  
16 modern conveniences and farm equipment that we have  
17 today. In many cases it is easier and more  
18 economical to let an old building deteriorate or be  
19 demolished than to maintain them. The only  
20 difference is that today these historic landmarks  
21 are getting both local and national attention for  
22 their preservation.

23           Additionally, whether a property is  
24 historically significant or not is not a matter of  
25 public opinion. There are strict guidelines to

1 determine what is and what is not eligible for the  
2 National Register. The seven properties along the  
3 East Far Route have met these guidelines and have  
4 therefore been deemed historically eligible.

5 CITY CLERK: Time.

6 MR. WINEMAN: It has also been inferred  
7 that the future generations of these properties  
8 could not choose -- could choose not to maintain  
9 them into the future. I can speak for myself,  
10 telling you that it is our intent to preserve the  
11 Stevens Creek Stock Farm. Our daughter is only  
12 nine, and she's probably --

13 MR. WORKMAN: I'm sorry, you're out of  
14 time. You want additional time? Take one more  
15 minute if you choose.

16 MR. LINEMAN: Yes. Please.

17 CITY CLERK: Yes, you have one minute.

18 MR. LINEMAN: She will probably be the only  
19 one of our kids old enough to remember this process.  
20 If nothing else, this experience has instilled in  
21 her strong values for preserving the family's  
22 history.

23 Part of the passion behind our opposition  
24 to the East Far Beltway stems from the fact that  
25 it's truly not the best alternative for the reasons

1 stated in the Comprehensive Plan Amendment. As  
2 proof of this, the family has land also in the South  
3 Beltway corridor. We understand, however, that  
4 there is a clear need for the South Beltway, and  
5 that the current route under consideration is the  
6 best route available. We have not once spoken out  
7 in opposition of that South Beltway.

8 I thank you for your time, and if you have  
9 any questions?

10 MR. WORKMAN: Questions?

11 MR. FRIENDT: How much land do you have  
12 along the South Beltway corridor?

13 MR. WINEMAN: I don't own any land. I live  
14 on the Stevens Creek Stock Farm.

15 MR. FRIENDT: No, I thought you said you  
16 did have --

17 MR. WINEMAN: How much land? There is an  
18 80-acre property.

19 MR. FRIENDT: Along the South Beltway?

20 MR. WINEMAN: Along the South Beltway.  
21 It's at 66th and Bennet Road, next to the -- just  
22 adjacent, I think, east of the Hornungs.

23 MR. FRIENDT: Thank you.

24 MR. WORKMAN: Thank you, Mr. Wineman. Next  
25 speaker, please.

1 CITY CLERK: The next speaker is Steve  
2 Johnson, followed by Tom Tomes and Rick Evans.

3 MR. JOHNSON: Good afternoon. My name is  
4 Steve Johnson. I live at 13200 Yankee Hill Road,  
5 and I live there with my ten-year-old daughter. My  
6 acreage qualifies for historical designation. My  
7 acreage also happens to be one of the ones that is  
8 in your booklet as being negatively affected.

9 I'm here today to speak not about these  
10 specific issues, because you keep hearing the  
11 research and you keep hearing the numbers, but I'm  
12 here today to talk to you guys about the big  
13 picture. And the big picture is that we understand  
14 the need for beltways. The South Beltway has no  
15 opposition right now, because there is so -- I mean,  
16 very, very limited opposition, because there is such  
17 a clear need for that South Beltway.

18 The East Beltway is an entirely different  
19 animal. It has been one since this process has  
20 started. Because of where my acreage sits, I have  
21 been involved with a number of the different  
22 groups -- the East Far, the East Middle -- because  
23 at one point there was an angle and then it went  
24 straight and that angle went by my house; and  
25 another time they shifted it straight over and then

1 there was a right angle.

2           What I think is really funny is to pick up  
3 the Journal and read that there is more support for  
4 the Middle now, when it doesn't take a rocket  
5 scientist to figure out that whatever you choose, if  
6 you would have chosen the Far or the Near there  
7 would have been more support for that, because  
8 there's going to be two times the amount of people  
9 coming up saying it's the right choice.

10           So I just want to say, you know, that we  
11 need to take a look at what's really happening here.  
12 What's really happening here -- and I've sat in with  
13 all the different groups -- is that these people are  
14 saying these are not good routes. And that we don't  
15 need an East Beltway, at least in these specific  
16 routes.

17           It's interesting today that here, even  
18 today as well as the other hearing, we're still  
19 hearing people say, well, you know, my husband  
20 said -- earlier the quote was, we're not going out  
21 far enough. I've asked that question a number of  
22 times, because of the issue of truck traffic and  
23 because of the issue -- which I'll get to in just a  
24 minute -- and which is dropping this into people's  
25 back yards.

1           I asked Jim Linderholm a long time ago, and  
2 I've asked him a number of times, why it's just  
3 these three routes. And the reason is, he told me,  
4 that that's as far as they could do this research.  
5 They were given a boundary right past 148th. So  
6 kind of like what the gentleman said earlier --  
7 again, I keep adding things from today, even -- he  
8 said that in the process of the organizations that  
9 they worked for, he was given the options, what,  
10 A -- 1 through 5. They looked at those, later on  
11 they came back and were given options 6 through 10  
12 and they ended up choosing number 6.

13           I keep coming back to you, saying, we know  
14 we need a South one. Can you not move forward on  
15 the South one, and then take a better look at the  
16 East one, the necessity of it? Because again, I  
17 mean, I've got a degree in organizational  
18 communication. I'm listening to these communication  
19 patterns all the way through this. If we talked  
20 about the Fletcher Street. And we just heard him  
21 say, well -- I think it was Roger Figard said, well,  
22 it doesn't make sense now. But it will.

23           What is the rush for the East one? You're  
24 dropping this East one to make a decision now, and  
25 you're dropping it into people's back yards no

1 matter which route you take. I stood before you  
2 five years ago and headed up a fight against an  
3 airport with the same, again, big picture issue, and  
4 that's that we had an airfield that was going to be  
5 put in, and the City Planning Commission, just like  
6 here, passed it. Unanimously passed it. But at  
7 least the County Board had the integrity, and  
8 restored my faith in the process, to defeat it.  
9 Unanimously, because of the fact that you were  
10 putting it -- and when people say that you will  
11 build -- that people will build by these beltways,  
12 they will. Just like they will build by airplane  
13 airstrips.

14 But the County Board was smart enough at  
15 that point to realize that the people that build by  
16 airstrips, like the Millard airstrip, are the ones  
17 that built after it was there. Not the people that  
18 were already there.

19 I'm not going to take the time -- because  
20 I've got a couple other things to say, but I've got  
21 pictures that were taken earlier this winter of  
22 right where the beltway's going to be, looking right  
23 down from my hill. There are a stream of sixteen  
24 deer -- I couldn't even get them on one frame --  
25 with my daughter that are running right into Stevens

1 Creek right across this beltway.

2 Got another picture that shows you, if you  
3 will look at this sometime -- this is the area of  
4 Stevens Creek that you're going to put the beltway.  
5 It doesn't make sense to make this be a rush  
6 decision for the East Beltway.

7 Could I have one more minute?

8 MR. WORKMAN: Yes, sir.

9 MR. JOHNSON: Again, I come back to this  
10 issue of where you're putting this. People that  
11 have acreages, people like myself that went out  
12 eleven years ago and had a vision of their future,  
13 wanted the privacy, wanted the peacefulness, wanted  
14 Stevens Creek at the bottom of their hill, wanted  
15 the deer. But it's not like buying a home in the  
16 city.

17 When you live out there, I moved -- for  
18 over a year I moved stuff from the old Cool Crest  
19 Golf Course, the big boulders, the rocks. I planted  
20 orchards and sitting benches that looked -- so that  
21 I could look west on the sunset and my daughter and  
22 I, three or four times a week -- and she was here  
23 with me last time -- watch the sunset three or four  
24 times a week from those sitting benches.

25 It's taken eleven years to get my acreage

1 even to this point. It's not like just buying a new  
2 home. When you do this, when you say "we're just  
3 going to put this here," you're not just having  
4 somebody move their home, you're having somebody  
5 move what they have spent a decade or more putting  
6 together.

7 MR. WORKMAN: Thank you, Mr. Johnson. Any  
8 questions?

9 Thank you, sir. Next speaker, please.

10 CITY CLERK: The next speaker is Tom Tomes,  
11 followed by Rick Evans and Bill Zarnick.

12 MR. TOMES: Good evening. My name is Tom  
13 Tomes. I live in northeast Lincoln, 2825 North  
14 47th. I own a small farm on 176 and Highway 2, just  
15 north.

16 I moved to Lincoln in 1969, and even back  
17 then there were discussions of beltways. And one  
18 was even partially built. It was called the  
19 northeast radial. A stretch of road from 48th to  
20 33rd approximately on Leighton Street. This is a  
21 nice road, and would have relieved some traffic  
22 problems in Lincoln, had the project been completed.

23 So here we are some 32 plus years later --  
24 and I know it started before '69 when I got to  
25 town -- we're still trying to figure out where the

1 East Beltway should be located.

2           Approximately five years ago, we in  
3 Lincoln, Nebraska, built a West Bypass, close to  
4 town -- not out by Emerald, close to town -- and had  
5 to deal with many personal objections and obstacles.  
6 But working through all of that, the project was  
7 completed. It is a very fine road, with a high  
8 traffic volume that benefits both, mind you, both  
9 people traveling within Lincoln and those trying to  
10 bypass it. We killed two birds with one stone on  
11 that one.

12           So having completed that project, let's try  
13 to learn from it and consider those pros and cons  
14 when contemplating the East Bypass. We all know  
15 that most people, being told that a beltway would  
16 cross their area, would draw the same kind of  
17 reaction as if a doctor came into his office and  
18 told you that you were going to have cancer, or you  
19 had cancer. This is a natural reaction and I'm sure  
20 we all would not like to deal with this.

21           So let's just look at why we're here today  
22 discussing beltways. I think we would agree,  
23 because the public opinion that traffic congestion  
24 being the number one gripe of residents of Lincoln,  
25 Nebraska. It must have been about that in 1969,

1 because they were discussing beltways back then.  
2 But here we are 32 years later, and I think it would  
3 be the greatest travesty that we did nothing to  
4 address this problem, as we have for 32 years.

5 I think we are here today because we all  
6 agree we need traffic relief, and have for years.  
7 And with the recent completion of the Highway 2  
8 project, which my land is less than an eighth of a  
9 mile from, this need is now even more magnified.

10 I personally own this land off 176th and  
11 Highway 2, but yet I live in northeast Lincoln, and  
12 would use the East Bypass every day. Depending --  
13 all three locations. Yet I'm not adversely  
14 affected. So I have an objective opinion of this.

15 I was involved in the Highway 2 project,  
16 because of accessibility to the highway. I lost  
17 land, and I lost trees in the process. Many  
18 beautiful pine trees that I planted from small, and  
19 nurtured, and lost them all. And having gone  
20 through the process, I know that acquiring land for  
21 any of these three options should not be a problem.  
22 We've got laws, eminent domain, we can condemn it,  
23 we can take it. The need of the many outweighs the  
24 need of the few. Going back to the traffic  
25 congestion problems dating back from 1969 and

1 before, let's deal with it.

2 I've heard the argument that the furthest  
3 route east would impact the least amount of people.  
4 That is a long-term plan, and will not solve the  
5 traffic problems of today but will be something  
6 Lincoln can grow into. I believe this is a  
7 political cop-out. Because back in 1969 we knew we  
8 needed some relief of traffic congestion, but due to  
9 political pressure here we are today still  
10 discussing this issue.

11 To me, knowing several of the farmers and  
12 people out in that area from Lincoln east, if we  
13 choose the Far East route, it should only be  
14 considered if the land in the Stevens Creek Drainage  
15 Basin remains rural and is not developed as urban  
16 property.

17 So trying to view all three options with  
18 objective and common-sense approach, considering  
19 the cost-effectiveness -- and we know all the  
20 taxpayers want their money spent wisely and not  
21 wasted, costs -- construction costs versus traffic  
22 use, the current and long-term need of traffic  
23 relief, I think there's only one common-sense  
24 choice, and that is the closest location. It  
25 doesn't solve the problem, as the officer spoke

1 earlier, of interior traffic relief. We need to  
2 deal with that. But we are paying for it, and we  
3 need to consider utilizing to bypass Lincoln and to  
4 relieve traffic congestion in Lincoln.

5 One quick thought. Going from the  
6 center -- say O Street, using it as the center  
7 point, the closest location is 1.5 miles east. It's  
8 hard to relate to how far that is, so let's say 84th  
9 is a bypass. Let's go 1.5 miles west. That's 62nd  
10 and O Street. If you were going to travel  
11 north-south, would you drive all the way to 84th if  
12 that was a bypass, and then know you have to make  
13 the same miles in return? No, you probably would  
14 not. And the second one is 42nd. The third is  
15 27th. Those absolutely make no common sense at all.

16 And let's take a common-sense, objective  
17 approach to this problem. That's all I ask. Thank  
18 you.

19 MR. WORKMAN: Thank you, sir. Any  
20 questions? Thank you, Mr. Tomes.

21 MR. TOMES: Thank you.

22 MR. WORKMAN: Next speaker, please.

23 CITY CLERK: The next speaker is Rick  
24 Evans, followed by Bill Zarnick and Connie Chambers.

25 MR. EVANS: Hello. My name is Rick Evans.

1 I live at 12601 Yankee Hill Road.

2 I've refrained from talking, from speaking,  
3 until now, in part because the tenure of the  
4 discussion was which of the three east beltways to  
5 choose. And I figured that if there was a sense of  
6 one beltway over the other, it was my pain against  
7 somebody else's pain, and I'd prefer not to engage  
8 in a not-in-my-backyard adversarial relationship  
9 with my fellow citizens. So I did not speak.

10 But what I've been hearing and attending to  
11 over the last several months suggests to me that  
12 there's something else going on. There's some other  
13 way of thinking about this that's kind of  
14 germinated. It's kind of an alternative thinking  
15 about what we mean by development. It's alternative  
16 thinking about what we mean by what it means to  
17 build a community, as opposed to divide a community.  
18 What it means to have people kind of coalesce over a  
19 vision as opposed to saying not with me, but with  
20 them. Or not with them, but with me.

21 It also means to enhance the quality of  
22 life and not compromise it. In Nebraska, one of the  
23 great things that we have, it seems to me, is the  
24 quality of life that it's defined as rural and not  
25 urban. And one of the things that's most attractive

1 about living in Nebraska is that quality of life as  
2 we think of it as rural, as opposed to kind of  
3 constant urbanization or sprawl.

4           The third thing is it encourages a  
5 meaningful participation, this kind of notion of  
6 development encourages a meaningful participation,  
7 and doesn't generate a kind of cynicism in the  
8 nature of that participation.

9           What I've been hearing over time is the  
10 rethinking of this notion of development, at least  
11 in these three ways. And what that's -- what that's  
12 suggesting to me is that none of the East Beltway  
13 options are particularly salient for most of the  
14 people who are involved. If asked, I think -- you  
15 can't ever know, but if asked, I think most people  
16 would rather not have one. I can't speak for the  
17 people inside. The first woman that spoke said we  
18 need one, definitely.

19           But I think there's a kind of further  
20 consideration that needs to be -- needs to be taken  
21 in these issues. All I ask is that you rethink the  
22 typical definition of development. Rethink it in  
23 terms of an understanding of what kind of a place  
24 Nebraska is, what kind of a place Nebraska wants to  
25 be, what kind of a place the citizens of Lincoln,

1 Nebraska, want to live in. And think about it in a  
2 way that maybe, at least to some extent, raises  
3 issues about whether or not the East Bypass is  
4 really necessary.

5 Thank you.

6 MR. WORKMAN: Are there questions?

7 Mr. Camp.

8 MR. CAMP: Rick, if we didn't have an East  
9 Bypass beltway, what would you suggest to alleviate  
10 traffic congestion or facilitate traffic?

11 MR. EVENS: I don't have specific  
12 suggestions as far as whether we should have a  
13 beltway or not. I'd more defer to the policeman  
14 that was up here earlier, and say probably what we  
15 need to do is solve the traffic problems where the  
16 traffic problems exist, not create new ones.

17 That would be my thinking on it. Look to  
18 where the traffic problems actually exist, not build  
19 out and create further traffic problems.

20 MR. WORKMAN: Thank you, sir. Next  
21 speaker, please.

22 CITY CLERK: The next speaker is Bill  
23 Zarnick, followed by Connie Chambers and Ray Ayars.

24 MR. ZARNICK: Hi. My name is Bill Zarnick,  
25 and I live at 128th and Yankee Hill Road.

1           My comments, of course, are directed  
2 towards the East Beltway. From meetings I've  
3 attended, there really has been very little  
4 opposition to the South, because its benefits are  
5 relatively apparent. However, the value of the East  
6 Beltway is more questionable. Over the years  
7 trucking -- representatives of trucking companies  
8 have expressed that. Trucks really won't use the  
9 East Beltway. It doesn't really go anywhere that  
10 truck traffic's going to follow.

11           If you're going from Kansas City to Denver,  
12 you're not going to use that beltway. If you're  
13 going from Omaha down to Beatrice, you're not going  
14 to use that. It's really -- has no real use except  
15 for perhaps local truck traffic.

16           There's recently been -- and regarding its  
17 alleviating traffic inside of Lincoln, there's been  
18 a couple of timely articles -- one, surprisingly, in  
19 the Journal Star last Sunday, regarding what  
20 beltways frequently will do to increasing  
21 congestion. And more recently, National Geographic  
22 in the July issue was directed towards urban sprawl.

23           And they blame most of the sprawl and  
24 congestion actually on the beltways that were  
25 originally conceived to relieve it. Because what

1 happens is, is as the beltway is built, housing is  
2 going to follow, and that's going to create of  
3 course more cars on the road.

4           We moved to Lincoln about 1978, and Lincoln  
5 at that time was sort of bordered by Highway 2,  
6 Cornhusker, 1st, and 70th. And out around 70th the  
7 housing out there at that time was fairly sparse.  
8 And we're from Chicago. We used to comment to our  
9 friends that the rush hour in Lincoln was about  
10 fifteen minutes. And that's about all it took to  
11 get anywhere in town.

12           Now, also at that time services in some  
13 aspects were limited. Shopping wasn't what it is  
14 today. In fact, you could only shop in the evening  
15 on Thursday nights. Most of the other stores were  
16 closed. Your restaurant selection was fairly low.  
17 We didn't have any big chains in, like we currently  
18 do.

19           Well, over the years Lincoln has matured.  
20 Shopping is perfectly adequate. We have a great  
21 selection of restaurants now. We've lost a lot of  
22 local businesses such as Ben Simon's and Miller &  
23 Paine; they've been replaced by, you know national  
24 chains, but that happens.

25           But along with this growth, traffic has

1 increased, and we have more congestion. Congestion  
2 in town is not caused by the people that were living  
3 here, but it's caused by all the development that's  
4 occurred South of Highway 2. In the morning cars  
5 pouring in on 27th Street, pouring in on 14th,  
6 coming in on Cornhusker Highway. It's the people  
7 living outside of Lincoln and the new developments  
8 that are causing all of the traffic problems.

9           One thing you could can do is, like many  
10 communities in the Pacific Northwest -- Portland is  
11 one example. They had the same thing. A nice  
12 community, it was mature, they had everything they  
13 wanted. People started pouring in from California  
14 into the new developments. Finally Portland said,  
15 no, wait. We don't want this anymore. They --  
16 their planning commission drew a line and said, this  
17 is it. No more expansion. Anything outside this  
18 line will have to be an 80-acre acreage. They do  
19 not allow any more development.

20           Development has been determined in Portland  
21 not to be good. It's not benefiting the inner city.  
22 People move out to the suburbs, a developer sees a  
23 cornfield, and he sees 200, 300 houses that are easy  
24 to build; whereas if he has to develop parts of the  
25 city that are already existing as far as old homes

1 and such like that it takes more work, more effort  
2 to go to a neighborhood and revitalize it, take down  
3 old houses and build new houses.

4           You build out in a new area, it's cheap and  
5 easy. Problem is is that it creates more  
6 congestion, and it raises taxes. Because new  
7 developments, politicians feel they increase your  
8 tax base. But by the time you figure out you have  
9 to pay for all new services, new schools, new  
10 police, fire department, it's not going to offset  
11 the increased taxes. If you revitalize older  
12 buildings, take a \$45,000 house, fix it up, or  
13 replace a \$150,000 home, you've increased the tax  
14 base without increasing services.

15           Pretty much you have two ways to vote on  
16 this, the way I see it. You can vote for  
17 controlling Lincoln's growth, drawing a line on the  
18 map and saying, Lincoln will stop here, which will  
19 preserve the benefits of the community that we  
20 currently have. We have 2.4 percent unemployment.  
21 We don't need new businesses. And we really didn't  
22 need more people moving in for all the jobs.

23           The other thing you could do is, you know,  
24 if you want to vote for the Mid, the Near, or the  
25 Far. You know, go all out and vote for the Far and

1 let Lincoln just grow and get huge. Or else just  
2 don't vote for the East Beltway at all, and redo the  
3 city plan.

4 Thank you.

5 MR. WORKMAN: Thank you. Any questions?  
6 Mr. Camp.

7 MR. CAMP: Bill, why did you move to  
8 Lincoln?

9 MR. ZARNICK: I came to the university to  
10 work for my doctorate. And we liked it here. It  
11 sure beat living in the Chicago area. And we have  
12 our home and business here.

13 MR. WORKMAN: Mr. Friendt, and then Mr.  
14 Werner.

15 MR. FRIENDT: Mr. Zarnick, do you think  
16 there might be other folks in your situation from  
17 Chicago or Texas or wherever who might want to come  
18 to Lincoln and be able to find an affordable house  
19 and a job?

20 MR. ZARNICK: Well, I'm sure they might.  
21 And similarly, there's people in Lincoln that are  
22 always leaving to go elsewhere. By stabilizing the  
23 population, you can plan easier. You know what your  
24 obligations are going to be, you know what your tax  
25 base is going to be.

1           But when you have growth it always brings  
2 in questions. And it's just not a unique thought.  
3 A lot of communities have been doing it. I -- my  
4 in-laws moved to Phoenix. And they moved out there  
5 five years ago, out in Sun City West, and they were  
6 fairly far from Phoenix. And of course the people  
7 that lived in Phoenix ten years before them were  
8 always complaining about the new development. And  
9 now they've been there five years, there's  
10 development all around them, and now they're  
11 complaining about it. But eventually you can say,  
12 we're done.

13           MR. WORKMAN: Okay. Mr. Werner.

14           MR. WERNER: Mr. Zarnick, if we were to  
15 green belt around the city how would you maintain  
16 affordable housing?

17           MR. ZARNICK: Well, affordable housing  
18 would have to deal with what's the income of the  
19 people. As -- if you're talking about people that  
20 are currently living in a \$45,000 home, if a  
21 developer comes by and offers them money and they  
22 choose to move, and they only can afford another  
23 \$45,000 home, there's nothing else available to  
24 them, their option would be to stay where they're  
25 at.

1           If you're talking about new people moving  
2 to Lincoln that are only able to work at minimum  
3 wage jobs, per se, they might not find that  
4 opportunity here in Lincoln. And -- but that gives  
5 them the opportunity to move elsewhere, since  
6 they're going to be transient at that time.

7           As far as affordable housing, I don't know  
8 of that many -- if we have a high need for it right  
9 now. I mean, everybody wants to live in a nice home  
10 that costs less, but I do not know whether or not  
11 it's a real high priority problem in Lincoln right  
12 now. I don't read about it too much in the paper,  
13 so I'm -- the best that I can tell, it's not a major  
14 problem.

15           MR. WERNER: Thank you.

16           MR. WORKMAN: Thank you, Mr. Zarnick. Next  
17 speaker, please.

18           CITY CLERK: The next speaker is Connie  
19 Chambers, followed by Ray Ayars and Earl Lampshire.

20           MS. CHAMBERS: Good afternoon. My name is  
21 Connie Chambers, and I live at 145th -- 14501 Rokeby  
22 Road, which is more commonly known as Highway 2. I  
23 do have some pictures that I'd like to share with  
24 you, if I could.

25           Six years ago on April 25th, in 1995, our

1 family home was loaded onto a truck and moved from  
2 the location where it sat, where our great great  
3 grandfather had built the home in 1887, so that  
4 Highway 2 could be widened to a four-lane highway.

5 This was a great disruption to our lives.  
6 And at that time and for several years after my  
7 husband Terry and I spent over three years  
8 remodeling the home, because we didn't want it  
9 destroyed. We wanted it kept in the family.

10 We lived in the basement, having no -- only  
11 a living room and bedroom combined. We also had to  
12 buy 24 acres instead of only five acres to set the  
13 house on, on the south side of the highway, because  
14 it was no longer considered a homestead.

15 My father-in-law, Marvin Chambers, also  
16 could not sell the original home site on the north  
17 side to his grandson with the five acres because the  
18 house had been moved and it was no longer considered  
19 a homestead.

20 The State of Nebraska during this move gave  
21 us just enough money to move the house and put it in  
22 the basement, or on the basement. We spent an  
23 additional \$100,000 remodeling it to make it livable  
24 again so it could be okayed by the Department of  
25 Roads to be inhabitable.

1           We are now settled, and have spent much  
2 money planting future tree rows, landscaping the new  
3 home place, and we are presenting you with the  
4 pictures of the remodeling process.

5           On March 27th, 2001, my husband Terry and  
6 I, along with his father and his mother Marvin and  
7 Jean Chambers, went to a meeting about the new  
8 bypasses. And at that time we were stunned. The  
9 Far East Route proposed bypass will take our father  
10 and mother's home, which has been there since 1926,  
11 and the exit ramp for the Far East route will come  
12 within 150 foot of our home.

13           Our home presently sits back 490 feet,  
14 which we did deliberately, from the highway, so that  
15 we could spend time out on our deck actually talking  
16 to one another instead of shouting, and so that we  
17 could get away from the noise of the highway. Any  
18 other traffic on the highway.

19           My husband and I have 24 acres on the south  
20 side of Highway 2 and 148th Street. My  
21 father-in-law has 43 acres on the south side and  
22 what is left of the 80 acres on the north side of  
23 Highway 2 expanded to the four lanes and used a  
24 great deal of land for wetlands replacement as well  
25 as actual highway.

1           Now they want to take the rest of the 80  
2 acres and most of the 24- and 43-acre tracts on the  
3 south side for the bypass and two wells on the north  
4 side of the road, as well as dividing up the land so  
5 that it will not be farmable or used for pasture  
6 anymore. In other words, it will destroy the family  
7 farm.

8           It will also remove natural spring wells  
9 from the north side that we currently use to water  
10 livestock, and for use on the south side of the  
11 highway through pipes, which we put under the  
12 highway for use during the drought of 2000 and any  
13 future droughts. Our grandfather says that during  
14 the drought of the 1930s people came from miles  
15 around to draw water from these natural spring  
16 wells.

17           Our farm was also recently recognized by  
18 the Knights of Aksarben as a 100-year heritage farm.  
19 We feel that our family has given to the public in  
20 1958, when Highway 2 was rebuilt, and again in 1995  
21 when the family homestead was so gravely disrupted,  
22 and that we have given enough. There are other  
23 routes that would displace fewer homes and fewer  
24 families and not take away from our family farm.

25           It has been our understanding from a

1 federal representative that we heard on KFOR that  
2 the Center Route is the only one that would receive  
3 federal funding. But I wouldn't wish this kind of a  
4 disruption in life to anybody, that we have been  
5 through. As I said before, we feel we have given  
6 enough for the public domain, and hope that it will  
7 not be disrupted again. If you would vote against  
8 the Comprehensive Plan 94-63, the East Far Route, we  
9 would be very appreciative.

10 Thank you.

11 MR. WORKMAN: Thank you, ma'am. Would you  
12 like these photos entered as evidence?

13 MS. CHAMBERS: Yes.

14 MR. WORKMAN: Or would you prefer they be  
15 returned?

16 MS. CHAMBERS: No, I would like them  
17 entered as evidence.

18 MR. WORKMAN: We will do that. Any  
19 questions? Mr. Camp.

20 MR. CAMP: Connie, are you just addressing  
21 the East Route and --

22 MS. CHAMBERS: The East, yes.

23 MR. CAMP: -- the South you have no  
24 difficulty with?

25 MS. CHAMBERS: Well, I can't say I don't

1 have any difficulties with it, because I know it's  
2 going to disrupt other lives, just as our lives have  
3 been disrupted. And like I said, I wouldn't wish  
4 that on anybody. I guess as an alternative, one  
5 thing we look at as being out there -- why couldn't  
6 you bring the southern route to Highway 43? Bring  
7 it up through Bennet, perhaps, as a two-lane.  
8 There's already an overpass that -- going onto  
9 Highway 2 going west and east. That's a  
10 possibility.

11 MR. WORKMAN: Okay. Thank you,  
12 Mrs. Chambers. Next speaker, please.

13 CITY CLERK: The next speaker is Ray Ayars,  
14 followed by Earl Lampshire and Lynn Darling.

15 MR. AYARS: Good afternoon. My name is Ray  
16 Ayars. I live at 7600 Karl Drive.

17 I'm here as a private citizen. However, I  
18 want to explain to you that -- I might need an extra  
19 minute -- is the fact that in 1991 I went to see  
20 Mayor Johanns and told him that I would really like  
21 to see a study done on the South and the East  
22 Bypass, and if it was all right with him I'd like to  
23 form a committee to study this.

24 We did form a committee. We had one member  
25 of the City Council and a member from the County

1 Commissioners on this committee, and we studied it  
2 at length. When we first started, we called in the  
3 city engineers and told them about our ideas for a  
4 South and East Bypass, and the needs of it, and from  
5 there we called in John Thomas and the county  
6 engineers and talked to them.

7           And then we brought in the state, and at  
8 that time Allan Abbott was with the State of  
9 Nebraska, and we talked to him. And I will have to  
10 tell you that when Allan Abbott addressed our  
11 committee, he said, this is the first time I've been  
12 in a city of over 200,000 population that has the  
13 street mentality of a town of 10,000. And now he's  
14 with your city. I hope he takes that 10,000 street  
15 mentality and increases it considerably. He has a  
16 great opportunity.

17           And then after we got through with the  
18 state, we went to the federal people and talked to  
19 them at length. And we had a meeting -- and Larry  
20 was on the committee, and we had a meeting about  
21 every month for several years.

22           And it was really interesting, because when  
23 we finally brought the state and the county and the  
24 city and the federal people together, it was the  
25 first time we had the city engineers talking to the

1 state engineers, because they had been in conflict  
2 for several years where the state and city did not  
3 communicate at all, or not very well at the most.

4 We finally got them all to talk, and at  
5 that time I had brought in, since I was in  
6 construction, I brought in a critical path about how  
7 we were going to do the South and East Bypass. I  
8 had the South and East Bypass where we first started  
9 we would get consultants, and after we had  
10 consultants, why, we would start design, and at the  
11 same time we would start design we would start to --  
12 trying to get money to do this.

13 I am a firm believer, and I think very  
14 positive, that if we have the right people there is  
15 money available to start building. But it takes  
16 some effort on behalf of the city. And in the past,  
17 there has not been that effort.

18 I also found out that in 1997, when our  
19 mayor, Mayor Johanns, who had always worked with us,  
20 was very much involved. Until he decided he wanted  
21 to be Governor, and when he wanted to be Governor,  
22 why, the South and East Bypass kind of fell a little  
23 behind.

24 And then at the same time we were  
25 entertaining, our committee entertained the highway

1 commissioners, and we would entertain them the night  
2 before their meetings which they generally have in  
3 Lincoln, Nebraska. And that was rather an  
4 interesting evening, because we would talk to them  
5 and tell them about a -- how we progressed with the  
6 South and East Bypass, and we really had the  
7 commissioners very involved, and very, very  
8 interested in it.

9           And then we would call and we would try to  
10 have even the state legislators that represent  
11 Lincoln, Nebraska, to come in and be with us when we  
12 were entertaining the highway commissioners. I'll  
13 have to say, I'm very sorry to report, that our  
14 current mayor, Don Wesely, at that time was in the  
15 position that we asked him to come, and he never  
16 ever returned a phone call. So we never did get him  
17 involved. So I don't know where your mayor stands  
18 today as far as wanting a South and East Bypass.  
19 But I do think it's very important that we do have a  
20 South and East Bypass, and let me give you a reason  
21 why.

22           Could I have an extra minute?

23           MR. WORKMAN: Yes, you can.

24           MR. AYARS: The reason why we should have a  
25 South and East Bypass is because the truck

1 traffic -- and we had a truck traffic study many  
2 years ago in the middle of the nineties, and they  
3 said by the year 2000, when they opened up the final  
4 gate of Highway 2, that we would have 3500 trucks a  
5 day going down Highway 2. Well, that has now  
6 increased to 5,000 per day, and if you sit at a  
7 stoplight on Highway 2, you'll notice that that's  
8 about right.

9 I'm -- we also have had one death, and --  
10 on Highway 2 -- and we're going to end up with  
11 several more, it's not if, it's when, if we don't  
12 start doing something with our truck traffic.

13 We also need an East Bypass. And the  
14 reason why we need an East Bypass is because the  
15 truck drivers already have an East Bypass. I  
16 followed a truck this morning that came in from  
17 Highway 77, took Old Cheney Road -- or took Fletcher  
18 Street and went over to 70th, and then went east on  
19 Highway 6 over to 84th. He took 84th as far south  
20 as he could go, and then he turned back west and  
21 went on to 70th Street, and went past as far as he  
22 could go; and then Van Dorn he turned back east and  
23 went to 84th Street and went out, and -- Highway 2.  
24 Since that, coming down to this meeting I counted  
25 four trucks at 70th and Van Dorn turning north. So

1 they have already formed their East Bypass.

2 But I think it's up to we as citizens of  
3 the city of Lincoln not only to have a bypass for  
4 the trucks, but we need a bypass to relieve some of  
5 the interior traffic. We're going to be able to  
6 relieve interior traffic because people are going to  
7 use the bypass to get around to their job sites very  
8 easily. I use the West Bypass. I live at 7600 Karl  
9 Drive. I have a cabin in Fremont. I come down  
10 Highway 77, take the interstate over to 77, and go  
11 South to Old Cheney and come back east. All right.  
12 You say, well, that's miles out of your way. Well,  
13 it might be miles out of my way, but it's a 25-  
14 minute savings time.

15 And as far as being involved with truck  
16 drivers, I know what their mentality is. The  
17 almighty dollar is saving time. And with that, I do  
18 hope, because of all the citizens that need a  
19 decision, that you make a decision as soon as  
20 possible. We thought it would be 1998, and here it  
21 is 2001.

22 With that, I thank you.

23 MR. WORKMAN: Thank you, Mr. Ayars. Any  
24 questions? Mr. Hudkins.

25 MR. HUDKINS: Just a comment. Mr. Ayars, I

1 want to thank you for the leadership that you've  
2 given to this. Gates Minnick was also on that  
3 committee, and you were a great facilitator,  
4 bringing people together because you never had an  
5 agenda. You just said, take a look at the total  
6 program. You spent countless hours, and thank you  
7 for spending part of your retirement to try to solve  
8 this problem.

9 MR. AYARS: Well, thank you, Larry. I'd  
10 just like to make one little comment, if I may, that  
11 I had a little health problem for two years. I'm  
12 back on my feet, and I'm ready to go. And just give  
13 me the sign.

14 MR. HUDKINS: We'll remember that.

15 MR. WORKMAN: Mr. Camp.

16 MR. CAMP: Mr. Ayars, you have an excellent  
17 background, not only what you spent on this, but  
18 your construction firm and so forth. And I'd like  
19 to dissect just for a second your comments on truck  
20 traffic as it would pertain to the South Beltway and  
21 also as pertained to the East Beltway.

22 Of course you gave the dialogue or the  
23 description today of the trucks you followed on  
24 their makeshift East Beltway. But one of the  
25 comments I've heard from a couple trucking firms is

1 that yes, the South Beltway is needed, it'll  
2 alleviate Highway 2. But our drivers won't use the  
3 East Beltway. They'd rather take the South, go over  
4 to the West, and then the interstate. But I guess I  
5 really would like your specific thoughts on that.

6 MR. AYARS: My thoughts, and I also talked  
7 to the Nebraska Trucking Association and so forth,  
8 and have been very much involved with them. And the  
9 thing is, I think that they will use the East  
10 Beltway once it is in place. Because money to them  
11 is how fast you can get from point A to point B. And  
12 that's what's in their pocket, and that's what they  
13 need to have from a trucker's standpoint.

14 So I think an East Beltway would be used if  
15 it's there. Because they do not want to go clear  
16 across and then have to backtrack.

17 MR. CAMP: Where is the point A point B  
18 that they're going from and to? I guess that's the  
19 question.

20 MR. AYARS: All right, point A and point B;  
21 I see them taking the East Beltway to go up north on  
22 Highway 77, there's a lot of that, and take 92 at  
23 Wahoo and go wherever they may go. I see a lot of  
24 traffic like that, because I travel Highway 77 a  
25 great deal.

1           I also see them taking that to the East  
2 Beltway. They would take the East Beltway to get on  
3 I-80 to go west. It would be quicker for them to go  
4 west by taking the East Beltway and go straight  
5 north and get on the interstate at that level  
6 instead of going clear south and then north.

7           You've got to remember that Highway 77,  
8 even though we call that the West Beltway, it is not  
9 a beltway. A beltway does not have lights. What we  
10 need at those places, we need to put in a  
11 cloverleaf. And the State of Nebraska will tell you  
12 that, that we should have a cloverleaf at Old Cheney  
13 and Pioneers, and tie those things together. And  
14 that way we can create a beltway that at this time  
15 we don't have.

16           MR. WORKMAN: Thank you, sir. Next  
17 speaker, please.

18           CITY CLERK: The next speaker is Earl  
19 Lampshire, followed by Lynn Darling and Ken Reitan.

20           MR. LAMPSHIRE: I'm Earl Lampshire. I live  
21 at 1324 Aldrich Road.

22           I want to bring a little different  
23 perspective on it, because I've lived in Lincoln for  
24 within a few months of eighty years. I think age  
25 does have some benefits for me, because I think I

1 know a lot now. But my mother's 98, and boy, she  
2 can tell me a lot of things that I didn't know. So  
3 it's kind of humbling to me, when I get up and say,  
4 you know, I'm 80 years old, and she says, yes, but  
5 I'll soon be 99.

6 I go back to my grandfather, who was here  
7 in 1880s. Lived out on Clinton Street, 27th and  
8 Clinton, built a lot of properties around there. As  
9 a boy he'd tell me about the city of Lincoln would  
10 never have hurricanes, because it was down in a  
11 little pocket, a cylinder down there, it would pass  
12 over.

13 And he talked about way out on 27th Street  
14 out there, where he was building homes, and how he  
15 thought sure Lincoln would grow out to 27th Street  
16 at that time. A lot of criticism of him, because he  
17 was building out beyond 27th Street. But later in  
18 years, I bought property at 27th and N Street. Only  
19 that was East Lincoln Addition. A lot of criticism  
20 of it, but I did. I bought a medical building there  
21 and some other things.

22 And 27th Street was a very nice two-laned  
23 street, beautiful oak trees all along it, you know.  
24 I was so happy to be there. A young man, I was  
25 really going places with this location. Only to

1 have the city come along and say Lincoln is growing  
2 east of 27th Street, we've got to actually widen  
3 27th Street into a four-lane street, and I've got to  
4 take your property. And they condemned it, they cut  
5 it back right by my medical building, but Lincoln  
6 grew on.

7           As a boy, 48th Street was a county road.  
8 Nothing but farm rows beyond that. The people of  
9 Lincoln couldn't realize that Lincoln would grow  
10 beyond that county road of 48th. Only I got brave  
11 and I bought some land in Piedmont, at 52nd Street,  
12 and there was nothing east of me at that time, about  
13 two blocks east of me. And Lincoln would not grow  
14 beyond that. I could hear all the discussion why  
15 business was not coming, all this -- now, but  
16 believe me, people on the City Council and those of  
17 us in other places, commissioners, have been hearing  
18 the same stories probably since the 1880s. Every  
19 time it's not the right time.

20           And so I bought, in 1949, on 52nd and A  
21 Street, only to see Lincoln grow out beyond me. I  
22 had had a Christmas tree farm out at 92nd and O  
23 Street and now I see it building up all around  
24 there.

25           I would like you to realize that if you

1 talk about not having an East Bypass and do things  
2 inside the city, you're going to disrupt all the  
3 people, all these streets they use, on many, many  
4 more people, because they're living on the side of  
5 those things. To widen those streets is going to be  
6 a tremendous involving of people, homes, and the  
7 same kind of stories you've heard about the farms,  
8 when you hear about many cities, if you try to do it  
9 inside the city.

10 I feel you must go out to the east. Now, I  
11 have a different approach. I think -- and I've  
12 talked about this since 1956, because I was on the  
13 1956 Comprehensive Plan for the city of Lincoln. At  
14 that time we paid for a consultant to come in. And  
15 some of you on the City Council and commissioners  
16 have known I sent you letters and some of the forms  
17 on that, on page 42. The consultant we spent a lot  
18 of money on told us, it's in there in quotes, that  
19 Lincoln will have to grow east into Stevens Creek;  
20 it's not a matter of if, it's when.

21 That was 1956. And I was on the Northeast  
22 Radial Committee for the Chamber of Commerce, and we  
23 had land bought for that. That was sold off too.  
24 So there's a lot of negativism, but my thing is I'd  
25 like to give you a thought to you as people here

1 have an opportunity to do something great for the  
2 city of Lincoln for the next hundred years.

3 I could give you names of people I've  
4 spoken before commissions here since 1956. It was  
5 always put it off, put it off. And now I read in  
6 the paper you talk about doing something ten years  
7 from now. I would urge you, realize you have an  
8 opportunity to do something great for the city of  
9 Lincoln. Do it now. Try to make a decision. Don't  
10 put it off five years. Be tough on yourselves, but  
11 make a decision to do it now. Get things acquired,  
12 make some decisions.

13 Because a lot of people don't know what to  
14 do out there. I own property out at O Street, and  
15 the Highway Department says they're going to widen  
16 O Street out there by me and 84th. But I've got a  
17 water problem because they've got a culvert there  
18 built in 1932 that isn't draining water, and it  
19 floods there because they haven't done anything.  
20 They're talking ten years. I say, why don't you do  
21 it now? The problem's now.

22 Don't put it off, people. Make a decision  
23 to do something now. I would urge you -- I feel  
24 112th is the right place to put it today. And then  
25 because I think Steve and others are going to live

1 in a time when they're going to be talking about  
2 something at 175th. Lincoln will grow that way.

3 Try to see how you stop North 27th from  
4 growing out there. South 27th from growing out  
5 there. It just won't happen. Builders will go into  
6 areas, and it will happen. I just hope you plan a  
7 transportation well in advance. I urge you to do it  
8 now, and try to -- if nothing else, take the middle  
9 one. But try for 112th.

10 MR. WORKMAN: Thank you, Mr. Lampshire.  
11 Any questions? Thank you. Next speaker, please.

12 CITY CLERK: The next speaker is Lynn  
13 Darling, followed by Ken Reitan and J. L. Spray.

14 MS. DARLING: Hello. I'm Lynn Darling, 2601  
15 Southwest 23rd, clear on the other side of town.

16 Again, I will say -- and you still haven't  
17 heard it -- we need an overall plan. We're still  
18 piecemealing. We're still dreaming up ways to have  
19 sprawl. Sprawl costs money. Our infrastructure is  
20 going to pot. It is lacking.

21 We need a vision. We need an overall plan.  
22 We are piecemealing. We have had two conferences  
23 here in town, one three years ago called Planning  
24 With Vision. One of you came. We had an ecosphere  
25 conference this June. Not a one of you came. You

1 are in a position with absolutely no knowledge to  
2 make decisions for the rest of the people.

3           And I will say it again: We need a system  
4 that has some peace in it, so that experts and  
5 people in positions of know-how, like the  
6 Chattanooga, Tennessee project, can develop in a  
7 financial, social, and environmentally sound manner.  
8 We do not need to spend our hard-earned taxpayers'  
9 money for any blasted truck driver to save him five  
10 minutes. That's not why I spend my money to pay the  
11 taxes for the highways.

12           This is for my community. I'm fifth  
13 generation. And when you start putting other  
14 people's lives in harm's way for a trucker, for the  
15 cartel development group here in town that is  
16 pushing, like the policeman says, and anybody that  
17 understands sprawl will understand it costs money.  
18 You build it, they will come. I don't know how many  
19 times you guys have to hear that. Because what it  
20 tells me is the cartel owns the city hall. And if  
21 you all vote for this, you have proven the cartel  
22 owns city hall.

23           There is future past us, and the future had  
24 better be save all the farmlands you can. And  
25 develop a mass transit system. I am not obliged for

1 anybody that needs to make five dollars per minute  
2 at my expense, or the expense of the future. We are  
3 looking nothing more than five minutes ahead of  
4 ourselves.

5 And I hope you have a conscience, because I  
6 don't see one. And I am sad, and I am scared for  
7 our city. We can limit it. There are other  
8 communities across the United States that are  
9 saying, enough's enough. And we can do the same.  
10 And you have the power but not the intelligence to  
11 make those decisions. And that's sad.

12 Thank you.

13 MR. WORKMAN: Thank you, Mrs. Darling. Any  
14 questions? Mr. Friendt.

15 MR. FRIENDT: Mrs. Darling?

16 CITY CLERK: Mrs. Darling? Mrs. Darling?

17 MR. WORKMAN: That's all right, we're okay.

18 Next speaker, please.

19 MR. CAMP: I want to know who the cartel  
20 is.

21 MR. FRIENDT: That's my question.

22 MR. CAMP: Who's the cartel?

23 MS. DARLING: The cartel -- I'd be glad to  
24 tell you who the cartel is. It's the mass of  
25 builders that have divided this city up into exact

1 areas that they will not tread on each other's feet.  
2 They -- it's the Abels, it is the Sampsons, it's the  
3 Krugers, the Hamptons. You name it. And if you  
4 don't know that, boy, we're in sad shape.

5 MR. WORKMAN: Thank you.

6 MR. FRIENDT: I have one other -- your  
7 comment about mass transit, do you use the bus on a  
8 regular basis?

9 MS. DARLING: There's no bus out there at  
10 Pioneer Park. I would.

11 MR. FRIENDT: Thank you.

12 MR. WORKMAN: Thank you, ma'am.

13 Next speaker, please.

14 CITY CLERK: The next speaker is Ken  
15 Reitan, followed by J. L. Spray and Dennis Heckman.

16 MR. REITAN: Members of the City Council  
17 and County Board, my name is Ken Reitan. And I  
18 reside at 2310 South Canterbury Lane here in  
19 Lincoln, so I'm not directly affected by the  
20 beltways at all.

21 I'm here to oppose the building, though, of  
22 any beltways, especially the East Beltway, at any  
23 time in the future. These proposed beltways will,  
24 as other speakers have said, mostly benefit  
25 developers, not the general citizenry of Lincoln.

1 Growth out in the countryside will explode if these  
2 beltways are built. This will happen regardless of  
3 the zoning that's put in place, because zoning is  
4 often changed in this community for the benefit of  
5 developers, but almost never the reverse. Duteau  
6 Chevrolet is a good example of the former, whereas  
7 the Horizon Business Center is a good example of the  
8 latter.

9           The city of Atlanta, Georgia, is the best  
10 example of the effects of beltways. After building  
11 a beltway they found they had to build a beltway  
12 around the beltway, and by now they're probably --  
13 they've either probably built or are planning to  
14 build a beltway around the beltway around the  
15 beltway. As a result, Atlanta has been having  
16 serious problems with air quality, to the extent  
17 that the federal government has threatened them with  
18 withholding highway funds.

19           There has been some discussion lately about  
20 the fact that several decades ago an East Beltway  
21 was proposed I believe for 90th Street. Some are  
22 making the point that that would have been too close  
23 to Lincoln, it was good that we didn't build it at  
24 that time. Apparently -- again, they're trying to  
25 make the point that, you know, the farther out the

1 better. However, lost in that discussion is the  
2 fact that Lincoln is still doing fine without that  
3 beltway that was proposed so many years ago.

4           Some proponents for the beltway and growth  
5 in general are saying that the East Beltway might  
6 not be built for 25 or 30 years. I believe that the  
7 intention is to build it much sooner than that, and  
8 that the reason for these statements is to quell  
9 opposition from people who would otherwise not be  
10 very worried about something so far off into the  
11 future.

12           Frankly, I don't know why I wasted my time  
13 coming down here, because Lincoln doesn't really  
14 have a democratic form of government. Decisions are  
15 often made in back-room deals with developers even  
16 before hearings take place. Apparently it's no  
17 secret that the Chamber of Commerce and the mayor of  
18 Lincoln want the city of Lincoln to grow faster.  
19 Growth for growth's sake, growth that will provide  
20 more low-paying and mediocre jobs and keep quality  
21 employers with high-paying jobs out of the city. Of  
22 course that's what some business interests want, and  
23 city officials in the past have successfully done  
24 all they could to keep better jobs out of the city.

25           The Planning Commission did vote five to

1 two for the beltway plan. However, this vote did  
2 not fairly represent the views of the Planning  
3 Commission. As often happens, some commissioners  
4 are threatened by either the Planning Department,  
5 the City Attorney's Office, or others in city  
6 government, and not allowed to vote the way they'd  
7 like to vote.

8           One final thought: At the last Kyoto  
9 protocol meeting the United States was the only  
10 country that seemingly was opposed to doing anything  
11 about the global warming problem. We have become an  
12 outcast among the world community. How long will  
13 the rest of the world allow us to continue to behave  
14 like spoiled brats? How long will the rest of the  
15 world allow us to expand our economy by building  
16 more roads, more strip malls, more subdivisions,  
17 more SUVs, and more growth in general that creates  
18 more carbon dioxide-producing energy use?

19           I don't know if any of you saw on the news  
20 yesterday -- and I think this happened yesterday --  
21 of California Governor Gray Davis dedicating a new  
22 freeway in California. At the same time he was  
23 dedicating this new freeway he declared that this  
24 would be the last major freeway built in California.  
25 Apparently California's finally recognizing that

1 certain kinds of growth cannot go on forever. And I  
2 think it's time for Lincoln to recognize this also.

3 Thank you.

4 MR. WORKMAN: Thank you. Any questions?

5 Ms. McRoy.

6 MS. McROY: Mr. Reitan, you say better,  
7 high-paying jobs are kept out of the city on  
8 purpose. If we were to go after some big-paying,  
9 maybe high-tech jobs that pay a lot more, where do  
10 we put the people that that company would bring to  
11 Lincoln?

12 MR. REITAN: I'm not opposed to growth,  
13 necessarily. I'm opposed to the kinds of growth.  
14 The pattern of growth. I think --

15 MS. McROY: Because we have to have some  
16 housing or something to -- you know, to attract  
17 quality of life here. So I'm just wondering -- I  
18 would like to get more higher-paying jobs, you  
19 know --

20 MR. REITAN: I'm opposed to beltways, not  
21 necessarily some more growth. I mean, I think we  
22 have to recognize that more growth is going to  
23 continue. I mean, we can't stop that at this point.  
24 At some point in the future we probably will have  
25 to, or it will happen. It will stop at some point

1 in the future, obviously.

2 MS. McROY: Oh, obviously.

3 MR. REITAN: But, you know, at this point I  
4 think we have to recognize that the -- but the  
5 question is, how is it going to continue? What's  
6 the pattern going to be?

7 MS. McROY: So you wouldn't be opposed to  
8 us going after large businesses to attract those  
9 type of jobs here, because we have to put them  
10 somewhere. In a manner that --

11 MR. REITAN: Yeah. I'm opposed to building  
12 roads way out in the country, you know, and  
13 allowing, you know, businesses to leapfrog over  
14 existing farmland, and -- you know, urban sprawl, in  
15 other words.

16 MS. McROY: Okay. I agree. Thank you.

17 MR. WORKMAN: Mr. Werner, then Commissioner  
18 Hudkins.

19 MR. WERNER: Thank you for your comments,  
20 Mr. Reitan. Distinguish for me if you would,  
21 please. You sort of, as most people have done here,  
22 said, well, we can do the South, but I'm really  
23 opposed to the East. Distinguish the difference  
24 between sprawl to the East, sprawl to the South, the  
25 South Beltway --

1           MR. REITAN: Well, for one thing the South  
2 Beltway is much closer to the city than the proposed  
3 East Beltway is. And in addition to that, the route  
4 you chose for the East Beltway is going to severely  
5 impact Stevens Creek. So those are my main reasons  
6 for opposing. And also what the truckers are  
7 saying. You know, I heard a trucker right here at  
8 the Planning Commission meeting say that he would  
9 not use the East Beltway.

10           MR. WERNER: Won't both beltways create  
11 sprawl? Create --

12           MR. REITAN: Well, yeah. But again, the  
13 South Beltway is closer to the city. So there's  
14 going to be less sprawl than the East Beltway.

15           MR. WERNER: How about south of the South  
16 Beltway?

17           MR. REITAN: Well, yeah, some will happen.  
18 Yeah. Right. I recognize that that's going to  
19 happen. But it is pretty -- it's fairly close to  
20 existing growth, though.

21           MR. WERNER: So you would favor the South  
22 but not the East?

23           MR. REITAN: Well, I'm not in favor of it,  
24 but I could live with it more easily than I could  
25 the East Beltway.

1           MR. WORKMAN:   Okay.  Mr. Camp, then  
2   Commissioner Hudkins.

3           MR. CAMP:    Yes.  You intimated or said some  
4   of the Planning Commission members were threatened.

5           MR. REITAN:  Yeah, I know that for a fact.  
6   I won't go into anything further.  I mean, there  
7   have been some Planning Commission members  
8   threatened right here in front of the public at  
9   other hearings.  Not necessarily on this issue.  But  
10  I know for a fact that on this issue Planning  
11  Commissioners were threatened.  I mean, it may have  
12  been a veiled threat, but it was a threat,  
13  nevertheless.

14          MR. WORKMAN:  Thank you.  Commissioner  
15  Hudkins.

16          MR. HUDKINS:  Well, my questions were along  
17  that same vein.  And I wanted to know what proof  
18  that you had that that exists.  Because --

19          MR. REITAN:  Well, I don't always agree  
20  with the planning commissioners --

21          MR. HUDKINS:  I think they are people that  
22  care.  They give a lot of their time and energy in  
23  an unpaid job, and there is a lot of dedication on  
24  there.  And so if there is that type of coercion  
25  coming on, I'd appreciate -- if you don't want to do

1 it publicly, I'd appreciate having that information.

2 MR. REITAN: I might be willing to talk  
3 about it in private, but certainly not here. Yeah.

4 MR. WORKMAN: Thank you, Mr. Reitan. Next  
5 speaker, please.

6 CITY CLERK: Next speaker is J. L. Spray,  
7 followed by Dennis Heckman and Mike Fardella.

8 MR. SPRAY: Good afternoon, Commissioner  
9 Workman, members. Let me start off by saying thank  
10 you. I can't imagine how difficult a job this might  
11 be.

12 My name is J. L. Spray. I'm an attorney  
13 here in town, I represent the Leavitt family.  
14 They're fifth- and sixth-generation farmers in the  
15 Stevens Creek watershed. And it's not a nimby  
16 (phonetic) kind of argument I'm going to make today.  
17 They have property that's going to be affected by  
18 all three of the different courses that are  
19 proposed, and of course they'd have some impact with  
20 no courses chosen. But they have shared with me a  
21 very interesting perspective, which makes for some  
22 other general observations I'd made I'd like to  
23 share with you.

24 And with deference to Dickens, it's kind of  
25 a tale of two boards or two groups, and one of them

1 is you all sitting here in 2001, and the other one  
2 is a similar group sitting here in 2020, when this  
3 thing may finally get built, if then.

4 Right now the issue is where is the best  
5 place for us to put it based on the information we  
6 know today? Today. And you hear lots of people  
7 talk about the flaws in the process and the problems  
8 with the process. And I think that's emphasized  
9 because today there are a couple really important  
10 things that I don't think we know.

11 Number one, we don't really know what  
12 impact this is going to have on traffic. Because as  
13 I read the materials, the traffic information is  
14 based on current traffic projections without any  
15 real research into what it might be like if Stevens  
16 Creek gets developed.

17 Secondly, we don't know about the  
18 engineering. I think that's one thing that is  
19 very -- missing from the report from DEIS, is what  
20 is the engineering impact of this project? Now, if  
21 we bring 100,000 truckloads of dirt into Stevens  
22 Creek to raise it out of the watershed so that you  
23 can build this road, and we build a road parallel to  
24 Stevens Creek, what is this community going to say  
25 in 2020 about that, when that finally happens? What

1 is the environmental impact of that?

2 Now, my clients, who farm out in the  
3 watershed, have a lot of time to think about their  
4 environment, and where they're working, where they  
5 work every day of their lives. What they tell me is  
6 it's just a lack of vision that you put it down in  
7 that valley. The better approach, if you're going  
8 to build it at all -- and of course I'm really here  
9 to tell you that it's not necessary -- but if you're  
10 going to build it at all, put it up on the rim,  
11 where it makes the most sense. Where you have the  
12 least environmental impact. Where you have the best  
13 chance of helping traffic long-term. That's the  
14 2020 approach.

15 The question you need to ask when you sit  
16 down and discuss this -- and I hope there's a  
17 vigorous debate today -- is, what is the City  
18 Council going to say in 2020 about this? When we're  
19 building a road, when there's already development  
20 out there -- I think we all agree there's going to  
21 be development out there -- what is that County  
22 Board in 2020 going to think about the decision you  
23 stuck them with?

24 You know, I could make legal arguments  
25 about what's going to happen between now and then,

1 and I'm glad that somebody pointed out you're taking  
2 a 1320-foot right of way, when it should only be  
3 800, you're tying up ground, you're going to impact  
4 anything that these folks want to do out there. But  
5 in 2020 what's the community going to say about this  
6 decision as a whole? Is this the right place? Is  
7 this the right way to do it? Is tearing out  
8 trees -- I mean, you can plant new ones along, you  
9 can build a park and all, but tearing out this  
10 watershed -- you know, the major flaw that I see in  
11 this process is there's not enough information about  
12 the real issue.

13           So what's the one thing we know for sure?  
14 Well, we know all the historical sites. We know  
15 where all the big houses are, we where all the  
16 little houses are. So what's happened is, that's  
17 got an overemphasis, an overemphasis in the process.  
18 Traffic, engineering, those types of things, have  
19 been short-shrifted, I think, in what's been going  
20 on here.

21           And so what I ask you to do is look  
22 visionary. You know, sort of like the truck  
23 argument -- and I can tell you that I've spoken with  
24 the truck drivers, and their executive director, and  
25 they unequivocally don't think this needs to be

1 built for them. And sure there are going to be  
2 trucks that are going to take advantage of it once  
3 you build it, but they don't need it built for them.  
4 That's the same type of distinction.

5           If you're forced to make a decision today,  
6 and I have no doubt that you feel an enormous amount  
7 of pressure to do that, don't focus on the issue of  
8 what's best today, based on what we know, but try to  
9 have some vision. And at least make some  
10 assumptions. I mean, I can tell you it will take  
11 200,000 truckloads of dirt to fill Stevens Creek. I  
12 made it up. I don't know. But you don't know  
13 either. You don't know how much dirt it's going to  
14 take moved in there. You don't know how many trees  
15 are going to be destroyed. You don't know how many  
16 dams are going to get built.

17           You can't save Stevens Creek by paving over  
18 the top of it. It doesn't make sense. It don't  
19 make sense in terms of the future of the community.

20           And so, please, think about that as you're  
21 doing this. I know you will. And thank you for  
22 what you all are doing.

23           MR. WORKMAN: Thank you, Mr. Spray. Any  
24 questions? Mr. Camp.

25           MR. CAMP: J. L., you mentioned the dirt

1 brought in, and you said 200,000 was a guess or  
2 whatever. I mean, I guess -- maybe we need --later  
3 we'll get more from the experts. I mean --

4 MR. SPRAY: Yeah, here's the problem. You  
5 all spend a couple million dollars and a lot of  
6 staff time putting together a three-inch report. I  
7 represent a family, and there's, you know, a dozen  
8 families here in the room. And, you know, maybe I  
9 could spend -- 100,000 isn't that much to put  
10 together some information. We can't fight that kind  
11 of information. But all I can say is when I read  
12 through this, I don't see anyplace where it really  
13 addresses how this thing is going to be constructed.

14 Mr. Andersen, who testified very early on  
15 about the NRD and some committees and commissions  
16 that he's been involved with, studying this, I think  
17 made some good points. You're going to impact the  
18 flow of the water there. You're going to -- it's  
19 going to have to be built up. It can't be built in  
20 a floodplain. I don't know how high. I hope  
21 somebody can ask, and someone else will answer that  
22 that question. You know, it needs to be.

23 And my point is -- because I can't spend a  
24 million or two million dollars of my client's money  
25 to put together a response -- now is the time. This

1 is the first chance for our elected officials to  
2 have some input. Now you've had two days of  
3 hearings, and now you're going to vote, which may or  
4 may not be the right thing to do, but now's the  
5 chance. If you've got questions about this, let's  
6 air it. Let's have it out. That's what needs to be  
7 done.

8           The sense is it's a done deal. And I know,  
9 and I can understand why, if it's a done deal, and a  
10 hard decision gets to you all, it's easier to say  
11 hmm, a done deal. I mean, that makes sense. But  
12 what we're asking you to do is apply a little vision  
13 and common sense. You're the folks that got elected  
14 to do it. So I hope you do.

15           MR. WORKMAN: Thank you. Mr. Werner.

16           MR. WERNER: Mr. Spray, what is your vision  
17 with the South Beltway?

18           MR. SPRAY: Well, let me go back to the  
19 question you asked before. The South Beltway, for  
20 instance, if I understand the truckers' position on  
21 that, is very necessary. They're already cutting  
22 through neighborhoods and cross streets to get from  
23 Highway 2 to Highway 77 in a more convenient  
24 intersection.

25           Now, on the east side that's not necessary.

1 In terms of vision, it seems to me being about as  
2 far south as we want to go, we're encasing some  
3 sprawl that already exists. On the east side, the  
4 sprawl doesn't exist as much, but there's no  
5 question it's coming. I mean, if anybody here is  
6 convinced that that Stevens Creek won't blossom,  
7 explode, whatever words you want to put to it, in  
8 the next five years, you ought to talk about it.  
9 But as I understand it, from everything I can read  
10 and tell, it's going to happen.

11 And so again, whether south or east, the  
12 goal of a beltway, if that's what you want to build,  
13 is to encase the community. Now, if you don't want  
14 to build a beltway, then do something about your  
15 infrastructure.

16 MR. WERNER: Which do you think's more  
17 important, the infrastructure in the interior of the  
18 city or the beltway?

19 MR. SPRAY: Well, if we had 84th Street  
20 open all the way, four lanes, I don't think this  
21 beltway discussion would be quite as critical. If  
22 we had 70th Street open five, six years ago open --  
23 I mean, you know, I'm not telling you all anything  
24 you don't already know, but, I mean, those are the  
25 arguments, anyway.

1 MR. WORKMAN: Thank you. Thank you,  
2 Mr. Spray.

3 MR. SPRAY: Thank you.

4 MR. WORKMAN: Next speaker, please?

5 CITY CLERK: Next speaker is Dennis  
6 Heckman, followed by Mark Fardella and John Miller.

7 MR. Heckman: Good afternoon, Council  
8 members and Commissioners. My name is Dennis  
9 Heckman, 320 East 2nd in Hickman, Nebraska. I'm  
10 speaking as a private citizen and also mayor of the  
11 city of Hickman.

12 But I guess I would have been remiss if I  
13 didn't address you all in regard to the beltway as  
14 far as the quality of life in our community, how  
15 it's valued. And everything that I've read about  
16 urban sprawl, that beltways are the lifeline to  
17 sprawl.

18 It seems to me that it's a default choice.  
19 We don't know what to do, let's build a circle  
20 around the city. Default.

21 It seems to me also that it's a dinosaur of  
22 the 20th century. Sprawl's ills are even worse than  
23 advertised. People move to Lincoln, people stay in  
24 Lincoln because of the quality of life. Why turn  
25 our community into every other place where people

1 don't want to live? What does it take as far as  
2 information from other cities that, you know, what  
3 exists from beltways, in order to try to come up  
4 with a better idea as far as the infrastructure  
5 within the city of Lincoln?

6 And I know that our people are going to be  
7 affected. The beltway as far as hydrologically, the  
8 water issue is one thing, but it's basically going  
9 to make a division for social, political, all kinds  
10 of things. And just basically a Berlin wall around  
11 the city. You're going to separate. And I just  
12 have a lot of concerns.

13 I just hope you take to heart all of the  
14 fine comments that were made by the people that went  
15 in front of me. A lot of it was very worthwhile.  
16 And I figure that my comments aren't going to change  
17 anybody's mind, because most of those decisions are  
18 already made. But I thought I would be remiss if I  
19 didn't mention my concern about the quality of life  
20 over a quick fix of getting someplace in a hurry.  
21 Because most of the people I've talked to think the  
22 quality of life is better than traffic flow.

23 MR. WORKMAN: Thank you. Are there  
24 questions? Mr. Werner, and then Mr. Friendt.

25 MR. WERNER: Thank you for your comments.

1 I appreciate your concern for the quality of life,  
2 because I share that concern. Out of curiosity, as  
3 mayor of Hickman, what sort of things is Hickman  
4 doing to prevent sprawl?

5 MR. HECKMAN: Well, we don't have those  
6 issues per se, but one of our things is that someone  
7 mentioned about Portland or Seattle, about the only  
8 thing they could have is 80-acre tracts. I think  
9 that the city of Hickman is unique in the whole  
10 county of all the villages and incorporated cities,  
11 that we have a 40-acre limit within our one-mile  
12 jurisdiction. And that has prevented the sprawl of  
13 acreages. It's served its purpose well, so that we  
14 can concentrate on developing neighborhoods that are  
15 contiguous to the city that use our infrastructure  
16 rather than individual lagoons and utilizing the  
17 poor water quality from the rural water district.

18 MR. WORKMAN: And Mr. Friendt.

19 MR. FRIENDT: Mr. Fardella, I thank you  
20 very much. I appreciate your --

21 MR. HECKMAN: Heckman.

22 MR. FRIENDT: Oh, I'm sorry.

23 MR. HECKMAN: No problem.

24 MR. FRIENDT: I appreciate your comments  
25 about quality of life. But do you know that

1 circular highways, circular cart paths, circular  
2 foot paths, circular beltways have been with us  
3 throughout the history of the civilized world? I  
4 mean, this is not a new concept, and I don't know if  
5 it's going to go away. We all hope so, but I  
6 wonder.

7 MR. HECKMAN: Anything -- again, I just  
8 think that you add up the pros and cons, and  
9 everything that I've read, there's two -- there's  
10 more ills that come from it than benefits from it.  
11 That seems like that's the overdetermining factor  
12 for the masses. Because we're all going to come and  
13 go. You know, it's future generations that are  
14 going to have to live with this.

15 And so far, I'm proud to say that, you  
16 know, former city leaders have made good decisions  
17 to keep this a good place. And I hope this is a  
18 major decision that's going to make the Lancaster  
19 County and Lincoln, you know, different for years to  
20 come. It's a major decision.

21 MR. FRIENDT: Thank you.

22 MR. WORKMAN: Thank you, Mayor Heckman.  
23 Next speaker, please.

24 CITY CLERK: The next speaker is Mike  
25 Fardella, followed by John Miller.

1           MR. FARDELLA: Good afternoon. My name is  
2 Mike Fardella. I live at 841 Coachman's Drive,  
3 which is right off of 84th Street in east Lincoln.  
4 I'm a regional director for Woodmen Accident & Life,  
5 and my territory includes Nebraska and Iowa. And  
6 very often I travel, but I'm always glad to get home  
7 to Lincoln because it is such a great place to live.

8           I've lived in New York City for seventeen  
9 years, Omaha, Denver, and now Lincoln, and Lincoln  
10 is by far the best community. And the way I look at  
11 it, when you talk about quality of life, since I'm a  
12 history of political science major, that equates  
13 perfectly with quality of government.

14           And I think the government in this  
15 community, today, yesterday, and in the past, has  
16 been absolutely outstanding. And I commend those of  
17 you on the board who have other professions for  
18 donating your time, trading time for dollars to  
19 represent us.

20           I just got back from a trip to Europe that  
21 was spent extensive time in Paris and Brussels. And  
22 wasn't to talk about congestion, you want to talk  
23 about traffic, see me afterwards and I'll tell you  
24 stories. It took three of us, a navigator, a  
25 driver, and somebody sitting in the backseat looking

1 for people cutting in and out to just get out of  
2 Paris. And when we finally did we were -- oh, man,  
3 it was great to get out of there.

4 I've been following the beltway process for  
5 several years, and I support the South and East  
6 Middle Beltway routes. My concern is merely that of  
7 a taxpayer and a 21-year resident of Lincoln. I  
8 believe there is a need for both the South and East  
9 Beltways. Lincoln is dynamic, and it's a growing  
10 community. In order for this growth to continue,  
11 obviously transportation systems have to keep pace.  
12 We got behind in the city as far as widening  
13 streets, and from a planning perspective we need to  
14 look at our future and plan our transportation needs  
15 well in advance so we don't get behind again.

16 Growth into Stevens Creek is going to take  
17 place. I think it's inevitable. We need to reserve  
18 a corridor so it will be established in the  
19 Comprehensive Plan, so future planning for the area  
20 can proceed in an orderly manner.

21 You know, Mr. Lampshire, who spoke a couple  
22 minutes ago, talked about after living here for 80  
23 years his philosophy was do it now. Nike has a  
24 commercial that says, just do it. But in these kind  
25 of issues, you can't just do it. It takes a lot of

1 planning, it takes a lot of investigation.

2           You know, we've spent \$2 million in seven  
3 years studying the various routes. I believe the  
4 information we have available has been provided by  
5 qualified experts. I believe that the Planning and  
6 Public Works staff has done a good job of organizing  
7 and presenting everything in a detailed information.

8           The Middle Route impacts fewer homes, store  
9 sites, businesses, farms, prairies, and so forth.  
10 It's the straight route, and we have an easement  
11 under the power line, and that makes good sense.

12           In addition to the Planning and Public  
13 Works staff, the mayor, the Planning Commission,  
14 Federal Highways, the Beltway Technical Committee,  
15 the Chamber of Commerce, LIBA, and the Lincoln  
16 Journal Star -- others recognized the need to select  
17 an East Beltway route and have supported the Middle  
18 Route. A strong, logical and sensible case has been  
19 made by the experts for the Middle Route. To do  
20 nothing is not a solution.

21           So I ask you to make a decision today and  
22 support the recommendations to approve the Middle  
23 and South Beltway routes. Thank you.

24           MR. WORKMAN: Thank you, Mr. Fardella. Any  
25 questions? Mr. Camp.

1           MR. CAMP: Mike, my question for you is on  
2 the East Route what's your opinion as an alternative  
3 of beefing up the major arterial streets?

4           MR. FARDELLA: You know, I really think  
5 Mr. Friendt was talking about circles being  
6 evidenced forever. And now on the news, if you saw  
7 it yesterday, there's new crop circles in England.  
8 Circles work. Circles have worked in all of the  
9 major cities. And I think we really need to look at  
10 putting something on a circular pattern around the  
11 city. That's my opinion.

12           MR. WORKMAN: Mr. Werner?

13           MR. WERNER: Mr. Fardella, in all of your  
14 travels into all these cities, and you said that  
15 growth is inevitable and going into Stevens Creek  
16 and so on -- how big would you like to see Lincoln  
17 be?

18           MR. FARDELLA: That's a great question.  
19 And obviously not as big as New York City, but I  
20 know people come here because of the quality of life  
21 and the quality of government. We can't turn them  
22 away, we've got to provide facilities and  
23 transportation means for them.

24           I don't know how to answer that question.  
25 I think we're going to grow just because of the

1 quality of life that we have here, so let's build  
2 the roads that are going to get the people around.

3 MR. WERNER: Do you think we can maintain  
4 that quality of life if we continue to grow?

5 MR. FARDELLA: If we maintain good  
6 government, then I have a lot of confidence in that.

7 MR. WORKMAN: Thank you. Next speaker,  
8 please.

9 CITY CLERK: Our final speaker is John  
10 Miller.

11 NEW SPEAKER: Good afternoon. My name is  
12 John Miller. I live at 14101 Pioneers. Actually  
13 it's Rural Route 183, Box 83A, in Walton.

14 Members of the City Council and the County  
15 Board, it's a pleasure being here today to again  
16 finally talk about the beltway. Seems like I spent  
17 many, many trips up here, along with other members  
18 of our organization.

19 Today I'm here representing CARS -- I'm  
20 sure you've heard about them, Citizens for  
21 Accountable Route Selection -- in our effort to  
22 support the Planning Department staff and the  
23 Planning Commissioners decision to eliminate the  
24 East Far Beltway from further consideration within  
25 the Comprehensive Plan, and to support the

1 recommendation for identifying a corridor within the  
2 Comprehensive Plan.

3 As a member of the recent Stevens Creek  
4 task -- Basin Initiative Task Force we did discuss  
5 organization with Stevens Creek at length. The  
6 beltway was a large part of it. Probably it was  
7 determined as kind of a keystone of as the way  
8 development would occur.

9 We agreed the west side should be  
10 urbanized. But the east side should remain  
11 agricultural and held in urban reserve. We also  
12 discussed the right to farm. The task force felt it  
13 was important not to waste additional farmland  
14 through sprawl, development, or even beltways. The  
15 East Far Route would take far more land out of  
16 production than the alternatives.

17 It was also a concern of the task force  
18 that to increase vehicular traffic traveling to and  
19 from a beltway was a significant safety issue the  
20 farther east of Lincoln you travel. Today large  
21 farm equipment and automobile traffic in a rural  
22 area poses a high risk for traffic and increase in  
23 accidents. This is not contemplated in the DEIS,  
24 but it should be given strong attention in making  
25 your decision today. Another reason for eliminating

1 the East Far Beltway.

2 We have heard the term fatal flaw many  
3 times. Initially there were four routes being  
4 considered for the South Beltway. One was quickly  
5 eliminated because it did not meet the desired  
6 results, and two were eliminated due to a fatal  
7 flaw. That fatal flaw was Wilderness Park.

8 A similar flaw exists on the East Far  
9 Route. I continue to be surprised the East Far  
10 Route was not eliminated from further consideration  
11 long ago, because the same law that protects  
12 Wilderness Park should have eliminated the East Far  
13 Route. Reviewing Section 4(f) of the Department of  
14 Labor Transportation Act, it clearly prohibits the  
15 Secretary of Transportation from approving any  
16 transportation project that requires the use of  
17 publicly owned land, of a public park, recreation  
18 area, wildlife refuge, or significant land of a  
19 historic site of national, state, or local  
20 significance unless there is no prudent and feasible  
21 alternative.

22 When the direct, secondary, and cumulative  
23 impacts of the beltway route are thoroughly analyzed  
24 it is clear that the impacts of the East Far routes  
25 will trigger protection under Section 4(f) just as

1 it did for Wilderness Park and the South Beltway,  
2 because the 4(f) funding will not be available for  
3 the East Far Route as long as prudent and feasible  
4 alternatives exist.

5 Last week a statement was made: Don't fix  
6 a long-term project with a short term solution.  
7 This is a long-term project. I would direct you to  
8 the HWS memorandum number 12 dated 8/15/01. It  
9 talks about the East Beltway steps. Specifically  
10 states in step 6 the construction phase alone would  
11 be 60 to 84 months.

12 The first step, however, begins tonight. I  
13 would submit that if you don't make a decision now,  
14 you will find yourselves even further behind. It is  
15 not too early to make a decision.

16 CITY CLERK: One minute.

17 MR. MILLER: Not making a decision would  
18 only compound the problem, because of continued  
19 development and increased costs.

20 Mr. Chairman, may I have more time, since I  
21 am representing a group of people?

22 MR. WORKMAN: How much more time would you  
23 need, Mr. Miller?

24 MR. MILLER: Maybe a minute.

25 MR. WORKMAN: You do have a minute. You're

1     okay.

2                   MR. MILLER:   Or an additional minute, I'm  
3     sorry.

4                   MR. WORKMAN:   All right.

5                   MR. MILLER:   Thirty years ago the public  
6     elected officials didn't think we needed the South  
7     Beltway, and now we find ourselves ten years behind.  
8     He went on to say it's not a matter of if, it's a  
9     matter of when.   We must go to the Department of  
10    Roads with the corridor selection within the  
11    Comprehensive Plan in order to get funding  
12    protection.   We must get in line now.

13                   Also last week a statement was made that  
14    the only way urban sprawl could occur is if we sell  
15    our land.   That statement is certainly correct.  
16    Today there are painting contracts throughout the  
17    area, some pending on beltway decisions.   There is  
18    currently a sale pending one mile from our house at  
19    a price of \$10,000 per acre.   If you're being  
20    offered \$10,000 an acre, it's pretty tempting to  
21    sell.

22                   Another example of potential sprawl in land  
23    development, I've attached a copy of testimony of a  
24    joint -- to a joint meeting of the City Council and  
25    County Board dated March 29th, 1988 -- excuse me,

1 1999 -- from eighteen families who own 3300 acres  
2 that lie within the proposed study area west of  
3 Stevens Creek. This letter states that we would  
4 like the common members to know that there are  
5 farmers and property owners within the study area  
6 who support our efforts for future urbanization.

7 Many of those people have testified before  
8 you on this matter stating they wish to continue  
9 their farming operation or keep the land in the  
10 family, and who can blame them? I would too. With  
11 the potential millions of dollars of development  
12 money at stake, I would resist a beltway too. I  
13 submit that you can't have it both ways.  
14 Development will quickly occur throughout the basin,  
15 with or without a beltway.

16 On the issue of flood control,  
17 Mr. Linderholm and staff said last week that flood  
18 control measures will be considered in the design  
19 phase.

20 MR. WORKMAN: Mr. Miller, if you could wrap  
21 up soon.

22 MR. MILLER: Sure. In conclusion, we are  
23 asking -- we're not asking you to build a beltway.  
24 We're not asking you to answer the funding issue.  
25 We are asking you to make a prudent business

1 decision while selecting an East Beltway corridor.

2           The facts are very clear. Don't waste time  
3 and money spent over the past seven years by not  
4 making a decision. Don't do what elected officials  
5 have done in the past by passing the buck or by  
6 making a politically motivated decision that cannot  
7 be supported with facts.

8           You need to let the citizens of Lincoln/  
9 Lancaster know where the beltway will be built. If  
10 you don't, in just a few years we'll be back here  
11 asking the same questions -- asking and answering  
12 the same questions. All the members of the CARS  
13 along with myself encourage you to support their  
14 recommendation and remove the East Far Beltway route  
15 from further consideration and select the East  
16 Beltway corridor tonight. We urge you to make the  
17 right decision for the right reasons.

18           MR. WORKMAN: Thank you, Mr. Miller.  
19 Commissioner Hudkins.

20           MR. HUDKINS: Mr. Miller, you and your  
21 family have lived in that area for a number of  
22 years, and you're probably familiar with the ten  
23 let-down ponds that have been presently designed,  
24 and the NRD discussed that same point. What's your  
25 opinion on those? Can we handle those flood waters?

1 Certainly you probably remember the floods of '93,  
2 and probably even the floods of '51 and '53. Or  
3 your family does. As someone who's lived there a  
4 number of years, could you speak to that issue,  
5 please?

6 MR. MILLER: Well, I guess I have trust  
7 there in our public and elected officials that have  
8 indicated that they have taken precautions through  
9 various studies and have identified ten let-down  
10 dams that they feel will improve the conditions that  
11 exist out there today. Along with proper planning  
12 of a beltway corridor through this area, it could  
13 even enhance the flood control measures that are  
14 being employed by the NRD.

15 MR. HUDKINS: Thank you.

16 MR. WORKMAN: Mr. Friendt.

17 MR. FRIENDT: Mr. Miller, I don't know if  
18 you were here at the beginning of the session,  
19 but --

20 MR. MILLER: Yes, I was.

21 MR. FRIENDT: Did you hear about the memo  
22 from our planning director that says according to  
23 the DEIS, under Section 4(f) neither the East Far,  
24 Middle, or Close routes make use of listed or  
25 eligible historic properties. You're about the 50th

1 person who's cited the 4(f) threat, and this seems  
2 to be telling me that that won't happen.

3 MR. MILLER: The comment that was made at  
4 the meeting -- and I was here.

5 MR. FRIENDT: Okay.

6 MR. MILLER: And I believe Steve made the  
7 statement. There's one issue that a lot of people  
8 continue to deny or do not take into consideration,  
9 and that is a boundary issue. And some people feel  
10 that it has a bearing in this situation, others  
11 don't. In some cases it's very clear that it does.

12 And once you put two historically  
13 significant properties back to back, as the Stevens  
14 Creek Stock Farm and the property just east of it,  
15 you have created the fatal flaw.

16 I'm not making it a statement, but I'm  
17 assuming that one of the reasons that the overpass  
18 or the interchange that is being placed on Pioneers,  
19 where I live, today, as opposed to just two miles  
20 apart, is it wouldn't fit within the land that was  
21 available because of the historic significance of  
22 that property on Van Dorn Street. There was no room  
23 to put in an 850- or 950-foot wide interchange.

24 MR. FRIENDT: Thank you.

25 MR. WORKMAN: Okay. Thank you, Mr. Miller.

1 That is the last speaker on our list. We will take  
2 a ten-minute break, but after that break we'll make  
3 a final call for anyone to speak who has not spoken  
4 and did not sign up on the sheet. So a ten-minute  
5 break.

6 (At this time a brief recess  
7 was taken.)

8 MR. WORKMAN: Will the meeting come to  
9 order? We will wait a moment till we've got a  
10 quorum here.

11 What we will be doing from here on out is  
12 we will ask for those that have not spoken on the  
13 15th nor today and who did not sign the sign-up  
14 sheet. And if those persons who desire to speak now  
15 and who have not spoken, if you would come to the  
16 front row on my left and sit yourselves in that row,  
17 and then we'll just take you in that sequence.

18 And when you come to the front, if you  
19 would please clearly state your name and address,  
20 and give your testimony, you will have five minutes.  
21 We're going to wait just a moment here till we have  
22 a quorum.

23 Okay, we do have a quorum. Thank you. We  
24 will now have the first speaker that was not on our  
25 list, if you'd come forward, please, and state your

1 name and address.

2 MS. GUTGSELL: Jo Gutgsell, 2105 B Street,  
3 Lincoln.

4 Do you feel like this is the Vietnam war?  
5 Well, one of you are too young to remember, maybe a  
6 couple of you are, but this has gone on and on and  
7 on. And I feel like we don't know when it's going  
8 to be over. So I kind of hope tonight it's over.

9 As past president of the Residents'  
10 Association, and I happen to be a co-chair of the  
11 interest committee right now. My interest is to  
12 start preservation, and that's why I'm here. A lot  
13 of what has been said today, and last week, I don't  
14 care to repeat. Your time is very valuable. But  
15 there were some questions raised last week that I  
16 wanted to talk to you just for a moment.

17 First of all, I would urge you to follow  
18 the Planning Department, the Public Works  
19 Department, and the Planning Commission's  
20 recommendation in terms of the Comp Plan Amendments.  
21 And I'd like you please to keep in mind that you're  
22 not building an expressway. We're choosing a  
23 corridor. And I think that the emphasis continually  
24 has been on building, and we're not building it.  
25 And we may never build it. But in terms of what we

1 need to plan for, this is a plan. This is a  
2 Comprehensive Plan Amendment. And I think we need  
3 to keep that in mind.

4 Kathleen Sullivan wrote a memo that I think  
5 is very important because of some questions that  
6 were raised last week. And one paragraph is  
7 particularly pertinent. According to federal law,  
8 environmental impact statements must address the  
9 impact to historical properties on or eligible for  
10 the National Register of Historic Places.

11 So regardless of when or if it is ever on  
12 the Register, the impact must be addressed. This is  
13 the law. Section 106 of the law says that you have  
14 to study, you have to look at the study area, you  
15 have to get the wetlands, you have to get  
16 archeological sites, you have to get historic sites.  
17 That is why these things have come to the forefront  
18 now. This is because we've done the study that we  
19 were supposed to have done.

20 Section 106 also makes us look at direct  
21 impacts, that is, if you bulldoze down someone's  
22 house, indirect impacts, light solutions, and it  
23 also tells us that we should look at cumulative  
24 effects. And that is one of my grave concerns with  
25 what I've seen so far. And if don't you know what a

1 cumulative effect is, just take a look at North 27th  
2 Street. That's cumulative effect. That's what  
3 happens when you four-lane a roadway or when you put  
4 in a roadway. That's cumulative effect.

5 Last week someone said all dirt is old, but  
6 not all dirt is historic. And that's the truth.  
7 Some places in the area have been maintained. The  
8 integrity is still there, and that is why they're  
9 eligible to be put on the Register. Someone has had  
10 the -- not necessarily foresight, but loved  
11 something so much that they'd take care of it for  
12 future generations, and those are the sites that we  
13 have put on -- in that survey that say they are on  
14 the Register or they are eligible.

15 I would encourage you, if you have not, in  
16 the short time that we have left, to read Richard  
17 Mowe's editorial to the Lincoln Journal Star, it was  
18 in yesterday's paper. It addresses sprawl so well I  
19 cannot tell you. Much more eloquently, and much  
20 more detailed than I ever could. It is -- it's very  
21 important that -- everyone keeps saying put the  
22 roads further out. Put the roads further out.  
23 Well, the further out you put it, the greater the  
24 sprawl. And it is apparent across this country.  
25 We've seen it over and over again. That's not the

1 answer.

2 One of the things that I see as a problem,  
3 for this community in general, not just for what you  
4 have before you, is that we say historic sites or  
5 historic farms. They are resources. They are  
6 resources. When you look at the DEIS, it's cultural  
7 resources. These are the things that we look to the  
8 past and we preserve for the future generations. So  
9 they are resources in this community. Please take  
10 them into account.

11 Any questions? Terry?

12 MR. WERNER: How do you -- you say you  
13 favor the Planning Commission's Middle Route, and  
14 then you proceeded to talk about sprawl. How do you  
15 think the Middle Route is going to prevent sprawl?

16 MS. GUTGSELL: It will certainly prevent  
17 less sprawl than the Far Route. And I have to say,  
18 you know, if we were -- had done this forty years  
19 ago, and we used 84th Street, that would have  
20 certainly made more sense than what we're doing  
21 today.

22 98th, probably too much property to be  
23 acquired. There's too much there at this point in  
24 time, and that's too bad, because 98th makes more  
25 sense because it does alleviate traffic within the

1 city. The further out you go, the more sprawl. I  
2 mean, the distance of sprawl. And I'm sorry to say  
3 I don't think we can alleviate all the sprawl. I  
4 wish we could.

5 And, you know, Portland -- I'm not sure  
6 what this committee wants to do with Portland.

7 MR. WERNER: Can I ask another question?

8 MR. WORKMAN: Please.

9 MR. WERNER: What impact -- you're the Near  
10 South, and you're concerned about preservation,  
11 you're concerned about downtown, I know. What  
12 impact will any beltway have on downtown and inner  
13 city?

14 MS. GUTGSELL: My storm sewer has never  
15 been replaced. It's never been enlarged. Water  
16 sources in the center of the city, none of our pipes  
17 have ever been enlarged. We have five, ten times  
18 the number of people living in the Near South than  
19 was originally planned for.

20 It takes money away from infrastructure.  
21 We build new infrastructure in another area, and  
22 that comes out of local pockets. That's not federal  
23 dollars. You know, one of the things that we  
24 probably haven't looked at well enough is how much  
25 it's going to cost the community in addition to just

1 building a roadway. Because we pay for 80 percent  
2 of it -- I mean, the tax dollars -- federal tax  
3 dollars pay for 80, we pay for 20. But all of the  
4 money for infrastructure that should be going to the  
5 inner city will be going someplace else. I know  
6 that, and I don't like it.

7 MR. WERNER: So given the choice, what do  
8 you think the citizens of Lincoln would choose? To  
9 spend money to repair our infrastructure of the  
10 city, or spend 20 percent on the beltway?

11 MS. GUTGSELL: I wish I could read the  
12 citizens of Lincoln that way. I don't know. I know  
13 how I'd vote. I'd vote to repair and take care of  
14 the infrastructure we already have in place. Glenn  
15 had a question?

16 MR. FRIENDT: Yes. Thank you very much for  
17 your comments.

18 I think that the Historic Preservation Act  
19 is a wonderful thing, and in so many instances  
20 help -- for those properties that are eligible or  
21 registered, we as a society have said, look, we will  
22 make accommodations. We're obligated to do some  
23 things to protect that property.

24 Just so I understand, then what obligations  
25 do the owners of that property have later on? We

1 move the beltway to accommodate them. Are there any  
2 obligations back on their part not to sell the  
3 property? Not to dispose of it? Not to --

4 MS. GUTGSELL: No, there are no --

5 MR. FRIENDT: -- subdivide it?

6 MS. GUTGSELL: There are no obligations on  
7 property owners. But one of the things that we have  
8 seen in Stevens Creek particularly, in the East Far  
9 Route, is those people believe in what they have  
10 done and what they are doing. And one other thing  
11 is one of the things that has been looked at at the  
12 state level, and I think it's time that we have a  
13 historic easement law passed, so that we can have  
14 that in place to be used by people who really  
15 believe that their farm should be preserved.

16 And I know that there is underfoot coming  
17 up in the legislature -- it will never pass the  
18 first year, but -- and, you know, if you look at  
19 other sites in the country -- Walt Disney wanted to  
20 build on a civil war battleground. Well, guess  
21 what? That came to a screeching halt.

22 But we do not find that our historic  
23 resources are as important as civil war  
24 battlegrounds, and we should. We're not that old.  
25 We're much younger than that. So we should be

1 preserving and caring for those things that we do  
2 have, even though they're not 200 years old. We  
3 still should be working at that. And it's time that  
4 we probably changed our mind-set about it.

5 MR. WORKMAN: Thank you. Thank you,  
6 Mrs. Gutgsell.

7 MS. GUTGSELL: Thank you very much.

8 MR. WORKMAN: Next speaker, please? I  
9 think -- yeah, we'll take you. You're in line. I  
10 don't think you heard me say on the right side.  
11 That's fine, you're next.

12 MR. SCHWABAUER: My name is Rich  
13 Schwabauer. I live at 8104 South Cherrywood Drive.

14 My wife and her two sisters own the  
15 property at 12401 East O Street which borders  
16 Cripple Creek Golf Course, and right inside the  
17 middle. My biggest concerns or our biggest concern  
18 is right now the East Beltway, whether it's needed  
19 or not. I'm glad you people are making that choice.  
20 Twenty years from now, I hope you make the right  
21 choice for the taxpayers.

22 We've got to look down the road here 25 to  
23 30 years, maybe 40 years, what's going to be  
24 happening. If a beltway is needed, so be it. I  
25 have no problem with it.

1           One of the things I wanted to bring up,  
2    though, if you start, say like 96th or 98th, 112th,  
3    120th, with capital improvement projects or the  
4    city, the county, whoever, federal dollars are  
5    involved, you can put four lanes divided if you had  
6    to, going out. There again, is a beltway needed? I  
7    don't know. You people are going to make this  
8    decision.

9           Another thing I'd like to talk about is, if  
10   the corridor is chosen, they come around, start  
11   buying your land, all of a sudden the next Council,  
12   whoever, says, enough, we've had a change of heart,  
13   we're going to go 162nd or wherever it is, is there  
14   a revisionary right of the original property owners?  
15   I mean, you know, you bought the property, or you're  
16   trying to buy their property, or if you condemn it,  
17   or eminent domain, what right do they have to come  
18   back to any of it? Is there revisionary rights? I  
19   don't know. I'm asking the question.

20           Glenn, you answered a question of mine,  
21   because I didn't know for sure on the historic  
22   designations, can they be sold? If a developer  
23   comes out and says, hey, I'm going to give you  
24   \$100,000 an acre for 160 acres of ground, sell it.  
25   You'd be foolish not to. Historic or not historic,

1 they're going to sell it.

2           One other thing that I'd like to bring up  
3 is the middle corridor, the power line route. If  
4 the beltway is put on the west side of that power  
5 line, you're landlocking lines, I mean, property,  
6 between -- in our case the golf course -- north of  
7 there, you're landlocking a bunch of property. I  
8 mean, I don't understand how you can landlock  
9 property by putting the beltway to the west. If it  
10 was my choice, and you had to go down the middle,  
11 put it on the east side of the power.

12           Those are some comments. Thank you very  
13 much.

14           MR. WORKMAN: Thank you, sir. Any  
15 questions? Thank you. Oh, I'm sorry. Commissioner  
16 Hudkins.

17           MR. HUDKINS: Yes, Mr. Schwabauer. Being  
18 involved with a family that owns the farm there, and  
19 as you're stating, if you left a small narrow piece  
20 of ground, in this case it would be on the east side  
21 of the power line, because the right-of-way, that's  
22 under the power line now, and there's farm ground to  
23 the property line. In this case most of that  
24 corridor in there is only about a block or so wide.

25           MR. SCHWABAUER: Right.

1           MR. HUDKINS: Give us some reasons why  
2 that's an economic disadvantage to you. And then  
3 also I'd like to have you answer the question if you  
4 had to make a decision whether to move a one-hole  
5 golf course, one or two, versus a home, what you'd  
6 want to do.

7           MR. SCHWABAUER: You're asking me -- I'm a  
8 golfer, and you're asking me that question? To  
9 answer your first one, if you landlock it what good  
10 does it do for anybody? I mean, you can't farm it.  
11 We're still responsible, probably, to mow it or  
12 something like that. How do we get equipment on it  
13 without going across the private property?

14           To answer your question on the golf course,  
15 golf courses can be redesigned, as far as that end  
16 of it's concerned. I can't answer how many houses,  
17 and I think we looked at it one time, it will save  
18 something like six or eight houses in the middle by  
19 just moving it to the east side of the power line.  
20 Whether that was looked at, I can't answer it. I'm  
21 just bringing up questions now.

22           MR. HUDKINS: Thank you.

23           MR. WORKMAN: Thank you, Mr. Schwabauer. I  
24 do have an official list now, but I think we'll take  
25 these gentlemen in this order here. We'll be pretty

1 close to it. And you're Kevin Palmer?

2 MR. PALMER: Yes. My name is Kevin Palmer.  
3 I live at 12707 East Van Dorn.

4 And I've been at this since the beginning,  
5 the very first meeting in Southeast Community  
6 College, and I had one question. HWS Engineering,  
7 by their own admission, has never done a roadway  
8 study of this magnitude. They were awarded a  
9 million four contract to do the study, with the help  
10 of public bid? I don't recall this.

11 I believe all the information you people  
12 are using, all of the statistics on payback of the  
13 roadway, 15,000 cars a day projected in twenty years  
14 to go down this roadway -- I think it's all invalid.  
15 I think the computer program that they were using to  
16 come up with this, according to the source I have in  
17 Chicago, was outdated in 1988. And yet this is what  
18 you're using to base your decisions on.

19 Another point I'd like to make, on a much  
20 more less factual thing, is I've saw a tour bus come  
21 down there, and I appreciate all, each one of you  
22 individuals' efforts into trying to make this  
23 decision, because it's a hard decision. I have  
24 friends and relatives that come from Minneapolis,  
25 from Arizona, they go, geez, why do I want to come

1 to Nebraska? It's ugly. It's flat, it's hot, it's  
2 cold. The only thing I've heard of is big red  
3 football.

4 I bring them out to my place at 127th, they  
5 can see the creeks meandering through my property,  
6 the hardwood trees that have been there for a  
7 hundred and some years, the beautiful Stevens Creek  
8 Stock Farm, and they'll look at that valley and go,  
9 wow, Nebraska's not bad. They're stunned that they  
10 see deer. They're stunned that there's all kinds of  
11 wildlife running around my property.

12 And we're talking about a valley. This  
13 valley runs approximately from about 120th to 138th.  
14 There are some nice places around there, aside from  
15 Wilderness Park. And now we're looking at putting a  
16 four-lane highway right down the middle of it.

17 What really scares me is when I -- at the  
18 very first meeting there was a guy from the Corps of  
19 Engineers. I asked him point blank, why would you  
20 want to build it right through a valley, where you  
21 have all this floodplains, where you have trees, all  
22 these hills and valleys? And his answer was, once  
23 we have the roadway designated, we don't care. If  
24 we've got to move mountains, we'll move mountains.  
25 If we've got to take up full rivers and push them

1     aside, we'll do it. We're the Corps of Engineers.  
2     That's our job.

3             Well, look what they've done in this  
4     country. How many dams are they talking about  
5     tearing down now? Because the Corps of Engineers is  
6     just running amuck. Look at Louisiana. They're --  
7     you know, there's not -- Corps of Engineers is a  
8     whole new subject.

9             But on a more human issue, since this whole  
10    thing started, now we got neighbor against neighbor,  
11    group against group. And all historic properties  
12    are listed, they're gorgeous properties. These  
13    people are very intent on keeping their properties  
14    in place. How are they going to keep their property  
15    in place when Wal-Mart builds next door?

16            See, I don't have the big emotional  
17    attachment to my little six acres right there. It  
18    sits right on the corner of Van Dorn, right where  
19    you want to build. In fact, your map shows  
20    that's going to be, you know, either an underpass or  
21    an overpass. I'll be one of the first people to  
22    sell out to the first big box developer that shows  
23    up. I'd be foolish not to. What am I going to  
24    leave my children, an expressway 150 feet from my  
25    door? Of course people will sell.

1           You've read a lot, seen a lot about urban  
2 sprawl. This is for real. I mean, there are cities  
3 that are taking down their roadways because they  
4 surround the city. Do you want to spend \$204  
5 million on an Antelope Valley project, a lot of it  
6 to enhance business atmosphere and the atmosphere of  
7 downtown Lincoln? Well, I project urban sprawl is  
8 going to come out to Stevens Creek. That the only  
9 people that are going to be enjoying all this money  
10 you spent on the Antelope Valley are going to be the  
11 transients that have a nice new cement bench to  
12 sleep on.

13           The city center is going to go way -- it's  
14 going to go way out to Stevens Creek. It's not  
15 going to be pretty. I mean, we had a developer come  
16 up here and shout at you people, don't screw up your  
17 opportunity. Opportunity for what? To allow him to  
18 come out and make gross profits building strip  
19 malls? You know, this is -- it goes on and on.  
20 Somewhere, somewhere, someone's got to make a  
21 decision: Quality of life versus dollars.

22           And Stevens Creek is a pristine area. Once  
23 it's gone, it's gone. The cement goes up, it's  
24 gone. No one has done a cost comparison and said,  
25 we're worried about spending a million four or two

1 million dollars on the studies. Did anybody spend  
2 any money to see what we could do with alternative  
3 roadways? How many trucking companies does it take  
4 to come up here and say, look, we're not interested  
5 in the East Beltway? Obviously the South Beltway  
6 has some benefits, but -- and I've also heard people  
7 say, oh, but it's okay if they build a multiuse  
8 corridor out there. We'll have very pretty parks  
9 and bike trails all along the East Beltway.

10 Well, what's going to happen? The only  
11 people that are going to afford -- the only people  
12 that are going to be interested in having land or  
13 property next to that beltway are commercial  
14 developers. And what was once pristine historic  
15 farmsteads are going to be butted up with Wal-Marts.  
16 Thank you very much.

17 MR. WORKMAN: Thank you, Mr. Palmer. Any  
18 questions? Mr. Camp.

19 MR. CAMP: Kevin, you and a couple of  
20 speakers have made reference to other communities  
21 tearing down their beltways. And I just have to  
22 plead complete ignorance on that.

23 MR. PALMER: Milwaukee is tearing one down  
24 right now. What it did is take everything away from  
25 the center of Milwaukee. They've tried really hard

1 to develop their downtown. They've spent a lot of  
2 taxpayers' money, there's a walking mall, they've  
3 put the skywalks between all the buildings, they've  
4 really spent a lot of money. And there is some --  
5 they're trying to get retailers back downtown in  
6 Milwaukee. But the beltways and the other  
7 infrastructure that they built in the late '70s and  
8 early '80s has just sucked the life right out of  
9 their downtown.

10 And in 20 years someone's going to walk up  
11 and say, gee, downtown Lincoln is a slum. Well,  
12 you'll have very few retailers left in downtown  
13 Lincoln. And in 25 years what's going to go on at  
14 Stevens Creek and south, you're going to have  
15 nothing. And there's only so long people are going  
16 to drive all the way from 127th Street downtown to  
17 see a movie. It's going to go away.

18 MR. WORKMAN: Thank you, sir. Next  
19 speaker, please. Oh, I'm sorry. Mr. Werner.

20 MR. WERNER: Mr. Palmer?

21 MR. PALMER: Okay.

22 MR. WERNER: Do you feel like growth is  
23 inevitable to the east?

24 MR. PALMER: Yes. Eventually -- look at it  
25 right now. Pioneers, Old Cheney, there's nice

1 developments going on out to about 105th. There's  
2 land for sale all the way out to 120th. At the  
3 corner of 120th and Old Cheney there's 80 acres of  
4 pretty bad farm ground, but if you check the  
5 realtor's price on that, you realize what they're  
6 selling for.

7 I have neighbors that's going to sell land  
8 for \$10,000 an acre. Because people will want to  
9 buy it. And I think really we will have growth.  
10 But when you put a beltway right in the middle of  
11 the most pristine valley around here, you've just  
12 created an eyesore in what should be pristine.

13 And I'm not saying build it on 141st, and  
14 I'm not saying build it on 98th. I don't think a  
15 roadway is actually needed. It's not a viable truck  
16 route. No one's going to leave 56th and Highway 2  
17 to go all the way out to the beltway and then zoom  
18 north thirteen miles and backtrack around Waverly to  
19 get out to the new shopping areas at 27th and  
20 Superior.

21 The people of Lincoln have been fooled.  
22 And every time I hear someone say, oh, we need to  
23 relieve our arterial traffic in Lincoln, I say, oh,  
24 my goodness. Bad traffic in Lincoln? I think the  
25 city of Lincoln's done a great job with the roads

1 they have. They've timed the lights with computers,  
2 traffic flows in this city. I came from 56th and  
3 Highway 2 and got here in nine and a half minutes.  
4 On a bad day it might take me twenty. Oh, geez.  
5 Well, go to Minneapolis. Go to Dallas. Go to  
6 Denver. And if you want to live in a Minneapolis,  
7 Dallas, and Denver, I guess you'd choose to go  
8 there. But this isn't. This is Lincoln, Nebraska.  
9 It's a nice city.

10 And yes, there will be growth out there,  
11 but it's a question of how do you grow. Now, Bernie  
12 Heier built a nice development out there. It's a  
13 good example.

14 MR. WORKMAN: Mr. Palmer, could we just  
15 concentrate on the answer to the question, please.

16 MR. PALMER: Bernie Heier built a nice  
17 development out there. It's a good example.  
18 Wheatridge. And unfortunately, Mr. Heier couldn't  
19 vote, because he had a -- you know, conflict of  
20 interest. Which I think is absurd, since he's lived  
21 in the area.

22 But I think there will be growth. It's how  
23 do you want to grow? Do you want to have nice --  
24 one time I saw a comprehensive plan that showed that  
25 whole area as just a jewel. Bypass, ponds -- a

1 beautiful area with organized development --  
2 keyword, *organized development* -- going out there.  
3 But it won't be organized when the developers and  
4 people wanting to build just -- no one's going to  
5 want to live close to this beltway.

6 MR. WORKMAN: Okay. Are there any further  
7 questions? Thank you. Next speaker, please.

8 CITY CLERK: The next speaker is Ken  
9 Flowerday, followed by Art Althouse and Dan Ludwig.

10 MR. FLOWERDAY: Ken Flowerday. I live  
11 around 112th and Pine Lake. I didn't know there was  
12 a time limit. What's my time?

13 CITY CLERK: Five minutes total. I'll warn  
14 at four.

15 MR. FLOWERDAY: Ladies and gentlemen,  
16 you've been given an impossible task. You've  
17 listened and listened. I want to thank you for the  
18 opportunity and the hard, hard work you've done and  
19 you're going to do. I can't believe your eyes are  
20 open and your brains aren't oatmeal already. I  
21 can't believe you've been sitting through all this.

22 The people of Minneapolis have long had a  
23 joke about their city. The joke was this:  
24 Minneapolis has only two seasons, winter and road  
25 construction. My friends would tell me this and

1 then look at me as though they'd said something very  
2 clever. I laughed politely and thought to myself,  
3 winter and road construction. I don't get it.

4 Well, I get the joke now. 84th Street is  
5 torn up for the third time in three consecutive  
6 summers. Lincoln has reached an ominous stage in  
7 its growth as a city. Seems we now have two  
8 seasons, winter and road construction.

9 Lincoln has grown in an astonishing pace  
10 for the last eight to ten years. Ten years ago no  
11 one could have predicted the acres of houses and  
12 shopping springing up from the ground like so much  
13 corn or beans, especially south of Old Cheney. All  
14 this growth means opportunity, and some difficult  
15 decisions. This rancorous dialogue about this  
16 beltway is caused by one of those difficult  
17 decisions.

18 I don't presume to think that what I have  
19 to say here today will influence the outcome of the  
20 location of the freeway. You don't need to hear  
21 about the sound of my frogs, the wonder of the Milky  
22 Way from my backyard, so on and so on. You've heard  
23 all of that. Perhaps most of you have already made  
24 up your minds. That's fine. But I want to ask you  
25 to do two things: Consider the past, look to the

1 future.

2           Look at the past. If the past teaches us  
3 anything about urban growth it's that freeways do  
4 not solve traffic problems. L.A., by the late '60s,  
5 was supposed to be the tomorrowland come to life.  
6 Millions of cars gliding smoothly on and off a  
7 network of freeways. Los Angeles built the freeways  
8 even as the dream slipped further and further away.  
9 Today it might take ten minutes to travel twenty  
10 miles in L.A.; it might take two hours. I know, I  
11 was just there. And you can't predict how long it  
12 will take when you get on the roadway.

13           The transportation system in Los Angeles is  
14 broken. The average speed on the L.A. freeways is  
15 now 35 miles an hour, and predicted to drop to 10  
16 miles an hour in the next fifteen years.

17           We're nothing like Los Angeles, you say?  
18 Will we not someday be like Omaha? Ask yourself  
19 this, then. When was the last time you were in  
20 Omaha when the freeways were not torn up? Past  
21 experience proves that once a city reaches a given  
22 size freeways cannot be built to solve its traffic  
23 woes. Up to the size of Lincoln, the car is the  
24 only way to get around. Somewhere between the size  
25 of Lincoln and Omaha, between a quarter million and

1 a half a million people, the car fails as a mass  
2 transit system.

3 Of course it does. Because the car is an  
4 individual transit vehicle. Only a workable mass  
5 transit system can move the sheer numbers of people  
6 in even a medium-sized city. In Broken Bow the car  
7 will be the vehicle of choice for years to come. In  
8 Lincoln we must consider other options or we're  
9 destined to become a small L.A.

10 Past experience shows us that the beltway  
11 begs the city to come to it, and so the city spreads  
12 out like a forgotten faucet on a driveway. And like  
13 the water, the city follows the path of least  
14 resistance, which is the new freeway. And this is  
15 expensive growth, because infrastructure must be  
16 extended into the new development.

17 It's really simple math. The area of a  
18 circle increases exponentially in relationship to  
19 its diameter. That means that infrastructure costs  
20 rise exponentially. If you want to see if it works,  
21 with a solid tax base and reasonable property taxes,  
22 invest in its neighborhoods and keep it compact. I  
23 know it's not quite that simple, but it's a good  
24 start.

25 Next I ask you to look ahead. As city

1 leaders, you are asked to do this almost daily. To  
2 look toward the future means to be a visionary. No  
3 one can see the future, although in this case I  
4 think it's pretty clear. So we must imagine. We  
5 must see that which does not yet exist.

6           To imagine an attractive new future, and  
7 share that vision with others, so that they want to  
8 be a part of that future, that's true leadership.  
9 We have individuals already casting a vision of what  
10 Lincoln needs. They say we need a beltway. And  
11 perhaps you will ultimately agree with them. But  
12 those calling for a freeway are basing their  
13 decision on an old paradigm, an outdated paradigm.

14           The model of suburban growth we now have  
15 hasn't been changed since World War II. And why  
16 should it? Developers have been building the same  
17 neighborhoods and shopping centers for decades, it's  
18 how they make their money. They aren't asked to be  
19 visionary leaders. You don't need much imagination  
20 to turn farm land into a shopping mall. Courage,  
21 stamina, money, yes. Not vision.

22           I'm not trying to demonize developers.  
23 They just don't have any impetus to do business  
24 differently. It's not by accident that the closest  
25 thing we now have in Lincoln to a visionary

1 developer is a nurseryman whose business is being  
2 swallowed by the suburbs. Change and innovation  
3 seldom come from in the ranks.

4 So I'm asking you to consider a new vision,  
5 a new path for Lincoln's future. Carefully weigh  
6 the vision cast at the last hearing by people with  
7 far more expertise than I have.

8 CITY CLERK: Time.

9 MR. FLOWERDAY: May I continue, Chairman?

10 MR. WORKMAN: I'll give you an extra few  
11 seconds, if you would, please.

12 MR. FLOWERDAY: A planning commissioner, an  
13 author, a scholar, and an urban planner all stood up  
14 to advise against a beltway. If we continue to  
15 build cities for cars instead of people, we'll have  
16 to live with the reality of our limited vision, a  
17 city built for cars.

18 Abraham Lincoln said on the eve of the  
19 Civil War: As our case is new, we must think anew.  
20 We must disentrall ourselves.

21 Interestingly, the root word of  
22 disentrall, the word thrall, is a Old Norse word  
23 which means slave. As a nation and as a city we are  
24 certainly bound to an old model of how the city must  
25 be built. But I am convinced, and I am not alone,

1 that if we bind ourselves to the old model, the city  
2 will eventually enslave us.

3 CITY CLERK: Time.

4 MR. WORKMAN: I'm sorry, Mr. Flowerday.

5 MR. FLOWERDAY: Not at all.

6 MR. WORKMAN: Are there any questions?

7 Okay. Before I give Mr. Werner the floor, I'd like  
8 to keep our questions to questions of clarity, and  
9 the answers as brief as possible. Mr. Werner.

10 MR. WERNER: Mr. Flowerday, how would you  
11 encourage developers to do business differently?

12 MR. FLOWERDAY: Well, they have to do as I  
13 believe Mary Jo Livingston has done recently, and  
14 that is work with neighbors. I'm not sure if that  
15 was anything like a satisfactory compromise with the  
16 neighbors, but they have to work with the people  
17 that they're going to develop their property next  
18 to, so that the people that are living there, their  
19 lives -- the lifestyles they have chosen and created  
20 and built don't disappear when somebody with money  
21 moves in, buys land. And in this country, when you  
22 own land you may do as you please with it.

23 So it's a difficult thing, but they have to  
24 work very closely with the neighbors. They have to  
25 simply consider balancing profit against the

1 neighbors that they buy next to.

2 MR. WORKMAN: Okay. Thank you, sir. Next  
3 speaker, please.

4 CITY CLERK: The next speaker is Art  
5 Althouse, followed by Steve Bowen and Eleanor  
6 Francke.

7 MR. ALTHOUSE: I'm Art Althouse. I live at  
8 8700 North 134th Street; and that is 134th Street  
9 and Interstate 80.

10 I think you noticed you really haven't  
11 heard it from anybody from the north end of these  
12 beltway proposals. I guess would you say we just  
13 suffer in silence. I think you should know, though,  
14 that I don't represent others in the community other  
15 than myself. I've lived there about 70 years  
16 myself, but I think that I could truthfully say that  
17 when you mention the beltway, there really are no  
18 smiling faces in our area. I don't think that I  
19 have heard anyone say that they intend on a project  
20 such as this.

21 I served on the citizens committee from the  
22 beginning of this study of this beltway, and I guess  
23 my disappointment would be that I didn't feel there  
24 was very much time spent discussing or looking into  
25 the no-build option. I think that we have a road

1 every mile in our area. I think that the millions  
2 that you're talking about could be better spent on  
3 some mass transit system within the city. I think  
4 that's where the traffic problems are, and that the  
5 funds would be better spent with serving more people  
6 if they were used within the city.

7 Thank you.

8 MR. WORKMAN: Thank you, Mr. Althouse.  
9 Commissioner Hudkins.

10 MR. HUDKINS: Mr. Althouse, you've served  
11 over twenty years on the school board and always  
12 been a model county citizen. Each of the three  
13 proposals out there end up pretty much in the same  
14 place. Is there any words of wisdom that you'd  
15 offer us as -- for the Waverly interchange, where  
16 it's at now and where it's proposed to be? Is there  
17 a safety factor there? What are your feelings on  
18 that?

19 MR. ALTHOUSE: Well, I understand that the  
20 present interchange is not safe, and I agree with  
21 that, because I know there's a lot of accidents  
22 there. And some -- whether there's a beltway or  
23 not, there will be a new interchange there. But it  
24 will most likely will happen. It wipes out one of  
25 my neighbors who I really respect, and I hate to see

1 that too, but -- they all end up there.

2 My only suggestion, that if a beltway  
3 corridor was picked, it would seem to me that it  
4 would serve more people if it was closer in to the  
5 city and not so far out. Having said that, all the  
6 maps that I've seen end up in the same spot. So I  
7 guess people look at that, and that's the only nice  
8 flat land in the area, and it's clean, and that's  
9 the best way to put in an interchange. They don't  
10 farm the ground, though.

11 MR. WORKMAN: Thank you, sir. Madam Clerk,  
12 I think we may be skipping over one gentleman.

13 CITY CLERK: Yes, I apologize. Mr. Ludwig  
14 is next, then followed by Steve Bowen and Eleanor  
15 Francke.

16 MR. LUDWIG: Yes. Good evening, and thank  
17 you for the opportunity to present testimony to you  
18 this evening. My name is Dan Ludwig, and I'm a  
19 citizen within Lincoln, and I'm not directly  
20 impacted by the selection of either beltway.

21 I'm going to kind of handle this in a  
22 little different manner. I'm -- first of all I'll  
23 cover the South Bypass. I concede that the South  
24 Bypass will probably become a reality. And when  
25 developing into this area I think that -- first of

1 all, I guess I should say that by putting that South  
2 Bypass in you're obviously going to significantly  
3 reduce the truck traffic. I think that's an  
4 established need that requires the need for the  
5 South Beltway, and make traffic into Lincoln safer.  
6 I think that's a great concern.

7           However, I ask that if you develop the  
8 South Beltway, that you develop it in an  
9 environmentally sensitive way as it traverses  
10 through the Salt Creek and Salt Creek floodplain.  
11 There are many things you can do when you go through  
12 there, including any type of mitigation. And you  
13 can even potentially elevate the roadway as you go  
14 across there in the case the potential of Wilderness  
15 Park extends southward. So consider that.

16           I also ask that you consider lining the  
17 South Beltway with greenery. Trees, shrubs,  
18 whatever it might be, kind of give it a nice  
19 aesthetic effect. Might sound kind of crazy, but --  
20 and the other part would be to try to restrict  
21 development within that quarter mile of the beltway.  
22 That way, you could potentially slow the development  
23 towards the beltway for what everybody's concerned  
24 about. Everybody calls it sprawl. Whether it's  
25 development or sprawl, I don't know. I don't know

1 the definition. It gets kind of cloudy.

2 Second, on the East Bypass, upon reviewing  
3 a lot of the information I didn't feel that a true  
4 need was established. I didn't think the  
5 information was significant enough, the information  
6 that was in there was significant enough, to  
7 establish a true need for the East Beltway. You  
8 know, we spent a lot of money, as a lot of people  
9 said, on this, but this alone does not require that  
10 we make a decision on selecting a specific route.

11 So, you know, by the year 2020, the city  
12 may grow out to what may be where the beltway  
13 selection is made, the Middle Route. So I don't  
14 know that it would be able to act as a true beltway  
15 or bypass at that time. So I guess what I'd urge  
16 you to do, if it is a possibility, is consider the  
17 no-build option for a beltway.

18 Upon saying that, I urge you also to  
19 consider looking at a larger picture, a larger  
20 vision. The -- I think it's eight miles, I'm not  
21 sure how many miles it is, between Highway 2 and the  
22 interstate, but there are other opportunities to  
23 look outside of the box.

24 If, for example, you were to take 148th  
25 Street, 148th Street from Bennet, taking it

1 northward, and just before Prairie Homes, if you  
2 were to traverse it in a northeasterly direction to  
3 162nd Street, continuing it to the north all the way  
4 actually to the Mead intersection; and then if you  
5 were to take that same roadway, connect it southward  
6 to hook onto the south side of Highway 43 on Bennet,  
7 it could potentially be realigned Highway 43. And  
8 it could traverse all the way, if you can envision  
9 it -- I will supply a map later, but it traverses  
10 all the way to I believe it's US 136, just east of  
11 Beatrice. So basically it would connect Beatrice to  
12 Fremont route.

13           And then considering that, allowing -- you  
14 know, I'm not for sprawl out to 148th Street, but  
15 considering that, you could slowly allow the  
16 development into Stevens Creek watershed by only  
17 allowing for infrastructure into the west half of  
18 the watershed, and not having roadways connecting  
19 east and west out to 148th Street.

20           CITY CLERK: Time.

21           MR. LUDWIG: I will stop there.

22           MR. WORKMAN: Thank you, Mr. Ludwig, for  
23 your comments. Any questions? Next speaker,  
24 please.

25           CITY CLERK: Next speaker is Steve Bowen,

1 followed by Eleanor Francke.

2 MR. BOWEN: Good evening. My name is Steve  
3 Bowen. I live at 4621 Birch Hollow Drive in  
4 Lincoln. It's my turn to be president of LIBA, so  
5 I'm here representing the Lincoln Independent  
6 Business Association. We have over 800 businesses  
7 who are members, most of whom are small businesses.  
8 I'm here to speak for the case for economic  
9 development.

10 The -- both the city and the county have  
11 recently passed their budgets, and in both cases the  
12 budgets have increased faster than inflation,  
13 faster than growth. And here is a unique  
14 opportunity to try to let the private sector catch  
15 up. We need economic development desperately. I  
16 would like to read to you a statement I made to the  
17 Planning Commission, and then I'll answer any  
18 questions.

19 The Comprehensive Plan vision document  
20 proposed by the Comprehensive Plan Committee  
21 contains six statements that reflect a broad range  
22 of values and concerns which are shared by many  
23 people in the community. LIBA suggests that a solid  
24 growing private sector economic base should be the  
25 highest priority.

1           We strongly believe and understand that  
2 economic opportunity is the essential foundation  
3 that is required to support the other visions. We  
4 are not in opposition to any of the other stated  
5 vision statements, indeed we support any plan that  
6 values a good quality of life for the citizens of  
7 this fine city and county.

8           The city of Lincoln and its citizens are  
9 fortunate to have the state government based within  
10 it's boundaries, along with the University of  
11 Nebraska. And although we are blessed to have these  
12 entities, they create special challenges as well.  
13 30 to 40 percent of the property within the city are  
14 exempt from property and sales tax. This creates a  
15 large burden on the private sector and citizens to  
16 make up the difference.

17           The third vision describes downtown Lincoln  
18 as the heart of the community. We believe this to  
19 be true, and it should be treated accordingly.  
20 Specific economic development designed for downtown  
21 Lincoln is all fine and good and very important.  
22 However, economic development cannot be limited or  
23 diminished in any way from what is necessary and  
24 required for the rest of city and county.

25           Without strong, aggressive economic

1 planning, this city cannot afford the other visions,  
2 a revitalized downtown, or a bright future. We  
3 therefore urge the Planning Committee to take  
4 advantage of this rare opportunity and stress  
5 economic development within this plan so that all  
6 the visions will be realized.

7 That is the statement that we presented to  
8 the Planning Commission, and it applies to the East  
9 Beltway in that we believe that it will begin and  
10 start the economic development that we need. And so  
11 I want to urge that. And that's all I have. If  
12 there's any questions?

13 MR. WORKMAN: Any questions? Mr. Werner.

14 MR. WERNER: Do you have a preferred route?

15 MR. BOWEN: Officially, we do not. Many of  
16 our members have, you know, their own preferred  
17 routes. I suppose one way of looking at it from the  
18 discussion that we've had the most is that we would  
19 prefer that the beltway begin almost immediately, as  
20 far as -- you know, I mean, the construction would  
21 start, and things would happen. If it's going to  
22 take twenty years, things might change in that time  
23 frame, so that when a route is picked it might not  
24 turn out to be the best route.

25 But the Middle Route is a fine route, and

1 that's all right with us, but we would prefer that  
2 the construction of that beltway would begin much  
3 sooner.

4 MR. WORKMAN: Mr. Camp, and then Mr.  
5 Friendt.

6 MR. CAMP: Steve, with your business  
7 activities, what's beneath your bailiwick or your --  
8 you're heading up of LIBA, what about from economic  
9 development the no-build option Mr. Ludwig talked  
10 about a minute ago, and that others have suggested,  
11 where we -- I guess under that scenario we'd beef up  
12 the arterials or -- I'm just speaking of the East  
13 Beltway, but what does that do to economic  
14 development?

15 MR. BOWEN: What does -- if the -- what  
16 would the beltway do?

17 MR. CAMP: If we didn't -- I'm looking at  
18 the option of not one of the three routes but the  
19 no-build option, which as I understand a number of  
20 speakers would include beefing up arterials. How  
21 does that affect businesses?

22 MR. BOWEN: Well, there is a lack of  
23 industrial land for development, and there is a lack  
24 of commercial land for development. And I think  
25 that we are making the assumption that if there is a

1 beltway that is planned and begins to go in, then  
2 the infrastructure and the other things for those  
3 types of activities can easily take place.

4 MR. WORKMAN: Okay. Mr. Friendt. I'm  
5 sorry, I didn't mean to --

6 MR. BOWEN: I just wondered, did that make  
7 sense? Or did that answer your question?

8 MR. CAMP: Well, I guess what about  
9 businesses like yourself who -- you've got vehicles  
10 and all this, traveling around the city. Is a  
11 beltway going to help you, or would more free-  
12 flowing arterials be just as good?

13 MR. BOWEN: Well, yeah, I think we need  
14 more free-flowing arterials too.

15 MR. CAMP: Sorry about that --

16 MR. BOWEN: That's tough for me. But when  
17 I go and visit my family in Omaha, I know I would  
18 like that beltway. I mean, that's -- that's about  
19 where it helps me. But there's -- unless it creates  
20 a lot of business in the area. And which that is  
21 what I'm most interested in.

22 MR. WORKMAN: Mr. Friendt, and then  
23 Mr. Hudkins.

24 MR. FRIENDT: Mr. Bowen, with 800 business  
25 members, you -- the organization represents a lot of

1 families who live in Lincoln.

2 MR. BOWEN: We represent, I would say,  
3 about twenty thousand individuals that are within  
4 those companies.

5 MR. FRIENDT: I would assume that many of  
6 them have this concern about sprawl and growth of  
7 the city and the planning. Do you see the  
8 possibility to have more robust economic growth and  
9 minimize the problems with sprawl?

10 MR. BOWEN: I don't know if I know -- is  
11 sprawl a slang word for growth? I -- we need to  
12 have growth. The city and the county cannot  
13 continue to tax us out of existence, without  
14 allowing us economic -- the opportunity for economic  
15 development. And so you can't have one without the  
16 other.

17 This is your opportunity to allow for some  
18 economic growth so we can afford what we have. We  
19 need more jobs, we need more opportunities. We need  
20 to have jobs for our children, so that they can  
21 actually get an education here and stay, if they  
22 want.

23 MR. FRIENDT: Thank you.

24 MR. WORKMAN: Commissioner Hudkins.

25 MR. HUDKINS: Mr. Bowen, we've heard

1 several opinions this evening that trucks would not  
2 use an East Bypass route. You're a regional  
3 contractor; you have numerous employees, and have to  
4 get out to job sites. How do you make a decision as  
5 to what are the factors and criteria that go into  
6 making a decision that your trucks take, and in  
7 fact, would your company use the East Bypass?

8 MR. BOWEN: Well, we hope that we would use  
9 the East Bypass to get to all the businesses that  
10 would line it, okay? But beyond that, the South  
11 Bypass is for certain will be used far more, because  
12 of all the truck traffic that comes up from  
13 Highway 2.

14 I would assume that there would be -- a lot  
15 of trucks would divert coming up Interstate 80 to go  
16 around the city if they were heading towards  
17 Beatrice and that type of thing, or perhaps if they  
18 were heading towards -- if they were coming from the  
19 west and heading towards Nebraska City. I think  
20 that if it was there, it would get a lot of traffic.  
21 A lot of truck traffic.

22 MR. WORKMAN: Thank you, Mr. Bowen. Next  
23 speaker, please.

24 CITY CLERK: The last speaker is Eleanor  
25 Francke.

1           MR. WORKMAN: And, Mrs. Francke, you do  
2 have the privilege of being our last speaker.

3           MS. FRANCKE: My name is Eleanor Francke,  
4 and my address is Walton, Box 266, 21.

5           I was struck last Wednesday by a comment  
6 that Dr. Svata Louda made about the beltway process.  
7 She said the task right now is to optimize the  
8 decisions and choices we have before us. I like the  
9 idea, and I like the way she said it. So today I'm  
10 bringing you some information to use in your  
11 decision-making process. Information to help you  
12 optimize the task before you.

13           First of all, I'm bringing you some summary  
14 statements, and a chart that is attached to those  
15 summary statements. On the top of the page called  
16 summary statements there are 18 statements which in  
17 general reflect the desirability of the Middle Route  
18 and lack of desirability of the Far Route. On the  
19 bottom of the page there are six statements which  
20 reflect the Middle Route's lack of desirability.  
21 The data used to prepare the summary statements are  
22 on the attached chart and were taken from the task  
23 report on the proposed Comp Plan Amendments. But  
24 more about this chart in a moment.

25           I'm not going to read the 24 statements to

1 you. However, I do believe that each of the 24  
2 statements is important. And here is a hint about  
3 how to skim-read it in its abbreviated format.

4           Look at the seventh statement, for  
5 instance, on the summary chart. It reads: The  
6 Middle Route is relatively more desirable than the  
7 Far Route because there are four fewer homes to  
8 relocate. And number one at the bottom is the  
9 reverse of the above pattern. The Middle Route is  
10 less desirable because it has adverse impacts on an  
11 archeological site.

12           On the chart, the actual numerical data for  
13 the summary statements are provided. I'm providing  
14 this comparative information to you at this time  
15 because I believe it contains objective, verifiable  
16 information about the beltway impacts. And of  
17 course because access to quality data is a  
18 prerequisite to optimum decision-making.

19           Shifting gears, then, I would like to move  
20 on to the statements that some of the experts have  
21 made just recently to you. Glenn Johnson, for  
22 example, a very big partner in the whole beltway  
23 effort, in the most recent issue of the NRD  
24 Newsletter says: Throughout the planning process,  
25 the NRD has been careful to coordinate the location

1 of the ten ponds that are planned to go into the  
2 Stevens Creek watershed.

3 I'm particularly interested in the success  
4 of those ponds, because one of them will be built on  
5 property that I own.

6 I was interested also in Jim Linderholm's  
7 recent information describing the natural  
8 environment in the beltway area. He said there were  
9 43 major drainageways on the Far corridor and eleven  
10 less, 32, in the middle. But his most important  
11 recent message, I thought, was one which he had  
12 frequently repeated in this process. Any of the  
13 proposed corridors can be effectively designed and  
14 built. I'm sure that he means that this can be done  
15 in a way which respects the environmental issues  
16 inherent in each of the corridors.

17 I have empathy for Peter Bleed, John  
18 Schleicher, and Marleen Rickertsen, who spoke to you  
19 last week, and to all others who have helped to do  
20 the research and writing necessary to qualify a site  
21 for the National Register. After reviewing --

22 CITY CLERK: One minute.

23 MS. FRANCKE: I'm going to need about a  
24 minute more.

25 MR. WORKMAN: You can have an extra minute.

1 You have two minutes from now.

2 MS. FRANCKE: -- to do the research and  
3 writing to qualify a site for the National Register.  
4 After reviewing the application form for rural  
5 properties, I decided that it really is easier to  
6 write a detailed 30-plus page federal grant  
7 proposal, including detailed action, evaluation, and  
8 budget plans, for three or four more years out, at  
9 an expenditure in excess of a half million dollars,  
10 than it is to complete -- successfully -- an  
11 application for a rural historic designation.

12 I also remember with some sadness when Ed  
13 Zimmer, standing on my attic steps after the death  
14 of my husband, said I could renovate the Francke  
15 family home without worrying about qualifying it as  
16 a historic property. Then he said, "Now, about the  
17 barn, Eleanor..." I declined, because my in-hand  
18 initial estimates for renovating the 1900 barn were  
19 already substantially in excess of \$20,000. And  
20 that didn't even begin to figure the annual  
21 maintenance.

22 What I gained from these several  
23 experiences with historic preservation is respect.  
24 Respect for the families in the area who are  
25 committed to investing their time and thousands of

1 their own dollars to preserve a tangible piece of  
2 U.S. history for posterity.

3 I hope that Allan Abbott, whom I do not  
4 know at all, will smile when I say I saw him as sort  
5 of a futuristic guru last week when he advised us  
6 about reserving a beltway corridor. Ten years  
7 behind on the South. The importance to get the East  
8 on the state waiting list if we desire their  
9 participation. Disagreement with those who.

10 Believe that federal funding will not be  
11 available. Local cost share can be spread over  
12 several years. I am confident, based on his history  
13 in transportation planning, that his advice is worth  
14 listening to.

15 Ed Kosola recently brought us the federal  
16 perspective when he indicated that it would be  
17 difficult to approve the Far Route. He also gave us  
18 some guidance about other difficulties that might  
19 occur if a historic property would be touched or  
20 substantially impaired.

21 He submitted that -- well, I was also very  
22 interested in Bruce Bohrer's comments representing  
23 the Chamber of Commerce. He asked us to think about  
24 the relationships between transportation  
25 infrastructure, growth, and economic development.

1 He submitted that it's necessary to keep pace, and  
2 not to do so is to move backwards. Which in the  
3 case of transportation, he said, would likely result  
4 in lost time and opportunity, overburdened and  
5 outdated roads, hazardous traffic conditions and  
6 environmental damage.

7 I think the community is really fortunate  
8 to have access to the kinds of expertise such as  
9 that referenced above. My thought is that these  
10 local experts have worked hard, and many of them  
11 have worked very long, to optimize the beltway  
12 process to date. I expect that most of them will  
13 continue to be on the road with us, so to speak, if  
14 you decide that you agree with the recommendations  
15 in the staff report and the advice of our local  
16 experts. To do so, in my opinion, will lead you to  
17 deny the conformance of the East Far Route and to  
18 determine that the East Middle Route is in  
19 conformance.

20 MR. WORKMAN: Thank you, Mrs. Francke.

21 MS. FRANCKE: Thank you for your time.

22 MR. WORKMAN: Mr. Werner, please.

23 MR. WERNER: Mrs. Francke, I -- last week  
24 when we talked about the optimization process,  
25 someone described it as the lesser of evils. Should

1 we be planning the future of our city based upon the  
2 lesser of evils?

3 MS. FRANCKE: I didn't hear it -- Svata say  
4 it that way. What I understood her to say is that  
5 you have a choice before you. And the thing to  
6 think about now is, how do you optimize the  
7 decisions that you have to make? I do think that  
8 it's possible to look in a very positive way at what  
9 the decisions are that you are faced with tonight.  
10 That's where I prefer to be.

11 MR. WORKMAN: Thank you. Mr. Camp, and  
12 then Commissioner Hudkins.

13 MR. CAMP: Hi, Eleanor. You didn't make  
14 any observation on the no-build option on the Far --  
15 or, on the East. You talked about the Far and the  
16 Middle. Do you have any observations on that?  
17 Because you've heard other people talk about that.

18 MS. FRANCKE: I spent about fifty years of  
19 my life off and on living east at 148th Street. I  
20 checked with Don Thomas early on in this process  
21 about what the future of 148th held. I have checked  
22 with him again recently, and part of the things I  
23 was wondering about is, what is the traffic load on  
24 that particular road?

25 The last -- I know the information you got

1 last week is slightly different, but it's somewhere  
2 around 4,000 vehicles a day. And included in that,  
3 as you saw on the printout that you got, there are  
4 quite a few trucks. I think one out of every five  
5 or six is a truck. And these are not small trucks,  
6 these are what they call double-bottoms, many with  
7 pups behind. And when they're going down 148th  
8 they're going at about 55, 65 miles an hour. In  
9 fact, if you have a little vehicle you're very apt  
10 to get sucked up.

11 148th carries almost no rural farm-to-  
12 market traffic now. Very, very, very minimal. The  
13 traffic there is kind of a pressure on traffic,  
14 commuter traffic early in the morning, and again  
15 later in the afternoon.

16 What I have been thinking about -- and it  
17 really was a surprise, I think, to me -- when I got  
18 into the DEIS, and I see the traffic projections for  
19 2025 are 26, 28, and 30,000 vehicles a day, that's a  
20 lot of traffic when I think about poor little old  
21 148th carrying less than 4,000.

22 I also checked with the State Department of  
23 Roads, and I found out that Highway 34 and Highway 2  
24 right now are carrying about 7,000 vehicles a day,  
25 and that's last year's data.

1           Well, 26, 28, 30,000 vehicles a day, that's  
2 a lot. And I asked Mr. Linderholm and Mr. Figard  
3 about two weeks ago, I said, do you really expect --  
4 and I said it that way -- that much traffic to come  
5 through in 2025, if there isn't a beltway? I  
6 noticed neither one of them made eye contact, and  
7 each of them immediately said yes.

8           So that's -- to me, that's a big issue.  
9 26, 28, 30,000 vehicles a day, that's just shy of  
10 what's on Interstate 80 between Lincoln and Omaha  
11 right now. So when people say -- and I think  
12 there's some fear about it, that maybe the local  
13 arterials could carry this traffic. I don't think  
14 so.

15           I think we've got a bigger issue here, and  
16 that if we don't address it today we're going to  
17 have to address it sometime in the future. And I'm  
18 also not sure if it is an either/or. It may be  
19 both/and. In other words, that -- I mean -- and  
20 again, I'm so impressed with what the Chamber says.  
21 Because transportation and land use and economic  
22 growth are absolutely interlocked.

23           I think it's foolish for us to stand around  
24 now and say well, let me see, we've been in this for  
25 six years. Can we come up with some other

1 alternatives now? I think it should have been on  
2 the scene six years ago.

3 MR. WORKMAN: Commissioner Hudkins.

4 MR. HUDKINS: Well, you just answered one  
5 of my questions. But I do have one question I  
6 wanted to ask you, and I did want to thank you for  
7 serving for the county as its representative on the  
8 Planning Commission for many years.

9 MS. FRANCKE: Thank you, Larry.

10 MR. HUDKINS: Eleanor, what's your personal  
11 opinion -- and I really appreciate your analytical  
12 style, the information that you've gleaned for us.  
13 Certainly -- that's the teacher coming out.

14 MS. FRANCKE: Yes.

15 MR. HUDKINS: And, you know, the one thing  
16 I hadn't heard said here requires 140 fewer acres.

17 MS. FRANCKE: Yes.

18 MR. HUDKINS: Speak to that, if you would.

19 MS. FRANCKE: Well, it's the right-of-way  
20 data. This information that is on here you've seen  
21 in different formats before. You've also heard  
22 people kind of describe it generally, it's going to  
23 take more of this or more of that. And as I  
24 listened to this I thought, oh, those are very  
25 general descriptions.

1           And I also heard one of our commissioners  
2 at the meeting when the Planning Department  
3 explained things say, it really would be nice to  
4 have this as a matrix, wouldn't it?

5           So that was sort of in the back of my mind  
6 and I said, yes, there is some more specificity that  
7 is needed. And I think it's particularly needed  
8 now, because there have been so many things that  
9 have been said that I think in the speaker's  
10 versions are true, but -- sort of true.

11           Now, in terms of the right-of-way, which  
12 one are you looking at? What's the needed  
13 right-of-way, or the flood -- on the bottom line of  
14 this one?

15           MR. HUDKINS: Uh-huh.

16           MS. FRANCKE: Yeah. The needed  
17 right-of-way is 1100 acres for the East Far and 960  
18 acres for the East Middle. So it doesn't take long  
19 to subtract one from the other and say, that looks  
20 like the East Middle requires 140 fewer acres.

21           And I don't think that that's just an acre  
22 impact, because those acres are occupied by people.  
23 So when we ask, in a way, how many people will be  
24 impacted -- which we don't have from the beltway  
25 study team -- I think we have to say that that's the

1 best data that we have right now.

2 MR. WORKMAN: Any other questions? Thank  
3 you, Mrs. Francke.

4 MS. FRANCKE: Thank you.

5 MR. WORKMAN: That does conclude our public  
6 portion of our meeting. Prior to recessing for one  
7 hour for a dinner break, we will have questions for  
8 staff. But I would like to remind all of us here  
9 that there will be another opportunity to ask  
10 questions to staff.

11 And for you in the audience to know what's  
12 going on here, we will recess for one hour. We will  
13 come back and reconvene as a joint group, both the  
14 City Council and the County Board. When we  
15 reconvene, we will again ask staff any needed  
16 questions, and have discussion between both groups.

17 At the end of that, I will close the joint  
18 public hearing and adjourn the joint meeting. We'll  
19 then take a short break, less than five minutes.  
20 The County Board will reconvene on the podium.  
21 There will be three of us. We will act on all four  
22 amendments separately as a County Board.

23 The County Board will then adjourn, there  
24 will be another very brief break of two, three  
25 minutes, the City Council will take the podium, and

1 they will have their City Council meeting, and act  
2 on all four amendments.

3 So that's the procedure. I will ask for  
4 questions of staff. And again, I remind you that we  
5 will have another opportunity to ask staff questions  
6 after the one-hour break. So are there any  
7 questions of staff at this time?

8 Mr. Friendt.

9 MR. FRIENDT: I'd like to start with  
10 Mr. Kosola. Good evening.

11 MR. KOSOLA: Good evening.

12 MR. FRIENDT: You've been quoted often.  
13 And I'd ask the question I've asked before: Are the  
14 feds only going to fund the Middle Route? Is that  
15 the decision?

16 MR. KOSOLA: I don't think we've made a  
17 final decision on that. I think some of the things  
18 are taken slightly out of context.

19 MR. FRIENDT: Well, certainly those  
20 comments are troubling. Because if indeed we just  
21 go through the DEIS, and you all decide what makes  
22 sense, we don't need this public process. Okay,  
23 that's my concern.

24 And the second concern is that with the  
25 public comments -- I mean, in effect, you are

1 affecting the public consideration of this.

2 MR. KOSOLA: I think part of what our  
3 concern is is that we need to identify issues that  
4 are going to be critical to us. And that's what our  
5 effort has been to date. We've had some serious  
6 concerns about one of the things that would make it  
7 very difficult for us to approve the route. It  
8 would also necessitate some additional work at this  
9 point in time.

10 MR. FRIENDT: Is that the historical issue?

11 MR. KOSOLA: Yes. Yes.

12 MR. FRIENDT: And are we understanding the  
13 law -- am I understanding the law, that you are  
14 forbidden taking historical property -- I mean,  
15 maybe not forbidden but prohibited from doing that  
16 if there is another alternative?

17 MR. KOSOLA: We're prohibited from doing  
18 that if there's another reasonably prudent  
19 alternative. So it's a two-part task.

20 MR. FRIENDT: Yes. And in the routes that  
21 have been identified, and the memo that we have from  
22 Planning, is -- at this point, based on the study  
23 that's been done, are we taking any historical  
24 property?

25 MR. KOSOLA: I'd let Amy answer that. I

1 don't think we're taking any on some of the routes.  
2 We're touching some 4(f) properties.

3 MR. WORKMAN: Amy, would you like to come  
4 forward?

5 MR. KOSOLA: We're not physically taking.

6 MR. WORKMAN: State your name, please.

7 MS. ZLOTSKY: I'm Amy Zlotsky, with the  
8 beltway study team. And we aren't taking any land  
9 from any of the historic properties.

10 MR. KOSOLA: As those boundaries are  
11 defined today in the Draft EIS. Now, I understand  
12 there are some disputes about that. There are  
13 some processes we'd have to go through that could  
14 further impact some of those, particularly on the  
15 East Far.

16 MR. FRIENDT: Yes. Are we speaking of one  
17 property in the East Far?

18 MR. KOSOLA: We're speaking of somewhere  
19 between two and seven on the East Far that the  
20 boundary disputes are identified to us.

21 MS. ZLOTSKY: The boundaries are disputed,  
22 but the routes -- I think there are one or two that,  
23 if the boundaries were changed, we might take, but  
24 it wouldn't be all seven. Many of them are still  
25 far enough away.

1           MR. WORKMAN: Any other questions of staff?  
2 And -- oh, Mr. Figard, if you'd like to make a  
3 comment.

4           MR. FIGARD: Just for clarification, Glenn,  
5 if I might, I wanted to make it perfectly clear,  
6 too, that the study sponsors and the Management  
7 Committee make up of HWA, State of Nebraska, county,  
8 and the city made our recommendations on the Middle  
9 Route, not because FHWA said they maybe were  
10 concerned, it was made for many other reasons. All  
11 of the facts and considerations that are delineated  
12 in the DEIS and then further discussed by Public  
13 Works and Planning are in that staff report.

14           But we picked a route not because of that  
15 but because we thought it overall served the  
16 community best and the project purposes the best.  
17 So make sure the community doesn't think we shied  
18 way from that just because someone said there was a  
19 concern.

20           MR. FRIENDT: No, I appreciate what you're  
21 saying. Could I ask you a question about this  
22 group, this management group?

23           MR. FIGARD: Sure.

24           MR. FRIENDT: I think I heard Marleen  
25 Rickertsen saying she qualified for consultant

1 status on this project. So was she part of the  
2 group that was making this decision?

3 MR. FIGARD: No, I believe she was  
4 inferring that they asked to be a consulting party  
5 in the study process. And I may need Mr. Kosola to  
6 come back. The Management Committee that made a  
7 recommendation to Public Works and Planning was made  
8 up of city sponsors, state, county, FHWA, and the  
9 city. Not individual homeowners or property owners  
10 who could apply and request to be a consulting party  
11 so that they could participate more fully in the  
12 study and the process.

13 MR. WORKMAN: Mr. Camp?

14 MR. CAMP: First of all, how would you  
15 define, Roger, the need for the -- I'm talking about  
16 the East Beltway in my question -- what would you  
17 see, your defined need or purpose of the East  
18 Beltway?

19 MR. FIGARD: I'm glad you asked the  
20 question that way. Quite often many folks that were  
21 up tonight talked about a bypass. We're really not  
22 discussing a bypass, we're talking about the  
23 possibility of sighting a beltway. A beltway serves  
24 a totally different purpose than a bypass.

25 We really see the beltway as providing an

1 opportunity and an avenue for traffic to move around  
2 and in and out of a city, not just to bypass the  
3 east side of Lincoln.

4           We've talked about pinning (sic) in the  
5 future. Folks have said none of the beltway routes  
6 on the east side reduce significantly congestion and  
7 traffic issues in Lincoln. That's true, they don't.  
8 They don't solve a lot of the internal problems.  
9 But what they do provide is an opportunity to not  
10 make them worse in the future. And as we grow, they  
11 provide another alternative to just widening the  
12 existing roads and arterials in the built  
13 environment. It -- at least there's a strategy  
14 there to do that.

15           So I see the real beltway need is providing  
16 that circle road and the opportunity to go around,  
17 rather than forcing everyone to make a decision to  
18 go through, no matter how our community chooses to  
19 grow. East, south, or in all of those directions.

20           MR. WORKMAN: Mrs. Seng, do you have a  
21 question?

22           MS. SENG: Yes, but not of him.

23           MR. WORKMAN: Okay. Thank you, Roger.  
24 Jon, did you have another question?

25           MR. CAMP: Well -- well, I had a couple.

1 I'm still getting to the need or purpose of this,  
2 and you sort of allude to the beltway over  
3 arterials. I guess, just looking and culling  
4 through a lot of the testimony, I'm kind of  
5 balancing here. For Lincoln, Nebraska, not  
6 necessarily other cities, is a beltway important or  
7 should we maybe have three-quarters of it or  
8 whatever?

9 MR. FIGARD: Well, I think it's important  
10 to go all the way around. I think some of the  
11 stress that you see on existing arterial streets in  
12 town aren't going to get less as we grow.

13 The mile line or the grid system that we  
14 have today that served us well as we've been able to  
15 widen roads serves the growth and traffic needs in  
16 that square mile that it abuts. But it doesn't  
17 serve enough capacity for the community to cross all  
18 the way through the built environment.

19 In addition to a beltway around the  
20 outside, I would suggest to you that as we continue  
21 to grow, each of the mile line roadways ultimately  
22 will need to be widened, possibly, to four lanes, or  
23 some of them six and some of them stay at four.

24 So I don't think it's either/or, I think  
25 it's a combination of both. As we grow our

1 arterials will continue to need to be widened. The  
2 beltway, though, I think gives us the single biggest  
3 salvation perhaps to not doing some other widenings  
4 in the very internal built part of our community  
5 today, without automatically assuming we have to go  
6 through widening all of them. Which is an issue  
7 that needs to be addressed also in the next Comp  
8 Plan.

9 MR. WORKMAN: Thank you. Mrs. Seng.

10 MS. SENG: I wanted either Steve or  
11 Kathleen to address -- we've heard a lot about  
12 sprawl tonight, and we've heard about growth. Is  
13 there a difference between growth and sprawl? Could  
14 you talk a little bit to that?

15 MR. HENRICHSEN: Steve Henrichsen, with the  
16 Planning Department. I think to some degree that  
17 perhaps sprawl can be defined by the person who's  
18 talking about it. But I think in general it has  
19 been viewed in terms of growth and development in  
20 terms of negative aspects of that. So that you may  
21 have development, you may have growth, but in a  
22 manner that is respectful of the community, that is  
23 more -- is actually positive.

24 MS. SELLMAN: Kathleen Sellman, Director of  
25 Planning. I would agree with that. There -- I

1 think sprawl or development is kind of in the eye of  
2 the beholder. When we see these changes it's easy  
3 to decide that we must be looking at sprawl, but  
4 this is a community that's had a deliberate and  
5 consistent practice of evaluating its goals with  
6 regard to growth and development, and there's no  
7 reason at this time to think that development east  
8 of 84th Street would be any different.

9 MS. SENG: So -- in Lincoln, Nebraska, we  
10 always thought we had planned growth.

11 MS. SELLMAN: I think so. Because we've  
12 had comeprehensive planning for fifty years, which  
13 is a very long time.

14 MS. SENG: Okay. And then since you're  
15 both here, say again what it is we will do tonight.  
16 We are not actually getting the roadway, we are --

17 MS. SELLMAN: We're designating a corridor.  
18 And the design for the construction of a road to be  
19 built within that corridor is something that will  
20 come in the future.

21 MS. SENG: Okay. Thank you.

22 MR. WORKMAN: I have to apologize. I  
23 skipped over Commissioner Hudkins. Do you want  
24 questions of --

25 MR. HUDKINS: Just one.

1 MR. WORKMAN: Okay, and we'll catch that  
2 soon.

3 MR. FRIENDT: I just have a question for  
4 Steve which follows on Kathleen's question, just so  
5 we complete the circle.

6 Given what you said about comprehensive  
7 planning, and how we've grown, can we continue to  
8 have planned contiguous, orderly growth even with a  
9 beltway off in the future somewhere?

10 MS. SELLMAN: I think that our  
11 Comprehensive Plan that we have now, the 1994 plan,  
12 expresses that as one of its -- the very highest  
13 goals and values for this community.

14 One thing to remember is that development  
15 decisions are made not only through the  
16 Comprehensive Plan but are made one by one on a very  
17 site-specific basis. And so while as a community we  
18 may articulate one vision, it's essential that as  
19 decision-makers we continue to keep that vision in  
20 mind and make decisions accordingly. But again, we  
21 have a history of doing that.

22 MR. FRIENDT: Thank you. Ms. McRoy.

23 MS. McROY: Kathleen, I had a couple  
24 questions regarding planning. Is it within our Comp  
25 Plan with the zoning so we can limit development

1 within a certain distance of the beltway?

2 MS. SELLMAN: That's one option.

3 MS. McROY: Is that one option? Is it  
4 within the future Comp Plan to do that?

5 MS. SELLMAN: Within a Comprehensive Plan  
6 or within our zoning scheme, certainly.

7 MS. McROY: The zoning schemes will come  
8 later, not -- definitely not tonight, but down the  
9 road.

10 MS. SELLMAN: That's correct.

11 MS. McROY: We could amend our ordinances  
12 to protect.

13 MS. SELLMAN: That would be an option.

14 MS. McROY: That would be an option, okay.

15 And then I know this is a different group  
16 that's been sitting here, but the other group of  
17 officials down the road ten years from now, time to  
18 start funding the beltway, and they decide they're  
19 not going to do it. I know in '96 there was  
20 different people up here, but -- when does it stop?

21 MS. SELLMAN: Well, the decision to fund  
22 would be a separate decision. And that would  
23 require an affirmative vote to find the money to do  
24 the work. And --

25 MS. McROY: That's -- the funding question

1 is still out there, and that can be a totally  
2 different group than today.

3 MS. SELLMAN: Absolutely.

4 MS. McROY: The Commission can decide not  
5 to fund it, and it will never be built then.

6 MS. SELLMAN: That's an option, yes.

7 MR. WORKMAN: Commissioner Stevens, did you  
8 have a question?

9 MR. STEVENS: I was asked about sprawl, and  
10 I didn't go to Webster's to find a definition of  
11 what sprawl is, and I was -- Webster says sprawl is  
12 to spread out or develop irregularly, being a  
13 keyword, or to cause to spread out carelessly and  
14 awkwardly.

15 And that may happen, but if it does it's  
16 our fault. Because we -- the ten of us sitting up  
17 here and our two colleagues not here tonight can  
18 have a great impact on that in the future. And our  
19 successors will also have an opportunity to rule on  
20 that. So when we talk about urban sprawl, if sprawl  
21 is a bad word then we must be doing bad things.

22 But I think an orderly planned growth of  
23 the community is something the City Council and the  
24 County Commissioners have a great deal of impact on  
25 under the guidance of the Planning Department. So I

1 just wanted to make those comments about my feelings  
2 about sprawl and what Webster had to say about it  
3 many years ago.

4 MR. WORKMAN: Thank you. Any other  
5 questions of Kathleen? If not, we'll  
6 take Commissioner Hudkins next.

7 MR. HUDKINS: I'd like to have  
8 Mr. Linderholm and Mr. Figard come up, please.

9 We've heard several speakers, at the last  
10 two hearings, make recommendations on East Middle  
11 Beltway, that if it were to be built what would be  
12 the options for the roadway being located on the  
13 east side of the power line, rather than on the west  
14 side which has been projected? And having walked a  
15 great deal of that area and taken a look at it on  
16 bus tours, it does seem to have some appeal.

17 I guess my question to both of you, is the  
18 corridor wide enough to allow that, or what factors  
19 will enter into that final decision? I'd like an  
20 answer to that.

21 MR. FIGARD: I think you'd be stretching it  
22 to say the corridor is really wide enough to assume  
23 we can move off to the east side. We've set a  
24 center line, and our NEPA study has been done on the  
25 center line that we believe, to the extent possible,

1 reduced the impacts as best we could; and then we  
2 did noise and air and analysis on all the social,  
3 economic, and environmental impacts.

4 My personal opinion is there's some  
5 movement available there, Larry, but a wholesale  
6 move to the east side I think probably is stretching  
7 that middle corridor, and the intent of that  
8 corridor.

9 MR. HUDKINS: Does it in certain places  
10 project away from the Van Dorn to the O Street area?  
11 Since you're not projecting an interchange on the  
12 Van Dorn?

13 MR. FIGARD: Again, I think that's perhaps  
14 stretching it. One of the very reasons or impacts  
15 that were on the west side near O Street would be  
16 very impacted, that being the recreational area and  
17 the golf course. And I think, so that -- the  
18 factors that -- and the information we brought  
19 forward to you on analysis -- this is an impact,  
20 that's not an impact -- probably changed. I'm not  
21 sure that we would be comfortable saying we could  
22 move that over without doing a lot of restudy and  
23 reprocess.

24 MR. HUDKINS: Why is that golf course so  
25 sacred?

1 MR. FIGARD: I didn't say it was sacred.

2 MR. HUDKINS: That's what I heard.

3 MR. FIGARD: It, like many other things, as  
4 the consultants looked for a route, tried to reduce  
5 impacts to -- whether it was a home, a wetland,  
6 historical property, a recreational area -- and that  
7 being an established facility in there, and there  
8 wasn't other great impedances, I think, other than  
9 the west side, that seemed to be the better course  
10 of action for reducing impacts.

11 MR. HUDKINS: As an engineer, if you had to  
12 make a choice between a residence or a hole on a  
13 golf course, which would you choose?

14 MR. FIGARD: I think that I'd have to have  
15 more specifics on all the circumstances before I  
16 could answer that.

17 MR. HUDKINS: If it was your favorite hole.  
18 Mr. Linderholm, also, basically the same question.  
19 And doesn't the 1320-foot corridor give you the  
20 latitude to go on either side of the power line in  
21 certain places?

22 MR. LINDERHOLM: Roger is correct,  
23 currently there would not be enough room within the  
24 corridor to move it over on the other side of the  
25 power line.

1           As much as consultants like to study  
2 things, it would require some additional study. You  
3 would have a new set of landowners to deal with. I  
4 think in fairness, you would have to hear from those  
5 landowners and property owners at a public hearing.  
6 You know, we've obviously been through the process  
7 of moving from one route to another, looking for the  
8 ultimate best solution, and I think you would be  
9 extending the process very significantly by moving  
10 on the other side of the power line.

11           MR. HUDKINS: And the 1320 foot does not  
12 include out to the end of -- the property owners  
13 said the power line, in a lot of places there, is  
14 like 300 to 400 foot inside a property line, and we  
15 haven't included that corridor to include that  
16 property.

17           MR. LINDERHOLM: We have not.

18           MR. HUDKINS: Then how was that decision  
19 made, and would you give me a little insight as to  
20 why that decision was made?

21           MR. LINDERHOLM: Our engineering staff  
22 looked at the best way to cross Stevens Creek.  
23 Obviously that is a major expense.

24           We've talked a lot about the floodplain  
25 and, you know, how we cross. There might even have

1 to be a little bit of channelization work done. But  
2 I think our primary guiding factor was how do we get  
3 across that creek, and how do we do it in the least  
4 cost effective -- you know, if we talk about holes  
5 of the golf course, or landowners, or whatever,  
6 we're talking about a huge bridge and some major  
7 expense -- eight or nine, ten or twelve million  
8 dollars for a bridge of that size.

9 So the way to get across Stevens Creek was  
10 a big factor there.

11 MR. HUDKINS: Thank you.

12 MR. WORKMAN: Mr. Cook and then  
13 Mr. Friendt.

14 MR. COOK: I want to ask about interchanges  
15 along the potential East Beltway Bypass road. You  
16 have interchanges every two miles except between  
17 O Street and Pioneers, where there's a three-mile  
18 span. And I understand there were -- there are some  
19 sensitive areas along there and the interchanges are  
20 large. But if one looks back at studies from 1966,  
21 when the east side freeway was proposed, and they  
22 were planning an interchange, or at least I should  
23 say they were recommending an interchange at  
24 Pioneers and Van Dorn and A Street and O Street and  
25 Holdrege -- every mile.

1           And I'm wondering how realistic it is to  
2 say that there will -- this three-mile stretch will  
3 never have an interchange, or won't for a long  
4 period of time. It seems to me that once Stevens  
5 Creek develops, that there will be a great push to  
6 add interchanges. And I'm just wondering what kind  
7 of discussion has taken place regarding that. Do  
8 you think, really, that the three-mile span of that  
9 without an interchange can really hold for a long  
10 term?

11           MR. FIGARD: Part of that decision rests  
12 with the ten of you plus a couple of others as those  
13 things would come forward. Is it impossible to say  
14 that those locations will never change? No. And  
15 that's directly a function of what happens in and  
16 around the proximity of those locations.

17           Certainly it would take additional planning  
18 and action by elected officials for those kinds of  
19 things to happen. We believe that what we've laid  
20 out is a beltway to allow maximum capacity, and free  
21 flow of traffic. And there are many communities  
22 that have interchanges at a mile apart, but there is  
23 significant congestion at each of those ramps and  
24 each of those spots where traffic is introduced.  
25 They're the single biggest congestion component to a

1 freeway -- or to an interstate system.

2 We think the locations we've laid out make  
3 sense, and provide reasonable and good access in.  
4 There's logic to that. There is not exact even  
5 two-mile spacing between some of the corridors and  
6 the highways that must be connected initially.

7 We believe the appropriate thing was to  
8 start with the minimum of two miles, and in areas --  
9 I call it a maximum -- be at least two miles over,  
10 and if we had an area in doubt, then you would  
11 stretch it to three. O Street is an absolute, Adams  
12 makes sense.

13 Earlier it was suggested that Fletcher dead  
14 ends. I didn't really respond to that question.  
15 Fletcher really doesn't dead end, it circles in and  
16 connects up to Highway 6 and Cornhusker Highway,  
17 which is an extremely important collector coming in  
18 from the northeast part of town into downtown. So  
19 to me it makes all kinds of sense that that could  
20 develop as a good connection point into the edge of  
21 our community on the east side.

22 That's a long way of saying those points  
23 could change. I think it has to be a conscious  
24 decision that evolves over perhaps a change in the  
25 land use or the land use that's going to exist and a

1 conscious decision by the elected officials on  
2 whether or not that should occur.

3 MR. WORKMAN: Okay. And then Mr. Friendt  
4 was next.

5 MR. FRIENDT: I need a clarification,  
6 Roger. You cited this logic of the spacing that  
7 Mr. Thraen going north. So what happened to that  
8 logic going south, in terms of this three-mile --

9 MR. FIGARD: Well, I think what we felt was  
10 the logic of about every two miles made the most  
11 sense. Something less than that, you begin to  
12 introduce quite a bit more congestion pretty early  
13 on.

14 MR. FRIENDT: I appreciate that. I agree.

15 MR. FIGARD: Highway 2 is an extremely  
16 important point. So if you come in two-mile spacing  
17 from Highway 2 coming north, then you end up with a  
18 three-mile gap going on up to O Street. And so we  
19 had to pick our poison in there, and we still really  
20 think that you go two miles, it's Pine Lake, then  
21 Pioneers, and then you've got the three-mile gap to  
22 O Street.

23 MR. FRIENDT: Just one other question for  
24 Jim. Throughout these hearings, we've heard people  
25 cite the Bible, here, according to HWS, and give the

1 impression that there is a recommendation in here.  
2 Does this favor one route over another? Does this  
3 recommend a route? Does this say this is our  
4 recommendation after doing this study?

5 MR. LINDERHOLM: No, the DEIS simply looked  
6 at -- looks at all the alternatives that are  
7 available, and we have said that all of the routes  
8 are buildable from an engineering point of view. A  
9 long time ago we were asked not to make a specific  
10 recommendation, but simply to provide all the data  
11 so that you, the decision-makers, could look at all  
12 that data and make what you think is the best  
13 decision for the community.

14 MR. FRIENDT: That's what I thought. Thank  
15 you.

16 MR. LINDERHOLM: Uh-huh.

17 MR. WORKMAN: With no further questions at  
18 this time -- oh, there is one. I'm sorry.

19 MR. CAMP: Just three real quick ones.  
20 Jim, there was a comment made earlier about the cost  
21 to improve the internal roads that would be part of  
22 the beltway, about 40 million, I think. I know it's  
23 all best guesstimate. Are we in the ballpark there?

24 MR. FIGARD: What was the question? I'm  
25 sorry.

1           MR. CAMP: The internal roads that we've  
2 got through the beltway. Somebody -- going out  
3 around \$40 million. Is that correct?

4           MR. FIGARD: Those connector roads are  
5 included in our estimates for the beltway  
6 alternatives.

7           MR. CAMP: Yeah. Okay. Second real  
8 quick -- J. L. Spray and others have brought up  
9 about the 200,000 loads, and I know that was a  
10 guesstimate on his part, but that a lot of dirt  
11 needed to be moved to the Middle Route. Could you  
12 comment on that?

13          MR. FIGARD: Yeah, I appreciate the  
14 opportunity to do that. I don't know where a  
15 hundred thousand trucks, 200,000 truckloads of dirt  
16 came from.

17          MR. CAMP: I think he said it was just a  
18 guesstimate.

19          MR. FIGARD: I'd like to suggest there  
20 isn't any indication, there isn't any information in  
21 this document or anything that's been presented by  
22 anybody that suggests that we need to bring tons and  
23 tons of dirt in to fill in the floodplain or to do  
24 this work. As Jim said, they're buildable. We will  
25 be required to meet all current and any future

1 floodplain and fill requirements that this community  
2 might choose to put in place.

3 I'd like to suggest there isn't any  
4 indication that we're going to build miles of dikes  
5 in the Stevens Creek floodplain. There isn't any  
6 indication that expressways or freeways built in an  
7 area create miles of long dikes. I-80 across the  
8 entire State of Nebraska in the Platte River Valley  
9 has not created a dike and increased tremendously  
10 the flooding, nor is there any indication of any  
11 increase of the flooding.

12 There are a number of things that we could  
13 make conscious decisions to do about fill material  
14 and the floodplain. We could choose to design such  
15 that we don't affect or increase the floodplain.  
16 And I visited with Glenn Johnson before we left. If  
17 in working with property owners in the time design  
18 we chose to actually build a fill that impounded or  
19 ponded more water, that could be a conscious  
20 addition in the design process, and then purchase  
21 conservation easements over that ground to provide  
22 an area for flooding to occur. The NRD is currently  
23 doing that in other parts of our community now.

24 There are lots of flexibilities and lots of  
25 opportunities to do things in the design and

1 engineering that don't just preclude saying we're  
2 bringing in a lot of dirt and building a bunch of  
3 fill. And many of those ideas can go into  
4 preserving open space, conservation easements,  
5 places for that flood water to go; or to simply  
6 build the infrastructure in such a way that however  
7 the water is being conveyed today it would be  
8 continued to be conveyed.

9 MR. CAMP: If I could, just real quick,  
10 Mr. Anderson brought up this tape, and I don't think  
11 the City Council's had the luxury of seeing it. He  
12 also talked about the flooding in that Stevens Creek  
13 area, and that, along with other testimony and just  
14 having taken the bus trip out there and seeing it  
15 and all, I just am questioning the engineering  
16 element. Are we talking about moving or elevating,  
17 even if it doesn't create a dike, is there -- is  
18 this going to be a huge amount of movement of soil  
19 and so forth?

20 MR. LINDERHOLM: The bridge that I was  
21 talking about, we're planning on spanning Stevens  
22 Creek, and we don't -- I don't see the --

23 MR. CAMP: We're not going to be flooded  
24 out on the Middle Route? I guess that was the  
25 impression I was getting from these gentlemen.

1           MR. LINDERHOLM: Well, people talk about  
2 flooding and a flood potential. The biggest issues  
3 there, even after all the NRD impondments are in,  
4 are what kind of development that you allow in the  
5 Stevens Creek. The type, the amount, what are the  
6 runoff factors? As you develop an area, the runoff  
7 factors, flood potential, begins to change.

8           I think it's -- there isn't a simple answer  
9 that you can say, oh, we should or shouldn't do  
10 this. It's an ongoing, very complex answer that you  
11 always have to be vigilant that, whatever  
12 development that you put into Stevens Creek, that  
13 the cumulative effects do not cause flooding of the  
14 structures that you've already agreed to.

15           The impondments that the NRD is putting in  
16 are going to provide some 45 percent or some fairly  
17 good amount of flood control, which you'll have to  
18 be vigilant for the rest of the development of  
19 Stevens Creek to make sure that you're not creating  
20 a problem.

21           MR. FRIENDT: Maybe, strictly from the  
22 beltway standpoint, the fact that Stevens Creek  
23 floods doesn't mean we can't build a beltway that  
24 doesn't make that any worse. And the fact that  
25 Stevens Creek may have some areas of flood doesn't

1 preclude our ability to build a beltway through the  
2 area. And meet the standards and not make it worse.

3 One of the things that perhaps has been  
4 lost as we talked about placing fill is, just in the  
5 engineering, the opportunity in some areas to cut or  
6 depress a beltway, so that it's less visible to the  
7 surrounding community as well as in other places  
8 placing fill. And all those things I think have to  
9 be weighed back and forth to the best advantage of  
10 the area out there that we're going through, to  
11 reduce the impacts. And much of that can't be  
12 finally decided, but the commitment and I think the  
13 direction from Planning and Public Works is that, as  
14 you would do that design, you would do it in such a  
15 way as to reduce the impacts and mitigate the  
16 impacts to the extent possible.

17 MR. WORKMAN: If I could interject, this  
18 tape will be available to anyone who wants to view  
19 it during our dinner break.

20 With those three questions -- with no other  
21 questions and no objections, by order of the Chair  
22 we are adjourned for one hour. We will reconvene at  
23 8:07.

24 (At 7:07 p.m. a dinner recess was  
25 taken.)

1 MR. WORKMAN: Good evening. Thank you for  
2 those who came back this evening. As Chair, I would  
3 like to call to order -- call us back from recess,  
4 the joint public hearing of the City Council and the  
5 County Board.

6 Our next item on the agenda are the final  
7 questions directed to staff at this time from both  
8 the City Council and the County Board. And during  
9 this period of time we will also allow discussion  
10 between the County Board and the City Council.  
11 There will not be any public testimony at this time.

12 So are there questions? Mr. Svoboda.

13 MR. SVOBODA: I've got a question of  
14 Kathleen, please. Kathleen, the word *sprawl* has  
15 been thrown around a lot tonight. And I prefer not  
16 to use that word, I like to refer to it as growth  
17 and jobs, but can we assume that -- when -- I mean,  
18 your background, does a beltway define the perimeter  
19 of the city?

20 MS. SELLMAN: No, I don't think we can. I  
21 think that the perimeter of the city is something  
22 this we can define, and that historically we have  
23 defined. And this city and the county both have  
24 coordinated to provide for contiguous growth in the  
25 past. And have planned the utilities in such a way

1 that it's fairly predictable. Although we do have  
2 choices where growth will occur, we have a pretty  
3 good idea where growth will occur at what time.

4 MR. SVOBODA: If you could run me through a  
5 quick scenario. And the way I look at it, if we  
6 choose a route that's -- could potentially be too  
7 near the city -- when talking fifty, seventy-five  
8 years out, possibly, if we assume we develop a  
9 beltway like that, and assuming that land use and  
10 proper zoning dictates that industrial and  
11 commercial land would be on either side of that  
12 expressway or beltway, and then neighborhoods on  
13 either side of that, with a beltway then following  
14 that same scenario, if we don't have -- if this  
15 isn't going to be our eastern boundary for the next  
16 umpteen hundred years, then we have a leapfrog of  
17 major industrial picking back up on the east side of  
18 the beltway with residential. And then that whole  
19 scenario just keeps rolling over and over. Is  
20 that -- does this happen in other cities where  
21 you've been?

22 MS. SELLMAN: It can happen in other  
23 cities, but of course not where I've been.

24 MR. SVOBODA: Question asked and answered.

25 MS. SELLMAN: I'm sorry, I couldn't resist.

1 But what we've talked about as assumptions --  
2 really, we have a choice to make. And we have the  
3 ability and the know-how to make those choices. And  
4 with regard to specifically what utilities will be  
5 available in an area, and when, what types of land  
6 uses will support the visions that as a community  
7 Lincoln and Lancaster County expresses for itself --  
8 those all our choices.

9 And to see what has happened in other  
10 communities where folks have been perhaps a bit more  
11 cavalier about how things developed, just because  
12 that's been the history somewhere else really does  
13 not -- you know, it doesn't force us to go down the  
14 same path.

15 MR. SVOBODA: But how is that controlled,  
16 then, so that you don't have residential popping up  
17 on the eastern side of an expressway bounded on both  
18 sides by industrial? Like a Highway 2 of today, for  
19 example.

20 MS. SELLMAN: That's an awfully complicated  
21 question. But --

22 MR. SVOBODA: I'm sorry.

23 MS. SELLMAN: It's a determination that we  
24 have to make.

25 MR. SVOBODA: Sure.

1 MS. SELLMAN: If we want a certain kind of  
2 community and certain types of development, we need  
3 to find appropriate places for them. And we need to  
4 determine what is the appropriate phasing for that  
5 development to happen.

6 And what many communities have done is  
7 designate -- and this is just one example, it's by  
8 no means the only way -- to designate what is often  
9 called an urban reserve area, which is an area in  
10 which development is destined to happen but not for  
11 some period in the distant future. Which preserves  
12 the ability to make decisions made on the more  
13 immediate conditions as we get out into the future  
14 and we know what is really happening.

15 I don't think that we have to imagine that  
16 we're being sentenced to sprawl because of the  
17 decision to locate a possible roadway. We have  
18 many, many individual decisions that can prevent  
19 that from happening.

20 MR. SVOBODA: Okay. I guess I was looking  
21 for that answer as to how do you control residential  
22 popping up on the other side of a beltway 50 years  
23 down the road?

24 MS. SELLMAN: Well, it's popping up there  
25 now.

1 MR. SVOBODA: Well, granted, it is. Yes.

2 MS. SELLMAN: Yeah. And so we have a  
3 variety of types of strategies for dealing with  
4 that. And right now, some people like it and some  
5 people don't.

6 MR. SVOBODA: Sure.

7 MS. SELLMAN: But we do have residential  
8 occurring out there.

9 MR. SVOBODA: Thank you.

10 MR. WORKMAN: We'll take Miss McRoy's  
11 question, and then Mr. Camp.

12 MS. McROY: On the same line, Kathleen, can  
13 you review for me the phases of Stevens Creek? The  
14 task force met a while back and I know they decided  
15 to do some phases. Will you review what the length  
16 of time for phase one is and how that will -- not a  
17 total review, but just --

18 MS. SELLMAN: Phase one was development on  
19 the west bank of Stevens Creek, and I don't know  
20 that there was a specific timeline involved there.  
21 And maybe Steve can --

22 MR. HENRICHSEN: The recommendations of  
23 Stevens Creek Basin Initiative Task Force were --  
24 are so that the recommendations of this task force,  
25 they were certainly looking at urban development in

1 the -- as one of the recommendations on the west  
2 bank. That of course is -- recommendation is all  
3 being part of reviewed with the new Comprehensive  
4 Plan. There are -- we're looking at different  
5 aspects, different directions for future  
6 development. So it has not yet been determined by  
7 the Council or County Board, phasing in that area or  
8 development in that area.

9 MS. McROY: There's been some testimony  
10 from last week, and the speaker said that the DEIS  
11 didn't address the Stevens Creek urbanization plan.

12 MS. SELLMAN: That's right, it didn't. And  
13 the reason for that is that the DEIS is based upon  
14 the adopted Comprehensive Plan.

15 MS. McROY: As we have it today.

16 MS. SELLMAN: As we have it today, which is  
17 the '94 plan. We're in the process of changing  
18 right now.

19 MS. McROY: October or November, I think.

20 MS. SELLMAN: We would expect to have a  
21 draft to you in January.

22 MR. WORKMAN: Mr. Camp is next, please.

23 MR. CAMP: Kathleen, I'm going to follow up  
24 on what I've asked others, and that really gets to  
25 the need or the purpose. Is it a beltway, is it a

1 bypass, or are good four-lane arterials with center  
2 turn lanes adequate?

3 I really just wanted to look at the need  
4 rather than the options, and what it's serving.  
5 Again, I've heard some of your testimony, and it  
6 just keeps gnawing at me that our people are --  
7 whether it be truckers, or whoever -- really going  
8 to be going from those points or are we talking  
9 about internal circulation as urbanization supplants  
10 farmland?

11 MS. SELLMAN: We're talking about  
12 maintaining capacity on our internal circulation  
13 system as development occurs to the east. The  
14 beltway will help to take some of that new vehicle  
15 traffic.

16 MR. CAMP: So you're calling it a beltway,  
17 not a bypass.

18 MS. SELLMAN: We're calling it a beltway.  
19 It's not intended to allow people to avoid visiting  
20 the city of Lincoln. This is something that will  
21 allow people to move about Lincoln on occasion by  
22 going to the beltway, taking a jog in a direction  
23 and coming back into the city.

24 MR. CAMP: Why do you say *on occasion*?

25 MS. SELLMAN: As they choose to. If it's

1 convenient. Just the same way that they do with the  
2 highway on the west now. Some people find that it's  
3 convenient to travel that way and think it's just  
4 dandy, and other people wouldn't get on it ever.

5 MR. CAMP: I didn't mean to interrupt you.  
6 Go ahead.

7 MS. SELLMAN: No, no, I don't remember the  
8 question, I'm sorry.

9 MR. WORKMAN: Okay. Mr. Friendt, and then  
10 Mr. Cook.

11 MR. FRIENDT: Kathleen, there was some  
12 information provided, I think it was by Steve and  
13 Kent, so if Steve needs to chime in here, but -- we  
14 saw a map of Lincoln, and took a look as part, I  
15 think, of the Comprehensive Planning process and  
16 some of the options that we're looking at now or  
17 priorities or possibilities that we have grown 50  
18 percent in land mass through annexation and growth  
19 in the last 20 or 30 years?

20 MS. SELLMAN: 30.

21 MR. FRIENDT: 30, okay. That's, to me, an  
22 important thing to know, just as Coleen and I have  
23 had some discussions about how fast it's taken to  
24 grow to this point. But I think what we've seen is  
25 as we've gotten larger the growth accelerates. And

1 the fact is we could develop the western half of  
2 Stevens Creek and add about 50 percent again,  
3 right?

4 MS. SELLMAN: It's certainly possible.

5 MR. FRIENDT: Yes.

6 MS. SELLMAN: And of course, as we grow,  
7 even though our rate of growth may remain the same,  
8 in terms of pure numbers, those numbers get larger.

9 MR. FRIENDT: Yes. Okay. Thank you.

10 MR. WORKMAN: Okay, Mr. Cook.

11 MR. COOK: Well, about the upcoming Comp  
12 Plan process, I'm assuming that the decision we make  
13 today will be incorporated into those deliberations.

14 MS. SELLMAN: Right away.

15 MR. COOK: And there would be then an  
16 attempt to determine what the appropriate land uses  
17 should be in the Stevens Creek area and the south  
18 area of town, given the beltway's presence?

19 MS. SELLMAN: Right.

20 MR. COOK: If, after much discussion about  
21 land uses, which really has not taken place in great  
22 detail as far as this process, we were to yield a  
23 result that perhaps we were not comfortable with, we  
24 could, in adopting the new Comp Plan, choose to  
25 eliminate the East Beltway corridor.

1 MS. SELLMAN: You have the option at any  
2 time, really, of making amendments to the plan.  
3 This would be no exception.

4 MR. COOK: So we are providing,  
5 essentially, direction to the Comprehensive Plan  
6 committee and others in this process to consider  
7 this as part of what they're working on, but  
8 certainly they can make recommendations back that it  
9 doesn't fit very well after much study. They could  
10 do that. I mean, that's --

11 MS. SELLMAN: They could, uh-huh.

12 MR. COOK: So this is sort of an interim  
13 step, really. Until we adopt the new Comprehensive  
14 Plan, this is still in some way under discussion.  
15 Although it's unlikely to go away. I don't want to  
16 give anybody a false impression. It's still  
17 something that we'll have another vote as part of  
18 the Comp Plan as part of the larger transportation  
19 plan process.

20 MS. SELLMAN: And it probably will. Any  
21 time -- any time that the plan is reexamined, all of  
22 the underlying assumptions are looked at. So that  
23 can be done.

24 MR. COOK: Okay. Could you answer those  
25 that would then say, well, why are you even really

1 considering this now? Well, fine, give some  
2 direction to the transportation subcommittee of the  
3 Comp Plan committee, tell them think about a  
4 beltway, make some recommendations, use the  
5 information that's been developed thus far, but  
6 we're not going to put this in the plan now. We're  
7 going to wait until the next Comp Plan is voted  
8 upon.

9           How would you respond to that, as to why we  
10 need to do it now as opposed to waiting?

11           MS. SELLMAN: Well, in the 1994 plan, a  
12 policy statement was adopted that said that there  
13 needs to be a beltway. And subsequent to that was  
14 the detailed study which has resulted in a big  
15 public process, the DEIS, the process of reviewing  
16 that document, and now this amendment.

17           What this amendment will do is to provide  
18 some certainty as to where the corridor is located.  
19 We've been looking at a great big swath of the area  
20 of the eastern part of Lancaster County. This will  
21 narrow that. This will provide a degree of  
22 certainty to people living in that area that  
23 something will happen or something won't happen.  
24 Two-thirds of the people may be relieved if a  
25 corridor is selected. It will take the heat off the

1 other two-thirds of the study area.

2 MR. COOK: And it will take heat off the  
3 Comp Plan committee and that study process. Because  
4 otherwise it could become so totally absorbed in the  
5 beltway planning that maybe other things are not  
6 as -- aren't focused on as much as what they could.  
7 I mean, it kind of relieves us from that, wouldn't  
8 you say?

9 MS. SELLMAN: Maybe. It's also important  
10 as a part of the federal process that's going on to  
11 have a local decision. And this provides that local  
12 decision.

13 MR. COOK: That's what I was hoping for, I  
14 think.

15 MS. SELLMAN: Okay.

16 MR. COOK: Is there something beyond what  
17 we're doing here that makes this decision-making  
18 kind of important now, as opposed to just waiting  
19 until we get around to doing it as part of our Comp  
20 Plan?

21 MS. SELLMAN: There will be no record of  
22 decision from the federal government until a local  
23 preference has been expressed.

24 MR. WORKMAN: Mr. Werner.

25 MR. WERNER: Kathleen, has the

1 transportation subcommittee of the Conference  
2 Planning Committee, have they made any  
3 recommendations that they studied this issue? Or  
4 are they just waiting for a decision to be made?

5 MS. SELLMAN: They are waiting for your  
6 decision.

7 MR. WORKMAN: Any other questions?

8 MR. FRIENDT: Well, not of Kathleen, but I  
9 do have questions of Mr. Linderholm.

10 MR. WORKMAN: Mr. Linderholm.

11 MR. FRIENDT: We've had a couple of  
12 testifiers talk about the assumptions in the DEIS  
13 study about traffic and growth, and saying, well,  
14 this -- as the study stands, it assesses where we're  
15 at now. It doesn't take into account what it would  
16 look like if half of Stevens Creek was developed or  
17 a fourth of it was developed. Would you respond to  
18 that?

19 MR. LINDERHOLM: Well, I think the Planning  
20 Department certainly will have an ongoing role for  
21 continuing to do traffic modeling. I presume that's  
22 going to be part of the Comprehensive Planning  
23 process. I don't think that ends.

24 And I think that's been a misunderstanding,  
25 maybe, in this study, that these figures are the

1 original figures and then we're going to refine them  
2 and this is all set in concrete. All of these  
3 things are moving targets. Certainly the traffic  
4 modeling process is a moving target. Different  
5 elements of the Comprehensive Plan, you know, the  
6 amendment comes into fruition, somebody needs to  
7 take a look at so what are the traffic implications?  
8 Because it might have some varying traffic counts  
9 for whatever beltway routes are selected. Both  
10 South and East.

11 MR. FRIENDT: Sure. For our purposes right  
12 now, what sort of assumptions have been made about  
13 traffic growth and how it will affect any of the  
14 routes, since it's -- we're talking about return on  
15 investment and break-even and that kind of thing?

16 MR. FIGARD: I was simply going to say the  
17 traffic and modeling represents the current approved  
18 land use plans, and the land use is associated  
19 around the community and the traffic that it  
20 generates.

21 MR. FRIENDT: So it does not take into  
22 account that, if we have expanded land use in  
23 Stevens Creek, that that could alter those  
24 assumptions tremendously?

25 MR. FIGARD: It could, yes.

1 MR. LINDERHOLM: Depends on how much  
2 development you're talking about. When you use the  
3 word *tremendously*. But again, it's an ongoing --

4 MR. FRIENDT: That's like sprawl. It's  
5 just -- you know, whatever. I'm -- no.

6 MR. LINDERHOLM: These things are all  
7 moving targets. The whole floodplain issue, traffic  
8 modeling, land use planning, these are things that  
9 are all moving targets that have to be looked at in  
10 the comprehensive manner, so that you'll always know  
11 when you make decisions what you're impacting.

12 MR. FRIENDT: Right. Thank you.

13 MR. WORKMAN: Okay. Further questions?  
14 Any further discussion at this time?

15 I would entertain a motion to adjourn the  
16 joint meeting, and that following that dismissal we  
17 would reconvene as separate bodies.

18 MR. WERNER: So moved.

19 MS. SENG: Second.

20 MR. WORKMAN: There's been a motion and a  
21 second to adjourn the joint session of the City  
22 Council and the County Board. Would the two clerks  
23 please take the roll separately?

24 COUNTY CLERK: Stevens?

25 MR. STEVENS: Yes.

1 COUNTY CLERK: Workman?  
2 MR. WORKMAN: Yes.  
3 COUNTY CLERK: Hudkins?  
4 MR. HUDKINS: Yes.  
5 CITY CLERK: Mr. Camp?  
6 MR. CAMP: Yes.  
7 CITY CLERK: Cook?  
8 MR. COOK: Yes.  
9 CITY CLERK: Friendt?  
10 MR. FRIENDT: Yes.  
11 CITY CLERK: McRoy?  
12 MS. McROY: Yes.  
13 CITY CLERK: Seng?  
14 MS. SENG: Yes.  
15 CITY CLERK: Svoboda?  
16 MR. SVOBODA: Yes.  
17 CITY CLERK: Werner?  
18 MR. WERNER: Yes.  
19 CITY CLERK: Motion carried seven to zero.  
20 MR. WORKMAN: The joint public meeting is  
21 adjourned. We will take just a couple of minutes  
22 for the County Board to reconvene.  
23 (A short recess was then taken.)  
24 MR. WORKMAN: Good evening again. Thank  
25 you for staying around. As Vice Chair of the County

1 Board, we do have a quorum here, and I do call the  
2 County Board to order. We do have two county  
3 commissioners with a conflict of interest,  
4 Commissioner Heier and Commissioner Campbell, so  
5 there will be just three of us this evening.

6 Mr. Clerk, would you call the first item  
7 into the record?

8 COUNTY CLERK: The first proposal is  
9 Comprehensive Plan Amendment No. 94-62, to reflect  
10 the inclusion of the South Beltway as a four-lane  
11 freeway generally one half mile south of Saltillo  
12 Road from Highway 77 to Highway 2 including portions  
13 between north of Saltillo east of 98th Street.

14 MR. WORKMAN: Thank you. We are  
15 considering item 94-62, the South Beltway. I would  
16 ask direction from the board.

17 MR. HUDKINS: I would move approval of  
18 Amendment 94-62, and this is generally considered  
19 and would reflect the inclusion of the South Beltway  
20 as a four-lane freeway generally one half mile south  
21 of Saltillo Road from Highway 77 to Highway 2.  
22 Would move approval of Comprehensive Plan Amendment  
23 No. 94-62.

24 MR. STEVENS: Second.

25 MR. WORKMAN: There has been a motion and a

1 second to approve Amendment 94-62. Is there a  
2 discussion upon this, on this motion? Commissioner  
3 Hudkins.

4 MR. HUDKINS: The South Bypass is something  
5 that we've had a lot of conversation about. I first  
6 became aware of this shortly after coming on the  
7 Board in 1987. City Councilman Gates Minnick called  
8 me over one day after a City-County Commons meeting  
9 and said, all right, we need to take a good hard  
10 look at where we're going in the future.

11 And I said, well, Gates, I'll tell you  
12 what, I may not be the best person to start looking  
13 at this, or to be a champion of this, because, I  
14 said, most road projects usually end in some form of  
15 condemnation. And my wife and I were displaced by  
16 Branched Oak dam and reservoir, and twenty-two farm  
17 families had to move out of there, and eighteen of  
18 us went through condemnation, and I said, that left  
19 a bitter taste in my mouth.

20 Well, he says, I can understand that, but  
21 he says, I want you to take a look at it. And he  
22 says, I think we need to plan for the future. This  
23 has been talked about since in the '60s, but he said  
24 that it makes a lot of sense, and I want you to  
25 consider it.

1           So I -- he gave me a bunch of material, and  
2 I started in taking a look at it. The more I  
3 listened to Gates and the more I became involved, I  
4 can see the merit of this.

5           I guess also, being involved in -- as past  
6 president of the Lancaster County Feeders  
7 Association and involved in the County Farm Bureau,  
8 as I visited with other farmers and ranchers in the  
9 county, they too said what a wonderful improvement  
10 it was to have a West Bypass. A lot of us used to  
11 remember going over that rickety bridge over the  
12 railroad tracks, and the safety and improvement and  
13 volume of traffic that that's handled, I came to  
14 have an appreciation for what a set of high-speed  
15 roads in and around the county seat of our county  
16 would mean to us.

17           And I guess, you know, when you stop and  
18 think about it, we kind of had a gift in Lincoln and  
19 Lancaster County. We had Interstate 80 north and  
20 wrapped around a part of the west, and with the West  
21 Bypass we have half of the circle around Lincoln  
22 completed. And we just need to bite the bullet to  
23 do the other half. And it's -- I wouldn't say it's  
24 totally a painless decision, but it's a fairly easy  
25 decision for me to vote for the South Bypass,

1 because we clearly have to do something about that  
2 truck traffic. Efficiency, fuel, time, and safety,  
3 they just all point to that.

4 Plus I visited with a lot of those farmers  
5 in that affected area, and I guess Mr. Danwell,  
6 being the oldest resident in that area, went out to  
7 his farmhouse and visited with him a couple years  
8 ago about that. He says, Larry, just put it where  
9 it's got to go. He says, I'm an old man, he says.  
10 I'm tired of chasing cows anyhow. And he said, if  
11 you need to take a two here, just do it. Just treat  
12 me fairly. And I think that's what we need to do.

13 MR. WORKMAN: Thank you, Larry.  
14 Commissioner Stevens.

15 MR. STEVENS: The action that we take  
16 tonight is to modify the Comprehensive Plan. I'm  
17 not sure that we can emphasize that enough. We are  
18 designating a general area in which to perhaps  
19 eventually build a roadway, or two roadways, as a  
20 matter of fact.

21 The corridors which are under discussion  
22 are about a quarter of a mile wide. The actual  
23 roadway will be somewhere between 600 to 800 feet  
24 wide in terms of the access and right-of-way land  
25 that it will require. In many cases, the proposed

1 routes run very near homes.

2 I would just hope that at -- when we come  
3 down to the final selection, that those people that  
4 are actually designating the specific route will  
5 take into consideration those homes that perhaps  
6 could be saved if the roadway is shifted one way or  
7 another a little bit within that corridor. As an  
8 example, we heard from Art and Norma Hornung and  
9 Charlie Humble, who's representing them and their  
10 son Todd, and they were asking not that the beltway  
11 not go through their home or near their home but be  
12 shifted as far away in the corridor as possible.

13 So I would hope that the people that  
14 actually make the final determination as to where  
15 the roadway will go will take that into  
16 consideration, not only for the Hornungs but for  
17 other people along whichever route ways may be  
18 selected. I do support the South Beltway as  
19 proposed.

20 MR. WORKMAN: Thank you, Ray.

21 I will support the motion to provide a  
22 South Beltway corridor. For me that is not a  
23 difficult decision, and the reason it is not  
24 difficult is I do not have to look to the future for  
25 the need. Highway 2 at this time is literally a

1 mess of truck traffic. They're trying to navigate  
2 around the city, and they're having a very hard time  
3 of doing it. We are behind schedule on this one.  
4 Mr. Ayars this evening indicated there has been one  
5 death on Highway 2. Safety is very definitely a  
6 concern of mine.

7 Mr. Clerk, would you call the roll, please?

8 COUNTY CLERK: Workman?

9 MR. WORKMAN: Yes.

10 COUNTY CLERK: Hudkins?

11 MR. HUDKINS: Yes.

12 COUNTY CLERK: Stevens?

13 MR. STEVENS: Yes.

14 COUNTY CLERK: The motion carries three to  
15 zero.

16 MR. WORKMAN: Okay. Item B on the agenda.

17 COUNTY CLERK: Comprehensive Plan Amendment  
18 No. 94-63, requested by the Director of Planning and  
19 Director of Public Works and Utilities, to amend the  
20 Long-Range Transportation Plan and other appropriate  
21 portions of the 1994 Lincoln/Lancaster County  
22 Comprehensive Plan, to reflect the inclusion of the  
23 East Far Beltway as a four-lane freeway generally  
24 between 134th and 148th Street from Highway 2 to  
25 Interstate 80.

1 MR. WORKMAN: Mr. Stevens.

2 MR. STEVENS: Mr. Chairman, I move to deny  
3 Amendment 94-63, commonly called the East Far  
4 Beltway, and generally located between 134th Street  
5 and 148th Streets from Highway 2 to Interstate 80.

6 MR. WORKMAN: There has been a motion. Is  
7 there a second?

8 MR. HUDKINS: I will second the motion.

9 MR. WORKMAN: There has been a motion and a  
10 second to deny Amendment No. 94-63. Is there  
11 discussion or comment? Commissioner Stevens.

12 MR. STEVENS; I would like to make some  
13 comments concerning the East Beltway alternatives.

14 We greatly appreciate the citizen input  
15 that we've had. We've spent approximately eight  
16 hours listening to the citizens' input. Most of us  
17 reviewed the tape of the testimonies before the  
18 Planning Commission, which ran to about another four  
19 to six hours, whatever that was.

20 Obviously we can't satisfy everyone, no  
21 matter what decision we make today, whether we pick  
22 SM-1, EF-1, EM-1, EC-1, or none of the above. I  
23 believe there is a need for a complete  
24 circumferential beltway around Lincoln. The  
25 designation of a corridor must be made now. The

1 Comprehensive Plan modifies and the staff is  
2 instructed to proceed with the development of the  
3 long-range implementation plan that narrows the  
4 corridor and seeks federal and state approval.

5 The City Council and County Board must  
6 remain vigilant against encroachment upon the  
7 corridor area from interests that promote growth  
8 outside the Comprehensive Plan. Property owners can  
9 assist in the planned growth and orderly development  
10 of Stevens Creek by being involved in future  
11 meetings concerning land use in the area. Your  
12 presence at these hearings demonstrates your  
13 willingness to participate, and I greatly appreciate  
14 it.

15 For those of you who think in sound bytes,  
16 I support the staff recommendation of the East  
17 Middle Beltway. For those of you who want more  
18 perspective, stay tuned. This is my 64th day as a  
19 County Commissioner. Since being sworn in, I have  
20 made five tours of various portions of all three  
21 potential East Beltway corridors. This may be the  
22 most important decision that I will make during my  
23 time on this board; past, present, or whatever  
24 future there may be for me.

25 We must look beyond the immediate needs of

1 some of those who have testified and will be  
2 negatively impacted by this decision. We must seek  
3 a vision to meet the long-range requirements of the  
4 citizens of Lincoln and Lancaster County. Today it  
5 is inconceivable to think of Nebraska without  
6 Interstate 80.

7 As a high school and college student from  
8 North Platte during the planning and construction  
9 phases, I remember some of the heated discussions as  
10 to whether the interstate should go north or south  
11 of North Platte. I remember commuting to and from  
12 Lincoln on Highways 30 and 34, which were two-lane,  
13 high-speed roadways, complete with farm vehicles,  
14 stoplights, and resident driveways, through urban  
15 Maxwell, Lexington, Bradshaw, and Seward. I-80 was  
16 a vast improvement.

17 I also know that people were deeply hurt,  
18 inconvenienced, and suffered adverse impact to their  
19 farming operations. Today I believe that many of  
20 those scars have healed slightly to those that were  
21 impacted and to their children, and have minimal  
22 impact on the grandchildren of the people who were  
23 affected at that time. I empathize with my good  
24 friends who suffered through these times, and  
25 hopefully when they travel Interstate 80 today they

1 know that the rest of us greatly appreciate what  
2 they gave up for our benefit.

3 No matter where the beltway is eventually  
4 constructed, it will have an impact on existing  
5 residences. The only way to avoid an impact on the  
6 citizens of Lancaster County is to build it in Otoe  
7 and Cass Counties.

8 Many of those who have testified have  
9 suggested improving 148th Street as an alternative.  
10 That suggestion is less viable than any of the three  
11 alternatives. I'd like to quote from the letter Jim  
12 Linderholm wrote on August 2nd of this year.

13 Quote: A beltway on 148th Street would be  
14 more disruptive than any other option. It would  
15 result in the taking of 30 houses, two historic  
16 structures, and impact as many as five other  
17 historic structures. It would put even more  
18 farmland in jeopardy because of the diagonal nature  
19 of the alignment along its northern end. In  
20 addition, it would need -- there would be a need for  
21 two-way frontage roads on both sides of any section  
22 line beltway.

23 This would allow -- it would be necessary  
24 to allow residents to get to their properties.

25 There could -- this could easily increase the net

1 taking of land for such a roadway and location as  
2 compared to the half section line beltways proposed.  
3 End of quote.

4 Lastly, I would like to thank the Planning  
5 Department and Public Works staff and HWS  
6 Consulting. I appreciate the time, thought, and  
7 integrity that you have put forth to make this vote  
8 possible. You have delineated the options with  
9 their advantages and disadvantages.

10 I concur with the recommendations of the  
11 Planning Commission, and therefore I am supporting  
12 the East Middle Beltway route.

13 MR. WORKMAN: Further comment?  
14 Commissioner Hudkins?

15 MR. HUDKINS: Well, I'll be supporting the  
16 motion to deny the East Far Beltway, 94-63. Having  
17 been raised in the Waverly area, during my high  
18 school years hunted and walked that ground and  
19 Prairie Homes, O Street to Highway 6 area, and many  
20 times actually have been over a lot of that ground,  
21 and I guess my biggest problem with the East Far is  
22 to have two major roadways within a half to three  
23 quarters of a mile. You've got 148th, commonly  
24 called the Prairie Home Road, and then now to take a  
25 look at a beltway both being in that corridor, it's

1 kind of overkill.

2 I think if I -- I would be more inclined to  
3 go with the widening and improvement of 148th than I  
4 would be to take that much farmland out, go on  
5 angles, and destroy as much farmland as will be  
6 taken.

7 I guess when you add that up, and the East  
8 Far Beltway would require 140 more acres, that's 140  
9 acres taken out of production, that's 140 acres  
10 taken on tax rolls, and, probably more important,  
11 having had to give up my home once through a  
12 government action, relocation of four fewer homes  
13 means something to me. So I will be favoring the  
14 East Middle Route, and will oppose the vote to deny  
15 the Far Route Beltway.

16 MR. WORKMAN: Thank you. Further questions  
17 or comment?

18 The motion is for us to deny Amendment No.  
19 94-63, the East Far Beltway. Mr. Clerk, would you  
20 call the roll, please?

21 COUNTY CLERK: Hudkins?

22 MR. HUDKINS: Yes.

23 COUNTY CLERK: Stevens?

24 MR. STEVENS: Yes.

25 COUNTY CLERK: Workman?

1 MR. WORKMAN: Yes.

2 COUNTY CLERK: Motion carries three to  
3 zero.

4 MR. WORKMAN: Item C, please.

5 COUNTY CLERK: The proposal of Amendment  
6 No. 94-64 to reflect the inclusion of the East  
7 Middle Beltway as a four-lane freeway generally  
8 between 120th and 134th Streets from Highway 2 to  
9 Interstate 80.

10 MR. HUDKINS: I would move approval of  
11 Amendment 94-64, generally referred to as the East  
12 Middle Beltway, generally between 120th and 134th  
13 Street, Highway 2 to Interstate 80.

14 MR. STEVENS: Second.

15 MR. WORKMAN: There has been a motion to  
16 approve Amendment No. 94-64, more commonly known as  
17 the East Middle Beltway. Comments, please.  
18 Commissioner Hudkins.

19 MR. HUDKINS: Well, I think after hearing  
20 the testimony, while I was not able to personally  
21 attend last week's meeting, I did review those tapes  
22 and listen to those comments, and a lot of good,  
23 heartfelt testimony there. I think everybody was  
24 very sincere. I wanted to compliment everybody that  
25 testified last week and this week before us for the

1 way they conducted themselves and the information  
2 that they brought to us and the perspective that  
3 they brought to us.

4           It's a tough decision whenever you do have  
5 to make a decision such as this. But we owe it to  
6 the people. We need to designate a corridor before  
7 anybody else builds their dream home or establishes  
8 a building. This is something we're going to need  
9 in this city, and this county; and so we need to do  
10 it now.

11           When the Corps of Engineers was taking our  
12 farm away from us, we knew about it for three to  
13 four years ahead of time. And I sat around and  
14 worried about it, being a young farmer, and losing  
15 the core of our operation, and ended up with an  
16 ulcer over it, and laid in a feed bunk for hours one  
17 morning, not having enough strength to even push a  
18 dog away from my face that was trying to help me out  
19 of there. It's not worth that, to have to go  
20 through that. We didn't like the decision the Corps  
21 of Engineers made when they said we're going to  
22 build Branched Oak, but at least then we could start  
23 to get on with our lives, we could move forward, we  
24 could plan.

25           And the people that have been in all three

1 of those corridor studies, they deserve that, and  
2 that's the reason the City Council today must make a  
3 decision. Those people have waited long enough.  
4 And so this is to me -- I've walked most of this  
5 area, again. I've always liked this solution and  
6 this proposal, because of the power line corridor  
7 which is already there for most of the route.

8 Now, I personally would prefer that it be  
9 located on the east side of the power line in most  
10 locations, but again, I'm going to have to defer to  
11 the engineers and the study that will have to be  
12 made there. Because of the size of those structures  
13 to get across Stevens Creek so that they do not  
14 impede the water and so that we can then utilize  
15 that ground to its best potential, have to leave  
16 that in their hands.

17 But I would ask that they make those  
18 decisions to not leave those landowners, farmers,  
19 and residences with a small piece of land which they  
20 cannot access economically with machinery or take  
21 care of. If you're going to take most of their  
22 ground, take it all, so that they're not left with a  
23 little residual piece. I mean, that's one of the  
24 bad things that I've seen in highway construction.

25 So with that, I do believe that this is the

1 best place to locate and work within the corridor  
2 that's been defined, and will support the motion.

3 MR. WORKMAN: Further comments or  
4 questions?

5 There are actually two questions before me  
6 on this motion. The first one is: Do we really  
7 need a beltway? And the second one: If so, which  
8 of the three routes is the least offensive and of  
9 most benefit to Lancaster County?

10 And if I may answer question two first,  
11 which is the least offensive route? If you do read  
12 the DEIS, I believe that document has Mid Route  
13 written all over it. Table 4.1, which Eleanor  
14 Francke spent a lot of time reconstructing -- I  
15 might mention that a room full of engineers could  
16 not have done a better job of reorganizing that  
17 table. That's -- the first time I looked at that,  
18 it was very easy to read. But in looking at table  
19 4.1, I have to admit, when I went through this  
20 table -- and I've been through it many times -- I  
21 came up with a total of 17 items in favor of the Mid  
22 Route, and 8 in favor of the Far. Eleanor Francke  
23 came up with 18 on the Mid and 6 on the Far.

24 I put these items on the table in  
25 preference of priority, and the number one priority

1 for me were the number of homes that had to be  
2 destroyed. If we build on the Mid Route, there are  
3 four homes destroyed, and I have empathy for every  
4 person that owns those homes. But on the Far Route  
5 there are eight homes destroyed. And I have that --  
6 twice as much empathy for these eight homes.

7 The visual impact on table 4.1 were  
8 actually listed under environmental impact. I think  
9 they should have been under the socioeconomic  
10 impact. There are 31 homes with visual impact on  
11 the Mid Route, but there are 41 on the Far Route.

12 As far as transportation benefits go, to me  
13 this means safety. There are average annual  
14 accidents dating on the Mid Route of 7.43 million  
15 dollars, on the Far Route 4.7 million. You don't  
16 have to agree with these numbers in their  
17 quantities, but I do believe that if these numbers  
18 change they are still relative. I believe that the  
19 accident savings on the Mid Route will always be  
20 greater than those on the Far Route.

21 Total right-of-way, Mid Route 960 acres,  
22 Far Route 1110.

23 Construction costs. To consider both  
24 beltways together, there is an \$11 million  
25 difference. And that says it's the Far Route. But

1 if you go one line down and consider the payoff  
2 period -- and I do not accept these figures,  
3 emphatically, for their quantity. I think they're  
4 probably erroneous. But again, I think the ratio  
5 between the routes is correct. There's almost a 40  
6 percent faster payoff period for the Mid Route, and  
7 to me that negates the \$11 million extra cost for  
8 installing the Mid Route.

9           There was one thing that -- one piece of  
10 information we have now that we did not have in  
11 1998, and that is the interchange configuration.  
12 The Mid Route looked like a circle around Lincoln.  
13 The other routes looked a bit like a pretzel.  
14 There's a lot of backtracking on those other two  
15 routes.

16           Major stream crossings. This is one area  
17 that favors the Far Route. There is one major  
18 stream crossing on the Mid Route, and none on the  
19 Far Route. But if you look at the situation out  
20 there today, we have crossed Stevens Creek at least  
21 a dozen times with the mile roads. This is not the  
22 Mississippi River, this is a stream, and it can be  
23 crossed one time. There has been a lot of testimony  
24 on the second crossing of Stevens Creek. And the  
25 second crossing is insignificant. It's basically

1 very close to a culvert.

2           The power line. I feel that the power line  
3 in a certain sense has enabled the Mid Route to be  
4 somewhat of a clean route, and that over the years  
5 development has not been as great under the power  
6 lines as it has been in other parts of Stevens  
7 Creek. And I also believe that the sharing of the  
8 LES easement is a strong possibility in the future,  
9 and we've been told that that sharing of the  
10 easement can reduce the corridor width as much as  
11 90 feet.

12           There has been some statements in the past  
13 couple weeks about engineering grade problems, and  
14 putting the beltway along the power lines. I do not  
15 believe the engineering firm would have proposed the  
16 Mid Route if that were a problem. This is Nebraska.  
17 We do not have mountainous terrain. This is  
18 certainly an engineering possibility, to have the  
19 Mid Route along the power line.

20           As far as trail connections, the Mid Route  
21 does cross the Mopac Trail. But I almost look at  
22 this as an advantage, that there is a possibility of  
23 having both trails connected via another trail along  
24 the beltway. And this would allow us not to ask for  
25 a route through private land along Stevens Creek.

1           The last question is: Do we need a  
2 beltway? And this is different from the South  
3 Beltway. On this one, I really believe that we have  
4 to allow ourselves to look to the future. I do see  
5 another Highway 2 situation in Stevens Creek if  
6 nothing is done. I don't see our mode of  
7 transportation changing in the future. I honestly  
8 do not see any other option for us.

9           And as Commissioner Stevens had an  
10 Interstate 80 story, I have one also. Back in the  
11 1950s, in the late 1950s I was traveling to Omaha  
12 with my father, and we were enjoying parts of the  
13 new Interstate 80. It wasn't complete at that time,  
14 but we were able to probably take 50 percent of the  
15 route to Omaha. And he was telling me what a  
16 wonderful road this was, and how safe it was, and  
17 how enjoyable it would be in the future.

18           He also said to me, and I remember this  
19 very well, that there were people in Lincoln who  
20 opposed Interstate 80. Now, if that scenario had  
21 worked out then, you have to imagine in your mind  
22 interstate traffic as it was in the '50s, coming  
23 down O Street or on Cornhusker Highway. If it came  
24 down O Street from the west, it got to Cotner  
25 Boulevard, they turned north and went out to

1 Waverly. Or if they went to Nebraska City, they  
2 stayed on O Street. And at that time Cornhusker  
3 Highway was our bypass. I can't imagine that  
4 working today.

5           Why not use existing north-south roads has  
6 been a strong argument against the build scenario.  
7 Phoenix, Arizona, they have the best north-south-  
8 east-west road system in the United States, maybe  
9 even in the world. Their north-south-east-west  
10 roads are six lanes. They have a stoplight at every  
11 mile. If you go to Phoenix, Arizona, today, they  
12 are building a circular beltway in their city, and  
13 they're having a very difficult time doing it,  
14 because they did not plan ahead. If you talk with  
15 someone who lives in Phoenix, Arizona, they cannot  
16 wait until the beltway is finished. They are having  
17 problems navigating with their north-south roads.

18           The argument that trucks won't use the  
19 bypass -- why, then, do we have 23 percent truck  
20 traffic on 148th Street, when there should be only  
21 three to five percent? And why do we have six  
22 percent truck traffic on 84th Street when there  
23 should be two percent?

24           We've been told many times that beltways  
25 destroy cities. Portland, Oregon, probably

1 considered one of the best-planned cities or one of  
2 the best-planned cities in the United States: they  
3 have a circular beltway, and it crosses a major  
4 river.

5 Beltways cause sprawl. There is a  
6 difference between urbanization and sprawl. And as  
7 Kathleen Sellman said, Lincoln does have a good  
8 track record. All you have to do is look at  
9 Interstate 80. Interstate 80 has bypassed Lincoln  
10 for 40 years. We have not had sprawl out to  
11 Interstate 80. We have recently had urbanization on  
12 North 27th, but it cannot be considered sprawl.

13 The beltways destroys the walkability of a  
14 community. I did receive several letters which had  
15 a statement in it similar to this. None of us will  
16 be walking or biking anywhere, unless we get the  
17 vehicle traffic out of our neighborhoods and on  
18 roadways designed for their use. We are crowding  
19 our neighborhoods with trucks and traffic that  
20 should not be there.

21 I do not believe in stopping growth.  
22 However, I do believe in planning for it.

23 Someone asked me just last week why we are  
24 even voting on this issue if the facts are so  
25 persuasive for one viewpoint. My answer is this:

1 We do this to provide accountability. When the  
2 decision is finally made, it is us, the elected  
3 officials, who are accountable for the results. The  
4 Stevens Creek neighborhood has been asked to debate  
5 this issue for almost thirty years. With our vote  
6 today, you no longer are required to be in  
7 opposition with your neighbors. In fact, you are  
8 actually allowed to be neighbors again. Whatever  
9 the future brings, I believe the elected officials  
10 here today are ready to accept either the blame or  
11 perhaps the credit of our decision.

12 Mr. Clerk, would you call the roll, please?

13 COUNTY CLERK: Stevens?

14 MR. STEVENS: Yes.

15 COUNTY CLERK: Workman?

16 MR. WORKMAN: Yes.

17 COUNTY CLERK: Hudkins?

18 MR. HUDKINS: Yes.

19 COUNTY CLERK: Motion carries three to  
20 zero.

21 MR. WORKMAN: Mr. Clerk, item D.

22 COUNTY CLERK: That proposal is Amendment  
23 No. 94-65, to reflect the inclusion of the East  
24 Close Beltway as a four-lane freeway generally  
25 between 98th and 112th Streets from Highway 2 to

1 Interstate 80.

2 MR. WORKMAN: Commissioner Stevens.

3 MR. STEVENS: Mr. Chairman, I move to deny  
4 Amendment No. 94-65, commonly called the East Close  
5 Beltway, generally between 98th and 112th Streets  
6 from Highway 2 to Interstate 80.

7 MR. HUDKINS: Second that motion.

8 MR. WORKMAN: There has been a motion and a  
9 second to deny Number 94-65, more commonly known as  
10 the East Close Beltway. Is there any discussion or  
11 comment? Commissioner Hudkins.

12 MR. HUDKINS: I think that this is  
13 basically a good proposal. However, I think it's  
14 about twelve or fifteen years too late. I think  
15 this could have happened and could have been very  
16 workable, if we could have moved on this fifteen  
17 years ago. But the area is too congested now, it's  
18 too built up, and we just have to go on a little bit  
19 further out there to the East Middle.

20 But certainly, the idea that was put forth  
21 in it made a lot of sense. I don't think we'd have  
22 near the problems on 84th that we do today if this  
23 could have been put into place, and I guess I'd just  
24 use that as rationale why we need to move forward on  
25 the East Middle at this point.

1 MR. WORKMAN: Thank you. Other comment?

2 The motion before us is to deny Amendment  
3 No. 94-65. Mr. Clerk, would you call the roll,  
4 please?

5 COUNTY CLERK: Workman?

6 MR. WORKMAN: Yes.

7 COUNTY CLERK: Hudkins?

8 MR. HUDKINS: Yes.

9 COUNTY CLERK: Stevens?

10 MR. STEVENS: Yes.

11 COUNTY CLERK: Motion carries, three to  
12 zero.

13 MR. WORKMAN: I would entertain a motion to  
14 adjourn.

15 MR. STEVENS: I move we adjourn.

16 MR. HUDKINS: Second.

17 MR. WORKMAN: There's been a motion and a  
18 second to adjourn. Call the roll, please.

19 COUNTY CLERK: Stevens?

20 MR. STEVENS: Yes.

21 COUNTY CLERK: Workman?

22 MR. WORKMAN: Yes.

23 COUNTY CLERK: Hudkins?

24 MR. HUDKINS: Yes.

25 COUNTY CLERK: Motion carries three to

1 zero.

2 MR. WORKMAN: Thank you.

3 (The meeting of the Lancaster County Board  
4 adjourned at 9:01 p.m., and the meeting of the  
5 Lincoln City Council commenced at 9:06 p.m. as  
6 follows:)

7 MS. McROY: I'd like to call the meeting of  
8 the Lincoln City Council to order, please.

9 Will the clerk call the first item on our  
10 agenda.

11 CITY CLERK: The first item is Amendment  
12 No. 94-62, to reflect the inclusion of the South  
13 Beltway as a four-lane freeway generally one half  
14 mile south of Saltillo Road from Highway 77 to  
15 Highway 2, including portions between north of  
16 Saltillo, east of 98th Street. This was introduced  
17 by Camp.

18 MR. CAMP: So move.

19 MS. SENG: Second.

20 MS. McROY: Discussion, please?

21 Mr. Werner?

22 MR. WERNER: I'd like to take this time to  
23 make a statement, and I'll not comment on the rest  
24 of the motions.

25 First of all, I do want to thank all the

1 people who have testified and have been involved in  
2 the beltway process not just in the past week, but  
3 over the past several years. Many people, as we  
4 know, have a personal stake in what we're to decide  
5 upon tonight, and it's not been an easy path for  
6 them. In fact, it's been a quite a painful path.

7 I also wish to thank HWS, planning staff,  
8 Public Works, and many other interested parties that  
9 worked long and hard on this project.

10 Throughout the process, I have heard a lot  
11 about preservation. However, I've heard little  
12 about the bigger picture, and that is: What is  
13 Lincoln's role in the preservation of our resources?  
14 Where does our obligation lie in the prevention of  
15 reckless use of our nonrenewable resources such as  
16 oil and gas, land, our air quality, and our general  
17 quality of life? What about preserving our older  
18 neighborhoods and our downtown? What about  
19 preserving the integrity of the Comprehensive Plan  
20 that calls for preserving our rural quality of life  
21 and careful and contiguous growth?

22 Someone testified last week that we should  
23 not go with the status quo. They said we should go  
24 ahead and build the beltway. Well, in my mind  
25 building the beltway is the status quo. The

1 beltways have been shown to be the catalyst for  
2 sprawl and deterioration of our cities time after  
3 time.

4 We talk about the need for growth and how  
5 growth pays for itself. Well, at the same time our  
6 city cannot afford to provide comprehensive bus  
7 service, or manage to pay for adequate child care  
8 inspections, staff our libraries, bus our kids to  
9 school, repair our aging infrastructure, fix our  
10 sidewalks, and maintain our parks. I believe that  
11 these are the services that people want their tax  
12 dollars to be spent on, not beltways.

13 I believe that as an elected official or as  
14 elected officials we have an opportunity and indeed  
15 an obligation to be bold. To be innovative. To  
16 plan for a city that is based not entirely upon the  
17 automobile. We need to look towards building a city  
18 that provides services that people can walk or bike  
19 to. We need to plan for a city that does not  
20 promote sprawl, but it promotes a lifestyle that the  
21 citizens have said they want.

22 We need to be bold and we need to be an  
23 example. We need to do our part to conserve and  
24 preserve this great place that we live in.

25 In conclusion, however the vote turns out

1 tonight, I would only request that the Planning  
2 Department, the Comprehensive Planning Committee and  
3 all the subcommittees consider my alternative point  
4 of view in making their recommendations to the  
5 respective bodies. Thank you.

6 MS. McROY: Thank you. Anyone else like to  
7 comment on this first Amendment? Mr. Cook.

8 MR. COOK: Well, this is for the South  
9 Beltway, and of course, if there's anything I've  
10 heard over the past few years it's how badly needed  
11 the South Beltway is. This is a continuation of the  
12 roadway started essentially with the West Bypass,  
13 and it serves a similar purpose. The West Bypass  
14 was critically important because of the massive  
15 amount of truck traffic that was traveling through  
16 downtown. That truck traffic now has been shifted  
17 to outside of downtown.

18 The same thing is necessary on Highway 2.  
19 We just have too many semi trucks now that Highway 2  
20 is widened to Nebraska City, and it will become  
21 worse as time goes on, and yet Highway 2 is a major  
22 corridor for everyday commuter traffic. And the two  
23 just do not mix well. It's very unsafe, and it's  
24 very unpleasant. All you have to do is go sit down  
25 at one of the intersections along Highway 2 on any

1 day and watch the semi trucks try to stop for the  
2 red lights.

3 It's -- it's a serious problem, and this is  
4 a solution. And despite whatever drawbacks there  
5 may be with a beltway out further from the city, in  
6 this case it's important, to help preserve the core  
7 of the city and make the roads work better and make  
8 them safer there. So I think this is very important  
9 to vote for, and I plan to vote yes.

10 MS. McROY: Mr. Friendt.

11 MR. FRIENDT: I have no comment on the  
12 South Beltway.

13 MS. McROY: I'm sorry, I thought you had  
14 your hand up. Jon?

15 MR. CAMP: I'd like to echo to a certain  
16 extent what Councilman Cook said, and that was two  
17 years ago when we had several of us up for  
18 reelection or for reelection, and I talked with a  
19 lot of constituents asking about their  
20 prioritization of various issues. And I think that  
21 I was -- I was somewhat surprised the South Beltway  
22 came right to the top. And so we've all heard  
23 traffic congestion has been a concern of the  
24 community.

25 The first question I asked Jim Linderholm

1 after being elected was, when can we turn a spade of  
2 dirt on the South Beltway? So -- quite frankly, I  
3 just don't think it can be built quickly enough.  
4 And the one admonition I would make would be during  
5 the process that due consideration be given in the  
6 final analysis of a couple of the homes in the way.  
7 I notice we've had some concerns expressed by  
8 families that will be affected. And unfortunately  
9 in a process like this there will be displacements,  
10 but I just encourage the designers and so forth as  
11 we proceed that we make a final analysis and try to  
12 be as understandable as possible.

13 MR. FRIENDT: No specific comments, except  
14 maybe for a clarification. We had one of the people  
15 testify earlier today about the South Beltway being  
16 closer to the city than the East beltways. But if  
17 you look at the map, the South Beltway is about four  
18 to four and a half miles away from the southern edge  
19 of the city, and the furthest beltway on the east  
20 would be three miles, from 84th. So...

21 MS. McROY: Thank you. All right. Madam  
22 Clerk, we're ready to call the vote on the first  
23 motion.

24 CITY CLERK: Camp?

25 MR. CAMP: Yes.

1 CITY CLERK: Cook?

2 MR. COOK: Yes.

3 CITY CLERK: Friendt?

4 MR. FRIENDT: Yes.

5 CITY CLERK: McRoy?

6 MS. McROY: Yes.

7 CITY CLERK: Seng?

8 MS. SENG: Yes.

9 CITY CLERK: Svoboda?

10 MR. SVOBODA: Yes.

11 CITY CLERK: Werner?

12 MR. WERNER: No.

13 CITY CLERK: That motion carries, six to  
14 one.

15 MS. McROY: Okay. And just for those who  
16 are watching at home, what the clerk will do next  
17 will be read the next three items into the record,  
18 and then we will have discussions on those items  
19 together. Then we will vote on each one separately.  
20 But we'll call them in so that in case someone wants  
21 to discuss an item we can discuss them back and  
22 forth, but we will vote separately. Just for  
23 clarification purposes. Madam Clerk.

24 CITY CLERK: Comprehensive Plan Amendment  
25 No. 64-63, to reflect the inclusion of the East Far

1 Beltway as a four-lane freeway generally between  
2 134th and 148th Streets from Highway 2 to Interstate  
3 80.

4 Comprehensive Plan Amendment No. 94-64, to  
5 reflect the inclusion of the East Middle Beltway as  
6 a four-lane freeway generally between 120th and  
7 134th Street from Highway 2 to Interstate 80.

8 Comprehensive Plan Amendment No. 94-65, to  
9 reflect the inclusion of the East Close Beltway as a  
10 four-lane freeway, generally between 98th and 112th  
11 Streets, from Highway 2 to Interstate 80. All of  
12 these items were introduced by Mr. Camp.

13 MR. CAMP: So moved.

14 MS. SENG: Second.

15 MS. McROY: Okay. Now we'll open the floor  
16 up for discussion.

17 MR. FRIENDT: Coleen? First.

18 MS. SENG: Okay. Well, when approaching  
19 this decision about the East Beltway, I had to kind  
20 of review back to what my own educational process  
21 has been through this time, and then where this  
22 community has been at a variety of points.

23 And I could look back to the late '60s and  
24 early '70s, and I always remember hearing about  
25 well, we can't go in and develop in the Stevens

1 Creek Basin, because of the difficulty and the  
2 amount of money. We just knew that the community at  
3 some day would have to face up to all the needs that  
4 were there prior to development. And we were  
5 talking about big dollars. So I've had that in my  
6 head for many, many years.

7 Through the years, I really came to  
8 understand the enormous size of the Basin. And I  
9 remember a former Public Works director, Dick  
10 Erickson, used to compare it to the size of the city  
11 of Lincoln. And then he would tell me, Coleen,  
12 bend -- take a map of the city of Lincoln and bend  
13 it over, and that's exactly the size of the basin.  
14 Well, that was a good point for me to always look  
15 at. So I knew it was huge.

16 I also knew that it was a beautiful area.  
17 And I have come to appreciate that more and more  
18 through the years. Lots of my friends built  
19 acreages in that area. So I came to understand the  
20 importance of trying to design a corridor, get a  
21 corridor out there that was going to miss all of  
22 these new acreages.

23 Then I've come to understand, and I know --  
24 you know, I understand that there's a need for the  
25 farmland. It was not until more recent years,

1     though, that I've been well educated by the historic  
2     property in the area. And those folks that have  
3     worked on that, they've done a marvelous job of  
4     educating all of us.

5             But, you know, through all this time, I  
6     don't think the city and county was doing very much  
7     planning for that area. And there was some work  
8     done. Probably NRD did better planning than anyone  
9     else. And I remember I was the token City Council  
10    member at one point to serve on that task force for  
11    the flood control devices. I think Kathy Campbell  
12    was the person on the county. And I remember we  
13    went on all these little bus tours, you know, to get  
14    where those ponds were going to be located. Or  
15    dams, or whatever we were going to end up  
16    recommending.

17            Now, a few years back I was one of those  
18    decision-makers that thought it was wise to place  
19    the East Beltway at the Far location. In  
20    retrospect, I think it was probably a pretty good  
21    decision at the time, because we hadn't done the  
22    planning that needed to be done in the Basin. The  
23    preservationists had not been active, but, boy, did  
24    that get them active. And they've done good work.

25            At the time that we were in the process of

1 hiring a new planning director, I, along with  
2 others, really expressed to her the need for the  
3 Basin planning. This was said over and over, and I  
4 know she knows that during the interview time this  
5 was an important piece of the interview process, was  
6 the Basin planning. And, you know, today we have  
7 had some of that Basin planning done. We've had  
8 that first piece of it. And I just cannot say thank  
9 you enough to the planning staff and Public Works  
10 staff that have worked on that first phase of that  
11 Basin planning.

12 I think it's important now, and it's  
13 appropriate, that we get to the decision-making once  
14 again. I hope we don't ever have to go through this  
15 again, but as Jonathan has pointed out earlier, I  
16 suppose that that might happen.

17 Along the way, I got to thinking about our  
18 forefathers -- I suppose they were all fathers in  
19 those days -- you know -- somehow or other had the  
20 foresight to plan an O Street, and it was a wide,  
21 wide street. Thank heavens it was wide. It's now,  
22 after a hundred and some years, that we're finally  
23 facing up to the fact that we probably have to widen  
24 that street.

25 I think, when we're looking at this eastern

1 portion, we have to be visionary. We have to think  
2 that we are placing a roadway structure eventually  
3 that will move traffic. It will be our main  
4 thoroughfare through the Basin, like an O Street.  
5 Now it's running kind of the opposite directions  
6 than what O Street is.

7 I also am reminded how often we have  
8 traffic problems within this city because we have  
9 streets that do not go clear through this area. We  
10 have very few north-south routes that go across the  
11 city. So I think it's terribly important that we  
12 get this beltway located.

13 I don't like if we have to harm one home.  
14 I don't like that. I don't like harming the  
15 farmland. But I do think that we are talking about  
16 something that is as important as when the city of  
17 Lincoln was founded. And there was a street planned  
18 at some point. And I think that's what we are about  
19 here.

20 I disagree with all the comments about  
21 sprawl, because I think in Lincoln, Nebraska, and  
22 Lancaster County, we have planned growth. And  
23 that's a terribly important distinction from what  
24 sprawl is all about. And yes, sprawl is probably --  
25 and however one defines it, but to me sprawl is

1 growth without planning. And I do think that we  
2 have planned growth.

3 So I will really be making a decision here  
4 shortly, and it will be in the Middle Route when I  
5 get to that vote. But just so you all know, this is  
6 how I've come to my decision.

7 MS. McROY: Thank you. Glenn?

8 MR. FRIENDT: Well, I also want to thank  
9 all of the citizens that have been involved in this  
10 process, and those that have been involved a long  
11 time. It's an important issue.

12 I also want to thank the professionals,  
13 both from the city staff and from the Federal  
14 Highway Administration and others from HWS who've  
15 been patient and professional and objective and  
16 smiling, even when lots of crazy questions are  
17 getting asked. I appreciate it, because it means a  
18 lot to go through this process now and have the kind  
19 of involvement we've experienced.

20 This is such an important decision. Any  
21 time you're talking about taking property and  
22 disrupting lives, there's bound to be a ton of  
23 emotion, on both sides. And because of that, I'd  
24 be -- I've had to put this in a philosophical  
25 context, because it's not a simple process. And we

1 need to balance, in my opinion, compassion with  
2 conviction, to be visionary, to show leadership, and  
3 I think a commitment to the facts, and stay focused  
4 on the objectives, and not the emotional. And that  
5 can be very, very difficult to do.

6 I think when you take a look at the vision  
7 for the future, it's also important for elected  
8 officials to realize that we're making this decision  
9 for the 220,000 other citizens who don't have a  
10 piece of property, don't have a historic treasure in  
11 the Basin. They have a lot at stake in this  
12 decision, and we need to represent them as well. By  
13 the time this gets built we may be representing  
14 100,000 more people, and it will be 350,000, folks.

15 And I think we need to be sure that we do  
16 what's right by staying focused on the objectives  
17 and the data. It's been very difficult to do. I  
18 will remind the audience that I believe 80 percent  
19 of what's been presented, often, is somebody's  
20 perception of the facts. Somebody's spin on the  
21 facts. Somebody's opinion about the facts.

22 And I believe it's incumbent on us to cut  
23 through that and stay focused. And as I focused on  
24 it, one of the questions I had to ask first is: Do  
25 we need a beltway? As Coleen has just talked about

1 from her experience of the past few years. And I do  
2 not believe it's to handle current traffic or  
3 relieve current traffic or to take care of truck  
4 traffic, primarily. I think it has to do with  
5 planning for the future growth of Lincoln, and doing  
6 what other leaders before us have done, and that we  
7 have benefited from, and that's to set aside the  
8 proper arterials and roadways so that they're there  
9 now, and people know they are there.

10 We hear a lot of criticism about current  
11 traffic, because we -- the leaders didn't plan far  
12 enough in advance. They didn't buy enough right-of-  
13 way. They didn't think about what could happen.  
14 While Terry and I may agree more than not in a  
15 philosophical debate about mass transit and reliance  
16 on the automobile, I don't think we can ignore  
17 facts. Now, maybe we'll be able to change some of  
18 those facts in the future, we'll see.

19 But we need to do this to handle the growth  
20 that will happen, I believe, in Stevens Creek, so  
21 that 20 or 30 years from now, when the traffic is  
22 out there, it can flow in a reasonable way and we  
23 have been visionary in that respect.

24 I've grown up in Lincoln, and I remember  
25 when semis used to run both ways down O Street;

1 until Interstate 80. And I remember twelve years  
2 ago, when lots of semi traffic used to go up and  
3 down 9th and 10th Street; until the West Bypass.  
4 And now we're experiencing the same thing on  
5 Highway 2. We've got to be able to look further  
6 ahead than today, ten years from now, and I believe  
7 we have to look out further than that.

8           When it gets down to my preference for the  
9 beltway, I look at two strategic issues. One has to  
10 do with the growth issue. We've heard from the  
11 Planning Department, and we've seen in the last  
12 thirty years Lincoln has grown 50 percent. I  
13 believe we could see another 50 percent growth in  
14 twenty years, and I believe a lot of that will be  
15 from the western slope of the Stevens Creek Basin.  
16 I have concerns that by building the Middle Route  
17 the growth is going to have encroached on that  
18 corridor before we can even get it constructed or  
19 maybe even under way.

20           I still have not -- secondly, I've still  
21 not had my questions answered satisfactorily about  
22 what this does in the Stevens Creek drainage, if you  
23 put it down the heart of it. I understand that any  
24 three of them can be built; that we will be  
25 obligated to build on current floodplain

1 requirements and federal requirements; but when you  
2 take this roadway and put it down the heart of the  
3 Basin, and then build up the roads that must connect  
4 with it, along with interchanges, I believe it's  
5 going to be much more costly. And I see problems  
6 with that.

7           Finally, I want to recognize Marleen  
8 Rickertsen. If there's anyone in this community  
9 that feels you can't fight city hall, one person  
10 can't make a difference, you need to dig into this  
11 story. I kind of feel like one day soon we'll read  
12 on the best-seller list "How I Moved a Community and  
13 a Highway With My Bare Hands."

14           But it comes down to the fact that while I  
15 have empathy for the citizen and I am committed to  
16 historic preservation, I still think Far East is the  
17 best choice.

18           MS. McROY: All right, thank you.

19           I just want to make a few brief comments  
20 about the whole process. Today for me it's about  
21 potential and planning as much as it is about the  
22 deciding where we're going to place the corridor for  
23 future transportation needs. And I say potential  
24 and planning, because I see that we have  
25 opportunities from this moment out to take the

1 potential and for Lincoln's future and plan it in a  
2 way that years from now, those who come behind us,  
3 those who will sit in this seat -- I won't be here  
4 as long as Coleen has been here. I really doubt  
5 that. It won't be twenty years, where I would like  
6 to be at, so I -- the people that have come before  
7 me, a lot of times I've been reminded that the  
8 people twenty years before us were not planning  
9 correctly.

10 I think they were under the same pressures  
11 and the same deadlines we sitting here today are,  
12 deciding this process. I think one thing I'll take  
13 out of my vocabulary is blaming those who are before  
14 me, because I know how hard this job is, and how  
15 things can turn out. And, you know, one person can  
16 make a difference with the process.

17 And that's what I want to talk a little bit  
18 about, is the process and Lincoln's potential. Many  
19 citizens during the last two hearings and a lot of  
20 the letters and comments I've gotten -- and I tried  
21 to read, you know, just about every last one of them  
22 as much as I can. One thing they've pointed out  
23 over and over again is what they don't like in other  
24 cities. Now, that's fine, I've been to other  
25 cities, and I've seen things that I agree with and I

1 don't like, either.

2 Well, the good thing about Lincoln -- I've  
3 been here nineteen years, and I wouldn't say  
4 Lincoln's grown slowly but I have seen growth from  
5 the time I first came to Union College until today.  
6 I have places that, you know, I -- maybe I'm not a  
7 lifelong resident, but in nineteen years I've seen a  
8 lot of changes. And so I think I know a little bit  
9 about what I'm talking about when we're talking  
10 about growth and change in Lincoln.

11 And the good thing is we have not jumped on  
12 the bandwagon on a lot of different planning issues  
13 that have happened in the last twenty years.  
14 Lincoln has been slow and deliberate in its planning  
15 process. And for that I'm grateful. Whether you  
16 agree with everything that's happened, but I think  
17 we have had good leaders and good planning in the  
18 past, and will continue to.

19 People talk about having a vision. I had a  
20 vision three years ago. That's why I'm sitting here  
21 today. My vision three years ago when I started out  
22 to run for City Council, I wanted to make sure no  
23 one was left behind. I saw Lincoln changing, and I  
24 didn't want it to be a community divided by haves  
25 and have nots. And so today we're talking about

1 another change and another vision. And it's not  
2 just people who live on acreages and who may be a  
3 little bit more wealthy than the other person.  
4 Because, as someone pointed out earlier, this is  
5 about all 225,000 of us, not just a few thousand  
6 that might live on acreages. And this is about all  
7 of us.

8           And so once again, I have another vision  
9 for Lincoln's future as we move out into the new  
10 area, into the Basin. And my vision for the future  
11 as they move out to East Lincoln is one of slow and  
12 deliberate planning, the way we've been doing it.  
13 Very slow and deliberate. And with the plan, and  
14 then we go back and replan. At least we know we got  
15 it right when we finally make a decision.

16           And so from here on out I see that we have  
17 an opportunity to protect what we deem as important.  
18 And when I say we, and us, I'm talking about elected  
19 officials up here on the podium, also the citizens  
20 out in the audience and those who live in Lincoln.  
21 It's our responsibility, every last one of us, to  
22 tell elected officials what we deem important and  
23 what we want to protect in the future from here on  
24 out.

25           So that's why I see potential today,

1 because we can protect vast expanses. You know, as  
2 Kathleen pointed out -- my question was deliberate:  
3 We never have to zone commercial. We have to zone  
4 B3. It may happen, if people sell their land, then  
5 of course there's going to be pressure to go ahead  
6 and develop that. But we can be careful what we do,  
7 and do it in a manner that is not harmful to the  
8 natural environment. The built environment may  
9 come, but it doesn't have to. But we can be ever  
10 vigilant listening to the people to tell us what we  
11 want to do.

12 So I think it's the responsibility not just  
13 for elected officials but for those who sent letters  
14 and wrote and made phone calls -- and I'm thankful  
15 for every last one of you that contacted me and give  
16 me tours and sent me maps, sent me articles from  
17 different sources I may not have ever read on my  
18 own. So for that I'm grateful. But that's what the  
19 process is about, people's input.

20 And so when I talk about potential and  
21 planning, this is a partnership. Because we need  
22 stakeholders. A lot of stakeholders showed up in  
23 the last six months that shared their viewpoint.  
24 Whether we agree with them or not, they were part of  
25 the process. So for that I'm grateful, for those

1 who educated me and took part in the process.

2 Because I think the future vision is we're going to  
3 work together. And so thank you.

4 Jon.

5 MR. CAMP: First, I do want to also add my  
6 thanks to the literally hundreds of people who have  
7 been involved in this process and who have taken the  
8 time and energy over many years. And listening to  
9 Earl Lampshire earlier, and his forty or fifty  
10 years, and I've known Earl a lot of those, and I  
11 know what he's saying there. I think that's very  
12 important.

13 And that's one of the things that I've  
14 always felt that defines a community, and Lincoln is  
15 a community, and that's one of citizen involvement  
16 and volunteerism. And I hope we never lose that,  
17 because that is one key ingredient that I think  
18 distinguishes us from many other metropolitan or  
19 other cities that involve city environments.

20 The second thing I'd like to talk about is  
21 the decision Coleen and others of you have talked  
22 about, visioning. And it dawned on me it was about  
23 twenty years ago I started redeveloping down in the  
24 Haymarket. And I don't know, I'll have to confess I  
25 don't know that I had the visions of where it's at

1 now, but I was somewhat surprised, it's been twenty  
2 years.

3           And that's -- I'm not bringing it up to  
4 really analogize to Stevens Creek, because there's  
5 no comparison, but the time does pass quickly. And  
6 I think that we need to realize that at times it may  
7 seem like, from our week-to-week agenda, and there's  
8 other matters that we can stress and deliberate on.  
9 That may seem short, in a moment's frame, but really  
10 is happening very quickly. And so it's a fast-paced  
11 world. We're dealing in nanoseconds anymore, not a  
12 pony express going across the country in two or  
13 three days, let alone the railroad or whatever.

14           Third is, getting directly into the  
15 question at hand on the beltways, I'm having -- I  
16 think my biggest difficulty here is getting to the  
17 first question, and that is, the need. We've  
18 already gone through the South Beltway, so we're  
19 dealing with three east options. And I've always  
20 been a person, I feel before you look at whether the  
21 financing and the purchase price is good, you ought  
22 to decide is there a need there.

23           And to me, that's the crux -- part of this  
24 issue. And so I think during the last two-week  
25 period you've heard me ask a lot of people, what is

1 your choice of options? And is there a need for a  
2 beltway, or are superarterials or maybe what we call  
3 a no-build route, is that viable? And I'm just  
4 trying to get at what is the need. Are we building  
5 a bypass or are we building a beltway? I still  
6 don't really know which it is. I've heard some  
7 trucking firms say that they really won't use this.  
8 Then again, if you build it, will they come? They  
9 very well may.

10 I looked at the geographical position of  
11 Lincoln, where we're at vis-a-vis Omaha, Interstate  
12 80, Highway 2, where people are going, where  
13 vehicular traffic is going. If it's heading west,  
14 if it's coming from Omaha, it's more than likely  
15 going to stay on Interstate 80. If it's coming from  
16 Kansas City, Nebraska City, and Highway 2, in the  
17 short term it's going to be taking the South Beltway  
18 that we're going to get built first, under anyone's  
19 scenario, and we may then provide to the West Bypass  
20 and then on to the interstate. I don't see traffic  
21 running due west or southwest.

22 And so when I think about the need for the  
23 beltways, I question how much is there. And we can  
24 do a lot of statistical projections through hazy  
25 crystal balls 20 years ahead, and it's difficult to

1 really know where it's going to be. We've got  
2 consultants and other experts here that know this  
3 better than any of us here, and we need to rely upon  
4 them. But a lot of things can happen. So that the  
5 need, the purpose for the beltway is an important  
6 issue for me.

7           Then there's a second point in the  
8 beltways, and that's the economics. And as we've  
9 just come through a series of budget hearings, you  
10 all know how I'm still concerned about the current  
11 economic times in our country right now, let alone  
12 our city. And I think that the millions of dollars  
13 that even under a scenario where we're got 80  
14 percent federal funds, Lincoln's got to put up the  
15 other 20 percent.

16           I also looked at the ever-inflationary cost  
17 of the project. You know, we can look at projects  
18 locally and nationally have quadrupled and  
19 quintupled their costs. And I think that the  
20 beltway has that potential, and we're going to need  
21 to guard against that on the South Beltway or  
22 whatever does happen to the East. And so I don't  
23 know how realistic we have been with ourselves on  
24 our ability to afford this, if we're setting  
25 something in motion that -- is it going to bootstrap

1 us? It's one thing to wish for it and say we'll do  
2 it; it's another to pay for it.

3 So the economics are important, and I just,  
4 I can't look at it solely from a matter of dangling  
5 federal dollars in front of us. I think we need to  
6 understand there's a big commitment here financially  
7 for us.

8 My last comment, and it's a very short one,  
9 but I think someone earlier was talking about -- I  
10 think Annette and others were talking about slow and  
11 deliberate planning we have in Lincoln. I think the  
12 days of slow and deliberate planning -- and again,  
13 it gets into our computer age of nanoseconds -- that  
14 it's going to be tougher. We've got to recognize  
15 that Lincoln is a drop in the global ocean.

16 And I think we've all seen that in our  
17 travels, reading literature and so forth. The world  
18 out there is incredibly different. I was privileged  
19 to be in Xinjiang, China, two years ago, on a trade  
20 mission, and here was a city that over the course of  
21 twenty years went from 3,000 people to 3.6 million.  
22 Twenty years. 3,000 to 3.6 million. And it's a  
23 world-class city. I honestly looked at it, and I  
24 could not envision how they built roads that fast.  
25 How they built sewers. It was just incredible. And

1 I just don't know how they did it, but they did it.

2 And so what we'd be doing is anticipating  
3 looking farther ahead, as we are doing on this,  
4 because the days of slow planning -- if we're going  
5 to compete in the world and get those high wages  
6 that several people talked about, versus low wages,  
7 we need to be cognizant. We need to make Lincoln an  
8 environment that we can achieve those.

9 So with that I'll conclude. I'm still not  
10 a hundred percent sure how I'm voting, but those are  
11 my thoughts. My thought process.

12 MS. McROY: Ken?

13 MR. SVOBODA: I just want to take a quick  
14 second here. This is -- being very new on the  
15 Council, so this is not a decision that I'm making  
16 lightly. I measured it the other day, I stacked all  
17 of the beltway information that I had in front of me  
18 that had been given to me, and it was nearly ten  
19 inches in depth. And I've read every single piece  
20 that has been given me, through the DEIS,  
21 everything. I've looked at all the maps, I've  
22 toured the areas numerous times, both with residents  
23 in the neighborhood as well as myself personally. I  
24 have friends that live out in that area.

25 I have -- I question the need for a beltway

1 on the east side of town. I've questioned that all  
2 along. I have thought that, with the blueprint that  
3 we have in front of us and the ability to be able to  
4 plan strategically how our area is going to grow to  
5 the east, we have the ability to take our current  
6 roadway system and turn it into a four-lane road.  
7 Do what we need to do in order to make sure that  
8 traffic flows efficiently.

9 I also have a difficulty with the Middle  
10 Route, primarily because this is a huge investment  
11 for us. Not only in our tax dollars, but also the  
12 federal tax dollars of people across this country  
13 that are paying their tax dollars to help support  
14 our roadway system here, as we have done for many  
15 roadways across our country with our local tax  
16 dollars.

17 Putting an infrastructure of that  
18 investment in a floodway is difficult for me. I  
19 wouldn't build in a floodway without taking the  
20 necessary precautions, and I understand and know  
21 that if that route is chosen, and that's the  
22 direction that we travel, that there will be a  
23 roadway system that will be developed and  
24 constructed that will handle the flood, and not  
25 cause additional problems in the flooded area.

1           But I also remember looking at the news,  
2 for the last number of years, and you see vast  
3 floods in various parts of the country, where a  
4 flood has totally ripped and destroyed a roadway  
5 system. Whether it be a bridge or the roadway  
6 itself. And that bothers me, putting in an  
7 investment like that.

8           I asked the question of Kathleen today  
9 because I had that fear that should we put a beltway  
10 too close to the city, that that will define our  
11 eastern edge. And in fact I believe that it does.  
12 I have -- when I look at that, I don't want to put  
13 onto the backs of a future Council and a future  
14 County Board the need and difficulty to try to  
15 leapfrog over industrial areas, and I fear that  
16 that's what's going to happen, should we decide on a  
17 beltway. So my thought process is of course to say,  
18 do we need a beltway?

19           I also have to deal with the fact that I  
20 have criticized -- granted it's much easier to do in  
21 hindsight, but I've criticized our forefathers where  
22 they developed an O Street roadway that was right  
23 between two cemeteries, or allowed two cemeteries to  
24 encroach on a roadway. Thus virtually enabling us  
25 to do nothing more there than to put up with it, at

1 this point. So I also, that bothers me, and I have  
2 to deal with that as well.

3 But in the long run, what I look at is that  
4 we have the ability to do something great here, and  
5 we can plan that. I don't know that there is a need  
6 for the beltway, and I'm going to vote against all  
7 three of the beltways on the east side.

8 MS. McROY: Jonathan.

9 MR. COOK: Well, I appreciate the  
10 thoughtful comments of my colleagues. And I do want  
11 to thank staff, Public Works, and the Planning  
12 Department, and HWS for all the work they've put in  
13 on this, those members of the committee early on,  
14 evaluating the beltway choices. It's been a long  
15 time in coming, to get to this point.

16 Regarding the three options before us,  
17 before I get into some other things, I feel that the  
18 beltway, the Close alternative is too close.  
19 Unfortunately. It's too developed already. We've  
20 missed an opportunity there, development is already  
21 too established, and in that corridor, and it's not  
22 a real listing choice at this time.

23 The Far Beltway I think is less justified  
24 than the Middle, in terms of benefits to the  
25 existing residents, and I worry about its serious

1 impacts upon the historic properties in the area.  
2 Which leaves us with the Middle corridor or the  
3 no-build alternative. That's how I see the choice,  
4 what the choice comes down to.

5 So spending some time looking at the  
6 history of development here, just and finding maps,  
7 it's the -- I'm bringing props in today, and this is  
8 a map of the early '40s of Lincoln which shows no  
9 Highway 2, no Interstate 80. On the south side of  
10 town nothing goes past 56th Street. You wouldn't  
11 recognize this as the city we have today.

12 And then I have the '66 consultant study  
13 which shows the East Side Freeway going down just  
14 next to 84th Street. 85th, 86th Street. 84th  
15 Street essentially was the frontage road to access  
16 businesses.

17 And we've grown a lot in not all that many  
18 years. So -- but we really need to consider what  
19 the Stevens Creek Basin might look like in 30 years,  
20 40 years, 50 years, and what kind of transportation  
21 needs we will have there.

22 I'm glad that Coleen brought up the issue  
23 of the section -- or the roads that don't go  
24 through. In the core of the city we do have an  
25 advantage over those areas at the fringe, generally,

1 in that we have half section line roads. We have  
2 twice as many arterials. Unfortunately, due to  
3 mistakes in planning, I think some of them are  
4 missing, some links are missing. But overall,  
5 though, those links are still important. What's  
6 left is still important.

7 At the fringe we have only section line  
8 roads. Those roads therefore need to be bigger.  
9 They are less pleasant to live around, and they  
10 divide neighborhoods in a more serious way. But  
11 unfortunately that's where we're at. We have only  
12 section line roads at the fringe, generally, to  
13 build.

14 And I think it's important to consider  
15 what's before us with the Middle Route. And this  
16 wouldn't really apply to all the beltway corridors,  
17 but -- and that is that this would be adding a half  
18 section line roadway, potentially. Maybe it won't  
19 be a freeway. Maybe there will be some other  
20 decision made about what's built here. But we will  
21 be saying, this is an area where a roadway will go,  
22 we should plan for it, we should understand the land  
23 use implications; and I think that that will be  
24 important, in addition to the section line roads,  
25 which were talked about by Ken.

1           The other thing about the -- a potential  
2 freeway is access control. We have real problems  
3 with traffic signals proliferating. And we try to  
4 make our arterial streets, the fringe, function  
5 better, but we end up with traffic signals blocking  
6 progress of through traffic. We have shopping  
7 centers and commercial development, and no matter  
8 what we try to do, and no matter how much Public  
9 Works may say, no, don't. Please don't add that  
10 access -- it has. It happens all the time. And it  
11 will continue to happen.

12           This corridor can be preserved for a  
13 limited access roadway that won't have that kind of  
14 option, we hope. And if it becomes a state roadway  
15 the state will enforce that, and the City Council  
16 won't have a chance to make mistakes a lot. So I  
17 think that's an important thing we must look at when  
18 we look at the long-term, the traffic needs of  
19 Stevens Creek.

20           Regarding the issue of sprawl and versus  
21 can we plan this well, I think the bigger issue is  
22 how are we going to pay for it? Even if it's well  
23 planned, we've got to figure out what the process  
24 should be for paying for the infrastructure. Not  
25 only to this roadway, not only the section line

1 roads, but the sewers and the water lines, and all  
2 the other infrastructure that's needed for a growing  
3 city. Right now I don't think we have the right  
4 balance. But that's a separate issue from this  
5 decision today. That's something we'll continue to  
6 need to discuss. But that is as important as how we  
7 grow, is how we pay for it.

8           So I guess in closing, when it comes down  
9 to do we make no decision today, and go with the  
10 no-build choice, or do we select what I think is the  
11 only reasonable choice of these three, the Middle  
12 Corridor, I look at the suffering that the people  
13 have gone through for years and years in the Stevens  
14 Creek Basin waiting for this decision to be made,  
15 not knowing whether it will be their farm that's  
16 taken, their house, property that's been in their  
17 family for years, or not. Should they invest in  
18 improvements to their property? Should they build a  
19 new house? I don't know how anybody could make a  
20 decision out there without intense concern for that.

21           I think what we need to do today is make  
22 that decision. At least take those who live in  
23 Stevens Creek out of this limbo that they have been  
24 in, and to give some certainty -- we could still  
25 make changes. We could decide not to build the road

1 at all, as we discussed earlier, but I think that  
2 once we make this decision today there will be  
3 certain areas where we really aren't ever going to  
4 go back and decide to build a road.

5 And that's why I think it's important that  
6 we move forward on this decision, and I will vote  
7 yes, therefore, on the Middle Corridor.

8 MS. McROY: Okay. Any further discussion  
9 or comment? Okay. Madam Clerk?

10 CITY CLERK: I wondered if I could take a  
11 moment here to remind on the motion. As the City  
12 Attorney has recommended, the motion is always to  
13 approve the amendment, then you should vote yes to  
14 approve the amendment or vote no to deny the  
15 amendment.

16 And then I might also remind that there is  
17 a motion to amend on 94-63, which is just  
18 housekeeping. Because on line 6 the word "Planning  
19 Commission has recommended approval" should be  
20 substituted with the word "denial." Did someone  
21 wish to move this motion to amend?

22 MR. CAMP: So moved.

23 MS. SENG: Second.

24 MS. McROY: Discussion on the motion to  
25 amend? Okay. Madam Clerk, call the vote on the

1 motion to amend, please.

2 CITY CLERK: Camp?

3 MR. CAMP: Yes.

4 CITY CLERK: Cook?

5 MR. COOK: Yes.

6 CITY CLERK: Friendt?

7 MR. FRIENDT: Yes.

8 CITY CLERK: McRoy?

9 MS. McROY: Yes.

10 CITY CLERK: Seng?

11 MS. SENG: Yes.

12 CITY CLERK: Svoboda?

13 MR. SVOBODA: Werner?

14 MR. WERNER: Yes.

15 CITY CLERK: Okay. That motion carried  
16 seven to zero. Now, did someone wish to make a  
17 motion on the main question?

18 MR. CAMP: Aren't those on the floor  
19 already?

20 MS. McROY: They're on the floor already.

21 CITY CLERK: Okay, then we're ready to call  
22 the vote.

23 MR. CAMP: But didn't this one just -- this  
24 amendment need to be moved for denial or --

25 CITY CLERK: Yes, but then you are to vote

1 yes for approval, no for denial. And what the --  
2 the resolution is to state is that Planning  
3 Commission has recommended denial of said proposed  
4 amendment.

5 MR. HENRICHSEN: Steve Henrichsen, Planning  
6 Department. If I can explain: On this and one  
7 other amendment, erroneously the law department when  
8 they prepared the resolution there is just a  
9 statement that says "the Planning Commission  
10 recommended approval." On this particular item,  
11 that is not the case. On the Far Route the Planning  
12 Commission recommended denial. All of the  
13 resolutions prepared for you are for approval of  
14 each amendment.

15 So this is just a housekeeping matter that  
16 we knew would confuse things. We did not do it on  
17 purpose, but so -- again, to agree with Joan, this  
18 is -- for the Far Route, the motion before you is  
19 for approval. A no vote would be for denial, which  
20 is the recommendation of the Planning Commission and  
21 staff.

22 MS. McROY: All right. Joan, just for  
23 clarification, go ahead and read the motion again.  
24 Just the shortened version.

25 CITY CLERK: Comprehensive Plan Amendment

1 No. 94-63, to reflect the inclusion of the East Far  
2 Beltway as a four-lane freeway, generally between  
3 134th and 148th Streets, from Highway 2 to  
4 Interstate 80. Then the motion, then, I take it, as  
5 moved by Mr. Camp, is for approval.

6 MS. McROY: Correct.

7 CITY CLERK: Camp?

8 MR. CAMP: No.

9 CITY CLERK: Cook?

10 MR. COOK: No.

11 CITY CLERK: Friendt?

12 MR. FRIENDT: Yes.

13 CITY CLERK: McRoy?

14 MS. McROY: No.

15 CITY CLERK: Seng?

16 MS. SENG: No.

17 CITY CLERK: Svoboda?

18 MR. SVOBODA: No.

19 CITY CLERK: Werner?

20 MR. WERNER: No.

21 CITY CLERK: That motion failed one to six.

22 Okay. The second item -- third item:

23 Comprehensive Plan Amendment No. 94-54, to reflect  
24 the inclusion of the East Middle Beltway as a  
25 four-lane freeway, generally between 120th and 134th

1 Streets, from Highway 2 to Interstate 80,  
2 introduced, so moved by Mr. Camp for approval.

3 MS. SENG: Second.

4 CITY CLERK: All right. So are we ready  
5 for a vote?

6 MS. McROY: Yes. Madam Clerk, call for the  
7 vote, please.

8 MR. CAMP: I'd rather do the third one  
9 first.

10 MS. McROY: We do not want to confuse  
11 anyone any further. Madam Clerk?

12 CITY CLERK: Okay. This is on the East  
13 Middle. Okay.

14 Camp?

15 MR. CAMP: You know, this is the answer  
16 right here, folks. Golly.

17 CITY CLERK: Is there --

18 MR. CAMP: Like I said, I'm un -- I'm still  
19 looking at my map here, I'm sorry.

20 No.

21 CITY CLERK: Cook?

22 MR. COOK: Yes.

23 CITY CLERK: Friendt?

24 MR. FRIENDT: Yes.

25 CITY CLERK: McRoy?

1 MS. McROY: Yes.

2 CITY CLERK: Seng?

3 MS. SENG: Yes.

4 CITY CLERK: Svoboda?

5 MR. SVOBODA: No.

6 CITY CLERK: Werner?

7 MR. WERNER: No.

8 CITY CLERK: That motion carried, four to  
9 three.

10 The final item, Comprehensive Plan  
11 Amendment No. 94-65, to reflect the inclusion of the  
12 East Close Beltway as a four-lane freeway, generally  
13 between 98th and 112th Streets, from Highway 2 to  
14 Interstate 80. And again, we have that same motion  
15 to amend for clarification from the word "approval"  
16 to "denial." Did someone wish to move that?

17 MS. SENG: So moved.

18 MR. CAMP: Second.

19 MS. McROY: Call for the vote, please?

20 CITY CLERK: Camp?

21 MR. CAMP: Yes.

22 CITY CLERK: Cook? This is on the motion  
23 to amend.

24 MR. COOK: Yes.

25 CITY CLERK: Friendt?

1 MR. FRIENDT: Yes.  
2 CITY CLERK: McRoy?  
3 MS. McROY: Yes.  
4 CITY CLERK: Seng?  
5 MS. SENG: Yes.  
6 CITY CLERK: Svoboda?  
7 MR. SVOBODA: Yes.  
8 CITY CLERK: Werner?  
9 MR. WERNER: Yes.  
10 CITY CLERK: The motion carried, seven to  
11 zero. Okay, are we ready for a vote on the main  
12 question?  
13 MS. McROY: Yes.  
14 CITY CLERK: Camp?  
15 MR. CAMP: No.  
16 CITY CLERK: Cook?  
17 MR. COOK: No.  
18 CITY CLERK: Friendt?  
19 MR. FRIENDT: No.  
20 CITY CLERK: McRoy?  
21 MS. McROY: No.  
22 CITY CLERK: Seng?  
23 MS. SENG: No.  
24 CITY CLERK: Svoboda?  
25 MR. SVOBODA: No.

1 CITY CLERK: Werner?  
2 MR. WERNER: No.  
3 CITY CLERK: The motion failed, zero to  
4 seven.  
5 MR. CAMP: I move for adjournment.  
6 MR. WERNER: Second.  
7 MS. McROY: Okay. Call for adjournment.  
8 CITY CLERK: Camp?  
9 MR. CAMP: Yes.  
10 CITY CLERK: Cook?  
11 MR. COOK: Yes.  
12 CITY CLERK: Friendt?  
13 MR. FRIENDT: Yes.  
14 CITY CLERK: McRoy?  
15 MS. McROY: Yes.  
16 CITY CLERK: Seng?  
17 MS. SENG: Yes.  
18 CITY CLERK: Svoboda?  
19 MR. SVOBODA: Yes.  
20 CITY CLERK: Werner?  
21 MR. WERNER: Yes.  
22 CITY CLERK: Motion carried, seven to zero.  
23 (The City Council meeting was adjourned at  
24 9:59 p.m.)  
25

1 C-E-R-T-I-F-I-C-A-T-E

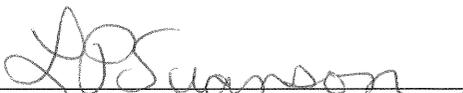
2 I, Linda P. Swanson, General Notary Public,  
3 duly commissioned, qualified, and acting under a  
4 general notarial commission within and for the State  
5 of Nebraska, do hereby certify that the foregoing  
6 proceeding was taken by me at the time and place  
7 herein specified; that I am not counsel, attorney,  
8 or relative of any party or otherwise interested in  
9 the event of this matter.

10

11 IN TESTIMONY WHEREOF, I have hereunto set my  
12 hand officially and attached my notarial seal at  
13 Lincoln, Nebraska, this 7th day of September, 2001.

14

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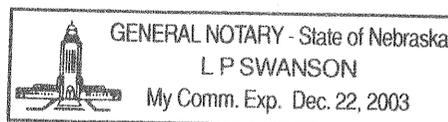
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General Notary Public

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