

Wednesday, July 11, 2001

## Comments to the Lincoln City/Lancaster County Planning Commission Public Hearing

I am here tonight on behalf of the members of the Citizens for Accountable Route Selection or CARS. CARS represents approximately 120 families that live and own property in or near the East Far Beltway Route known as EF-1.

This group was formed early on in the beltway process with the sole objective being to insure that the right beltway location decision was made for the right reasons. Those reasons include cost, public benefit as well as social, economic and environmental concerns. After reviewing the report from the planning department staff, CARS supports their recommendation that the Comprehensive Plan Amendment No. 94-63 be denied.

To further support the recommendation of the planning department staff on Comprehensive Plan Amendment No. 94-63, I have attached the original draft copy of the consultants report dated June 1997, Page 6-16, Paragraph 6.7.2 that recommends EF-1 be eliminated from further consideration. The consultant's conclusions and recommendations were based on criteria similar to those used by the planning department staff in their recommendation for denial of Comprehensive Plan Amendment No. 94-63. There is nothing in the March 1, 2001 Draft Environmental Impact Statement that conflicts with the June 1997 report. EF-1 still remains the most expensive and least beneficial to the community.

In Summary, the CARS group does realize the need for a Comprehensive Plan Amendment, to address the beltway as it relates to the development of the Stevens Creek Basin and other transportation needs of the City. We encourage your support of the planning department staff's recommendation that Comprehensive Plan Amendment No. 94-63 be denied.

Thank you for the opportunity to be here tonight.

John Miller, on behalf of CARS  
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Attachment

Exhibit 11  
July 11, 2001

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## CHAPTER 6: Economic Analysis and Final Task Screening

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### 6.7.1 SC4 Beltway Alignment

The SC4 Beltway alignment is the only remaining south beltway that crosses Wilderness Park. A detailed discussion in Chapter 5 of this report presented the potential problems associated with crossing the park. It would have to be shown that there are no other feasible and prudent alternatives that would meet the goals of this project other than crossing the park in order for federal dollars to be used to acquire park property. The economic analysis showed that although not quite as effective, there are alternatives to crossing the park that are only slightly less economically feasible than the ones that cross the park. These include Route 3, 10, 11 and 14. Route 3 is the most economically viable grouped with those with the highest cost benefit ratio. Routes 10, 11, and 14 have a lower cost benefit ratio and are in the middle group. Although the middle group is not quite as good as those with the highest cost benefit ratio, a small change in discount rate, project implementation or land use assumptions could bring these alternatives in line with the better group.

With there being alternatives available that do not cross the park, the elimination of the SC4 alignment is a reasonable recommendation. This would leave only one beltway alignment in the south corridor to be brought forward for further analysis.

### 6.7.2 EF1 Beltway Alignment

The EF1 Beltway alignment has the following characteristics:

- All alternatives involving the EF1 alignment were in the least economically feasible group. This was due to the fact that it is more expensive to construct and it is used by fewer motorists. This is due to the fact that it is further away from the developed areas of Lincoln. Therefore, it provides less benefit to congestion reduction and safety.
- The East Far Beltway alignment requires more land to construct due to its greater length and has a greater impact on agricultural property.
- This alignment has more impacts on adjacent historic properties including the Stevens Creek Stock Farm at 134th and Van Dorn Street which is on the National Register of Historic Properties.

Because of the above, it is recommended that EF1 be eliminated from further consideration.

### 6.7.3 Non-Beltway Option No. 1 and No. 3.

Two non-beltway alignments are recommended to be eliminated from further consideration due to the fact that they both cross Wilderness Park. As in the discussion regarding the SC4 Beltway alignment, this would be very difficult considering the fact that there are alternatives that are feasible and prudent that do