

Plan-It-Yourself Workshop

Saturday, August 14, 2010

Cornhusker Marriott Hotel, Lancaster Room

8:30 am to 11:30 am

The Workshop

The Plan-it-Yourself workshop was held on August 14 at the Cornhusker Marriott Hotel in the Lancaster Room. The workshop began at 8:30 am and ended around 11:45 am on Saturday. The workshop was attended by 35 members of the public along with 14 staff members from both the Planning Department and the Public Works and Utilities Department. The members were divided into six groups with at least one planner in each group. The list of members and staff in attendance is attached as Appendix A. The event was hosted by the Lincoln -Lancaster County Planning Department, the Lincoln Metropolitan Planning Organization, LPlan 2040 Advisory Committee, City of Lincoln and Lancaster County.

The workshop began with a welcome note and introductions by the master of ceremonies, Sara Hartzell. This was followed by a presentation on the purpose and need for LPlan2040, the 30-year Comprehensive Plan and Long-Range Transportation Plan led by the Planning Department.

Next, pertinent assumptions for the game were outlined, such as the 30-year planning period and the narrow range of issues addressed in the game to simplify the process. The assumptions also highlighted the projected growth in Lancaster County in terms of population, number of households, housing needs of the future, density patterns, associated costs, etc.

This was followed by a presentation by various divisions of the Public Works and Utilities Department, to address subjects including wastewater, water, bus service, streets, maintenance, and pedestrian and bicycle facilities. These presentations highlighted some key issues to consider while planning for these services, budget requirements and funding sources. You can view the presentations on our website: lplan2040.lincoln.ne.gov on the "Events" tab under the "Plan-It-Yourself workshop" link.

The Game

At about 9:30 am, Sara Hartzell introduced the first part of the game. She explained the rules for the game and the planner at the table further assisted the group. The first part of the game involved determining the location and direction of development and the density pattern.

Part two of the game involved the allocation of arterial roads to newly developed areas. Each group had a capital budget of \$408 million, which was the 30-year funding remaining for road improvements and other transportation projects after deducting the annual operation and maintenance budget. The group had to allocate road improvements to support new development based upon the game rules and calculate the associated cost. The remaining capital budget could be spent on other major transportation projects. Each group was provided with a catalogue listing major projects, with a brief description of the project and estimated project cost. The group had the option to increase the budget by \$100 million or \$200 million by raising taxes. The third part of the game involved transit improvement options for the City. Each bus package had an estimated project cost and an estimated tax increase. The group had the option to choose out of 4 packages. The fourth and final part of the game

involved allocation of open space preservation. The group had an option to preserve up to 3 square miles of open space. Each square mile had an estimated cost and an estimated tax increase.

You can view the “Rules and Assumptions,” “Catalogue,” “Major Projects Worksheet” and the “Calculation Sheet” on our website. Each group was also provided with a resource package of maps to assist them in decision-making. You can also view the “Resource Packet” on our website.

Final Product by each Group

Provided below is a summary of the workshop by each group. You can view pictures of the workshop and the maps produced by each group in Appendix B.

Group 1

Planner – Mike DeKalb

Group Members – Chris Hilton, Judi Cook, Pat Stear, Michael Gilligan, Marco Floreani, Jeff Coffey, Rosina Paolini

- A. The group members focused on the following principles while choosing direction and density of development and choosing major projects:
- Trade in maximum low density areas for high density multi-housing units
 - Higher density to be developed along parks and transit corridors
 - Fallbrook to be built on based on New Urbanism principles
 - Bus options were too limited therefore focus should be more on non-motorized options – pedestrians, biking, trails, transit etc
 - Increase taxes to for multiple transit centers
 - Fewer road systems
 - Started with an increased budget by raising taxes and eventually broke even after their choice of projects

Comments from visitors during the breakout session

- Tiger Beetle habitat and its effect on development
- The tradeoff between provision of transit, pedestrian, biking v. new streets

Group 2

Planner – Nicole Fleck-Tooze

Group Members – Brian Praeuner, Steve Masters, Marilyn Kruger, Thomas Danhy, Stuart Long, Ann Bleed, Susan Coffey, Dale Arp

- A. The group members focused on the following principles while choosing direction and density of development:
- Increased density in the core
 - Transit corridor along Cornhusker Highway
 - Growth predominantly to the east in Steven’s Creek
 - Growth towards Omaha
 - Minimize growth to south and southwest
- B. The group members discussed the following while choosing transportation improvements:
- Taking care of the existing street pavement and improving the trail system is important

- A significant number of north and east transportation improvements were made to accommodate growth proposed in that direction
 - Improvements to Sun Valley Boulevard both north and south of “O” Street are important to accommodate West Haymarket redevelopment
 - Improving transit may help reduce the expenditure for road improvements such as O street
- C. The group members discussed the following while choosing transit improvements:
- Increased service on all current routes is the most effective improvement
 - The group members agreed that they would use transit more if service frequency were increased
 - A downtown multi-modal center is important
- D. The group members discussed the following while choosing open space preservation:
- Open spaces should be located within floodplains to conserve those areas and achieve multiple benefits
 - Development should be shifted outside of the floodplain where possible
 - Open space preservation is important in Stevens Creek due to the size of the floodplain and because there will be development pressure in this basin; the open space identified here represents a large park that should be planned for today
- E. The final plan was based on the following:
- High density in the city
 - Focusing new development to the northeast
 - Including transportation improvements for traffic
 - Focusing such improvements along a high density corridor towards Omaha
 - Open space was used for floodplain preservation
 - Taxes to be increased to accommodate the improvements and open space preservation

Group 3

Planner – Mike Brienzo

Group Members – Allan Lierman, Wendy Francis, Sarah Janiak, Eric Hunt, Jody Brott

- A. The group members focused on the following principles while choosing direction and density of development:
- Development to be located in the fringe area for balanced growth
 - placement of development with existing amenities such as parks and open space
 - Preserve the Tiger Beetle habitat by avoiding development in that area
 - Redevelopment efforts to be focused in the Haymarket and the city core
 - East “O” Street was also identified as a potential redevelopment area
- B. The group members discussed the following while choosing transportation improvements:
- South beltway is a good investment in view of development to the south
 - Maintenance of existing infrastructure
 - Citywide sidewalk repairs to encourage walkability
 - Increased bike facilities to encourage non-motorized transportation
- C. The group members discussed the following while choosing transit improvements:

- Extension of weekday transit services to 11:00 pm was supported. The discussion was to increase service where it would be used and the residents on the fringe areas moved to the fringe with the understanding that they would be driving and are not transit patrons.
 - The Downtown Multimodal Center was strongly supported and good support was given to adding two additional Multimodal Centers, one for the northeast and one for the southeast.
- D. The group members discussed the following while choosing open space preservation:
- This was strongly supported with 1.5 square mile in the north around the Little Salt Creek
 - Another 1.5 square mile in the south around the Salt Creek south of Wilderness Park was supported for protection. The group thought the Heron Rookery was a key feature that should be protected

Group 4

Planner – David Cary

Group Members – Jenna Muhlbach, Elaine Hammer, Tom McCormick, Brett Baker, Bob Boyce

- A. The group members focused on the following principles while choosing direction and density of development:
- Began with 18 sq miles of low-density development, traded one for three more multi-family units.
 - Multi direction development with focus on development to east into Steven’s Creek and north around Fallbrook
 - Maintain current density patterns
 - Redevelopment in Edgewood with higher density
 - Less dense development north of Fallbrook but increase density in Fallbrook next to bus line and Kawasaki
 - 2000 multi-family units in downtown

Comments from visitors during the breakout session

- Some people wanted to join their group
 - The plan looked similar to the current 2030 comprehensive plan
- B. The group members discussed the following while choosing transportation improvements:
- the group realized they have more budget to do improvements if they increased density
 - Traded a total of 4 sq mile of single family units for multi-family units
 - Identified areas for redevelopment and higher density – University Place, Gateway, Edgewood and Downtown
 - Decided to raise taxes for projects but limited such that they could dedicate \$31.5 million towards a \$60 million bus program
 - Chose to invest in the beltway system so that other 6-lane widening in the city would not be needed
- C. The group members discussed the following while choosing transit improvements:
- Extended bus service till 11:00 pm
 - Develop the multi-modal center
 - Preferred to improve transit service and efficiency over extending to all over the city.

- Adding more service per route was not worth it
- D. The group members discussed the following while choosing open space preservation:
- 2 sq mile open space preservation to help support the parks program, not necessarily just for open space
 - Not necessarily open space preservation but also to reserve space to build a trail system along the beltways
- E. Other comments and discussions
- want to spend money on bike education
 - saved money from increased road project taxes to pay for the transit program increase
 - lack of information on existing locations of water and sewer lines and the costs of extending them hampered the understanding of where to locate future development

Group 5

Planner – Christy Eichorn

Group Members – Adam Rupe, Dick Esseks, Bill Cook, Russell Miller, Jim Cook, Emile Salame

- A. The group members focused on the following principles while choosing direction and density of development:
- Plan in all directions
 - I-80 close to infrastructure
 - High density development close to large industrial employment such as the Airpark
 - Development pattern to be based on existing infrastructure
 - Development in areas where infrastructure can be provided for reduced costs such as towards the southeast
 - Do not want to build in the floodplain
 - Infill in the core should provide alternate living options - Brain Kraemer assured that utilities can handle double capacity in the existing city
 - Believe that Lincoln will grow towards Omaha and Waverly
 - Want Public Works to explain why certain areas have not been developed and the potential problems in developing those areas
 - Emile wanted to focus on local food and the possibility of producing food in the urban core
 - Adam wanted to stay close to Downtown for better transit and hence wanted to focus development to the southwest
- B. The group members discussed the following while choosing transportation improvements:
- Observed that asphalt is much worse on the environment as compared to concrete
 - Bill suggest that instead of repaving the streets with asphalt they should be rebuilt in concrete
 - Development towards the northwest is likely to increase traffic and hence the need to widen Cornhusker Hwy to 6 lanes but Russell suggest that people would use I-80. Cornhusker is the entry to Lincoln, it is a major corridor, and excessive traffic will destroy it.
 - If east beltway gets built then 84th street widening will not be necessary
 - Emile does not wish to spend money on bike trails because they are use only 6 months out of a year but Jim says that actually people use the trail for about 9 months out of a year.

- Dick suggests that all roads be made 2+1 instead of widening on both sides. Thomas Shafer estimated that it would cost about \$2million per mile to do so.
- C. The group members discussed the following while choosing transit improvements:
- The final transportation improvements put the group at \$29.5 million above the budget
 - The group agreed to increase taxes if aware of the nature of the projects to be funded by the increased revenue
 - The group ran out of time to decide on transit options they would like to chose

Group 6

Planner – Ed Zimmer

Group Members – Lynn Sunderman, Nancy Packard, Ed Schnieder, DiAnn White, Mitch Paine, Rashi Jain, Tommy Taylor

- A. The group members focused on the following principles while choosing direction and density of development:
- Minimize new developed land to 14 sq miles
 - Increase density in the core as well as the new developments to upto 2500 units/sq mile
 - Identified antelope valley as potential area for density increase in city
 - New development to focus to the east into Steven’s Creek
- B. The group members discussed the following while choosing transportation improvements:
- Widening projects and other road improvements to be focused towards connecting new developments to downtown and other possible commercial areas
 - Transportation improvements to also allow for through traffic to avoid city limits
 - Improving and maintaining the trail and bike system to enhance non-motorized traffic
 - Improve and preserve our existing infrastructure to support increased density
- C. The group members discussed the following while choosing transit improvements:
- Transit system is important to the city
 - Increase service to all areas
 - Improve service on all routes for better efficiency
- D. The group members discussed the following while choosing open space preservation:
- The Parks Department is stretched thin maintaining current parklands, so major additions to the system may not be sustainable

Summary of the Calculation Sheets

Part 1		Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
Dwelling Units: Must total 40,000 DU							
1	Yellow Squares	14	14	18	15	18	14
2	Orange Squares	38	38	26	35	26	38
3	Total	40,000	40,000	40,000	40,000	40,000	40,000
Part 2							
Capital Budget							
4	4+ Lane Arterials	24	25	42	27	30	31
5	2 Lane Offset Arterials	26	24	22	17	26	14
6	Total Arterial Roadway Costs	\$ 198.0	\$ 197.0	\$ 276.0	\$ 186.0	\$ 228.0	\$ 197.0
7	Remaining Capital Budget (subtract line 6 from Capital Budget)	\$ 210.0	\$ 211.0	\$ 132.0	\$ 222.0	\$ 180.0	\$ 211.0
	Tax increase for Transportation (check)	yes	yes	yes	yes	yes	no
8	Tax increase (\$0, \$100, or \$200)	\$ 100.0	\$ 100.0	\$ 126.0	\$ 100.0	\$ 100.0	\$ -
9	New Remaining Capital Budget (add line 7 and line 8)	\$ 310.0	\$ 311.0	\$ 258.0	\$ 322.0	\$ 280.0	\$ 211.0
10	Total Major Transportation Projects (from Worksheet)	\$ 128.5	\$ 304.0	\$ 171.0	\$ 290.5	\$ 209.5	\$ 153.5
11	Remaining/Shortfall (Subtract line 10 from line 9)	\$ 181.5	\$ 7.0	\$ 87.0	\$ 31.5	\$ 70.5	\$ 57.5
Transit							
	Tax Increase for Transit (check one)	yes	yes	yes	yes	na	yes
	Bus Package(s) selected	1, 2, 3 and 4	2 and 4	4 - 3 centers	1 and 4	none	2 and 3
12	Total Bus Package Cost	\$ 180.0	\$ 68.0	\$ 66.0	\$ 60.0	\$ -	\$ 120.0
Open Space							
	Tax increase for Open Space (check one)	yes	yes	yes	yes	yes	no
13	Square Miles to be preserved	3	3	3	2	10.5	0
14	Open Space Cost (line 13 x \$7)	\$ 21.0	\$ 21.0	\$ 21.0	\$ 14.0	\$ 73.5	\$ -
Summary							
15	Total DU added (line 3)	40,000	40,000	40,000	40,000	40,000	40,000
16	Total Tax Increase (add lines 8, 12, and 14)	\$ 301.0	\$ 189.0	\$ 213.0	\$ 174.0	\$ 173.5	\$ 120.0
17	Total Major Transportation Projects (line 10)	\$ 128.5	\$ 304.0	\$ 171.0	\$ 290.5	\$ 209.5	\$ 153.5
18	Total Arterial Roads (line 6)	\$ 198.0	\$ 197.0	\$ 276.0	\$ 186.0	\$ 228.0	\$ 197.0

Summary of Major Projects

Major Transportation Projects:	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6
N. 33rd, Cornhusker Highway to Superior		✓		✓		
S. 14 th /Warlick/Old Cheney Intersection	✓	✓		✓		✓
O St, AV to 46th, 6 Lanes		✓				✓
NW 48 th Street, US-34 to US 6				✓		
Sun Valley Blvd, north of O St	✓	✓		✓		✓
Sun Valley Blvd, south of O St	✓	✓		✓		
Highway 2, 6 Lanes						
Cornhusker Hwy 6 Lanes		✓			✓	
East O St, 6 lanes		✓			✓	✓
N 84 th St, O St. to Cornhusker, 6 Lanes		✓			✓	
East Beltway		✓		✓		
South Beltway			✓	✓		✓
Increase Repaving Budget	✓	✓	✓	✓	✓	✓
Expand 2 lane arterials to 4 lane arterials in existing neighborhood, per mile	(miles)	(miles)	(miles)	(miles)	✓ change to 2+1 arterial for 2 miles	(miles)
Street Car, 5 miles	✓	✓				
Citywide Sidewalk Repairs	✓		✓	✓		
Additional .5 mile Trail & .5 mile Bike Lane/year	✓	✓	✓	✓	✓	✓
Bus Packages						
1. Monday - Saturday Service to 11:00 pm (Tax increase of \$19/year on a \$150,000 home over 30 years)	✓			✓		
2. Increased service on all current routes (Tax increase of \$22/year on a \$150,000 home over 30 years)	✓	✓				✓
3. Expand to all areas of the city (Tax increase of \$18/year on a \$150,000 home over 30 years)	✓					✓
4. Downtown Multimodal Center (Tax increase of \$1/year on a \$150,000 home over 30 years)	✓	✓	✓ X 3	✓		
Open Space						
Preserve Square mile of Open Space (Tax increase of \$2.33/ year on a \$150,000 home over 30 years)	3	3	3	2	10.5	0

Listed below are some major areas of consistency among the groups

- ❖ All the groups traded at least one square mile of single-family units for multi-family units. Three groups traded all their possible low-density square miles for higher density multi-family units.
- ❖ All the groups voted for higher density in the core and improved transit options.
- ❖ All the groups identified Steven's Creek as potential land for future development.
- ❖ All the groups, except one, chose to increase taxes by at least \$100 million to accommodate major transportation projects in the budget.
- ❖ All the groups felt the need to increase the repaving budget for roads in the city and addition of 0.5 mile trails & 0.5 mile bike lanes per year
- ❖ None of the groups wanted to widen Highway 2 to 6 lanes and no groups, except one, wanted to widen existing 2 lane arterials to 4 lanes. The group suggested 2+1 arterials instead of 4 lanes.
- ❖ At least two groups chose to do neither the south beltway nor the east beltway but at least one group wanted to do both.
- ❖ All the groups chose to increase taxes to accommodate transit. The packages chosen were different but all groups wanted to promote transit options and agreed to increase taxes for the purpose.
- ❖ All the groups, except one, chose to preserve open spaces. Open space preservation to be used for tiger beetle preservation, floodplain preservation and dedicated land for bike trails.

Appendix A

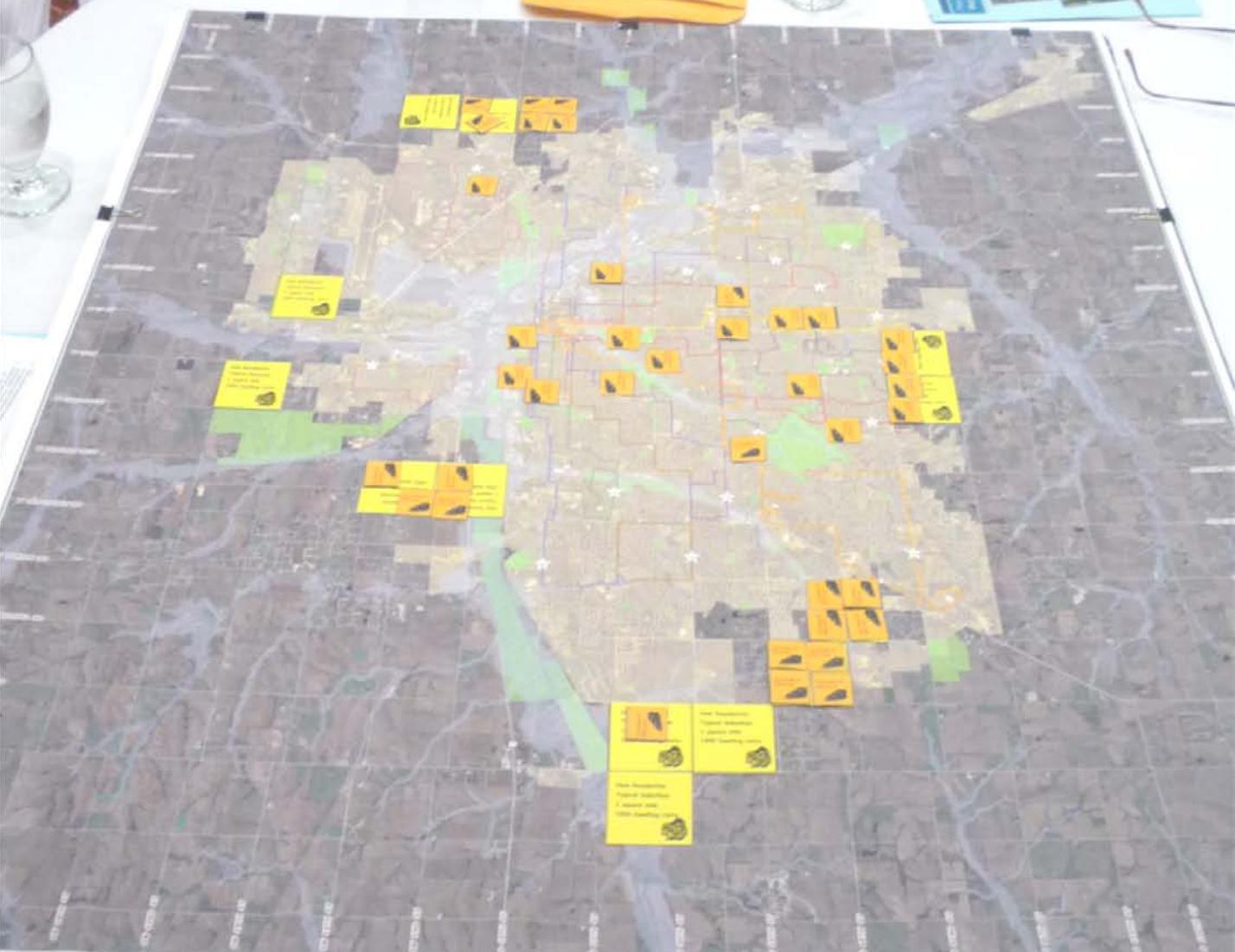
Participants:

Dale Arp
Brett Baker
Ann Bleed
Bob Boyce
Jody Brott
Jeff Coffey
Susan Coffey
Judi Cook
Bill Cook
Jim Cook
Thomas Danhy
Dick Esseks
Marco Floreani
Wendy Francis
Michael Gilligan
Elaine Hammer
Chris Hilton
Eric Hunt
Sarah Janiak
Marilyn Kruger
Allan Lierman
Stuart Long
Tom McCormick
Russell Miller
Jenna Muhlbach
Nancy Packard
Mitch Paine
Rosina Paolini
Adam Rupe
Emile Salame
Ed Schneider
Patricia Stear
Lynn Sunderman
Tommy Taylor
DiAnn White

Staff:

Mike Brienzo
David Cary
Mike DeKalb
Christy Eichorn
Nicole Fleck-Tooze
Brandon Garrett
Sara Hartzell
Randy Hoskins
Rashi Jain
Brian Kramer
Steve Masters
Nick McElvain
Brian Praeuner
Thomas Shafer
Ed Zimmer

Group 1



PLAN IT YOURSELF Group 1

and Committed Land

FEMA and/or F

Routes



Group 1



IT YOURSELF

Group 1

Group 1

Plan-it-Yourself Calculation Sheet

Table # 1

Part 1

Dwelling Units: Must total 40,000 DU

- 1 Yellow Squares
- 2 Orange Squares
- 3

# of Pieces		
14	x 1500 DU	= 21,000
28	x 500 DU	= 14,000
Total (Should = 40,000 DU)		40,000

Part 2

Capital Budget

in Millions of Dollars

- 4 4+ Lane Arterials
- 5 2 Lane Offset Arterials
- 6 Total Arterial Roadway Costs

24	x \$5	120
28	x \$3	84
26		198

7 Remaining Capital Budget (subtract line 6 from Capital Budget)

Tax increase for Transportation (check)

Yes No

8 Tax increase (\$0, \$100, or \$200)

9 New Remaining Capital Budget (add line 7 and line 8)

10 Total Major Transportation Projects (from Worksheet)

11 Remaining/Shortfall (Subtract line 10 from line 9)

Transit

Tax Increase for Transit (check one)

Yes No

Bus Package(s) selected _____

12 Total Bus Package Cost

Open Space

Tax increase for Open Space (check one)

Yes No

13 3 Square Miles to be preserved

14 Open Space Cost (line 13 x \$7)

Summary

15 Total DU added (line 3)

16 Total Tax Increase (add lines 8, 12, and 14)

17 Total Major Transportation Projects (line 10)

18 Total Arterial Roads (line 6)

Group 1

Major Project Worksheet

Table # 1

All project costs shown as local share only.

Part 2

Major Transportation Projects: Check off selected projects

	Cost in Millions
<input type="checkbox"/> N. 33rd, Cornhusker Highway to Superior	\$25.0
<input checked="" type="checkbox"/> S. 14 th /Warlick/Old Cheney Intersection	\$11.0
<input type="checkbox"/> O St, AV to 46th, 6 Lanes	\$22.5
<input type="checkbox"/> NW 48 th Street, US-34 to US 6	\$31.0
<input checked="" type="checkbox"/> Sun Valley Blvd, north of O St	\$3.5
<input checked="" type="checkbox"/> Sun Valley Blvd, south of O St	\$14.0
<input type="checkbox"/> Highway 2, 6 Lanes	\$64.0
<input type="checkbox"/> Cornhusker Hwy 6 Lanes	\$29.5
<input type="checkbox"/> East O St, 6 lanes	\$5.5
<input type="checkbox"/> N 84 th St, O St. to Cornhusker, 6 Lanes	\$58.0
<input type="checkbox"/> East Beltway	\$35.0
<input type="checkbox"/> South Beltway	\$36.0
<input checked="" type="checkbox"/> Increase Repaving Budget	\$60.0
<input type="checkbox"/> Expand 2 lane arterials to 4 lane arterials in existing neighborhood, per mile	\$15 x number of miles
<input checked="" type="checkbox"/> Street Car, 5 miles	\$25.0
<input checked="" type="checkbox"/> Citywide Sidewalk Repairs	\$60.0
<input checked="" type="checkbox"/> Additional .5 mile Trail & .5 mile Bike Lane/year	\$15.0

4.5
28.5

89.5
112.5

Total Transportation 128.5
(Million)

Enter total on line 10 of Calculation Sheet

Part 3

Bus Packages: Check off selected packages

<input checked="" type="checkbox"/> Monday - Saturday Service to 11:00 pm (Tax increase of \$19/year on a \$150,000 home over 30 years)	\$57
<input checked="" type="checkbox"/> Increased service on all current routes (Tax increase of \$22/year on a \$150,000 home over 30 years)	\$65
<input checked="" type="checkbox"/> Expand to all areas of the city (Tax increase of \$18/year on a \$150,000 home over 30 years)	\$55
<input checked="" type="checkbox"/> Downtown Multimodal Center (Tax increase of \$1/year on a \$150,000 home over 30 years)	\$3

Total Transit 180.
(Million)

Enter total on line 12 of Calculation Sheet

Open Space: Check off if used

3 Preserve Square mile of Open Space (Tax increase of \$2.33/ year on a \$150,000 home over 30 years)	\$7 x number of sq. mi.
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Total Open Space 21
(Million)

Enter Total on line 14 of Calculation Sheet

Group 2



VIT Y

LF Group 2

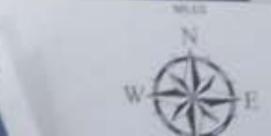
Committed Land
(and/or Flood Prone)

Plan-it-Yourself
Major Projects Catalogue



LINCOLN-LANCASTER COUNTY
PLANNING DEPARTMENT

100 South 20th Street
Lincoln, Nebraska 68502
Phone: (402) 442-2200



Group 2



PLAN IT YOURSELF Group 2

Committed Land

and/or Flood Prone



Group 2

Plan-it-Yourself Calculation Sheet

Table # 2

Part 1

Dwelling Units: Must total 40,000 DU

- 1 Yellow Squares
- 2 Orange Squares
- 3

# of Pieces		
14	x 1500 DU	= 21,000
38	x 500 DU	= 19,000
Total (Should = 40,000 DU)		40,000

Part 2

in Millions of Dollars

Capital Budget

\$408

- 4 4+ Lane Arterials
- 5 2 Lane Offset Arterials
- 6 Total Arterial Roadway Costs

25	x \$5	125
24	x \$3	72
		197

- 7 Remaining Capital Budget (subtract line 6 from Capital Budget)
- Tax increase for Transportation (check)
- 8 Tax increase (\$0, \$100, or \$200)
- 9 New Remaining Capital Budget (add line 7 and line 8)

		211
Yes <input checked="" type="checkbox"/>	No	
		100
		311

Repair 60

- 10 Total Major Transportation Projects (from Worksheet)
- 11 Remaining/Shortfall (Subtract line 10 from line 9)

(4304 total spending)
- 263.5
- 35.0 E Belt.

Transit

Tax Increase for Transit (check one)
Bus Package(s) selected 2 & 4

Yes <input checked="" type="checkbox"/>	No
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12.5
- 5.5 E.O = 7M

12 Total Bus Package Cost

68

Open Space

Tax increase for Open Space (check one)

Yes <input checked="" type="checkbox"/>	No
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- 13 Square Miles to be preserved
- 14 Open Space Cost (line 13 x \$7)

3
21

Summary

- 15 Total DU added (line 3)
- 16 Total Tax Increase (add lines 8, 12, and 14)
- 17 Total Major Transportation Projects (line 10)
- 18 Total Arterial Roads (line 6)

40,000	
\$189	M
\$263.5	M
\$197	M

Major Project Worksheet

Table # 2

All project costs shown as local share only.

Part 2

Major Transportation Projects: Check off selected projects

	Cost in Millions
<input checked="" type="checkbox"/> N. 33rd, Cornhusker Highway to Superior	\$25.0
<input checked="" type="checkbox"/> S. 14 th /Warlick/Old Cheney Intersection	\$11.0
<input checked="" type="checkbox"/> O St, AV to 46th, 6 Lanes	\$22.5
<input type="checkbox"/> NW 48 th Street, US-34 to US 6	\$31.0
<input checked="" type="checkbox"/> Sun Valley Blvd, north of O St	\$3.5
<input checked="" type="checkbox"/> Sun Valley Blvd, south of O St	\$14.0
<input type="checkbox"/> Highway 2, 6 Lanes	\$64.0
<input checked="" type="checkbox"/> Cornhusker Hwy 6 Lanes	\$29.5
<input checked="" type="checkbox"/> East O St, 6 lanes	\$5.5
<input checked="" type="checkbox"/> N 84 th St, O St. to Cornhusker, 6 Lanes	\$58.0
<input checked="" type="checkbox"/> East Beltway	\$35.0
<input type="checkbox"/> South Beltway	\$36.0
<input checked="" type="checkbox"/> Increase Repaving Budget	\$60.0
<input type="checkbox"/> Expand 2 lane arterials to 4 lane arterials in existing neighborhood, per mile	\$15 x number of miles
<input type="checkbox"/> Street Car, 5 miles	\$25.0
<input type="checkbox"/> Citywide Sidewalk Repairs	\$60.0
<input checked="" type="checkbox"/> Additional .5 mile Trail & .5 mile Bike Lane/year	\$15.0

\$15 x number of miles 452

Total Transportation 241 (Million)

Enter total on line 10 of Calculation Sheet

Part 3

Bus Packages: Check off selected packages

<input type="checkbox"/> Monday - Saturday Service to 11:00 pm (Tax increase of \$19/year on a \$150,000 home over 30 years)	\$57
<input checked="" type="checkbox"/> Increased service on all current routes (Tax increase of \$22/year on a \$150,000 home over 30 years)	\$65
<input type="checkbox"/> Expand to all areas of the city (Tax increase of \$18/year on a \$150,000 home over 30 years)	\$55
<input checked="" type="checkbox"/> Downtown Multimodal Center (Tax increase of \$1/year on a \$150,000 home over 30 years)	\$3

Total Transit 65 (Million)

Enter total on line 12 of Calculation Sheet

Open Space: Check off if used

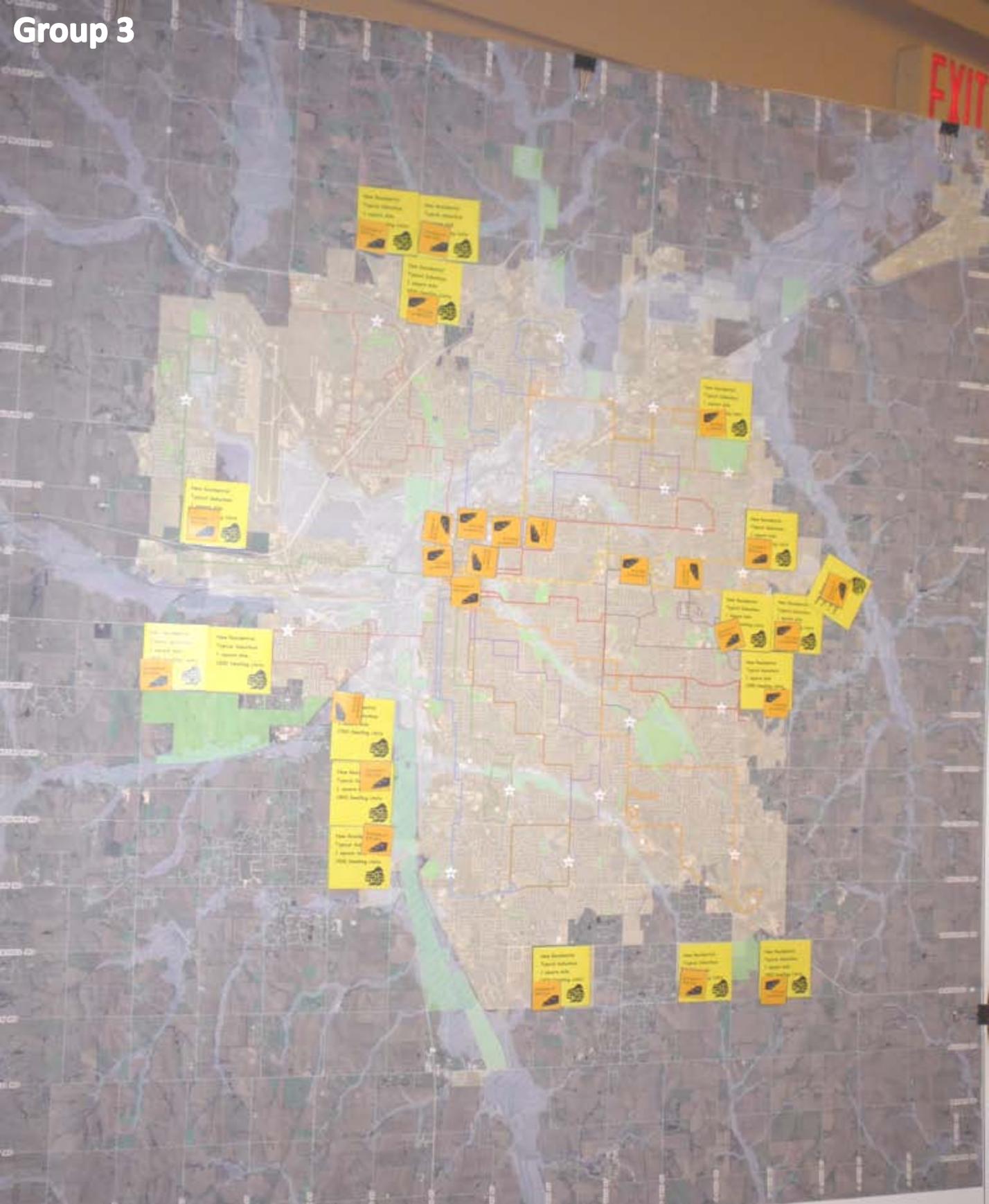
<input type="checkbox"/> Preserve Square mile of Open Space (Tax increase of \$2.33/ year on a \$150,000 home over 30 years)	\$7 x number of sq. mi.
<input type="checkbox"/> 3	

Total Open Space 21 (Million)

Enter Total on line 14 of Calculation Sheet

89
- 7 (from above)
82

Group 3



EXIT

LAN IT YOURSELF Group 3

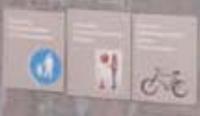




PLAN IT YOURSELF

Group 3

- City Limits and Committed Land
- Parks
- Flood Plain (FEMA)



Group 3

Plan-it-Yourself Calculation Sheet

Table # 3

Part 1

Dwelling Units: Must total 40,000 DU

		# of Pieces		
1	Yellow Squares	18	x 1500 DU	= 27,000
2	Orange Squares	26	x 500 DU	= 13,000
3		Total (Should = 40,000 DU)		40,000

Part 2

in Millions of Dollars

Capital Budget				\$408
4	4+ Lane Arterials	42	x \$5	210
5	2 Lane Offset Arterials	22	x \$3	66
6	Total Arterial Roadway Costs			276
7	Remaining Capital Budget (subtract line 6 from Capital Budget)			132
	Tax increase for Transportation (check)	<input checked="" type="radio"/> Yes	<input type="radio"/> No	
8	Tax increase (\$0, \$100, or \$200)			126
9	New Remaining Capital Budget (add line 7 and line 8)			258
10	Total Major Transportation Projects (from Worksheet)			171
11	Remaining/Shortfall (Subtract line 10 from line 9)			87

Transit

Tax Increase for Transit (check one)

Yes No

Bus Package(s) selected extended service

12	Total Bus Package Cost	<u>3 multimodal centers</u>		66
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Open Space

Tax increase for Open Space (check one)

Yes No

13	Square Miles to be preserved			3
14	Open Space Cost (line 13 x \$7)			21

Summary

15	Total DU added (line 3)			40,000
16	Total Tax Increase (add lines 8, 12, and 14)			126
17	Total Major Transportation Projects (line 10)			171
18	Total Arterial Roads (line 6)			276

Group 3

Major Project Worksheet

Table # 3

All project costs shown as local share only.

Part 2

Major Transportation Projects: Check off selected projects

	Cost in Millions
<input type="checkbox"/> N. 33rd, Cornhusker Highway to Superior	\$25.0
<input type="checkbox"/> S. 14 th /Warlick/Old Cheney Intersection	\$11.0
<input type="checkbox"/> O St, AV to 46th, 6 Lanes	\$22.5
<input type="checkbox"/> NW 48 th Street, US-34 to US 6	\$31.0
<input type="checkbox"/> Sun Valley Blvd, north of O St	\$3.5
<input type="checkbox"/> Sun Valley Blvd, south of O St	\$14.0
<input type="checkbox"/> Highway 2, 6 Lanes	\$64.0
<input type="checkbox"/> Cornhusker Hwy 6 Lanes	\$29.5
<input type="checkbox"/> East O St, 6 lanes	\$5.5
<input type="checkbox"/> N 84 th St, O St. to Cornhusker, 6 Lanes	\$58.0
<input type="checkbox"/> East Beltway	\$35.0
<input checked="" type="checkbox"/> South Beltway	\$36.0
<input checked="" type="checkbox"/> Increase Repaving Budget	\$60.0
<input type="checkbox"/> <u>115</u> Expand 2 lane arterials to 4 lane arterials in existing neighborhood, per mile (miles)	\$15 x number of miles <input checked="" type="checkbox"/>
<input type="checkbox"/> Street Car, 5 miles	\$25.0
<input checked="" type="checkbox"/> Citywide Sidewalk Repairs	\$60.0
<input checked="" type="checkbox"/> Additional .5 mile Trail & .5 mile Bike Lane/year	\$15.0

Handwritten calculations:

$$\begin{array}{r} 171 \\ 64 \\ 21 \\ \hline 258 \\ 39 \\ \hline 297 \end{array}$$

Total Transportation (Million)

Enter total on line 10 of Calculation Sheet

Part 3

Bus Packages: Check off selected packages

<input type="checkbox"/> Monday - Saturday Service to 11:00 pm (Tax increase of \$19/year on a \$150,000 home over 30 years)	\$57
<input type="checkbox"/> Increased service on all current routes (Tax increase of \$22/year on a \$150,000 home over 30 years)	\$65
<input type="checkbox"/> Expand to all areas of the city (Tax increase of \$18/year on a \$150,000 home over 30 years)	\$55
<input checked="" type="checkbox"/> <u>173</u> Downtown Multimodal Center (Tax increase of \$1/year on a \$150,000 home over 30 years)	\$3 $\times 3$

Total Transit (Million) ✓

Enter total on line 12 of Calculation Sheet

Open Space: Check off if used

<input checked="" type="checkbox"/> <u>3</u> Preserve Square mile of Open Space (Tax increase of \$2.33/ year on a \$150,000 home over 30 years)	\$7 x number of sq. mi.
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Total Open Space (Million) ✓

Enter Total on line 14 of Calculation Sheet

Handwritten total: 201



PLAN IT YOURSELF

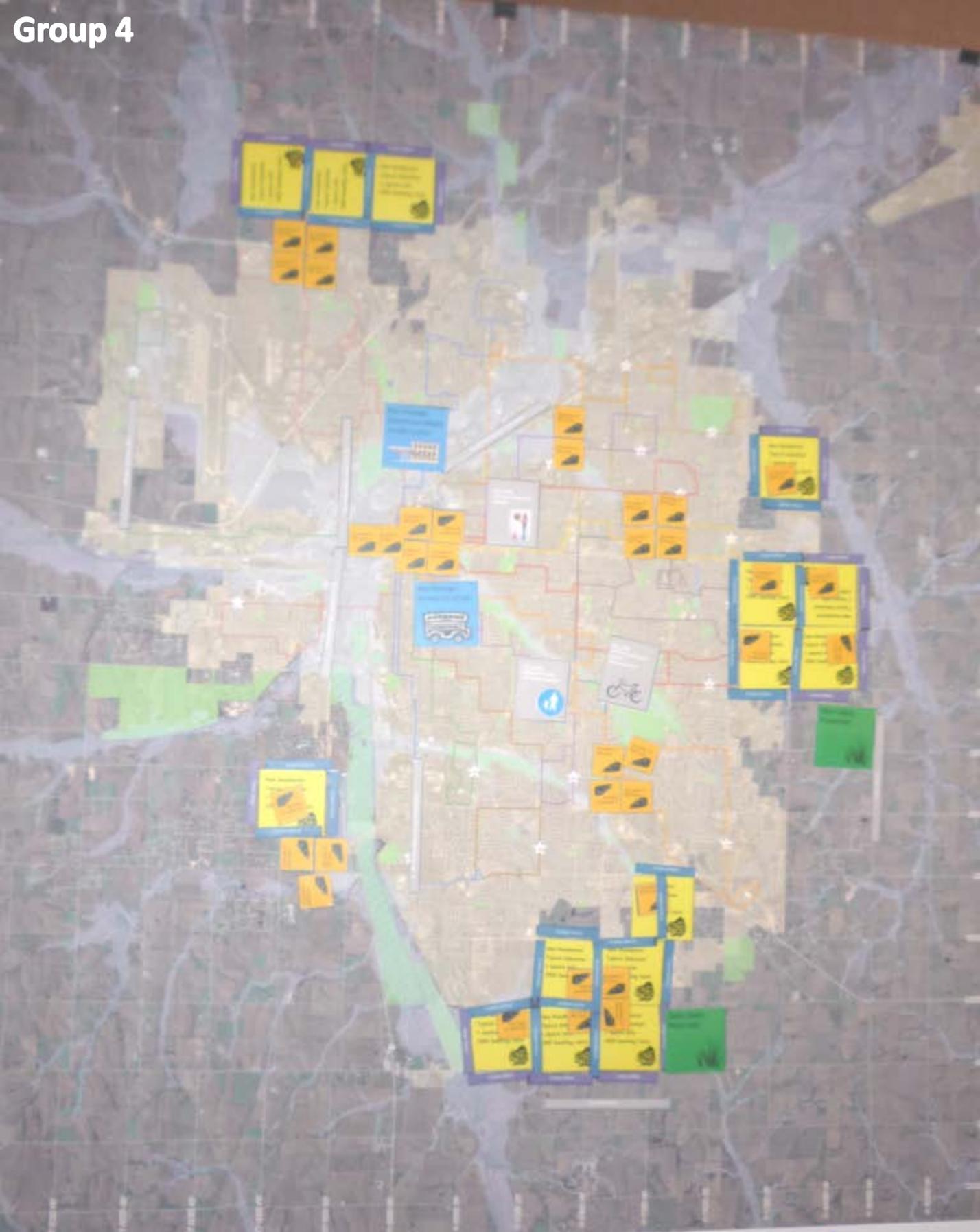
Group 4

- City Limits and Committed Land
- Parks
- Flood Plain (FEMA and/or Flood Prone)
- StarTran Bus Routes

EMERSON, LANCASTER COUNTY
PLANNING DEPARTMENT
ITS
 1000 N. 10th Street, Suite 100
 Lancaster, PA 17303
 Phone: 717.397.1234
 Fax: 717.397.1235
 Email: planning@emersonpa.gov



Group 4



PLAN IT YOURSELF Group 4

Group 4

Plan-it-Yourself Calculation Sheet

Table # 4

Part 1

Dwelling Units: Must total 40,000 DU

- 1 Yellow Squares
- 2 Orange Squares
- 3

# of Pieces		
18 ¹⁵	x 1500 DU	= 27,000 ^{22,500}
26	x 500 DU	= 13,000
Total (Should = 40,000 DU)		<u>40,000</u>
³⁵		= ^{17,500}

Part 2

Capital Budget

in Millions of Dollars

- 4 4+ Lane Arterials
- 5 2 Lane Offset Arterials
- 6 Total Arterial Roadway Costs

21	x \$5	105 ¹³⁵	27=135
23	x \$3	69 ⁵¹	17=51
		<u>186</u>	

- 7 Remaining Capital Budget (subtract line 6 from Capital Budget)
- Tax increase for Transportation (check)
- 8 Tax increase (\$0, \$100, or \$200)
- 9 New Remaining Capital Budget (add line 7 and line 8)

<input checked="" type="radio"/> Yes	<input type="radio"/> No	<u>222</u>
		200 ¹⁰⁰
		<u>322</u> ³²²

- 10 Total Major Transportation Projects (from Worksheet)
- 11 Remaining/Shortfall (Subtract line 10 from line 9)

+ 31.5

Transit

Tax Increase for Transit (check one)

Bus Package(s) selected 1+4

Yes No

- 12 Total Bus Package Cost

- 31.5 = 28.5

Open Space

Tax increase for Open Space (check one)

- 13 Square Miles to be preserved
- 14 Open Space Cost (line 13 x \$7)

Yes No

^{multiple uses}

Summary

- 15 Total DU added (line 3)
- 16 Total Tax Increase (add lines 8, 12, and 14)
- 17 Total Major Transportation Projects (line 10)
- 18 Total Arterial Roads (line 6)

<u>40,000</u>
<u>142.5</u>
<u>290.5</u>
<u>186</u>

Group 4

Major Project Worksheet

All project costs shown as local share only.

Table # 4

Part 2

Major Transportation Projects: Check off selected projects

	Cost in Millions
<input type="checkbox"/> N. 33rd, Cornhusker Highway to Superior	\$25.0 ✓
<input type="checkbox"/> S. 14 th /Warlick/Old Cheney Intersection	\$11.0 ✓
<input type="checkbox"/> O St, AV to 46th, 6 Lanes	\$22.5
<input type="checkbox"/> NW 48 th Street, US-34 to US 6	\$31.0 ✓
<input type="checkbox"/> Sun Valley Blvd, north of O St	\$3.5 ✓
<input type="checkbox"/> Sun Valley Blvd, south of O St	\$14.0 ✓
<input type="checkbox"/> Highway 2, 6 Lanes	\$64.0
<input type="checkbox"/> Cornhusker Hwy 6 Lanes	\$29.5
<input type="checkbox"/> East O St, 6 lanes	\$5.5
<input type="checkbox"/> N 84 th St, O St. to Cornhusker, 6 Lanes	\$58.0
<input type="checkbox"/> East Beltway	\$35.0 ✓
<input type="checkbox"/> South Beltway	\$36.0 ✓
<input type="checkbox"/> Increase Repaving Budget	\$60.0 ✓
<input type="checkbox"/> Expand 2 lane arterials to 4 lane arterials in existing neighborhood, per mile	\$15 x number of miles
<input type="checkbox"/> Street Car, 5 miles	\$25.0
<input type="checkbox"/> Citywide Sidewalk Repairs	\$60.0 ✓
<input type="checkbox"/> Additional .5 mile Trail & .5 mile Bike Lane/year	\$15.0 ✓

Total Transportation (Million)

Enter total on line 10 of Calculation Sheet

Part 3

Bus Packages: Check off selected packages

<input type="checkbox"/> Monday - Saturday Service to 11:00 pm (Tax increase of \$19/year on a \$150,000 home over 30 years)	\$57 ✓
<input type="checkbox"/> Increased service on all current routes (Tax increase of \$22/year on a \$150,000 home over 30 years)	\$65
<input type="checkbox"/> Expand to all areas of the city (Tax increase of \$18/year on a \$150,000 home over 30 years)	\$55
<input type="checkbox"/> Downtown Multimodal Center (Tax increase of \$1/year on a \$150,000 home over 30 years)	\$3 ✓

Total Transit (Million) *42*

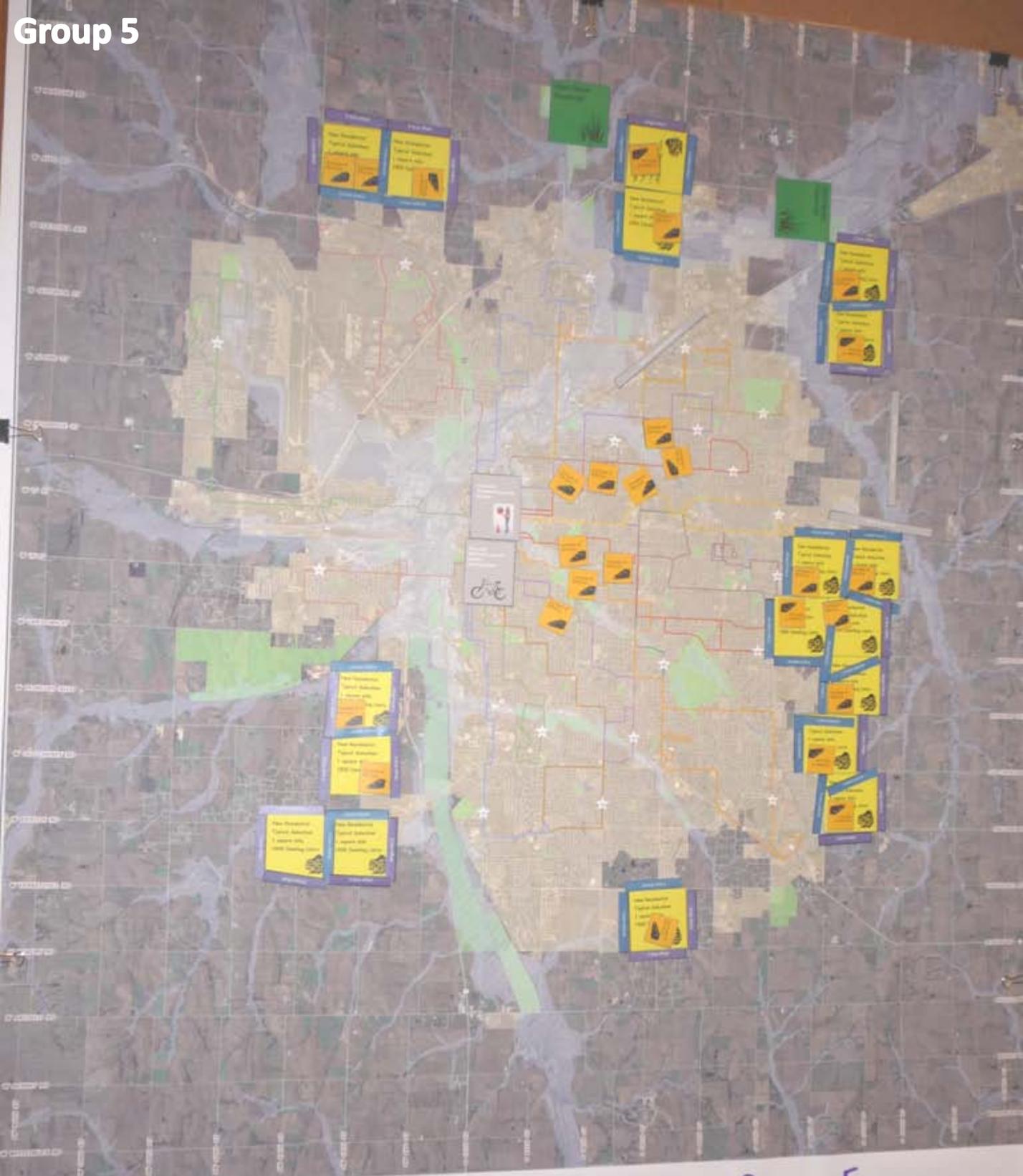
Enter total on line 12 of Calculation Sheet

Open Space: Check off if used

<input type="checkbox"/> Preserve Square mile of Open Space (Tax increase of \$2.33/ year on a \$150,000 home over 30 years)	\$7 x number of sq. mi.
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Total Open Space (Million) *multiple purposes*

Enter Total on line 14 of Calculation Sheet



PLAN IT YOURSELF *Group 5*

- City Limits and Committed Land
- Parks
- Flood Plain (FEMA and/or Flood Prone)



Plan-it-Yourself Calculation Sheet

Table # 5

Part 1

Dwelling Units: Must total 40,000 DU

		# of Pieces		
1	Yellow Squares	18	x 1500 DU	= 27,000
2	Orange Squares	26	x 500 DU	= 13,000
3		Total (Should = 40,000 DU)		40,000

Part 2

in Millions of Dollars

Capital Budget			\$408
4	4+ Lane Arterials	30	x \$5 = 150
5	2 Lane Offset Arterials	26	x \$3 = 78
6	Total Arterial Roadway Costs		228
7	Remaining Capital Budget (subtract line 6 from Capital Budget)		180
	Tax increase for Transportation (check)	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
8	Tax increase (\$0, \$100, or \$200)		100
9	New Remaining Capital Budget (add line 7 and line 8)		280
10	Total Major Transportation Projects (from Worksheet)		209.5
11	Remaining/Shortfall (Subtract line 10 from line 9)		70.5

Transit

Tax Increase for Transit (check one) Yes No
 Bus Package(s) selected _____

12	Total Bus Package Cost		0
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Open Space

Tax increase for Open Space (check one) Yes No

13	Square Miles to be preserved		16.5
14	Open Space Cost (line 13 x \$7)		115.5

Summary

15	Total DU added (line 3)		40,000
16	Total Tax Increase (add lines 8, 12, and 14)		104mil
17	Total Major Transportation Projects (line 10)		209.5
18	Total Arterial Roads (line 6)		228

Handwritten calculation: $\frac{180}{166.5} = 11.5/2$

Major Project Worksheet

Table # 5

All project costs shown as local share only.

Part 2

Major Transportation Projects: Check off selected projects

		Cost in Millions
<input type="checkbox"/>	N. 33rd, Cornhusker Highway to Superior	\$25.0
<input type="checkbox"/>	S. 14 th /Warlick/Old Cheney Intersection	\$11.0
<input type="checkbox"/>	O St, AV to 46th, 6 Lanes	\$22.5
<input type="checkbox"/>	NW 48 th Street, US-34 to US 6	\$31.0
<input type="checkbox"/>	Sun Valley Blvd, north of O St	\$3.5
<input type="checkbox"/>	Sun Valley Blvd, south of O St	\$14.0
<input type="checkbox"/>	Highway 2, 6 Lanes	\$64.0
<input checked="" type="checkbox"/>	Cornhusker Hwy 6 Lanes	\$29.5
<input checked="" type="checkbox"/>	East O St, 6 lanes	\$5.5
<input checked="" type="checkbox"/>	N 84 th St, O St. to Cornhusker, 6 Lanes	\$58.0
<input type="checkbox"/>	East Beltway	\$35.0
<input type="checkbox"/>	South Beltway	\$36.0
<input checked="" type="checkbox"/>	Increase Repaving Budget - concrete	\$60.0 - 90.0
<input type="checkbox"/>	Expand 2 lane arterials to 4 lane arterials in existing neighborhood, per mile	\$15 x number of miles
<input type="checkbox"/>	Street Car, 5 miles	\$25.0
<input type="checkbox"/>	Citywide Sidewalk Repairs	\$60.0
<input checked="" type="checkbox"/>	Additional .5 mile Trail & .5 mile Bike Lane/year	\$15.0

Handwritten notes: 5.75 (circled), $2+1$, 11.5 (circled), $15 \times$ number of miles

Total Transportation **209.5** (Million)

Enter total on line 10 of Calculation Sheet

Part 3

Bus Packages: Check off selected packages

<input type="checkbox"/>	Monday - Saturday Service to 11:00 pm (Tax increase of \$19/year on a \$150,000 home over 30 years)	\$57
<input type="checkbox"/>	Increased service on all current routes — (Tax increase of \$22/year on a \$150,000 home over 30 years)	\$65
<input type="checkbox"/>	Expand to all areas of the city (Tax increase of \$18/year on a \$150,000 home over 30 years)	\$55
<input type="checkbox"/>	Downtown Multimodal Center (Tax increase of \$1/year on a \$150,000 home over 30 years)	\$3

Handwritten note: *Could n't decide*

Total Transit (Million)

Enter total on line 12 of Calculation Sheet

Open Space: Check off if used

<input checked="" type="checkbox"/>	Preserve Square mile of Open Space (Tax increase of \$2.33/ year on a \$150,000 home over 30 years)	\$7 x number of sq. mi.
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Total Open Space **70.5** (Million)

Enter Total on line 14 of Calculation Sheet



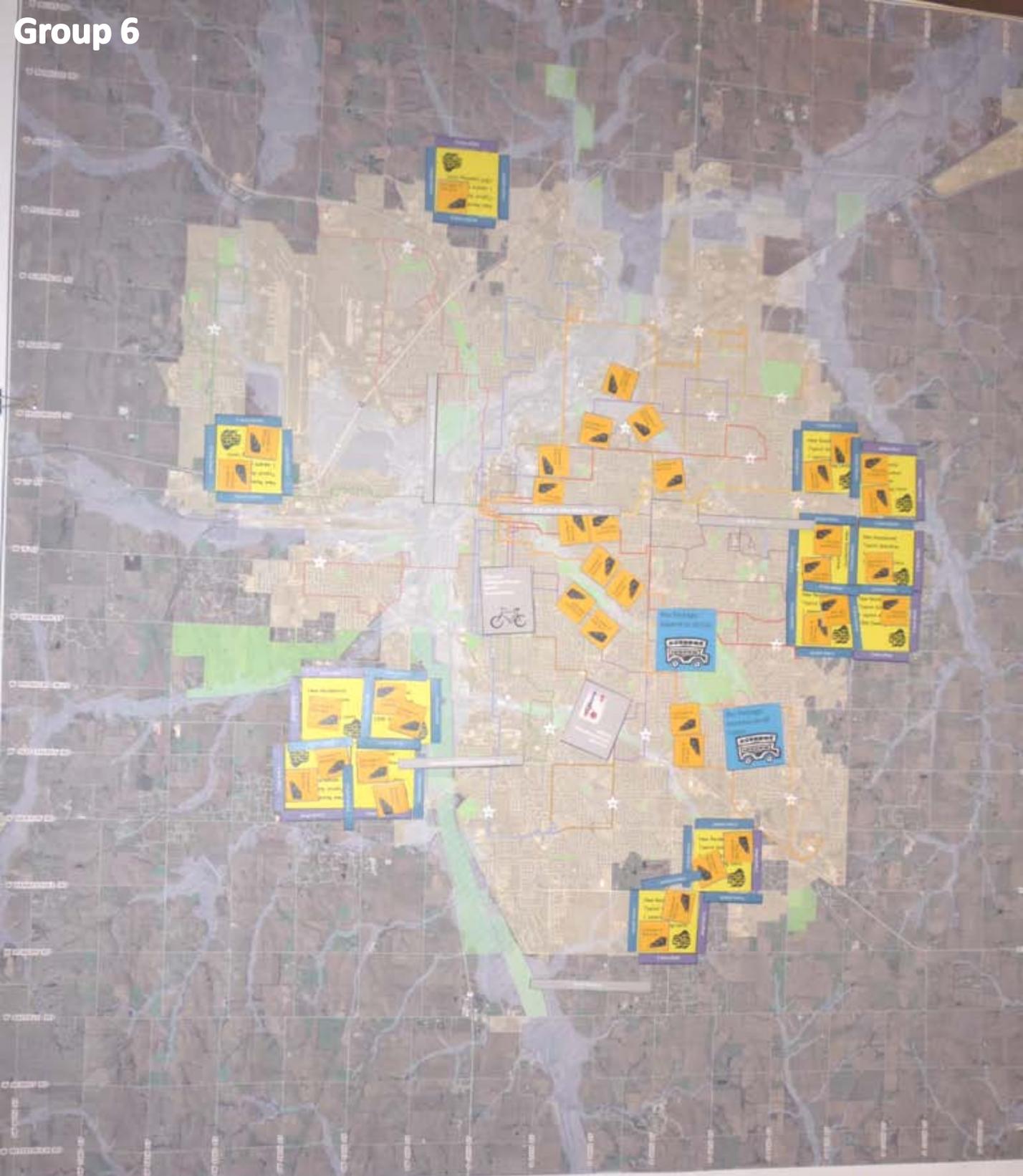
PLAN IT YOURSELF *Group 6*



- City Limits and Committed Land
- Parks
- Flood Plain (FEMA and/or Flood Prone)
- StarTran Bus Routes



Group 6



PLAN IT YOURSELF *Group 6*

-  City Limits and Committed Land
-  Parks
-  Flood Plain (FEMA and/or Flood Prone)



Plan-it-Yourself Calculation Sheet

Table # 6

Part 1

Dwelling Units: Must total 40,000 DU

- 1 Yellow Squares
- 2 Orange Squares
- 3

# of Pieces		
14	x 1500 DU	= 21,000
38	x 500 DU	= 19,000
Total (Should = 40,000 DU)		40,000

Part 2

in Millions of Dollars

Capital Budget

\$408

- 4 4+ Lane Arterials
- 5 2 Lane Offset Arterials
- 6 Total Arterial Roadway Costs

31	x \$5	155
14	x \$3	42
		197

- 7 Remaining Capital Budget (subtract line 6 from Capital Budget)
- Tax increase for Transportation (check)
- 8 Tax increase (\$0, \$100, or \$200)
- 9 New Remaining Capital Budget (add line 7 and line 8)

		211
Yes	No <input checked="" type="checkbox"/>	
		211

- 10 Total Major Transportation Projects (from Worksheet)
- 11 Remaining/Shortfall (Subtract line 10 from line 9)

153.5

Transit

Tax Increase for Transit (check one)
 Bus Package(s) selected _____

Yes No

- 12 Total Bus Package Cost

120

Open Space

Tax increase for Open Space (check one)

Yes No

- 13 Square Miles to be preserved
- 14 Open Space Cost (line 13 x \$7)

\$53.5 tax increase

Summary

- 15 Total DU added (line 3)
- 16 Total Tax Increase (add lines 8, 12, and 14)
- 17 Total Major Transportation Projects (line 10)
- 18 Total Arterial Roads (line 6)

40,000
 53.5
 153.5
 197

Major Project Worksheet

Table # 6

All project costs shown as local share only.

Part 2

Major Transportation Projects: Check off selected projects

		Cost in Millions
<input type="checkbox"/>	N. 33rd, Cornhusker Highway to Superior	\$25.0
<input checked="" type="checkbox"/>	S. 14 th /Warlick/Old Cheney Intersection	\$11.0
<input checked="" type="checkbox"/>	O St, AV to 46th, 6 Lanes	\$22.5
<input type="checkbox"/>	NW 48 th Street, US-34 to US 6	\$31.0
<input checked="" type="checkbox"/>	Sun Valley Blvd, north of O St	\$3.5
<input type="checkbox"/>	Sun Valley Blvd, south of O St	\$14.0
<input type="checkbox"/>	Highway 2, 6 Lanes	\$64.0
<input type="checkbox"/>	Cornhusker Hwy 6 Lanes	\$29.5
<input type="checkbox"/>	East O St, 6 lanes	\$5.5
<input type="checkbox"/>	N 84 th St, O St. to Cornhusker, 6 Lanes	\$58.0
<input type="checkbox"/>	East Beltway	\$35.0
<input checked="" type="checkbox"/>	South Beltway	\$36.0
<input checked="" type="checkbox"/>	Increase Repaving Budget	\$60.0
<input type="checkbox"/>	Expand 2 lane arterials to 4 lane arterials in existing neighborhood, per mile	\$15 x number of miles
<input type="checkbox"/>	Street Car, 5 miles	\$25.0
<input type="checkbox"/>	Citywide Sidewalk Repairs	\$60.0
<input checked="" type="checkbox"/>	Additional .5 mile Trail & .5 mile Bike Lane/year	\$15.0

Total Transportation 153.5
(Million)

Enter total on line 10 of Calculation Sheet

Part 3

Bus Packages: Check off selected packages

<input type="checkbox"/>	Monday - Saturday Service to 11:00 pm (Tax increase of \$19/year on a \$150,000 home over 30 years)	\$57
<input type="checkbox"/>	Increased service on all current routes (Tax increase of \$22/year on a \$150,000 home over 30 years)	\$65
<input type="checkbox"/>	Expand to all areas of the city (Tax increase of \$18/year on a \$150,000 home over 30 years)	\$55
<input type="checkbox"/>	Downtown Multimodal Center (Tax increase of \$1/year on a \$150,000 home over 30 years)	\$3

Total Transit 120
(Million)

Enter total on line 12 of Calculation Sheet

Open Space: Check off if used

<input type="checkbox"/>	Preserve Square mile of Open Space (Tax increase of \$2.33/ year on a \$150,000 home over 30 years)	\$7 x number of sq. mi.
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Total Open Space
(Million)

Enter Total on line 14 of Calculation Sheet