

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 31, 2006, 12:00 p.m., Rm. 113, First Floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Jon Carlson, Gene Carroll, Michael Cornelius, Dick Esseks, Roger Larson, Mary Strand, Lynn Sunderman and Tommy Taylor; Gerry Krieser absent.

OTHERS IN ATTENDANCE: Marvin Krout, Kent Morgan, Brian Will, Mike DeKalb, David Cary and Teresa McKinstry of the Planning Department; Karl Fredrickson, Virendra Singh, Mike Brienzo, Roger Ohlrich, Erin Sokolik and Randy Hoskins of Public Works and Utilities; Jonathan Cook of City Council; Mike Piernicky of Olsson Associates and other interested parties.

STATED PURPOSE OF MEETING: **Long Range Transportation Plan**

Randy Hoskins stated that staff will present additional information regarding Regional Transportation Model Phase II. Information was requested by the Commissioners as to how certain alternatives were identified. He has available any of the maps showing the alternatives. The travel time comparison is approximately eight minutes average trip time. The alternatives range from 13.4 minutes to 14.1 minutes in the future. An additional analysis was done to look at number of lane miles in each of the proposed networks. If you divide the total alternative cost by total lane mile, you get the cost per lane mile.

Esseks wondered about the lowest cost alternative. Mike Piernicky replied that cost per lane mile can be higher depending on the scenario. This has a lot to do with where you are putting the lanes down. Piernicky stated that the graph was brought up to help decide between the alternatives. The cost was taken into consideration. You look at the total number of miles in the network.

Esseks stated the chart shows that the outcome is so small. There has to be some measure of error. He thinks we are left with an inadequate basis.

Sunderman disagrees that this shows eliminating the alternatives. Alternative 10 is all new construction versus Alternative 12 which is adding onto existing streets.

Piernicky replied that the chart is to be used to compare the alternatives.

Strand noted that some of the alternatives have Highway 2 being widened. Intersections are not calculated in. Esseks stated that any estimate has a margin of error. Strand noted that if you don't reach out to other areas, you are not encouraging consumers to visit the businesses.

Carlson believes the graph is illustrating between the philosophical choices that need to be made. Streets on the edge are more expensive. When he runs down the list of alternatives, a lot of people keep asking about the growth base network. He is interested in what is already in the plan. Are there pieces missing?

Piernicky stated the Commissioners asked how money is justified to be spent. Printed information was made available to the Commissioners showing the changes that can happen with reassignment of traffic improvement. Improvement One shows an increase in traffic on 84th St. and widening to a six-lane section. You can expect large volume increases. You will see some minor increases on adjacent roadways.

Strand wondered if that much traffic is going down 84th St., where are they going to? Traffic is increased on two lane roads going east and west. Development in the 84th St. area is still developing, so traffic is hard to predict.

Taylor noted that traffic estimates are based on a 24-hour period.

Esseks sees a lot of benefits.

Piernicky stated that Improvement Two is 98th St. improved. This is more corridor specific. The majority of traffic is coming off 112th St.

He went on to state that Improvement Three includes Highway 2 widened to six lanes with significant increases in traffic.

Larson wondered how far the six lanes would extend. Piernicky replied it will go to the Beltway. He stated that this project has the widest range of impact on facilities in the area. Because of the diagonal nature, relief is provided to east/west roadways as well as some north and south roadways.

Esseks wondered how reliable these estimates are. Piernicky replied that assuming the land use information provided is relatively unchanged in 2030, the numbers should be pretty good. Traditionally staff has aimed low. With travel time and diversion routes, the estimates should be pretty close. This information should help Commissioners prioritize different projects.

Piernicky pointed out that with the Draft Land Use Plan and six lanes out to the beltway, there is a significant amount of developable urban area that is not included in the plan.

Piernicky stated that Improvement Five is the East Beltway connectors. Holdrege as well as South St. , "A" St., Van Dorn and 148th St. are shown. There is some improvement in getting traffic to the beltway faster. Corridors on the east end of town are improved. These are improvements on the fringes.

Piernicky stated that Improvement Six is the widening of Superior St. The traffic is coming from Antelope Valley and Interstate 80 and 56th St.

Carlson thinks this is a pretty bad choice. Putting in a six-lane roadway to take traffic off of a six-lane roadway.

Carroll stated that Superior is about the only east/west route on that side of town.

There was a discussion of the Antelope Valley Roadway.

Piernicky stated that Improvement Seven is the widening of Highway 6. The majority of traffic is Interstate traffic. In the event of an incident on Interstate 80, Hwy. 6 is a key route to divert traffic.

Strand wondered when I-80 will continue their six- lane widening. Piernicky replied that the Nebraska Dept. of Roads is still on schedule for 2012. It is supposed to be through Lincoln by 2012. He has heard they will be initiating study phases west of Lincoln heading west. Piernicky stated that Improvement Eleven is the widening of the remaining sections of "O" St. to six lane.

Larson wondered if this takes "O" St. six lane out to the east beltway. Piernicky stated it will, in conjunction with Dept. of Roads.

Strand wondered if there is a plan that takes improvements on 98th St., "O" St. and Hwy. 2 added on to the CGBN. She thinks perhaps some of the smaller streets can be taken out and these roadways will help when we start expanding to the east. Larson agreed. He thinks that is good logic.

Hoskins stated that the average trip time will be going from less than eight minutes to 13-14 minutes.

Esseks wondered what can be done with the northeast and a possible retail center being built in the northeast. Larson agreed. He foresees a retail center in the area and increased traffic.

Hoskins believes traffic can be handled on a six-lane 84th St. He would suggest east/west streets need more improvement.

Strand thinks the one thing that is missing is a connection from Superior to 84th. Hoskins noted that Public Works has identified a need for a transportation study to be done in the northeast corner of Lincoln. There are obviously problems in the area.

Hoskins stated that the 2025 network has one of the lowest average trip times. The 2030 Land Use Plan adds additional area to the City limits. Public Works recommends that the additional roadway improvements identified also be included as the preferred alternative, Alternative Twelve as shown. The "O" St. improvement will allow for improved traffic flow into the downtown area, which is expected to remain a focal point of the city. Today, the Commissioners need to identify a preferred Improvement.

Strand made a motion for approval of Improvement Twelve, taking Hwy. 6 to six lanes and Cornhusker Highway, seconded by Esseks.

Krout stated there will be a consultant coming in and an Economic Advisory Panel whose work he believes was finished yesterday. The focus until now has been the neighborhood centers and definition, where do big boxes fit. Caution should be taken when siting another regional retail center. He does not know if there will be enough information by the end of the month to make a decision.

Carlson stated that he agrees with the philosophy. He thinks there is a need for more retail but not regional. Regional is Gateway, etc. Strand sees northeast as needing more of an Edgewood type center.

Larson agrees. He sees the northeast as needing a regional center.

Carlson thinks it should be a community size center. He does not see a six-lane road as being needed.

Krout noted that staff is looking again at Hwy. 77 on the north of I-80. There are 125 acres proposed for commercial uses. It will be highway oriented, possibly a mall. The population is not there to support a regional mall.

Hoskins noted that more research will be done. They would like a recommendation on more studies to be done.

Motion for approval of Improvement Twelve, carried 8-0: Carlson, Carroll, Cornelius, Esseks, Larson, Strand, Sunderman and Taylor voting 'yes'; Krieser absent.

David Cary handed out information regarding proposed text amendments to the Mobility and Transportation chapter of the Comprehensive Plan Update. Staff will go over these with Commissioners at the next noon meeting of Planning Commission on June 7, 2006.

The meeting was adjourned at 12:55 p.m.

Respectfully submitted,

Teresa McKinstry
Office Specialist
Planning Department