

2030 COMPREHENSIVE PLAN/LRTP  
(Public Hearing - 10/18/06)



"janine bergerac fromm"  
<drfromm@hotmail.com>

10/15/2006 08:12 PM

To plan@lincoln.ne.gov

cc

bcc

Subject lincoln street plans

We live in the Country Club neighborhood and are adamantly opposed to ANY widening of 27th street through our neighborhood. This beautiful and historic neighborhood should have your utmost support in preserving it. We who live here work so hard to keep it beautiful, and we pay so much to keep these old houses in shape for generations to come. We should all be working to direct traffic away from neighborhoods such as this one. We moved here from California and think that it is quite funny that people complain of the traffic here. Yes 27th St. is busy for about 45 minutes in the afternoons, Monday - Friday. But it is never "grid-locked" as there are so many alternate routes that can be taken. At the worst of this "traffic" you might have to wait for 2 lights to get all the way through an intersection. Certainly not worth ruining one of the "jewels" of Lincoln for! Please support traffic being diverted away from our lovely neighborhood. We certainly pay our share of property taxes and deserve a bit of help and protection! Thank you, Michael and Janine Fromm

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G





"Laura McLeod"  
<laumcl@msn.com>  
10/16/2006 12:27 PM

To plan@lincoln.ne.gov  
cc  
bcc  
Subject Planning Feedback

To Whom It May Concern -

I moved to Lincoln -- as opposed to a neighboring community -- specifically for the Country Club neighborhood. I feel strongly that this neighborhood is a valuable asset to the city of Lincoln and should be protected accordingly. I am originally from Atlanta, so I understand how traffic can destroy a city's valuable historic communities.

For the record --

- I fully support the current 2+1 lane policy that we currently have for older neighborhoods
- I strongly oppose widening streets in older neighborhoods - this is not a long term traffic solution and permanently damages that community. Specifically, I very strongly oppose the further widening of 27th street - this a very short term approach to traffic management.
- I support south and east beltways -- as well as improvements to Hwy 2 to facilitate the movement of traffic around older neighborhoods.

Please note my opinion. I will also plan to attend the public hearing as this is a critical issue for the neighborhood and the Lincoln community as a whole.

Regards,  
Laura McLeod  
Country Club Resident



"Christa Pope"  
<cpope@neb.rr.com>  
10/16/2006 12:38 PM

To <plan@lincoln.ne.gov>  
cc "Pope, Kevin" <KPope@stanleyworks.com>  
bcc

Subject LRTP Planning Commission

I wanted to email my opinion on the long range traffic plans for Lincoln. I am from Atlanta, GA one of the worst traffic cities in the US. I would hate to see Lincoln make the same mistakes. If you build and widen roads they will be used, but you can NEVER build or widen enough. The minute they are built/widened you need more. Development follows the highways/routes. Lincoln, like Atlanta, does not have any geographical limits so this proves to be specially trying. You do not want to hurt your older neighborhoods to make way for traffic. You will just create another problem of blight, crime, and ozone issues. Atlanta tried to reverse their errors with speed bumps on all neighborhood roads, no tree cutting policies to help with pollution, etc. It is hard to retrain people. If you want to live in a new house then you have a commute, that is a choice. You live by your choices, it does not give anyone the right to encroach on other homes/neighborhoods. Seattle and Portland have taking a different approach to traffic and refuse to add lanes. They don't believe the car has the right away to take up more greenspace then it already does. This encourages old neighborhood revitalization. This also helps with keeping older schools full and lessening overcrowding in new areas. Atlanta even gave a 20 year property tax relief if you bought a townhome/loft in certain areas of the city to encourage re-settlement of areas. Everything turns old, you can't destroy/hurt old neighborhoods for new neighborhoods' traffic woes of commuting across town. The quiet tree lined streets of Lincoln's older neighborhoods is a treasure to the city and preserving them will only encourage growth and economic development. New houses are a dime a dozen, if Lincoln did not have these older areas we would not have relocated for my husband's job. So many cities have made errors in their traffic plans, Lincoln has not at this point in time. We need to stay on track. Thus, I agree with the following statements:

- \* supports the existing 2+1 lane policy in older neighborhoods
- \* opposes widening of streets in older neighborhoods, including 27th St
- \* supports the south and east beltways and improvements to Hwy 2 to carry traffic around older neighborhoods

Regards,  
Christa Pope  
Stratford Avenue



**"Robert Nefsky"**  
**<m93129@alltel.net>**  
10/16/2006 07:07 AM

To <plan@lincoln.ne.gov>  
cc <rnefsky@alltel.net>  
bcc

Subject Street Plan

Dear Planning Commission Members,

I am a resident of the Country Club neighborhood and a member of the Country Club Neighborhood Association. Ours is one of the most important established neighborhoods in Lincoln whose presence contributes materially to the quality of life and attractiveness of our community. It is clear that the preservation of this neighborhood is in Lincoln's long-term interest in both tangible and intangible ways. The rate of maintenance and substantial reinvestment in our neighborhood bodes well for the future of Lincoln. (Lincoln would be an even better city today if we had taken a similar attitude toward the near-south neighborhood at the appropriate time).

We are all aware of the periodic efforts to widen 27th Street. While we understand the traffic needs of the City, cutting a wide divide through the middle of the neighborhood would not serve its or the City's long-term best interest. I urge the City to develop other means of routing traffic to avoid what would be an unfortunate and short-sighted result.

Thank you. Please feel free to call on me if you have any questions.

Robert Nefsky  
2140 Sheridan Blvd.  
475-5100-O  
477-4433-H



**Scott Anderson**  
<sla@unlserve.unl.edu>  
10/16/2006 10:33 PM

To plan@lincoln.ne.gov  
cc CCNA@neb.rr.com  
bcc

Subject Country Club Neighborhood

To whom it may concern;

While I am not able to attend the Planning Commission public hearing on Wednesday, I would like to make my views known via email. I value the strength of my neighborhood. To that end, I am in support of the existing 2+1 lane policy in our older neighborhoods. I am opposed to the widening of streets in the older neighborhoods and in particular, 27th street. I believe that this would destroy character of neighborhoods by funneling too much traffic into the area. As an alternative, I support the south and east beltways as well as improvements to Highway 2 to carry traffic around our older neighborhoods. We must plan for growth in such a way that the integrity of our residential neighborhoods is not compromised. Thank you for considering my opinions.  
Sincerely,

Scott Anderson  
2939 Sewell Street  
Lincoln, NE  
68502



David and Sue Van Horn  
<d-svanhorn@neb.rr.com>

10/16/2006 07:49 PM

To plan@lincoln.ne.gov

cc

bcc

Subject Long Range Transportation Plan

Dear Planning Commission Members:

We would like to encourage you to continue to endorse the long-standing policy of 2+1 lane arterial streets in our older part of Lincoln. This policy helps to preserve and protect the character of our neighborhood which we and our neighbors value.

Growth of the city is essential for us all and we support your efforts to insure that growth is logical, aesthetic and well conceived. However, that growth should not come at the expense and disregard of those who live in older neighborhoods. We have an existence and an identity; we are more than a passageway between new growth and downtown. The proposed beltways and improvements to Highway 2 can help carry traffic around older neighborhoods to provide smoother and safer traffic flow.

Please vote to continue to support and preserve our older neighborhoods.

Dave and Sue Van Horn  
2840 Winthrop Road



"Tim Thietje"  
<tthietje@neb.rr.com>  
10/17/2006 08:57 AM

To <plan@lincoln.ne.gov>  
cc  
bcc  
Subject Support for Existing 2+1 Lane Policy

Members of the Planning Commission:

We are homeowners at 2919 South 27th Street and are writing to support the existing 2+1 policy as has been proposed for adoption as a part of the new Long Range Transportation Plan in the Comprehensive Plan. Please consider the following:

1. 27th Street is quite busy only during the morning and evening rush hours. However, even then the traffic flows nicely and waits at lights are reasonable. The balance of the day, traffic flow is not an issue.
2. Widening 27th to four lanes will only serve to increase traffic through the neighborhood. In other words, "build it and they will come!" For example, residents who now look to 33rd, 40th and 10th as alternatives will take 27th if it is widened.
3. Unless left-hand turn lanes are built (which seems unlikely because of space limitations), the potential for accidents will actually increase because of unexpected stops in the left traffic lanes. These turns are now safely accommodated by the dedicated "plus 1" lane.
4. Residential values along 27th and other similar streets will suffer as the homes become less attractive to buyers because of increased noise, exhaust fumes and reduced curb appeal.
5. The current 2+1 policy protects the quality of life in many of Lincoln's older, traditional neighborhoods, including, the many stately trees that will need to be removed to accommodate widening.

In summary, we urge you to leave intact Lincoln's long-standing 2+1 street policy. It continues to be a reasonable compromise which nicely balances competing interests.

Tim and Judy Thietje



"Jackie Muir"  
<jackiemuir01@hotmail.com>

10/17/2006 06:52 AM

To plan@lincoln.ne.gov

cc

bcc

Subject street widenings

Planning Commission,

As a resident of the country club neighborhood I would ask that you consider the following in relation to widening 27th street within this neighborhood. Please do not widen streets in older neighborhoods, including 27th street. In addition, the beltways and improvements to Hwy 2 to carry traffic around older neighborhoods is a great improvement and I support. I also agree with leaving the lane policy in older neighborhoods to 2 + 1 lanes.

Please consider these suggestions when meeting to decide on major street changes.

Thank you  
Jackie Muir

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"Tim Gergen"  
<tgergen@oaconsulting.com  
>

10/17/2006 09:55 PM

To <plan@lincoln.ne.gov>

cc "Tim Gergen" <tgergen@oaconsulting.com>

bcc

Subject LRTP public hearing

Dear Commissioners:

My name is Tim Gergen. I reside at 3038 Jackson Drive. I am a land development civil engineer with Olsson Associates. I would like to point out a few issues of the possibility of widening the existing arterial streets within the urban core of our city from a 2+1 lane configuration to a wider street cross-section. Many of these older existing streets were designed with a speed limit of 35 mph. This would entail a vertical profile that would allow steeper grades and shorter sight distances. When a roadway like this is widened it is not as simple as just adding pavement on the edges to accommodate more lanes. A wider road cross-section increases the design speed of a roadway which would cause the vertical placement of a road to be flattened and many of the existing intersections to be reduced in access. In other words, the existing core roads would have the 'hills' cut down, the 'valleys' filled in and many intersections closed. This would add many costly retaining walls due to the existing narrow right-of-way, increase the un-safe practice of allowing 'u-turns' on arterial roadways and increase traffic on the neighborhood streets since access will be restricted on these roadways.

Unfortunately due to my line of work I will not be at the public hearing to testify about the above mentioned concerns but will be happy to entertain any questions you may have.

Thank You

Tim Gergen, P.E.



Miiim@aol.com

10/18/2006 02:03 PM

To plan@lincoln.ne.gov

cc

bcc

Subject Update of Comprehensive and Long Range Transportation Plans

The committee has done a fine job on the update of the Comprehensive and Long Range Transportation Plans for the City of Lincoln and deserves our thanks for all the time and thought that went into this production. The citizens of our community are grateful for the efforts of the members of the committee and in the end Lincoln will continue to be a fine place to live and work in the decades to come.

Your efforts are most appreciated and you are to be congratulated for your input and hard work.

Sincerely,  
Marilyn and John McGreer  
2734 Bonacum Drive  
Lincoln, Nebraska 68502-5720  
(402) 423-2028



**"Brian Edwards"**  
**<bandkedwards@yahoo.com**  
**>**

10/18/2006 01:36 PM

To <plan@lincoln.ne.gov>

cc

bcc

Subject concerning Long Range Transportation Plan

To the Planning Commission,

This is to indicate our disapproval of widening 27th Street in between South Street and Highway 2.

Thank you,

Brian & Kathy Edwards  
2816 William Street  
Lincoln, NE 68502-5252



**"Paul Vaccaro"**  
**<paul.vaccaro@gmail.com>**  
10/18/2006 10:58 AM

To <plan@lincoln.ne.gov>  
cc  
bcc  
Subject 2030 Comprehensive Plan

Commissioners,

As a real estate professional and a resident of one of Lincoln's wonderful historic neighborhoods I write to commend you and the staff involved on developing the 2030 Comprehensive Plan draft. Having lived in communities where an emphasis on suburban development and on providing high capacity traffic routes from newly developed fringe areas to a downtown core right through established neighborhoods has resulted in the decline of many of those classic neighborhoods, it is a pleasure to see, what appears to be, a sensible approach. By assuring wider right-of-ways in areas of new development, and constructing high capacity, high speed, perimeter routes through what are now fringe areas we can hopefully avoid the struggle of retrofitting a traffic plan in twenty or thirty years when today's fringe will more than likely be a part of the core city. Again I commend you but will of course be watchful for any radical changes to what is now a sensible plan.

Regards,

Paul Vaccaro  
3500 S. 27<sup>th</sup> Street  
Lincoln, NE 68502  
(402) 540-3171



**K Wulser**  
<[kwulser@unlserve.unl.edu](mailto:kwulser@unlserve.unl.edu)>  
10/18/2006 10:03 AM

To [plan@lincoln.ne.gov](mailto:plan@lincoln.ne.gov)  
cc  
bcc  
Subject LRTP-Country Club

To whom it may concern,

I would like to state my wife's and my opposition to street widening plans on 27th and also Van Dorn. We support the CCNA's position in this regard.

Kurt and Kristin Wulser

2030 COMPREHENSIVE PLAN/LONG RANGE  
TRANSPORTATION PLAN UPDATE



Jill Cockson  
<jill\_cockson@yahoo.com>  
10/18/2006 12:06 AM

To plan@lincoln.ne.gov  
cc  
bcc

Subject 27th Street

Regretfully, I cannot attend the public hearing on the new Long Range Transportation Plan in person. However, as a Country Club Neighborhood homeowner, I would like to express my support for the Long Range Transportation Plan as it stands today, which supports a 2+1 lane policy in older neighborhoods, opposes widening streets in older neighborhoods (including 27th street), and proposes alternative solutions to traffic problems such as widening Hwy 2, developing peripheral beltways, and constructing 'ring roads'. These latter solutions provide a more comprehensive approach to traffic control in Lincoln in the face of suburban expansion.

Thank you for your time,

Jill S. Cockson

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"Chad Brassil"  
<cbrassil2@unl.edu>  
10/18/2006 06:03 PM

To <plan@lincoln.ne.gov>  
cc  
bcc  
Subject Public Comment on Transportation Plan

To Planning Commission:

I attended the public information meeting on the planning commission proposal at Gere Library, and I wanted to submit a short comment. I think the plan is well conceived, and I'm particularly pleased with two aspects that, in my opinion as a new comer to Lincoln, uniquely support strong neighborhoods in this city.

1) I'm in strong support of the 2+1 plan (2 lanes plus 1 turn lane) for older neighborhoods. Just this past year, I moved to Lincoln and choose to purchase a house in an older neighborhood, in part because I saw the value that Lincoln has placed on maintaining the integrity of mature neighborhoods. Maintaining the strength of core neighborhoods is critical to maintaining the vitality of any city (from the mature neighborhoods to the new developments). I was pleasantly surprised to find the 2+1 plan in this proposal because I think it maintains the integrity of older neighborhoods as originally conceived and planned.

2) I was pleased to see a continued emphasis on expanding the bicycle path network as the city grows and implementing grade separation for existing paths when funds permit. Our bicycle network makes Lincoln stand apart from nearly every other city with which I'm familiar. It increases the recreational quality of life for everyone, and it provides environmentally friendly commuter options for many. The only item I would add is a call for continuing maintenance and upkeep of existing paths. For example, the grade separation at 27th street on the Billy Wolfe trail is in need of repair to correct major shifting in cement blocks, as well as in need of an upgrade in lighting.

3) Finally, I may have missed this point, but I would like to see the plan call for more grade separation of train corridors from automobile traffic. It is a major safety issue, and with new regulations on whistles it is a huge quality of life issue.

Chad Brassil  
2848 William St  
Lincoln, NE 68502  
402-484-0485  
cbrassil@hotmail.com

ITEM NO. 6.1: 2030 COMPREHENSIVE PLAN/LRTP  
(Action: 10/25/06)



carol I Thompson  
<canonj2@juno.com>  
10/18/2006 03:54 PM

To plan@lincoln.ne.gov  
cc  
bcc  
Subject 27th street

As residents of the Country Club neighbourhood, we strongly oppose the widening of 27th street beyond its current 2+1 lanes.  
Jerry and Carol Thompson



"Joel Ludwig"  
<jjl1963@alltel.net>  
10/19/2006 09:22 PM

To <plan@lincoln.ne.gov>, <commish@lancaster.ne.gov>, <council@lincoln.ne.gov>  
cc "LIBA" <coby@liba.org>, <rogerlarson@klin.com>, <KSvoboda@ci.lincoln.ne.us>, "Carol B" <carolserv@hotmail.com>

bcc

Subject FW: Planning for Lincoln's Future

-----Original Message-----

**From:** Joel Ludwig [mailto:jjl1963@alltel.net]  
**Sent:** Thursday, October 19, 2006 9:20 PM  
**To:** 'online@journalstar.com'  
**Subject:** Planning for Lincoln's Future

I was watching the planning commission meeting on the Lincoln Channel 5 website again. After witnessing the activities regarding the commercial development at 84<sup>th</sup> and Adams, and the proposed Drag Strip application the situation is clear. I feel the planning department is broken.

People at the hearing kept referring to the comprehensive plan. The lack of imagination demonstrated by Mr. Krout and others in the planning department make the term comprehensive inappropriate. I hope the guidance of the Planning Commissioners can straighten out the mess that the planning department keeps bringing to them.

Surely the new comprehensive plan can be more forward looking and open to new options as they arrive. The Comprehensive Plan needs to be a fluid document. A guideline to allow flexibility for future growth. Instead, it is used as an excuse to block economic development in the Lincoln area.

The frustration of the people involved in bringing the development to 84<sup>th</sup> and Adams was visible, and understandable. Everyone involved in the neighborhood wants it. The Planning department keeps pointing out why something can't be done. They appear to be a deterrent for growth. Shouldn't they be working on solutions? Why would any sane person want to try to develop anything in Lincoln?

Next up, the drag strip issue. Mr. Krout started to sound apologetic as he spoke at the start of the proceedings, but then placed all the blame on the applicant for the drag strip. He admitted mistakes have been made by the department in the process, but continued to evade responsibility. He failed to properly advise the planning commission. He has handled his role and department in an unprofessional manner. I believe he is not the appropriate person for that position.

If a person wishing to invest in the area must rely on the imagination or vision of people like Mr. Krout, then we won't see the growth that the people of Lincoln really want. Who does Mr. Krout report to? What are the terms of his employment? How and when can he be replaced?

We need to make Lincoln attractive for investment and industry. How can we do that? We need a planning department that is working for solutions. One that works with business to develop the means for growth. We need the Chamber of Commerce, the County Board and the City Government to work together to bring new business to Lincoln. New business that will create the jobs for growth. People that make products as well as sell products. You must have people that make it, mine it or grow it. Everyone else doesn't have a livelihood unless those people have jobs. Lincoln cannot grow by relying only on government or university jobs.

We have to prepare to bring the new business here. The Highway 77 corridor north of I-80 should be set

planned as the future business growth area for Lincoln. Compare planning in Lincoln to Nebraska's other large city, Omaha. The other guys appear to have planned pretty well. Look at the area from around 60<sup>th</sup> street, between I-80 to L Street, all the way out to Oak View mall at 144<sup>th</sup> street. That area is primarily industrial with some retail mixed in. That is about 6 miles of space that was set up for industrial and commercial growth. We can also consider the space along I-80 between Millard and Gretna. Now look at Lincoln. The space along Highway 77 from I-80 north to Davey Road needs to be set up for industrial, commercial and retail development for our future.

Lack of planning now will limit the ability to develop the commercial or industrial areas which will bring the good jobs in the future. There are so many acreages around the county. What space is available to develop into an industrial or commercial area? You won't be able to develop anything without creating controversy. All this will come because of a lack of imagination and planning. We can fix this now and prepare for what lies ahead.

What is the future? Lincoln is destined to become the largest city in the state. Omaha has filled out almost 2/3 of Douglas County. It will be locked in on all 4 sides at some point in the future. Lincoln is located in the middle of Lancaster County which is much larger than Douglas County.

It is time to start planning and seize the destiny that is coming for this community.

Joel Ludwig  
219 4<sup>th</sup> Street  
Garland, NE 68360  
402-588-2280

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