

TRANSCRIPT PREPARED BY THE CLERK OF THE LEGISLATURE  
Transcriber's Office  
FLOOR DEBATE

February 7, 2002 LB 661

involves state, county and city and community leaders. This idea actually came to me as I was attending a Nebraska network organization, one of those dinners that will be ahead of us here in the next few weeks, as I was sitting with an individual who had transplanted from Texas here to Nebraska, and in that conversation he mentioned...he was really from Cass County, but he mentioned that 50 years ago when living in Texas he saw what happened between Dallas and Fort Worth and saw some things happen, he said, that really should not have happened and things that should have happened did not happen. As a result, the two cities grew together without a great deal of planning. And he said that really the same thing can happen between Omaha and Lincoln and all the communities in between, recognizing that this is the growth area of the state of Nebraska, and this is the main street of Nebraska. And so how that we plan and how we move forward from this point on I think will affect really how this eastern end of Nebraska shall proceed. Ninety percent of the state population growth has occurred between the two cities. Much of the state commercial and industrial growth has occurred in this corridor. The issues that we have before us are wide ranging and for that I think we need to spend the time and the effort to study this issue. Looking at the zoning and planning, what is the highest and best use for the property along this corridor? What areas are best suited for commercial and industrial, for residential? What areas should be set aside for green space and for the environment? In the transportation area, in what areas should access be enhanced and what areas should be restricted? Should a rail system be planned for and at least the right of way be planned for? Are the existing right of ways sufficient? Should there be a right of way reserved for a future rail system, or should express lanes be planned for? As I travel back and forth between Omaha and Lincoln and now you are seeing bridges torn down to be made wider from four lanes to six lanes and that really displeases me that we're spending dollars where maybe perhaps planning at another time would have prevented that. Being from a background of building and developing, I developed several areas within the city confines of Omaha and, when you set forth a plan before the city, many times they would come back and they would say, we need more right of way here. And certainly when you're purchasing ground at a...at a high price and you have to give