

CITY OF HASTINGS, NEBRASKA
MINUTES OF CITY COUNCIL WORKSESSION
Monday, October 18, 2021

Pursuant to due call and notice thereof, a Worksession Meeting of the City Council of the City of Hastings, Nebraska was conducted at the Hastings Public Library, 314 North Denver Avenue, on October 18, 2021.

The Worksession Meeting was called to order at 5:30 p.m. by Council President Ginny Skutnik with the following members present: Matt Fong, Shawn Hartmann, Chuck Rosenberg, Joy Huffaker, Butch Eley, Ted Schroeder, Jeniffer Beahm and Mayor Stutte. Absent: None.

The following City Officials were present: City Administrator, David Ptak; City Attorney, Clint Schukei; City Clerk, Kimberly Jacobitz; Parks & Recreation, Jeff Hassenstab; Finance, Roger Nash; Utility, Kevin Johnson; Information Technology, Erik Nielsen; Development Services, Lisa Parnell-Rowe; Engineering, Lee Vrooman; Human Resources, Lori Hartman; Public Information, Amanda Scott; Museum, Teresa Kreutzer-Hodson; Environmental, Marty Stange.

Council President Skutnik led the group in recital of the Pledge of Allegiance to the United States of America.

Moved by Butch Eley seconded by Ted Schroeder to adopt current agenda for the October 18, 2021 Worksession. Roll Call: Ayes: Matt Fong, Shawn Hartmann, Chuck Rosenberg, Joy Huffaker, Butch Eley, Ted Schroeder, Ginny Skutnik, Jeniffer Beahm. Nays: None. Absent: None. The motion carried.

PUBLIC NOTICE - Official Notice of the Worksession was published in the Hastings Tribune on Friday, October 15, 2021. Pursuant to Nebraska Revised Statute Section 84-1412, the public is advised that a copy of today's agenda and all reproducible written material which will be discussed at today's meeting is available. Also, a current copy of the Nebraska Open Meetings Act is posted and accessible to members of the public.

Presentation on Hastings Southeast Project roundabout.

Mike Owen (Roadway Design Engineer), Mick Syslo (Incoming Roadway Design Engineer), John Thomas (Asst. Roadway Design Engineer), John Lyons (Roadway Designer), Wes Wahlgren (District 4 Engineer), and Jim Kindig (Highway Commissioner) were in attendance, representing the Nebraska Department of Transportation (NDOT).

Mike Owen presented the purpose and need for the Hastings Southeast Project. The project will replace failing pavement, modernize the highway, improve safety along the corridor, and reduce delays and congestion.

Project overview:

- 3-Lane (converted from 5-lane to 3-lane)
- 44' back of curb to back of curb (matches existing pavement width)
- Build new pavement and add two-way left turn lane
- Improve operations throughout the corridor
- Build sidewalk throughout the project corridor
- Build new storm sewer system
- Upgrade street lighting

NDOT's goal is to look at the project scope and find a way to get the project started. He explained the possibility of shrinking the project scope from a five-lane project, down to a three-lane section, with a center left turning lane. That would reduce right-of-way impacts along the project. They are looking at a standard signalized intersection or roundabout. With the change in scope, the project would reduce in cost by \$7 million, down to around \$31 million. Right-of-Way would be the largest savings.

Traffic volumes have been steady over the last several years along South Street. East J Street and Showboat Blvd have improved truck traffic flow, helping them to avoid the intown route. Pavement and modernization need still exists. Easements would be necessary for drainage. There would be right-of-way in the triangle area (Elm/South Street) that would need to be purchased.

John Thomas, stated at South Street and Elm Avenue, there could be a traditional, signalized intersection with turn lanes. The turn lanes would be based on traffic volume. A larger signalized intersection would accommodate the traffic demands and movements. An alternative for the intersection would be a roundabout to improve safety and efficiency. The roundabout would be equivalent to a roundabout near Pleasant Dale that is functioning well. Roundabouts provide lower maintenance costs, although the upfront cost is higher. Roundabouts overall decrease crashes and significantly decrease injury related crashes (right angle-damaging to passengers). They give the community the opportunity to enhance the area.

Councilmembers voiced concern about trains blocking the tracks, impacting vehicle flow through the roundabout. NDOT will look at the concern regarding train traffic. A hybrid roundabout was discussed. Mike Owen proposed that NDOT take more time to develop both concepts to a higher level and then come back to council with a better estimate of cost and difference in impact. NDOT will continue to develop the rest of the engineering plans and leave the intersection design for later, after further discussion.

Intersection improvements at Highway 6 and J Street were also discussed. There would be an offset right turn lane at Highway 6 and J Street, to improve safety by improving sight distance for vehicles entering Highway 6.

This is a state-funded, 'Build Nebraska' project. The expected schedule would be plan redesign, right-of-way process, then utilities relocated. The project was designated in 2012 to be funded by the state and city. Mike Owen estimated project construction start in 2025, with a two construction season completion. If the public has questions about design and right-of-way, please contact the Nebraska Department of Transportation.

Discussion of stop sign placement at the intersection of 26th Street and Osborne Drive East.

Lee Vrooman provided traffic counts at the T-intersection of 26th Street/Osborne Drive East. Osborne Drive East, going south and on 26th Street, are close to the same traffic counts at approximately 2,000 vehicles per day. Once you get south of 26th Street on Osborne Drive East, the traffic count goes down to approximately 600 vehicles per day. Both Police Chief Story and Lee Vrooman think that moving the stop sign from 26th Street to the northbound Osborne Drive East would work, as long as there would be a yield sign in place of the current stop sign. Traffic on 26th Street coming west would yield to traffic going south. The city needs to look at speed limits, since there has been additional development in the area.

Staff was asked to prepare a resolution for the next council meeting, to accomplish moving the stop sign and placing a yield sign at the intersection.

Moved by Shawn Hartmann seconded by Jeniffer Beahm to go into closed session for reason of negotiation and real estate at 6:01 P.M. Roll Call: Ayes: Matt Fong, Shawn Hartmann, Chuck Rosenberg, Joy Huffaker, Butch Eley, Ted Schroeder, Ginny Skutnik, Jeniffer Beahm. Nays: None. Absent: None. The motion carried.

Moved by Matt Fong seconded by Butch Eley to come out of closed session at 7:06 P.M. Roll Call: Ayes: Matt Fong, Shawn Hartmann, Chuck Rosenberg, Joy Huffaker, Butch Eley, Ted Schroeder, Ginny Skutnik, Jeniffer Beahm. Nays: None. Absent: None. The motion carried.

Moved by Matt Fong seconded by Shawn Hartmann, there being no further business to adjourn at 7:06 P.M. Roll Call: Ayes: Matt Fong, Shawn Hartmann, Chuck Rosenberg, Joy Huffaker, Butch Eley, Ted Schroeder, Ginny Skutnik, Jeniffer Beahm. Nays: None. Absent: None. The motion carried.