

**IN LIEU OF
DIRECTORS' MEETING
JULY 2, 2012**

I. CITY CLERK

II. MAYOR

1. NEWS RELEASE. City urges caution in hot weather.
2. NEWS ADVISORY. Mayor Beutler will participate in a ribbon cutting for the new Amtrak station at 10 a.m., Thursday, June 28th.
3. NEWS RELEASE. City, Non-Profits provide extended evening hours for constituents to use during the heat advisory in effect.
4. NEWS RELEASE. New AmTrak Station serves Lincoln, NE.

III. DIRECTORS

FINANCE/TREASURER

1. Monthly City Cash Report at the cloe of business May 31, 2012.

PLANNING COMMISSION

1. Action by the Planning Commission, June 27, 2012.
2. Planning Commission Final Action, June 27, 2012.

PLANNING DEPARTMENT

1. Administrative Approvals by the Planning Director from June 19, 2012 through June 25, 2012.

PUBLIC SAFETY DIRECTOR

1. Tom Casady's, Public Safety Director, response to Randy Feerhusen.

IV. COUNCIL MEMBERS

V. MISCELLANEOUS

VI. CORRESPONDENCE FROM CITIZENS

1. Barb Fraser writing in support of the protected bikeways with attachments of why to support:
 - a) Article focusing on methods to increase bicycling; and
 - b) The economic benefits of investing in bicycle facilities.
2. Barb Fraser with additional articles supporting bicycling for businesses:
 - a) How do bicycling investments affect local business; and
 - b) Increasing active living, policy-making for healthy and active communities.
3. Keri Rockwell giving suggestions if another City Impact party develops.
4. Community Health Endowment announces annual awards.
5. Gary Bentrup writing in support for the protected bikeways in the proposed updated Downtown Master Plan.
6. Dale Arp stating why he supports the downtown improvements and especially the proposed separated bike lanes.

7. James A. Warren in support of the protected bikeways portion of the downtown master plan.
8. Marynelle Greene asking Council to vote for protected bikeways.
9. Oak Williams stating strong interest in protected bike lanes in the downtown Lincoln master plan.

VII. ADJOURNMENT

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OFFICE OF THE MAYOR

555 South 10th Street, Lincoln, NE 68508, 402-441-7511

FOR IMMEDIATE RELEASE: June 26, 2012

FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 402-441-7831

Brian Baker, Health Department, 402- 441-8046

Lynn Johnson, Parks and Recreation, 402-441-8265

CITY URGES CAUTION IN HOT WEATHER

Mayor Chris Beutler and other local officials today urged residents to pay attention to heat warnings and take steps to protect themselves, their families and their pets. The National Weather Service is expected to issue a heat advisory this week when a heat index of 100 to 104 degrees is expected.

“Heat-related illness are a concern for everyone, but children, the elderly and those with medical issues are more at risk,” Beutler said. “Those who must be outside need to use caution and common sense, and be aware of the symptoms of heat stress and heat stroke. Those who do not have air conditioning can cool off during regular hours at our recreation centers, senior centers and libraries.”

Hours for City facilities can be found at lincoln.ne.gov. The “F” Street Community Center, 1225 “F” Street, is open until 9 p.m. on weekdays. The Belmont Community Center, 1234 Judson, is open until 7 p.m. Monday through Thursday. Parks and Recreation Director Lynn Johnson said evening hours may be extended if the extreme heat continues.

Hot weather precautions include the following:

- Drink plenty of non-alcoholic, non-caffeinated fluids.
- Avoid heavy meals and hot foods, which add heat to your body.
- Monitor infants for fluid intake, and dress them in cool, loose-fitting clothing.
- Check on relatives, neighbors and friends who may be at risk.
- Never leave children and/or pets in parked cars.
- Make sure pets and livestock that live outdoors have plenty of fresh water and shade.

The heat index is a measure of how hot it really feels when humidity is added to actual air temperature. Information on local weather, the heat index and safety precautions are available at the NWS Web site www.weather.gov

Heat stress symptoms include clammy, sweaty skin; light-headedness; weakness; and nausea. Heat-related illnesses include sunburn, heat exhaustion and heat stroke, the most severe form which requires immediate medical attention. More health information can be found at the website of the Centers for Disease Control and Prevention, www.cdc.gov.

OFFICE OF THE MAYOR

555 South 10th Street, Lincoln, NE 68508, 402-441-7511

DATE: June 27, 2012

FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 441-7831

Mayor Chris Beutler will participate in a ribbon cutting for the new Amtrak station at **10 a.m. Thursday, June 28.**

Directions to the station:

From 9th Street (one-way south), turn right (west) on "M."

Go two blocks and turn right (north) on 7th.

Go one block, turn left (west) on "N" and follow the signs.

You also can access the station by going south on 7th Street from the parking lot under the Harris Overpass.

OFFICE OF THE MAYOR

555 South 10th Street, Lincoln, NE 68508, 402-441-7511

FOR IMMEDIATE RELEASE: June 27, 2012

FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 402-441-7831

Susan Epps, Red Cross, 402-441-6388

Lynn Johnson, Parks and Recreation, 402-441-8265

CITY, NONPROFITS PROVIDE EXTENDED EVENING HOURS

Mayor Chris Beutler urged residents to continue to take steps to protect themselves during the high temperatures. The National Weather Service (NWS) has issued a heat advisory effective until 9 p.m. tonight.

The Mayor thanked the local chapter of the American Red Cross for providing staff to keep the **Belmont Community Center**, 1234 Judson, open until 9 p.m. tonight. The Center normally closes at 7 p.m. Red Cross staff also will assist at the **“F” Street Community Center**, 1225 “F” Street, until its usual weekday closing time of 9 p.m.

The **Salvation Army Community Center**, 2625 Potter Street, also will be open until 9 p.m. tonight.

Those without air conditioning also can cool off during regular hours at senior centers, libraries and other recreation centers. Hours for City facilities can be found at lincoln.ne.gov.

Information on local weather, the heat index and safety precautions is available at the NWS Web site www.weather.gov. More health information can be found at the website of the Centers for Disease Control and Prevention, www.cdc.gov.

News Release



FOR IMMEDIATE RELEASE
June 28, 2012

ATK-12-061
Amtrak Contact: Marc Magliari
312 544.5390
City of Lincoln Contact: Diane Gonzolas
402 441.7831

NEW AMTRAK STATION SERVES LINCOLN, NEB. Amtrak and local officials celebrate \$1.3 million project

LINCOLN, Neb. -- The City of Lincoln today formally opened a new Amtrak station to serve *California Zephyr* passengers in Nebraska's capitol city. The facility at 510 N Street replaces an 89 year-old former Burlington Route station that will no longer be accessible by trains following a consolidation of railroads in a major urban development.

Mayor Chris Beutler held his regular weekly news conference at the station in order to



introduce it to the community. He was joined for a ribbon-cutting by representatives of the Lincoln Chamber of Commerce, Amtrak and other officials.

Mayor Beutler touted passenger rail as a cost-effective, energy-efficient form of transportation.

“We fully expect that such faster, reliable, more frequent train service will one day soon come to our station, and when it does, we’re ready,” he said. “The new station can accommodate future growth needs for Amtrak and Lincoln, and can facilitate expanded numbers of passengers, multiple lines, faster trains, even regional and commuter service. All of this means significant, multi-million dollar opportunity realized over a long period of time.”

The nearly 3,000 square-foot station, which began serving passengers in both directions on June 26, houses a ticket office, seating for passengers and patrons, an Amtrak crew base and other amenities. In a nod to the rich railroad history in Lincoln, the new station is built in a traditional style yet is also fully accessible to those with disabilities.

- more -

NATIONAL RAILROAD PASSENGER CORPORATION

Chicago Union Station, 500 West Jackson Boulevard, Chicago, IL 60661-5702 tel 312 544.5390 fax 202 799.NEWS MediaRelationsChicago@Amtrak.com

The building is organized around a central passenger area with views to the Historic Haymarket District and future West Haymarket Redevelopment. A vaulted translucent glass and steel skylight is positioned above the central area to create a feeling reminiscent of the great rail stations of the past.

The exterior materials of the facility include brick, glass and exposed steel to demonstrate design sensitivity to the adjacent Historic Haymarket District and the former station. A small portion of the platform canopy from that historic station (circa 1927) is being removed to accommodate the future extension of Q Street to Arena Drive. A part of the canopy is being restored and will be relocated to the new station for future use as a bicycle shelter.

Until all the work is finished, access to the new Amtrak station will include the use of a temporary street. A map is available at the HaymarketNOW.com website. When complete, a tall illuminated pylon with “Lincoln” spelled vertically can be seen when approaching the station on Q Street.

Funding for the \$1.3 million Amtrak facility came from the city and the West Haymarket Joint Public Agency, which is responsible for the development, including the Pinnacle Bank Arena to be built north of the new Amtrak station, a hotel, parking structures and other projects.

The Amtrak *California Zephyr* (Trains 5 & 6) operates daily between Chicago and the San Francisco Bay, via Omaha, Denver, Salt Lake City and Reno. Lincoln is the second-busiest station in Nebraska, serving 11,756 passengers last year.

About Amtrak®:

Amtrak is America’s Railroad®, the nation’s intercity passenger rail service and its high-speed rail operator. A record 30.2 million passengers traveled on Amtrak in FY 2011 on more than 300 daily trains – at speeds up to 150 mph (241 kph) – that connect 46 states, the District of Columbia and three Canadian Provinces. Amtrak operates intercity trains in partnership with 15 states and contracts with 13 commuter rail agencies to provide a variety of services. Enjoy the journey® at Amtrak.com or call 800-USA-RAIL for schedules, fares and more information. Join us on [facebook.com/Amtrak](https://www.facebook.com/Amtrak) and follow us at twitter.com/Amtrak.

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OFFICE OF TREASURER, CITY OF LINCOLN, NEBRASKA

June 27, 2012

TO: MAYOR CHRIS BEUTLER & CITY COUNCIL MEMBERS
 FROM: FINANCE DEPARTMENT / CITY TREASURER
 SUBJECT: MONTHLY CITY CASH REPORT

The records of this office show me to be charged with City cash as follows at the close of business May 31, 2012

Balance Forward	\$	\$228,495,243.98
Plus Total Debits May 1-31, 2012	\$	\$51,021,121.96
Less Total Credits May 1-31, 2012	\$	(\$63,224,641.01)
Cash Balance on May 31, 2012	\$	\$216,291,724.93

I desire to report that such City cash was held by me as follows which I will deem satisfactory unless advised and further directed in the matter by you.

U. S. Bank Nebraska, N.A.	\$	\$3,271,789.48
Wells Fargo Bank	\$	(\$47,707.84)
Wells Fargo Bank Credit Card Account	\$	(\$140,783.66)
Cornhusker Bank	\$	\$225,214.64
Heartland Community Bank - Bennet	\$	\$2,531.29
Pinnacle Bank	\$	\$220,957.45
Union Bank & Trust Company	\$	\$35,359.76
West Gate Bank	\$	\$108,183.40
Idle Funds - Short-Term Pool	\$	\$109,274,971.58
Idle Funds - Medium-Term Pool	\$	\$102,323,765.67
Cash, Checks and Warrants	\$	\$1,017,443.16
Total Cash on Hand May 31, 2012	\$	\$216,291,724.93

The negative bank balances shown above do not represent the City as overdrawn in these bank accounts. In order to maximize interest earned on all City funds, deposits have been invested prior to the Departments' notification to the City Treasurer's office of these deposits; therefore, these deposits are not recorded in the City Treasurer's bank account balances at month end.

I also hold as City Treasurer, securities in the amount of \$238,659,176.72 representing authorized investments of the City's funds.

ATTEST:

Jean E. Ross
 Jean E. Ross, City Clerk



Joel L. Wittrock
 Joel L. Wittrock, Assistant City Treasurer

**CITY OF LINCOLN - PLEDGED COLLATERAL STATEMENT
AS OF MAY 31, 2012**

DESCRIPTION	CUSIP	MATURITY DATE	ORIGINAL FACE	CURRENT PAR	MARKET PRICE	MARKET VALUE
FHLB BONDS	3133XGLD9	06/29/2017	\$500,000.00	\$500,000.00		
FHLB STEP-UP 3.0%	3133XUWQ2	09/25/2019	\$1,000,000.00	\$1,000,000.00		
FFCB BONDS	31331RY8	02/01/2023	\$1,000,000.00	\$1,000,000.00		
CORNHUSKER BANK		TOTAL PLEDGED	\$2,500,000.00	\$2,500,000.00		

***** ACTION BY PLANNING COMMISSION *****
June 27, 2012

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, June 27, 2012, at 1:00 p.m., in Hearing Room 112 on the first floor of the County-City Building, 555 S. 10th St., Lincoln, Nebraska, on the following items. For more information, call the Planning Department, (402) 441-7491.

****PLEASE NOTE:** The Planning Commission action is final action on any item with a notation of "FINAL ACTION". Any aggrieved person may appeal Final Action of the Planning Commission to the City Council or County Board by filing a Notice of Appeal with the City Clerk or County Clerk within 14 days following the action of the Planning Commission.

The Planning Commission action on all other items is a recommendation to the City Council or County Board.

AGENDA

WEDNESDAY, JUNE 27, 2012

[All members present - Sunderman and Lust arriving late]

Approval of minutes of the regular meeting held May 30, 2012. ****APPROVED, as corrected, 6-0 (Esseks abstained; Lust and Sunderman absent)****

1. CONSENT AGENDA:
(Public Hearing and Administrative Action)

PERMITS:

Page 01 1.1 Special Permit No. 12025, for the sale of alcohol for consumption off the premises, on property generally located at N. 52nd Street and "O" Street (250 N. 52nd Street). ***** FINAL ACTION *****
Staff recommendation: Conditional Approval
Staff Planner: Brian Will, 402-441-6362, bwill@lincoln.ne.gov
Planning Commission 'final action': CONDITIONAL APPROVAL, as set forth in the staff report dated June 13, 2012, 7-0 (Lust and Sunderman absent).
Resolution No. PC-01294.

2. REQUESTS FOR DEFERRAL: None.

3. **ITEMS REMOVED FROM CONSENT AGENDA: None.**

4. **PUBLIC HEARING AND ADMINISTRATIVE ACTION:**

CHANGE OF ZONE WITH RELATED ITEMS:

Page 09 4.1a County Change of Zone No. 12015, amending Article 4, "AG" Agricultural District, and Article 14, Community Unit Plan, of the County Zoning Resolution, to add the definition and provisions for AG Preservation Lots and to increase the CUP density bonus to 25%.

Staff recommendation: Approval

Staff Planner: Sara Hartzell, 402-441-6371, shartzell@lincoln.ne.gov

Had public hearing.

Planning Commission recommendation: APPROVAL, 9-0.

Public Hearing before Lancaster County Board of Commissioners being requested.

Page 29 4.1b County Miscellaneous No. 12004, amending Chapter 3, Procedure, and Chapter 4, Design Standards, of the County Land Subdivision Resolution to add provisions for AG Preservation Lots, allow final plats without preliminary plat, and remove County Administrative Subdivision Permits.

Staff recommendation: Approval

Staff Planner: Sara Hartzell, 402-441-6371, shartzell@lincoln.ne.gov

Had public hearing.

Planning Commission recommendation: APPROVAL, 9-0.

Public Hearing before Lancaster County Board of Commissioners being requested.

PERMITS:

Page 47 4.2 Special Permit No. 1335C, an amendment to the Homestead Park Community Unit Plan, for a reduction in the rear yard setback, on property generally located at NW 8th Street and Glacier Trail (734 Glacier Trail).

***** FINAL ACTION *****

Staff recommendation: Denial

Staff Planner: Tom Cajka, 402-441-5662, tcajka@lincoln.ne.gov

Planning Commission 'final action': APPROVAL, with the conditions as set forth in the staff report dated June 14, 2012, 8-1 (Lust dissenting). Resolution No. PC-01295.

MISCELLANEOUS:

Page 55 4.3 Miscellaneous No. 12006, to review the proposed determination that the Holdrege/Idylwild Redevelopment Area as set forth in the “Holdrege/Idylwild Redevelopment Area Blight & Substandard Determination Study” be declared a blighted and substandard area as defined in the Nebraska Community Development Law. The study area consists of an estimated 7 acres, more or less, comprised of parks/recreation, residential and commercial land uses, located generally between North 34th and North 37th Streets, from Holdrege Street south to Apple Street, Lincoln, Lancaster County, Nebraska.
Staff recommendation: Finding that there is a reasonable presence of substandard and blighted conditions
Staff Planner: Brandon Garrett, 402-441-6373, bgarrett@lincoln.ne.gov
Had public hearing.
Planning Commission recommendation: A FINDING THAT THERE IS A REASONABLE PRESENCE OF SUBSTANDARD AND BLIGHTED CONDITIONS, 9-0.
Public Hearing before City Council is tentatively scheduled for Monday, July 23, 2012, 3:00 p.m.

AT THIS TIME, ANYONE WISHING TO SPEAK ON AN ITEM NOT ON THE AGENDA, MAY DO SO

PENDING LIST: *None*

Planning Dept. staff contacts:

Stephen Henrichsen, *Development Review Manager* . 402-441-6374 shenrichsen@lincoln.ne.gov
Nicole Fleck-Tooze, *Long Range Planning Manager* . 402-441-6363 ntooze@lincoln.ne.gov
Michael Brienzo, *Transportation Planner* 402-441-6369 mbrienzo@lincoln.ne.gov
Tom Cajka, *Planner* 402-441-5662 tcajka@lincoln.ne.gov
David Cary, *Planner* 402-441-6364 dcary@lincoln.ne.gov
Christy Eichorn, *Planner* 402-441-7603 ceichorn@lincoln.ne.gov
Brandon Garrett, *Planner* 402-441-6373 bgarrett@lincoln.ne.gov
Stacey Groshong Hageman, *Planner* 402-441-6361 shageman@lincoln.ne.gov
Sara Hartzell, *Planner* 402-441-6371 shartzell@lincoln.ne.gov
Rashi Jain, *Planner* 402-441-6372 rjain@lincoln.ne.gov
Brian Will, *Planner* 402-441-6362 bwill@lincoln.ne.gov
Ed Zimmer, *Historic Preservation Planner* 402-441-6360 ezimmer@lincoln.ne.gov

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**The Planning Commission meeting
which is broadcast live at 1:00 p.m. every other Wednesday
will be rebroadcast on Sundays at 1:00 p.m. on 5 City TV, Cable Channel 5.**

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**The Planning Commission agenda may be accessed on the Internet at
<http://www.lincoln.ne.gov/city/plan/pcagenda/index.htm>**

**PLANNING COMMISSION FINAL ACTION
NOTIFICATION**

TO : Mayor Chris Beutler
Lincoln City Council

FROM : Jean Preister, Planning

DATE : June 28, 2012

RE : Notice of final action by Planning Commission: June 27, 2012

Please be advised that on June 27, 2012, the Lincoln City-Lancaster County Planning Commission adopted the following resolutions:

Resolution No. PC-01294, approving Special Permit No. 12025, with conditions, requested by Hy-Vee, Inc., for authority to sell alcoholic beverages for consumption off the premises at the Hy-Vee Gas Station and Convenience Store generally located at 250 North 52nd Street.

Resolution No. PC-01295, approving Special Permit No. 1335C, an amendment to the Homestead Park Community Unit Plan, requested by Dwight and Margaret Wilson, to reduce the rear yard setback from 20 feet to 9 feet to enclose a deck in order to convert it into a sunroom, on property located at 734 Glacier Trail.

This is final action unless appealed to the City Council by filing a notice of appeal with the City Clerk within 14 days of the action by the Planning Commission.

The Planning Commission Resolution may be accessed on the internet at www.lincoln.ne.gov (Keyword = PATS). Use the "Search Selection" screen and search by application number (i.e. SP12025, SP1335C). The Resolution and Planning Department staff report are in the "Related Documents" under the application number.



Memorandum

Date: ♦ June 26, 2012
To: ♦ City Clerk
From: ♦ Teresa McKinstry, Planning Dept.
Re: ♦ Administrative Approvals
cc: ♦ Jean Preister

This is a list of the Administrative Approvals that were approved by the Planning Director from June 19, 2012 thru June 25, 2012

Administrative Amendment No. 12025 to Special Permit No. 1702, Crooked Creek Community Unit Plan, approved by the Planning Director on June 20, 2012, requested by Legacy Homes, LLC., to amend the setback requirements in Note 25 to allow a reduction of the front yard setback on Lot 31 and Lot 39 along Cypress Point from 25 feet to 20 feet, except that no garage shall be less than 22 feet from the curb or edge of the sidewalk along Cypress Point, on property generally located at S. 134th St. and Highway 34.

Waiver No. 12009 to Administrative Final Plat No. 93032, approved by the Planning Director on June 21, 2012, requested by Ticonderoga Land Co., for a waiver to extend the time for two years to install sidewalks for Ticonderoga Center. The improvements shall be completed by June 21, 2014. Property is generally located at N. 27th St. and Superior St.

**City/County Planning Department
555 S. 10th Street, Rm. 213
Lincoln NE 68508
(402) 441-7491**



Mary M. Meyer

From: Tom K. Casady
Sent: Wednesday, June 27, 2012 2:18 PM
To: Randy@nesteaks.com
Cc: Jon Camp; Mayor; Lin Quenzer; Council Packet; Trish A. Owen
Subject: Alarm Registration and Excess False Alarm Fines

Mr. Feerhusen,

The Mayor's Office has asked me to respond to your email about your disagreements with the City's alarm registration and excess false alarm ordinances. Ordinances of this type are virtually universal in cities of Lincoln's size. We have a fairly conservative ordinance, in that the cost of registration is comparatively low, the number of "free" false alarms comparatively high, and the fee for excess false alarms comparatively low. These ordinance changes were adopted to both decrease false alarms and to place more of the cost for responding to false alarms on the users of such systems, rather than the general taxpayers.

With respect to the impact of more restrictive false alarm ordinances in our region and in Lincoln, I can assure you these policies have made a significant difference. As a practical matter, over the past several years alarm companies have instituted procedures to verify alarms more effectively, and to provide better training and support to customers in order to avoid an excessive number of false alarms at a business or residence. Since our peak year, The number of false alarms in Lincoln has declined by more than 2,000 per year, a 45% reduction. The number of addresses with five or more false alarms during a calendar year has decreased by 82%, from a peak of 242 to only 44 last year. This has occurred despite the fact that Lincoln's population continues to grow by about 3,600 per year.

From my standpoint, these are certainly impressive results. Each false alarm results in the dispatch of at least two police officers, and officers are typically tied up on an alarm anywhere from 30 minutes to an hour or more. Since we respond to alarms in an emergency driving condition, there is also a risk to both the officers' safety and that of other motorists. Reducing false alarms both conserves resources and improves safety. I regret the fact that you disagree with this public policy decision by our elected officials, but I wanted you to know why I continue to support this approach to alarm registration and excess false alarm fees.

Regards,

Tom Casady
Director of Public Safety
575 S. 10th Street
Lincoln, NE 68508
402.441.7071
tcasady@lincoln.ne.gov

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

From: Randy [<mailto:Randy@nesteaks.com>]

Sent: Tuesday, June 26, 2012 11:44 AM

To: Mayor; JOHNCAMP@LINCOLNHAYMARKET.COM; Tom K. Casady

Subject: ALARM REGISTRATION PROGRAM

6/26/12

Mr Mayor

I am responding to the current Alarm Registration Program put in by your office. The \$25 fee you want to charge myself and others is just another cash generation vehicle for your office. This program will not curb many if any false calls. When an alarm goes off or a person calls in from the street about an alarm going off they do not take into mind about any fee paid. The alarm goes off the call will be made regardless of that fee.

What I am going to have to do is drop my ADT service and make my home a more unsafe environment. With this I will have to call the Lincoln Police department more frequently whether there is a problem or not. When myself or my wife hear something at night we always think the alarm is not going off so we know no one is in the house and we have time to investigate. Now, we we call LPD tying up an officer and a 911 operator as we will stay on line until someone shows up. I have had ADT for almost 20 years and 2 calls to the police department. I will tell you that I will be making a lot more from this point on and will let the officers know this my not had been done if I had my security system. Since we already pay taxes for our police protection why would we pay more for the ADT services. Lets just use what we already should be using, LPD.

Mr Mayor, we have been fee and taxed to no end in this town and state and we can afford no more. Please reconsider this program and start to control these misplaced fee's and taxes. It is time to stop at all levels of government.

I hope you had a good trip to China.

Sincerely

Randy Feerhusen

Mary M. Meyer

From: BT Fraser [bfraser@neb.rr.com]
Sent: Monday, June 25, 2012 9:54 PM
To: Council Packet
Subject: in support of the protected bikeways
Attachments: apa biking and livability.pdf; economic_benefits_fact_sheet.pdf

Dear Council Members,

I am writing this from my own personal opinion as a volunteer in the area of public health, walking, bicycling and active transportation.

Attached and within this and a second email, please find more than you ever wanted to know about cycle tracks(protected bike lanes) and economic benefits and safety, etc. If we want to attract more bicylists downtown, we need to find new ways to accommodate and encourage them. Bicycling is good for business. I would agree that education is needed, but facilities are needed as well. We do need to construct these in a way that is as safe as possible, but I support them.

Please feel free to contact me with any questions.

Thank you,
Barb Fraser
3210 Laredo Drive
Lincoln, NE 68516

<http://www.bikewalktwincities.org/news-events/news/biking-walking-blogging-surprising-rise-minneapolis-top-bike-town>
http://citiwire.net/columns/city-biking-moves-into-high-gear/?utm_source=newsletter&utm_medium=email&utm_campaign=dispatch
http://www.intransitionmag.org/winter_2011/protected_bike_lanes.aspx
http://www.chicagobikes.org/pdf/Cycle_Tracks_Overview.pdf

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

From: [Seiderman, Cara](#)
To: members@lists.apbp.org
Sent: Monday, May 21, 2012 4:50 PM
Subject: [apbp] FW: Power to the Pedalers

FYI. Below is an article in the May/June magazine of the American Planning Association.

Planning — May/June 2012

Power to the Pedalers

A variety of innovations is making bicycling safer than ever.

By Adam Regn Arvidson

Sometimes I take my son to preschool by bicycle. It's about a mile round-trip, and there are no trails between my house and our destination. I ride in the street until I reach a highway intersection; then I switch to a sidewalk and pedestrian crosswalk. Two more blocks on a busy unmarked roadway and I turn onto a bicycle lane leading to the preschool. I'm always on the lookout for opening doors and cars making right turns in front of me.

On the way home after school, part of the trip involves a new bicycle lane on a wide concrete gutter integrated with the curb. The city banished parking along one side of this street just last year and striped lanes in each direction all the way to my street (this is part of a cross-city bicycle boulevard). A few blocks short of my street, I merge with traffic crossing the highway and pedal as fast as I can, my son usually whooping with glee at the sudden speed. At my street, I turn left, ride the quiet roadway to my alley, and park the bike back in the garage.

It's lucky for me that most of this route is quite bicycle-friendly. The bicycle lanes help, but I admit that I don't feel completely safe, especially when the trailer is full of preschooler. This bike trip occurs once or twice a week, and only in good weather.

Roger Geller, the bicycle coordinator in Portland, Oregon, would call me an "interested but concerned" bicyclist. This is the third in a continuum of types that range from "the strong and the fearless" to "the enthused and the confident" to me to "no way no how."

Bicyclists like me are the sweet spot for bicycle planners like Geller. He says they (we) constitute about three-fifths of the total population and, if convinced to bicycle regularly, could transform transportation in the U.S. (as in Europe). Portland's city traffic engineer, Rob Burchfield, puts the group in context: Potential bicyclists want bicycle facilities with fewer cars or with greater separation from motor vehicles.

Cities across the nation are working to provide exactly those types of riding experiences, mainly by improving on-street facilities. Transportation planners everywhere say they would love to build separated paths wherever they could, but in fact there is neither space nor money to do that in today's cities. So we are left with existing roadways.



On road

In 2006 New York City announced that it would implement 200 miles of new bicycle infrastructure within three years. It succeeded, by building a combination of vehicle-free bike paths (separated trails), on-street bicycle lanes, and signed routes. New York's approach covers the range of options for accommodating bicyclists. Signed routes typically use local streets with minimal traffic, while the separated trails are the marquee (and often expensive) backbones of any citywide system.

In the middle are the on-street facilities, which are catching on nationwide. These include the typical striped bicycle lanes that exist in most cities, as well as more innovative, European-inspired designs like cycle tracks, buffered lanes, and colorful intersection treatments with unusual shapes and signage (more on those later).

Emerging between the signed route and the bicycle lane is the bicycle boulevard, sometimes called a neighborhood greenway. This hybrid typically uses quiet local streets and makes them even less attractive to cars by blocking automobile through-traffic at major intersecting streets and sometimes by reducing speed limits. According to city staff and bicycle advocates in Portland, this is where most facility development is taking place. These boulevards appeal to "interested but concerned" bicyclists like me because they have hardly any car traffic.

Bicyclists like me are most concerned about the inexpensive, easy-to-implement bicycle lane. Am I safe there? What about pulling kids in trailers? What about kids on their own little bikes? How can we encourage the next generation of cyclists when we don't feel completely comfortable on the roads? Are my safety fears founded?

New York's 2006 initiative was driven by an earlier study that tracked bicycle injuries and fatalities in the city between 1996 and 2005. During that time, 225 bicyclists died in New York — only one of them in a bike lane.

New York also publishes a "Cycling Safety Indicator," which considers fatalities and serious injuries. Between 2000 and 2010, injury risk there dropped by 72 percent. Even more notable: The risk number stayed relatively stable between 2003 and 2007, then dropped by 29 percent in 2008 and by another 30 percent in 2009. All this was happening as the city was completing its bike lane blitz.

What the numbers say

These New York data are some of the most compelling available on the safety of bike lanes. According to Carl Sundstrom of the Pedestrian and Bicycle Information Center, a Federal Highway Administration-funded clearinghouse at the University of North Carolina, bicycle crash data are notoriously hard to study. "The state of the [research] right now," he says, "is that we don't have a lot of crashes, which is good, but we also don't have a large sample size."

A key early study of bike lane safety was completed by the Federal Highway Administration in 1999. This comparison of user practices on bike lanes and wide curb lanes (a type of on-road facility that provides space for cyclists to mix with traffic in one lane of a multilane roadway) used video and questionnaires to gauge how cyclists were using both facility types in three selected cities. Although the study's official stance is that both facility types are generally safe and could increase bicycling, data indicate that bicyclists are more likely to do something unsafe (such as riding the wrong way) in wide curb lanes than in bike lanes.

Joseph Perez, Phoenix's bicycle coordinator, says the FHWA study is a tacit endorsement of bicycle lanes — and that this stance led to a surge in bike lane construction after 2000. His city performed a safety study of its own in 2000, written by the traffic engineering supervisor at the time, Michael Cynecki. The city had more than 200 miles of bicycle lanes then. The study found that the bicyclist was at fault in more than half of the 682 bicycle-motor vehicle crashes that year. It also found that 95 percent of crashes occurred on streets with no bicycle facilities at all. Only 13 (about two percent) occurred in a bicycle lane.

Perez, who has been with Phoenix for five years, references a 2007 bicycle collision study that shows a steady decline in bicycle crashes, even as bicycle use has increased. No comprehensive study has been undertaken since then, but Perez notes that crashes between 2006 and 2010 hovered around 450 per year, compared with the more typical 750 to 800 per year before 2000. Because the 2000 study spurred Phoenix to continue to build bicycle lanes, Perez suggests that the precipitous drop in crashes could be attributed to new facilities.



Safe and sound

The Phoenix study also found that more than half of all crashes occurred when a bicyclist was crossing a street. Intersections are scary. So is dooring: being clipped by a parked car opening its door into the bicycle lane. Officials, researchers, and bicycling advocates across the nation say that these are exactly the two realms where the most innovation is taking place.

Many cities are trying to minimize dooring and the fear of it by creating more exclusive space for bicycles. There are several ways to do this. The bicycle lane can be widened from four or five feet (typical widths) to six. Alternatively, planners can consider the total width from the curb to the outer edge of the bike lane and provide up to 14.5 feet for parking and bicycle facility. Wider lanes allow a bicyclist room to get around an open door without entering traffic lanes.

Another way to make space between doors and bicyclists is to create a striped buffer between parking and the bike lane. Buffered bike lanes allow for a driver "loading zone" that does not conflict with through-riding bicyclists. A cycle track takes the buffering concept one step further by placing the bicycle facility at the very edge of the roadway, separated from the traveled lanes by a raised curb, a planted median, or parking.

Cycle tracks can be one- or two-way. They essentially create a trail at the side of the roadway. When a cycle track is located between parking and the curb, the thinking goes, it is safer from dooring because many cars lack passengers.

Intersections can be difficult for bicyclists, especially those turning left. Historically, transportation engineers, fearful of liability, abandoned bike lanes short of major intersections — to let bicycles flow with the vehicular traffic. The nation is peppered with signs saying "bike lane ends," which might as well say "you're on your own now."

The major roadway crossing on the striped-lane bicycle boulevard I use on my way home from preschool is like this. I must contend with four lanes of traffic in all four directions, plus a free right-turn lane.

Lessons from Europe

Bicycle transportation planners are now taking cues from Europe by providing specific facilities for bicycles at intersections. Some of these look quite strange to the uninitiated, but the general idea is to give bicyclists a way to stay within their designated space and keep out of cars' designated spaces. The simplest of these is the through bike lane, which features dashed striping or repeating icons across the intersection linking bike lanes on either side. This system shows bicyclists where to ride and alerts motorists to the likely presence of bikes.

To aid in turning movements, many cities are beginning to implement bike boxes: exclusive bicycle waiting areas located ahead of vehicle stop bars at signalized intersections. A bike box lets a cyclist literally get out ahead of traffic and move to the left during a red light.

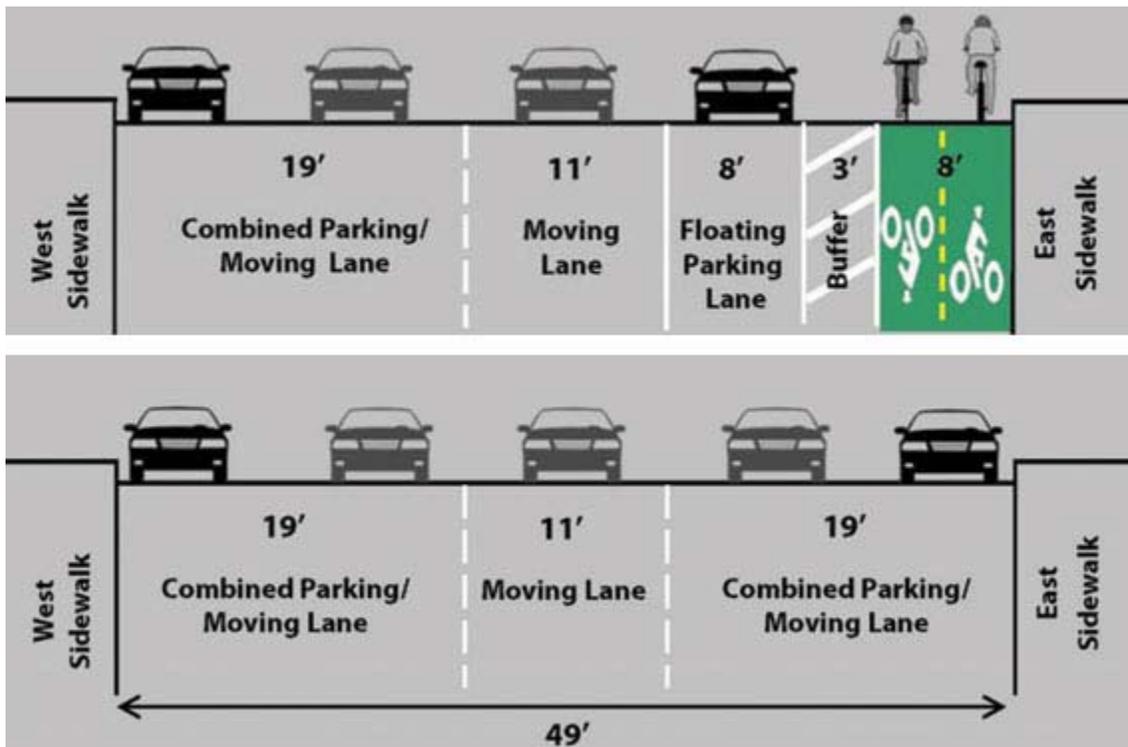
Even stranger to American drivers is the two-stage turn queue. Bicyclists can have a difficult time turning left from a cycle track or buffered lane located on the right side of the street. They are blocked from moving into traffic and must often resort to pedestrian crosswalks or making a very long left through the middle of the vehicular intersection. A two-stage turn queue creates a special bicycle waiting zone right out in the intersection.

First, a bicyclist moves from the bike lane or cycle track straight ahead on the green light, ending in the waiting zone, which is a colored box located in front of traffic on the cross street. The cyclist stays there until the opposing signal turns green, then proceeds across the intersection, ahead of the cross-street traffic. Though rare in the U.S. (there are examples in Portland and New York), this design is fairly common in northern Europe. Biking through a two-stage turn queue is sometimes called a "Copenhagen left."

Some cities are also experimenting with bicycle-oriented signals at intersections, adapting some of the improvements in pedestrian signals for bikes. Some examples give bikes a head start into the intersection, others offer bike-only phases.

Far more noticeable at intersections and in bike lanes in general, though, is color. Turn queues, bike boxes, through bike lanes, and entire cycle tracks are being painted green. Blue and red have been used, too, but green has become the standard — mainly, according to Carl Sundstrom, because the other two colors already had designated purposes in the all-powerful Manual of Uniform Traffic Control Devices.

New York City painted its entire Prospect Park West cycle track green. Madison, Wisconsin, and Chicago recently added green paint to their most conflict-prone intersections. Madison's pedestrian and bicycle coordinator, Arthur Ross, says the green paint serves the dual purpose of getting cars to watch for cyclists and getting cyclists to be extra careful. Green, he says, "helps to make sure people are watching for each other."



Pedaling onward

Do these innovations make cycling safer and more comfortable? Ross says that in Madison the city has gotten requests for bike lanes even on streets with wide curb lanes. He believes people see bike lanes as "an invitation, as an encouragement to bike."

A few recent projects seem to prove Ross's point. In 2009 Portland installed two different facilities on downtown streets: a cycle track on Southwest Broadway through the Portland State University campus and a pair of buffered bike lanes on adjacent one-way streets in the heart of downtown. Portland State University completed a study of both facilities in January 2011.

Like the 1998 FHWA study, this one used video and questionnaires to determine bicyclists' use and preferences, but the Portland study also questioned motorists and pedestrians. Cyclists overwhelmingly liked the cycle track, with 70 percent saying it made cycling safer and easier on SW Broadway, which previously had a bicycle lane next to parking. The new project eliminated one lane of traffic and created a buffered track between parking and curb, with queue boxes at cross streets.

Only 35 percent of bicyclists were concerned about being doored, compared to 95 percent in the conventional bike lane. However, bicyclists don't have a good grasp of intersection treatments, and there has been an increase in pedestrian-bicycle conflicts. Forty percent of cyclists and 12 percent of pedestrians reported being in a near collision on the cycle track.

On SW Oak and SW Stark, Portland removed one lane from each one-way roadway (leaving just one each) and installed on each street a six-foot bike lane with a two-foot buffer against the parking bays. The Portland State study found that bicycling has almost tripled in some spots. Ninety percent of cyclists said they preferred a buffered bike lane over a standard one, and 70 percent said they would go out of their way to ride on a buffered lane.

On the other hand, motorists and local businesses have expressed some concerns about increased travel times, confusion about crossing the bike lanes to park or turn right, and managing deliveries and customer parking.

In June 2010, New York City built a two-way cycle track on Prospect Park West. The project converted a three-lane one-way street with parking on both sides to a two-lane one-way street with two parking bays and a two-way cycle track between parking and the curb on one side. This project has been controversial (residents sued the city over loss of parking and other issues, though the suit was dismissed), but its functional success is nearly beyond dispute.

Since cycle track implementation, weekday bicycling on the street has nearly tripled, according to a New York City Department of Transportation study, while weekend cycling has doubled. Motor vehicle volume on the street has been unaffected, but speeds have dropped. The proportion of vehicles breaking the speed limit has dipped from 75 percent to 20 percent. Vehicle travel times have remained stable (within 10 seconds of existing).

Perhaps most illuminating is the crash data. In the project's first year, crashes of all types were down almost 16 percent and crashes with injury were down more than 60 percent. It appears that the cycle track has not only increased bicycling, it has made the entire roadway safer.

According to Rob Sadowsky, executive director of Oregon's Bicycle Transportation Alliance, "bike lanes are a traffic calming option." Intersections are still a concern, though, he says.

The new standard

The next big step is standardizing these innovative on-road bicycle facilities. Drawing on 20 years of municipal experiments, the National Association of City Transportation Officials' 2011 Urban Bikeway Design Guide is meant to fill a gap in the standards offered by other national transportation guides. The NACTO document provides detailed guidance on urban bicycle infrastructure, illustrated with easy-to-understand sections and renderings.

The innovations described in this article appear in the guide, and the standards and recommendations are currently at various stages of approval by the Federal Highway Administration. NACTO has found a key ally in U.S. Transportation Secretary Ray LaHood, who has repeatedly endorsed the guide as a way to increase bicycling and diversify transportation options.

Many of the most innovative ideas have been pushed by city transportation planners (often bicyclists themselves) based on precedents from Europe. That worldwide cross-pollination has led to a book of standards, which will offer some clarity and support to other cities. Chicago and Missoula, Montana, have already adopted the standards for their future improvements.

At the same time, funding for these facilities is evaporating. The loss of the transportation enhancements program in the most federal recent transportation bill may significantly decrease the mileage of bike lanes, cycle tracks, and bicycle boulevards implemented in the near future.

Adam Arvidson is a Minneapolis-based writer and a fellow of the American Society of Landscape Architects.

[Sidebars: "5 Essential Elements of a Bicycle-Friendly Community" and "Safer Bike Lanes Coming to Cape Cod"](#)

Resources

Images: Top — A one-way cycle track in New York City, where biking injuries have been dropping dramatically. Middle — Weekday bicycling has tripled since the 2010 installation of a CYCLE TRACK on Prospect Park West in Brooklyn. Bottom — To create the TWO-WAY TRACK, vehicles gave up one lane of travel. The move has helped to keep cars within the speed limit. Images courtesy NYC DOT.

NACTO's Urban Bikeway Design Guide can be downloaded for free at <http://nacto.org>.

The Pedestrian and Bicycle Information Center is at www.pedbikeinfo.org and www.bicyclinginfo.org.

To find the 1998 FHWA study on bike lanes and wide curb lanes, visit www.fhwa.dot.gov and search for "1998 bike lane study."

The Portland State study of a cycle track and buffered bike lanes is at <http://bikeportland.org/wp-content/uploads/2011/02/PSUCycleTrackBBLReportFINAL.pdf>.

Information on New York City's Prospect Park West cycle track is at www.nyc.gov/html/dot/html/bicyclists/prospectparkwest.shtml.

Controversy about Prospect Park West can be found on the New York Streetsblog. Visit www.streetsblog.org and search "Prospect Park West."

Cycling = Livability

Michael King, assisted by Ed Hernandez
Nelson\Nygaard Consulting Associates

In the past decade there has been a semi-revolution in the world of cycling in North America. Through various means and for various reasons, cities have been investing more in cycling programs and infrastructure. Cities with heavy investment in cycling are consistently rated among the best places to live, the most economically rewarding, and the most progressive -- the choice of the "creative class." The chart below compares cities with healthy bicycle programs, as evidenced by recent rise in bicycle commute rates, to a global livability ranking. (League of American Bicyclists, 2010; Transport Canada, 2008; Business Week, 2007)

City	Rise in Bike Commute Rates 2000-2009	Mercer Global City Livability Ranking 2007
Portland OR	230%	46
Montreal	130%	22
Chicago	129%	44
Toronto	125%	15
Boston	118%	36
Calgary	118%	24
Honolulu	88%	27
Washington	86%	44
Seattle	59%	49
San Francisco	50%	29
New York	29%	48

Bicycle Use and Livability in Select U.S. and Canadian Cities

This article focuses on methods to further increase the quantity of bicycle trips, recreational and commuter. 16 percent of bike trips are school and work commutes (FHWA, 2004), which means that five out of every six trips are rides to the store, park, gym, post office, a friend's house, or just around the block. Additionally, these include food or goods delivery, going to meetings, or doing field work. A single-minded focus on increasing the number of work/home trips causes us to ignore the other 84 percent of cycling trips that are crucial to increasing mode share.

TPD Webcasts

After successfully coordinating two webcasts in year 2010, TPD is working with the APA Utah Chapter to provide CM credits for its members through 2011.

This year, TPD plans continue this program and is looking for volunteers to help develop webinars. Some potential topics suggested by past participants include:

- Strategies for gaining "choice" transit riders.
- Transportation Planning and Green House gasses
- Transportation Legislation
- Traffic Generation for Planners
- Intermodal Transportation Planning
- Strategies MPOs are using to implement their long range plans

If you would like to help develop a webinar, please contact Madhu Narayanasamy, Membership Committee Chair at mc.apatpd@gmail.com.

More details about upcoming webinars can be found at <http://www.utah-apa.org/webcasts.htm>.

Safety in Numbers

The safety in numbers phenomenon has been well researched and documented, beginning with Peter Jacobsen's research in 2003. Jackson found that as cycling rates double, bicycle crash rates rise by only 40 percent. Thus, cycling becomes safer per cyclist. This trend was confirmed in subsequent studies, including Robinson, 2005; Geyer, et al., 2006; and Elyk, 2009.

The primary goal of a cycling program should be to increase ridership, which has the additional benefit of improving cyclist safety.

Potential Cyclists Need...

A survey conducted by the National Highway Traffic Safety Administration found that the number one reason for not cycling was lack of access to a bike. (NHTSA, 2002). Surveys of commuters in Amsterdam, Montreal and Seattle list distance and danger as the top reasons why they do not cycle. (Transport Canada, 2008). Another reason for not cycling is the desire to ride (and chat) with others, as when you take a walk or drive with a friend. In short, potential cyclists need:

(1) a bike, (2) short and (3) safe trips, and (4) a friend with whom to ride.

...a bike

You need a bike to ride a bike, and if you have one, you need someplace to keep it. This suggests that homes, offices and shopping locations should have bike garages, or at least parking incorporated into the design. Hence, building and zoning codes should require bike parking, in much the same way they require auto parking, toilets, accessible design, and so on.

Bike share programs are another way to make bikes accessible to those who may not own one. Hotels and work places can also offer bikes to their customers and employees.

...short rides

Trip length is a critical component of cycling. Using the rough guide of a 20 minute commute at 10 miles per hour (a “no sweat” pace), cycling has a range of three miles. Cycling will be most competitive in locations that have a three mile average trip length. In places where people must travel farther to work, school and play, it is a good idea to integrate

bikes into the transit system – for the last (or first) leg of the journey. The three mile range also needs to be integrated into town and regional planning.



Bike on bus, Schenectady NY

...to feel safe

It has been shown that when resources are put into high-quality facilities that make people feel safe, they will use them (Nelson & Allen, 1997; Pucher & Dijkstra, 2003; Dill & Carr, 2003). Planners can use the strategies on the following page to increase safety and perception of safety.

...to ride together, including with children

Imagine the life cycle of a cyclist. They start with training wheels riding in the driveway. They graduate to bikes with orange flags and playing cards taped to their spokes. As young adults they tour by bike, maybe ride on the weekend, or to work every now and then. Once they have kids they buy

a child seat and use it until the little ones are old enough to start pedaling themselves. They are then faced with a predicament – how does one ride safely with a child?

If there is a bike path or cycle track of sufficient width, then they can ride side by side. Fortunately, some jurisdictions, including New Mexico and Washington allow cycling two abreast. Although not all cities have streets with sufficient width to accommodate side by side cyclists, this amenity can greatly improve safety and comfort of parent and children riding together.

The Future

By identifying and addressing the needs of non-commuter cyclists, the overall number of bicycle users will increase. As recreational or casual cyclists increase in numbers, small improvements that address their needs will have great impacts in increasing participation and safety.



Mother riding with son, Amsterdam, Netherlands

Infrastructure Strategies for Cycling Safety



Sharrow marking for wayfinding



Wide medians for cyclist to wait at lights



Colored bike lanes, especially at intersections



Cycle tracks to physically separate cyclists from high speed traffic



Bike boxes at signalized intersections



Bridges



Underpasses

Short cuts!

The Economic Benefits of Investing in Bicycle Facilities

Investments in bicycle infrastructure make good economic sense as a cost effective way to enhance shopping districts and communities, generate tourism and support business.

Bicycling Industry and Tourism: economic activity and jobs

Using a multiplier effect, the Outdoor Industry Foundation estimates that the **national bicycling industry**

- Supports nearly 1.1 million jobs, and
- Generates \$17.7 billion in federal, state, and local taxes, and that
- An additional \$46.9 billion is spent during bike trips and tours.ⁱ

Bicycle tourism on **North Carolina's Outer Banks** annually generates **\$60 million** in economic activity,

- Leads to an annual nine-to-one return on the one-time \$6.7 million investment in bicycle infrastructure
- Supports 1,400 jobs with an annual 680,000 visiting bicyclists, and
- Draws affluent (half earn over \$100,000 a year) and educated (40 percent have a masters or doctoral degree) visitors.ⁱⁱ

Bicycle industry and tourism contributes **\$1 billion** to the **Colorado** economy, and

- Employs 1,213 people in retail and manufacturing, with a payroll of \$34.1 million, and
- Draws half of all summer visitors at Colorado ski resorts, (of those 699,000 people, 70 percent are from out of state; 40 percent said they would have altered their destination if bicycling was not available).ⁱⁱⁱ

In **Wisconsin**, bicycling generates more than \$1.5 billion a year in total economic impact.^{iv}

In 2008, **Portland, Ore.** saw **\$90 million** in bicycle-related economic activity, from retail, manufacturing, professional services and organized rides, an increase in value of 38 percent from 2006, reflecting the increase in bicycling, resulting in part from the city's expanding network of bicycling facilities.^v

Cost Effective

Bike lane can costs depend on conditions, but can cost as little as \$5,000 a mile^{vi} – **far less expensive** than the cost of building or repairing lanes for car travel. For the cost of repaving three miles of rough pavement on Interstate 710 in California, CalTrans could sign and stripe 1,250 miles of California roads for bike lanes. That's more than the distance from Los Angeles to Seattle, Wash.^{vii}

Good for Business

Business districts are discovering that **bicycle facilities can attract customers.**

- Two-thirds of merchants along San Francisco’s Valencia Street said new lanes had a positive overall impact on their business. Two-thirds supported more traffic calming measures on the street and all of the merchants said they could be supportive depending on the project.^{viii}
- A 2009 study of Bloor Street in Toronto showed that people who had biked and walked to the area reported that they spent more money in the area per month than those who drove there. The study concluded that bicycle facilities would increase commercial activity on the street.^{ix}
- A study of 30,604 people in Copenhagen, Denmark showed that people who commuted to work by bike had 40 percent lower risk of dying over the course of the study period than those who didn’t.^x

Home Values

Realtors are recognizing that increasing transportation choice can have an **impact of on property values.**

- In 2008, the National Association of Realtors (NAR) revised its policy statement on transportation to call for the consideration of all transportation types, including bicycling, in every transportation project.^{xi} Bob McNamara, senior policy representative for NAR says Realtors “don’t just sell homes, [they] sell communities.”^{xii}
- A study of home values near the Monon Trail in Indianapolis, Ind. measured the impact of the trail on property values: given two identical houses, with the same number of square feet, bathrooms, bedrooms, and comparable garages and porches, etc. – one within a half mile of the Monon Trail and another further away – the home closer to the Monon Trail would sell for an average of 11 percent more.^{xiii}

Demand for Bicycle Infrastructure

Americans enjoy bicycling and there is **strong demand** for additional bicycle facilities.

- Eighty-four percent of people polled agreed (strongly or somewhat) that bicycling is “a great form of exercise” for them; seven in 10 said that they would like to bike more than they do now; but less than half of those surveyed were satisfied by how their communities were designed for bicycling. The most popular changes for bicyclists were additional bike lanes, paths, and trails, followed by improvements to existing facilities.^{xiv}
- A 2006 Minneapolis study shows that 83 percent of the time, cyclists will choose a longer route if it includes a bike lane, and respondents were willing to add 20 minutes onto their trip in order to use a bicycle trail instead of riding on facility-less road.^{xv}

- ⁱ Outdoor Industry Foundation, "The Active Outdoor Recreation Economy," 2006. http://www.imba.com/resources/science/outdoor_industry_bike.pdf. Estimated using a multiplier effect.
- ⁱⁱ Lawrie, et al, "Pathways to Prosperity: the economic impact of invests in bicycling facilities," N.C. Department of Transportation Division of Bicycle and Pedestrian Transportation, Technical Report, July 2004. http://www.ncdot.org/transit/bicycle/safety/safety_economicimpact.html
- ⁱⁱⁱ Center for Research on Economic and Social Policy (CRESP) of the University of Colorado at Denver, "Bicycling and Walking in Colorado: Economic Impact and Household Results," commissioned by the Colorado Department of Transportation Bicycle/Pedestrian Program, April 2000. <http://www.dot.state.co.us/BikePed/BikeWalk.htm>
- ^{iv} Grabow, Hahn & Whited, "Valuing Bicycling in Wisconsin," The Nelson Institute for Environmental Studies Center for Sustainability and the Global Environment, University of Wisconsin-Madison, 2010. [http://www.bfw.org/uploads/media/Valuing_Bicycling_in_Wisconsin_Final_Report_January_2010\[1\].pdf](http://www.bfw.org/uploads/media/Valuing_Bicycling_in_Wisconsin_Final_Report_January_2010[1].pdf)
- ^v Alta Planning + Design, The Value of the Bicycle-Related Industry in Portland, 2008 http://www.altaplanning.com/App_Content/files/fp_docs/2008%20Portland%20Bicycle-Related%20Economy%20Report.pdf
- ^{vi} Pedestrian and Bicycle Information Center, WalkingInfo.com, "Bicycle Lanes" retrieved on May 5, 2009. <<http://www.walkinginfo.org/engineering/roadway-bicycle.cfm>>
- ^{vii} California Department of Transportation. <http://www.dot.ca.gov/Recovery/documents/federaeconomicstimulustransportationprojects.pdf>; "California Road Projects" *Los Angeles Times*, published April 14, 2009, accessed May 5, 2009. <http://www.latimes.com/news/nationworld/nation/la-na-transport-list14-2009apr14,0,1505152.story>
- ^{viii} Drennen, Emily, "Economic Effects of Traffic Calming on Urban Small Businesses," Department of Public Administration, San Francisco State University, December, 2003.
- ^{ix} Clean Air Partnership, "Bike Lanes, On-Street Parking and Business: A study of Bloor Street in Toronto's Annex Neighborhood," February 2009.
- ^x Andersen et al, "All-cause Mortality Associated with Physical Activity During Leisure Time, Work, Sports and Cycling to Work," *Arch Intern Med.* 2000 volume 160, p. 1621-1628.
- ^{xi} NAR, "2008 NAR Policy Accomplishments - Transportation and Infrastructure" http://www.realtor.org/government_affairs/gapublic/accomplishments_08_transportation
- ^{xii} McNamara, Bob, Senior Policy Representative for the National Association of Realtors (NAR), 2009 National Bike Summit, Complete Streets panel discussion, March 11, 2009.
- ^{xiii} Lindsey et al, "Property Values, Recreation Values, and Urban Greenways," *Journal of Park and Recreation Administration*, V22(3) pp.69-90.
- ^{xiv} NHTSA, "National Survey of Bicyclist and Pedestrian Attitudes and Behavior," Final Report, Volume II Findings Report, August 2008.
- ^{xv} Krizek, Kevin, "Two Approaches to Valuing Some of Bicycle Facilities' Presumed Benefits," *Journal of the American Planning Association*, 72(3) Summer 2006.

Mary M. Meyer

From: BT Fraser [bfraser@neb.rr.com]
Sent: Monday, June 25, 2012 9:55 PM
To: Council Packet
Subject: second email in support of protected bikelanes
Attachments: Local_business.pdf; what mayors can do active living.pdf

Here are two more attachments that may be of interest-one is titled mayors but includes many types of local government.
Barb Fraser

How do bicycling investments affect local business?

- **When San Francisco made its Valencia Street less conducive to automobile travel and better for bicyclists and pedestrians, nearly 40% of merchants reported increased sales and 60% reported more area residents shopping locally due to reduced travel time and convenience. Two-thirds of merchants said the increased levels of bicycling and walking improved business.**

Drennan, E., 2003, [Economic Effects of Traffic Calming on Small Businesses](#)

- **After Portland, Oregon removed car parking to install bike parking “corrals”, a study of nearby businesses found 84% agreed that the change enhanced the street and neighborhood for residents and patrons, and that 25% of customers were arriving by bike.**

Meisel, D., 2010, [Bike Corrals: Local Business Impacts, Benefits, and Attitudes](#)

- **In a study of Toronto merchants, patrons arriving by foot and bicycle visit the most often and spend the most money per month.**

The Clean Air Partnership, 2009, [Bike Lanes, On-Street Parking and Business: A study of Bloor Street in Toronto's Annex Neighbourhood](#)

- **68% of businesses involved in Portland, Oregon's SmartTrips Business program said that promoting biking and walking helped them market their business.**

Maus, J., 2010, "[PBOT releases results of SmartTrips Business Program.](#)" [BikePortland.org](#), 19 February 2010

- **A 20-year study of efforts to make streets less friendly for autos and better for pedestrians and cyclists found that after changes are implemented, businesses in these areas show stronger growth than auto-friendly shopping centers.**

Hass-Klau, C., 1993, [Impact of pedestrianization and traffic calming on retailing](#). [Environmental and Transport Planning](#), 1, 21-31

For more statistics on the benefits of investing in bicycling, visit bikesbelong.org/statistics or contact kate@bikesbelong.org

Increasing Active Living

A GUIDE FOR POLICY-MAKERS

FALL 2007



Policy-making for Healthy and Active Communities

The places where we live, learn, work and play have a strong influence on our ability to engage in regular physical activity and maintain a healthy diet, which are two of the most essential components of good health.

This guide focuses on the importance of active living and explains how the built environment—street layout, zoning, recreation facilities, parks and the location of public buildings, among other design elements—can either encourage or discourage routine physical activity. It highlights how expanding opportunities for physical activity, especially in neighborhoods with few existing

options, can improve the health of our communities. It also outlines how officials at the state and local levels can encourage active living by supporting policies that create activity-friendly environments for children and families.

A companion guide, *Improving Access to Healthy Foods: A Guide for Policy-makers*, describes how state and local policy-makers can facilitate healthy eating by adopting policies that help communities improve access to affordable, healthy foods. This guide is available online at: www.leadershipforhealthycommunities.org/healthyfoods_guide.htm.



Robert Wood Johnson Foundation

What Can Policy-makers Do?

As a government official, you're in a unique position to improve the health of your constituents by advancing policies that support and encourage active living. Active living is a way of life that integrates physical activity into daily routines. The distance from home to work, the safety of public spaces and roads for pedestrians and bicyclists, the availability of facilities for physical activity, and time spent commuting in cars all contribute to how often we walk, bike or play. By these measures, the majority of our communities do not support active living.

Leaders like you can shape policies that address planning, land-use, transportation and space design. You can play an important role in encouraging your community to be physically active. This guide highlights nine policy strategies for making your community more activity-friendly, including:

- 1 establishing collaboration between public-sector departments and coordinating efforts among sectors;
- 2 supporting school facilities and policies that promote active living;
- 3 improving streets, sidewalks and street-crossings for safer routes to school;
- 4 supporting safe, pedestrian-oriented transportation;
- 5 supporting land-use planning and development that encourage active living;
- 6 identifying and creating funding sources for active living initiatives;
- 7 publicizing the availability of active living resources in the community;
- 8 supporting parks, trails and recreation facilities; and
- 9 creating tax and other incentives to promote active living in workplaces, communities and households.



The Costs of America's Physical Inactivity

Today, one-third of American children and adolescents are either overweight or obese.¹ Meanwhile, the incidence of overweight and obesity among adults increased steadily from 47 percent in 1980, to 56 percent in 1994, and 66 percent in 2004.²

Lack of physical activity not only contributes to obesity, it also is linked to a variety of health problems, including high blood pressure, type 2 diabetes and some cancers.³ For young people, the consequences are particularly striking:

- Overweight and obese children are at higher risk for a host of serious illnesses, including heart disease, stroke, high blood pressure, type 2 diabetes, asthma and certain types of cancer.
- For children born in the U.S. in 2000, the lifetime risk of being diagnosed with type 2 diabetes is estimated to be 30 percent for boys and 40 percent for girls; the risk is even higher among African-American, Hispanic and Native American children.⁴

If we don't reverse these trends, we are in danger of raising the first generation of American children with a lower life expectancy than their parents.

In addition, physical inactivity contributes to rising health care costs and places an economic burden on American taxpayers. The direct health care costs of physical inactivity are significant and have been estimated to exceed \$77 billion annually.⁵ The estimated direct and indirect costs associated with obesity are estimated to be \$117 billion per year.^{6,7}



Benefits of Active Living

Among the many health benefits of daily physical activity are reducing the risk of obesity and heart disease, achieving and maintaining a healthy weight, and preventing and managing high blood pressure and stress.⁸ The Surgeon General recommends that American children engage in at least 60 minutes of moderate physical activity each day and that adults get at least 30 minutes each day.⁹ Activities such as walking or bicycling, playing in the park, working in the yard, taking the stairs and using recreation facilities are just some of the many ways we can stay active. Even so, the majority of Americans do not meet the Surgeon General's recommendations.

A growing body of evidence indicates that people in activity-friendly environments are more likely to be physically active.¹⁰ People living in neighborhoods with a mix of shops and businesses within easy walking distance of their homes have a lower risk of obesity.¹¹

In addition to reducing health care costs, activity-friendly environments also can spur economic growth. In particular, open spaces, such as parks, greenways and the trails that connect them, are a good financial investment for communities. Open spaces stimulate economic growth by increasing property values, boosting municipal tax revenues and attracting new homebuyers.¹²



Obstacles to Active Living

Factors such as community design and public safety influence whether or not children and families are able to integrate physical activity into their daily lives. For instance, we don't walk or bicycle as much as we used to, partly because our communities are designed in ways that force us to rely on cars to get around. The places where we live, learn, work and play offer few opportunities for routine physical activity, such as bike paths, parks, playgrounds, sidewalks, routes for walking or bicycling to school, and safe streets and neighborhoods.

A generation ago, approximately half of all school-age children walked or biked to school. Today, an estimated nine out of 10 kids are driven to school.¹³ And once they get there, there aren't many opportunities for physical activity—more than 90 percent of elementary schools do not provide daily physical education.¹⁴ In 2003, more than 60 percent of high school students did not attend daily physical education classes.¹⁵

Americans in general are leading more sedentary lifestyles. About 25 percent of all trips made in the United States are less than one mile in length, and 75 percent of those short trips are made by car.¹⁶ The average American household drives almost 60 percent more now than in 1969.¹⁷

Features that support driving, such as wide roads and expressways, large parking lots and drive-through businesses, create environments that are dangerous and unpleasant for pedestrians. Widely dispersed, isolated destinations also discourage walking and bicycling.¹⁸

To fully support active living, communities also must be safe. Otherwise, people do not feel comfortable engaging in physical activity outside. Many people, particularly women, report that they do not walk or bike because they are concerned about their personal safety.¹⁹ Fear of crime has been shown to influence the decision to stay indoors for residents of urban neighborhoods where gang territories and neighborhood disorder are common.²⁰ Design strategies that encourage safety, such as lighting, landscaping and security cameras, may be part of the solution. Land-use and zoning decisions, such as mixed-use development that creates 24-hour pedestrian activity, also could be effective.

How State and Local Officials Can Increase Active Living and Healthy Lifestyles

Active living communities remove barriers to physical activity and provide amenities (e.g., parks, bike paths, playgrounds, recreation centers) that support healthy behaviors, especially walking and bicycling. Walkable neighborhoods are characterized by proximity (a mix of homes, shops, schools and other destinations) and connectivity (streets providing direct routes and safe connections to destinations for pedestrians and bicyclists).²¹ People with access to a variety of built and natural facilities are 43 percent more likely to exercise for 30 minutes on most days, compared with people who have poor access to such facilities.²² Recent research also shows that more children walk to school when there are sidewalks.²³

You can make your community more activity-friendly by promoting these policy strategies:

1 Establish Collaboration Between Public-sector Departments and Coordinate Efforts Among Sectors

Government officials can bring together different departments and agencies (such as transportation, public health, planning, law enforcement and economic development) to strategize and incorporate active living into decision-making. Additionally, they can urge private developers and community groups to share knowledge and be part of the solution. The Institute of Medicine also recommends establishing a high-level task force on childhood obesity prevention to identify priorities for action.²⁴

EXAMPLE In 2003, more than 135 leaders—from state and local government officials to smart growth and public health professionals—gathered at a Denver workshop focused on creating livable communities. This convening helped catalyze a countywide effort, led by the mayor of Broomfield, Colo., to transform the Denver suburb to a thriving, activity-friendly region. She encouraged City Council to create opportunities for all residents to be active in everyday life by connecting trail networks, conserving open space and accommodating bicycle commuters. Broomfield updated its development and street standards, so that newly incorporated neighborhoods now support more pedestrian-friendly activity and connections. By strengthening the relationships between city and county departments, and partnering with Great Outdoors Colorado (a fund supported by the state lottery), Broomfield established a coalition committed to creating a more active community.²⁵

2 Encourage School Facilities and Policies that Promote Active Living

Ensure that schools have adequate indoor and outdoor facilities for physical activity, such as playgrounds and indoor gym space, as well as sufficient equipment for physical education. Encourage the implementation of activity-focused physical education curricula and ensure that physical education time meets or exceeds state requirements.²⁶ Establish joint-use agreements and other arrangements that promote more community physical activity through the use of school facilities after hours, on weekends and in the summer.

3 Improve Streets, Sidewalks and Street-crossings for Safer Routes to School

Develop and/or support programs to encourage walking and bicycling to school, such as *Safe Routes to School* (SRTS) or *International Walk to School Day*. Build schools within walking and bicycling distance of the neighborhoods they serve, connecting them with well-maintained sidewalks and bicycle lanes.

EXAMPLE Arlington County, Va., formed a *Safe Routes to School* (SRTS) program in 1999 through a collaboration of several county government agencies (including public works, traffic engineering and police), Arlington Public Schools and a number of students and parents. A key component of this collaboration was to evaluate conditions around all 32 county schools, and prioritize street-improvement projects that made it easier for kids to walk and bike to school safely. By March 2006, more than \$1.5 million in county funds had been directed to SRTS projects, and most of the 27 planned improvements, including new sidewalks, had been completed. Annual public assemblies and Walk to School weeks trumpet new improvements and distribute route maps.²⁷

4 Support Safe, Pedestrian-oriented Transportation

Support improved connections between destinations and provide a wide range of active transportation choices, such as public transit, trails, pedestrian and biking facilities. Address safety concerns by working with police, parks and recreation and/or community groups to monitor and maintain these routes, and keep them free from crime, traffic and debris.

2

3

4

Support Active Living Land-use Planning and Development

5

Revise comprehensive plans, zoning, subdivision ordinances and other planning practices to increase availability and accessibility of opportunities for physical activity in new developments. Prioritize capital improvement projects to increase opportunities for physical activity in existing areas. Ensure that public health issues are a guiding consideration in land-use planning decisions.

EXAMPLE The rapidly growing city of Lincoln, Calif., is being transformed from a collection of auto-oriented, single-use subdivisions into walkable, livable neighborhoods. A new development project, backed by a passionate developer, presented city planners with an opportunity to introduce elements of pedestrian-friendly design to Lincoln, such as walking and biking paths, narrow streets that slow traffic, and direct access to shops and neighborhood schools. The resulting project has spurred change in other cities and led to the development of an active living vision of self-contained “village” communities across all of Lincoln.²⁸

Identify and Create Funding Sources for Active Living Initiatives

6

There is a need for policy-makers to garner broad-based support and long-term funding for active living programs and efforts. Through a variety of means, state and local officials can leverage, secure and dedicate funding for active living initiatives and programs. For example, states and localities currently have the option to tap into significant federal transportation funding to build biking and walking trails, support infrastructure enhancements and establish *Safe Routes to School* projects. States and localities also can use revenue raised through special taxes, lotteries, fees and other funding mechanisms to support active living initiatives.

Publicize the Availability of Active Living Resources in the Community

7

Residents often rely on high-profile community leaders to inform them of important initiatives, activities and resources. During public speaking engagements, let your constituents know about the active living programs and resources that are available in your community and encourage them to take advantage of these services. In doing so, policy-makers can provide a valuable public service to their constituents.

Support Parks, Trails and Recreation Facilities

8

Neighborhood parks that are within walking and bicycling distance of a person’s home or place of work can promote greater physical activity. Trails that link homes, work, commercial centers, public transit and community facilities provide safe and attractive thoroughfares for pedestrians and cyclists. These facilities, combined with planned recreation activities and educational programming about health and active living, can create opportunities for residents of all ages to be healthier.

EXAMPLE Marquette County spans more than 1,800 square miles of rural land in Michigan’s central Upper Peninsula. To provide opportunities for outdoor recreation and non-motorized transportation close to home, local officials and county organizers planned the Noquemanon Trails Network (NTN), a 500-mile interconnected land and water trail system. In addition to skiing, the network also will be used for hiking, running, off-road biking, horseback riding, canoeing, kayaking and snowshoeing. NTN planners envision a community with trails connecting schools, downtowns and neighborhoods throughout the county, maximizing the region’s natural and historical assets to promote better health and economic development.²⁹

Create Incentives to Support Active Living in Workplaces, Communities and Households

9

Tax incentives can motivate employers to adopt active living tenets that enhance the health and wellness of their employees. Developers are also more likely to consider incorporating community design elements, such as wide sidewalks and mixed-use development, when there are structured incentives to encourage them to do so. While tax benefits and other incentives have been shown to encourage individuals and families to purchase homes, they also can be applied to promote the use of mass transit and health club enrollment.³⁰

EXAMPLE Seattle King County Executive Ron Sims established active living incentives for county employees and their families through an innovative health initiative called *Healthy Incentives*.SM This program uses financial rewards to encourage employees and their families to improve their health by undergoing wellness screenings and adopting personal health action plans. The program proved so successful that Sims engaged other large employers in the county to encourage similar behaviors among their employees.

Start Designing an Active Living Community Today

There are several specific actions that you can start today to put your community on the path toward active living. For more detailed strategies and action items, explore the landmark report released in 2005 by the Institute of Medicine (IOM), *Preventing Childhood Obesity: Health in the Balance*, or the follow-up report, *Progress in Preventing Childhood Obesity: How Do We Measure Up?* The IOM urges government leaders to expand opportunities for physical activity, particularly in populations at high risk for childhood obesity, and underscores the need to monitor progress and outcomes.^{31, 32}

There are many models and resources available to support your efforts in this area. Learn about proactive steps that policy-makers across the country are taking to increase active living. Read our publication, *Healthy Community Design: Success Stories from State and Local Leaders*.

It is available online at:
www.leadershipforhealthycommunities.org/healthy_community_design.htm.



Leadership for Healthy Communities (formerly known as *Active Living Leadership*) is a national program of the Robert Wood Johnson Foundation designed to engage and support state and local policy leaders in efforts to promote policies that enable active living and healthy eating in their communities. This program gives special emphasis to policy approaches that focus on reversing the childhood obesity epidemic in states and communities, as well as among vulnerable populations disproportionately affected by the problem.

The **Robert Wood Johnson Foundation** focuses on the pressing health and health care issues facing our country. As the nation's largest philanthropy devoted exclusively to improving the health and health care of all Americans, the Foundation works with a diverse group of organizations and individuals to identify solutions and achieve comprehensive, meaningful and timely change. For more than 35 years the Foundation has brought experience, commitment and a rigorous, balanced approach to the problems that affect the health and health care of those it serves. When it comes to helping Americans lead healthier lives and get the care they need, the Foundation expects to make a difference in your lifetime. For more information, visit www.rwjf.org.

Endnotes

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Leadership for Healthy Communities

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WEB www.leadershipforhealthycommunities.org



Mary M. Meyer

From: Keri Rockwell [kerirock@unl.edu]
Sent: Monday, June 25, 2012 2:54 PM
To: Mary M. Meyer
Subject: Peter pan park and city impact.

Hi, I wanted to make you aware and hopefully get your help in the future so that when City Impact throws another party, better planning takes place.

1st there needs to be police presence they are part of the community so they should drive around or be there in person, at least. Come on. To many people not to have security or police.

My driveway was blocked and the police did nothing about it (I never even saw one), as it wasn't an emergency. Yet I could not leave my drive way freely. So, city impact could have encouraged people to park legally when I went to complain they just looked @ me crazy and couldn't help. Cars were backed up at time and you couldn't get around. Or you had to back up so cars could get by, a mess.

Then they don't have enough waste cans so there is litter every where. Last time they gave out free Cds so there were a ton of broken Cds in the park. Ugh. I get they are trying to do could, but come one, large event planning 101.

They need to work on being good neighbors, pick up your trash, and patrol and control your own event.

Keri Rockwell
3141 W st

Community Health Endowment of Lincoln



Media Release

To: Media

CC: Mayor's Office, Lincoln City Council

From: Lori Vrtiska Seibel, President/CEO, 402-436-5516

Date: 06/26/12

Re: Community Health Endowment Annual Awards

Community Health Endowment Announces Annual Awards

The Community Health Endowment (CHE) of Lincoln has selected the recipients of their annual awards. These celebrated awards were presented at CHE's Annual Meeting with the Community on June 25, 2012.

Receiving the HORIZON AWARD, which recognizes a person or group who is enriching the community by sharing their time, resources, and talents to make Lincoln the healthiest community in the nation, was the **Mental Health Association of Nebraska**. The Mental Health Association of Nebraska was selected for their passion, innovation, demonstrated success, and forward-thinking contributions to Lincoln. The Mental Health Association of Nebraska provides an array of recovery-based programs with a focus on the consumer.

Receiving the CLOSING THE GAP AWARD, which recognizes a person, program, or agency that has made a significant contribution toward addressing health disparities in our community, was **Leadership Lincoln** for their role in coordinating **Project A.L.L.: Academy for Local Leadership**. Leadership Lincoln was recognized for their continued guidance and commitment to this program since it began five years ago. The purpose of Project A.L.L. is to equip, encourage, and recruit diverse individuals for meaningful roles of governance and service on governmental and non-profit boards in Lincoln.

For more information or for photographs of the award recipients, contact CHE at 402/436-5516.

Mary M. Meyer

From: gbentrup@windstream.net
Sent: Tuesday, June 26, 2012 4:43 PM
To: Council Packet
Subject: Support for the Protected Bikeways

Dear City Council Members,

I would like to offer my support for the protected bikeways in the proposed update of the Downtown Master Plan. These features will not only provide safe transportation corridors in the downtown area but will enhance the economic vitality of the downtown businesses. This is truly a win-win situation for all city residents and visitors to Lincoln.

Thank you for support.

Sincerely,

Gary Bentrup
3936 Dudley Street

Mary M. Meyer

From: Council Packet
Subject: Downtown master plan - separated bike lanes

If I have used an incorrect address to send my concerns, I would appreciate you forwarding this to the correct destination. I am a life long resident of Lincoln, a UNL graduate, and a downtown worker. I am a member of both the Great Plains Trails Network (GPTN) since 1989, and Great Plains Bicycle Club (GPBC), and a current board member and past president of GPTN. I average about 2,000 miles of bicycle riding each year. I spent three years developing the bike trail in Wilderness Park using only hand tools. I have organized a large number of bike rides and tours. I use the trails for multiple uses. I have supported all recent major projects in the downtown area. I have a good feel for what is good and what is lacking in Lincoln as far as being related to bicycle transportation.

Of all improvements I have supported in the downtown area, they all far short in significance to the need for separated bike lanes. When the Haymarket Arena/roads/trails are complete, bicyclist will be able to go all 'around' the downtown in a safe manor, but without separated bike lanes, will not have a way to get though downtown safely. I truly believe that we not only need separated bike lanes, but that they should be done in the best design possible, both functionally and esthetically, drawing would be commuters to the downtown area. Certainly the 'N' St plan from the Antelope Valley trail to the Haymarket is a key transportation route for non-students from most of the Lincoln area to the Haymarket, and the 11th & 14th St for getting closer to businesses and the university.

One of the biggest concerns I have heard is the loss of 25 or 27 parking stalls. The easy response to this is that if all the bicycles you find downtown at any given time during business hours where instead in their vehicles, we would need far more than these 25 parking stalls to accommodate them, then not being available anyway. I believe that with these separated bike lanes, many downtown workers and visitors will begin riding their bikes, actually freeing up parking spaces, an most likely much more than the 25 being lost.

I got the privilege of riding our current downtown bike lanes with the President of the League of American Bicyclists a little over a year ago, the same organization that granted Lincoln the recent Bronze level as a Bicycle Friendly Community. Although he did not come out and say it, it was obvious that he could not figure out why we place bicyclists in such danger of being hit by lane changers. I will not ride in these lanes, and currently brave regular vehicle lanes, and must admit that I ride on the sidewalks most of the time, adding that I am very respectful of sidewalk users. This is against the current law, but I will break the law if it means keeping myself safe.

I wish I had a way to bring those making this decision into the future after having made the decision to create these separated bike lanes. I know these will be highly appreciated and used once the dust settles. We will all wonder why we did not do this sooner. Lincoln has long been known for its forward thinking leaders, and now is not a time to tarnish this image.

I am one that stays in Lincoln, primarily for the parks and trail system. I would not move to the country or to a city that does not come close to the state of trails in Lincoln. Separated bike lanes in the downtown area would just be another tent stake holding me to Lincoln, the city I am very proud of. Lincoln needs to have ample reasons for our youth to stay. Please do not disappoint me when it comes time to decide.

Thank you.

Dale Arp

Mary M. Meyer

From: Jamie Warren [JWarren@labenz.com]
Sent: Wednesday, June 27, 2012 8:03 AM
To: Council Packet
Subject: Protected bikeways

Council Members,

I am writing to support the protected bikeways portion of the downtown master plan. Protected bike lanes are exactly the type of city amenity that make a strong positive impact on visitors to Lincoln. It shows a commitment to a healthier lifestyle by the city that will be noticed by young people.

The lost parking spaces is a non-issue. Parking downtown has never been overly-convenient. Those that choose to business in the downtown area already know it can sometimes be challenging to park relative to other areas in the city. The loss of several hundred spaces will not change the behavior of those that are already making the decision to come downtown.

James A. Warren
Labenz & Associates LLC
jwarren@labenz.com

Direct Phone (402) 437-8390
Fax (402) 437-8399

Disclosure: The information contained in this communication is confidential and may be legally privileged. This communication is intended solely for the addressee. If you are not the addressee, any disclosure, copying, distribution or any action taken in reliance on this communication is prohibited. No advice in this communication can be used by a client or any other person or entity for the purpose of avoiding penalties that may be imposed on any taxpayer. All advice in this communication, when addressed to our clients, is subject to the terms and conditions of the governing Labenz & Associates LLC engagement letter. Any advice contained in this communication is based on the facts as stated and on authorities which are subject to change. We will not update our advice for subsequent changes to the law or interpretations of applicable authorities. This e-mail is believed to be free of any virus or defect that could affect any computer system receiving this message. Labenz and Associates LLC is not responsible for any damage caused to any computer system receiving this communication.

Mary M. Meyer

From: Marynelle Greene [mngreene@neb.rr.com]
Sent: Tuesday, June 26, 2012 11:04 PM
To: Council Packet
Subject: Protected bikeway

As an avid biker for over 30 years, I want to confirm an action to have protected bikeways. I first experienced these bikeways while biking in Budapest, and really appreciated the opportunity to ride safely.

Many bikers avoid the downtown area because of safety concerns. Please vote for protected bikeways.

Marynelle Greene

Marynelle Greene

mngreene@neb.rr.com

Mary M. Meyer

From: oak williams [oak@bikerider.com]
Sent: Wednesday, June 27, 2012 3:41 PM
To: Council Packet
Subject: bikes for the likes of us

To whom it may concern. This is a quick message stating strong interest in protected bike lanes in the downtown Lincoln master plan. Please be aware of mine and the others interest on this matter.

Oak Williams
ABC Lincoln-Owner
402-477-5400

**DIRECTORS' AGENDA
ADDENDUM
MONDAY, JULY 2, 2012**

I. CITY CLERK

II. MAYOR & DIRECTORS CORRESPONDENCE

MAYOR

1. NEWS RELEASE. Winners announced in City employee Art Contest. Work on display at Lincoln libraries.
2. NEWS RELEASE. Belmont and F Street Centers continue extended evening hours.
3. NEWS RELEASE. Public urged to help prevent pool closings.
4. NEWS RELEASE. Belmont Rec Center may open this weekend due to heat.
5. NEWS RELEASE. Mayor Beutler's public schedule for the week of June 30, 2012 through July 6, 2012.
6. NEWS RELEASE. "Uncle Same Jam 2012" begins at 3 p.m., Tuesday, July 3rd at Oak Lake Park.
7. NEWS RELEASE. Public asked to help clean up fireworks debris.

WEST HAYMARKET JOINT PUBIC AGENCY

1. The West Haymarket Joint Public Agency will meet on Friday, July 6, 2012 at 3:00 p.m. in the City Council Chambers. Agenda and documents are posted.

III. DIRECTORS

PLANNING DEPARTMENT

1. Historic Preservation Commission meeting agenda for July 9, 2012.

IV. COUNCIL MEMBERS

V. CORRESPONDENCE FROM CITIZENS

OFFICE OF THE MAYOR

555 South 10th Street, Lincoln, NE 68508, 402-441-7511

FOR IMMEDIATE RELEASE: June 28, 2012

FOR MORE INFORMATION: Deb Weber, Lincoln Arts Council, 402-434-2787

WINNERS ANNOUNCED IN CITY EMPLOYEE ART CONTEST

Work on display at Lincoln libraries

City Councilman Carl Eskridge will present cash and scholarship awards Friday, June 29 to the winners of the National Arts Program (NAP) contest for employees of the City of Lincoln, the Lincoln Public Schools (LPS) and their families. The artists will be recognized in a ceremony at 6 p.m. at the Lincoln Arts Council (LAC), 1701 S. 17th St. The 78 participants entered 139 pieces of art, the most ever submitted for the NAP in Lincoln. No City or LPS funds were used for the contest or exhibit, and the program had no entry fee.

This is the sixth year the City has participated in the NAP, which sponsors 85 annual art contests and exhibitions in 41 states. This is the first year the contest has been open to LPS employees.

All artwork entered is on exhibit through July 27 at these four libraries:

- Bennett Martin, 136 S. 14th St.
- Gere, 2400 South 56th St.
- Eiseley, 1530 Superior St.
- Walt, 6701 South 14th St.

The winner of the “Best in Show” award is Adam Schwaninger, an art teacher at Schoo Middle School. He will receive \$300 for that award. A complete list of award recipients follows this release. One youth artist and one teen artist also won scholarships for classes at the LUX Center for the Arts.

Judges for the contest were three local visual artists – Jason Davis, Carlos Guerrero and Jen Landis.

More information on the NAP is available at www.nationalartsprogram.org.

2012 NATIONAL ARTS PROGRAM AWARD WINNERS

BEST IN SHOW (\$300) - *Ben D. Fussel*, Adam Schwaninger, Art Teacher at Schoo Middle School

YOUTH (age 12 and under)

1st Place (\$75): *Bust*, Nikole Andersen, daughter of Adam Fagnant, Public Works and Utilities

2nd Place (\$50): *Museum*, Serina Kendrick, daughter of James Kendrick, Public Works and Utilities

3rd Place (\$25): *Design Bug*, Clara Kendrick, daughter of James Kendrick, Public Works and Utilities

LUX Scholarship Award: *Landscape*, Elija Shane, son of Ed Kouma, Public Works and Utilities

Honorable Mention: *I Am Number 4*, Erin VandeHoef, daughter of Lori VandeHoef, Librarian at Lakeview Elementary

Honorable Mention: *Gabriel Blowing a Bubble*, Gabriel Bennett, son of Heather Hingst Bennett, Parks and Recreation AmeriCorps

TEEN (Ages 13 through 18)

1st Place (\$75): *Some Kind of Wilderness...*, Jati Zunaibi, son of Firuz Hussin, Pioneers Park Nature Center

2nd Place (\$50): *At the Beginning...*, Jati Zunaibi, son of Firuz Hussin, Pioneers Park Nature Center

3rd Place (\$25): *Prinesa de la jardin*, Sean Jones, son of Melinda Jones, City Finance

LUX Scholarship Award: *Best Friends*, Sadie Lewallen, daughter of Tom Cajka, City-County Planning

AMATEUR

1st Place (\$300): *Untitled #2*, Natalie Jordan, daughter of Rex Jordan, Public Works and Utilities

2nd Place (\$200): *Diango*, Davida Norsworthy, wife of Matt Norsworthy, Lincoln City Libraries

3rd Place (\$100): *Elephant #3*, Kimberly Shrader, Parks and Recreation AmeriCorps

INTERMEDIATE

1st Place (\$300): *Olympus Mons*, Levi Gerlach, Parks and Recreation AmeriCorps

2nd Place (\$200): *travel (subway)*, Annie Shepherd, daughter of Doug Shepherd, Police Garage

3rd Place (\$100): *Untitled #1*, Kristin Clabaugh, Lincoln City Libraries

Honorable Mention: *Arachnibot (Tarantulas)*, Paige Schuppan, wife of Tracy Schuppan, Public Works and Utilities

PROFESSIONAL

1st Place (\$300): *What a Wonderful World*, Yvonne Meyer, Art Teacher at Lakeview Elementary

2nd Place (\$200): *Utopian Universe*, Mollie Magnuson, Parks and Recreation AmeriCorps

3rd Place (\$100): *Flamingos*, Kimberly Shelley, Lincoln City Libraries

Honorable Mention: *More Dum Dum Pops*, Heather Hingst Bennett, Parks and Recreation AmeriCorps

Honorable Mention: *Spare Pair*, Gina Egenberger, City-County Health Department

PARKS AND RECREATION

2740 "A" Street, Lincoln, NE 68502, 402-441-7847

FOR IMMEDIATE RELEASE: June 28, 2012

FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 402-441-7831
Lynn Johnson, Parks and Recreation, 402-441-8265

BELMONT AND "F" STREET CENTERS
CONTINUE EXTENDED EVENING HOURS

Because of the heat advisory issued by the National Weather Service (NWS), **Belmont Community Center**, 1234 Judson, will be open until 9 p.m. tonight. The **"F" Street Community Center**, 1225 "F" Street, also is open until 9 p.m. on weekdays. Those without air conditioning also can cool off during regular hours at senior centers, libraries and other recreation centers. Hours for City facilities can be found at lincoln.ne.gov.

Information on local weather, the heat index and safety precautions is available at the NWS Web site www.weather.gov. More health information can be found at the website of the Centers for Disease Control and Prevention, www.cdc.gov.

LINCOLN LANCASTER COUNTY HEALTH DEPARTMENT

3140 N Street, Lincoln, NE 68510, 402-441-8000

PARKS AND RECREATION DEPARTMENT

2740 "A" Street, Lincoln, NE 68502, 402-441-7847

FOR IMMEDIATE RELEASE: June 29, 2012

FOR MORE INFORMATION: John Chess, Environmental Health Supervisor, 402-441-8027
Holly Lewis, Assistant Recreation Manager, 402-441-4902

PUBLIC URGED TO HELP PREVENT POOL CLOSINGS

Lincoln-Lancaster County Health Department and Lincoln Parks and Recreation officials today asked for the public's help following the temporary closing of three pools caused by recent diarrheal incidents. Within the last week, three separate incidents have resulted in the closing of Eden and Highlands pools in Lincoln and the pool in Waverly. All three pools have reopened. Treatment guidelines from the Centers for Disease Control require a pool or spray park to be closed for about two days after an incident.

City officials are urging parents and caregivers not to bring their children to the pool if they or their children are experiencing diarrhea. The recommendation is to wait at least 48 hours between the last loose stool movement and swimming. Health officials stress that diapers, even swim diapers, do not offer protection if a child has runny stools.

"The child should not be at the pool or spray park if they have experienced any diarrheal symptoms within the last 48 hours," said Judy Halstead, Health Director. "If in doubt, do not go to a swimming facility. Please be considerate of others." Halstead said there is no current disease outbreak in the community.

"We are asking residents to help protect everyone's health in our community and assist us in keeping the pools and spray parks open for summer fun." said Lynn Johnson, Lincoln Parks and Recreation Director. "

PARKS AND RECREATION
2740 "A" Street, Lincoln, NE 68502, 402-441-7847

FOR IMMEDIATE RELEASE: June 29, 2012

FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 402-441-7831
Lynn Johnson, Parks and Recreation, 402-441-8265

BELMONT REC CENTER MAY OPEN THIS WEEKEND DUE TO HEAT

Because of the high temperatures, **Belmont Community Center**, 1234 Judson, will be open until 9 p.m. tonight and will provide weekend hours if needed. Belmont, which is normally closed on summer weekends, will be open from 1 p.m. to 9 p.m. if conditions warrant

"F" Street Community Center, 1225 "F" Street, is open until 9 p.m. on weekdays and may extend its weekend hours if needed. "F" Street is normally open from 9 a.m. to 5 p.m. Saturday and 1 to 6 p.m. Sunday. The center will remain open until 9 p.m. both nights if conditions warrant.

Those without air conditioning also can cool off during regular weekend hours at libraries and other recreation centers. Hours for City facilities can be found at lincoln.ne.gov.

Information on local weather, the heat index and safety precautions is available at the NWS Web site www.weather.gov. More health information can be found at the website of the Centers for Disease Control and Prevention, www.cdc.gov.

Date: June 29, 2012

Contact: Diane Gonzolas, Citizen Information Center, 402-441-7831

Mayor Beutler's Public Schedule
Week of June 30 through July 6, 2012
Schedule subject to change

Saturday, June 30

- Grand opening for Lincoln Trap and Skeet Sporting Clay Range, remarks - 10 a.m., 4855 N. 48th St. (two blocks north of 48th and Superior)

Tuesday, July 3

- Uncle Sam Jam (City's official Independence Day celebration) - 8 p.m., Oak Lake Park, 1st and Charleston streets

Wednesday, July 4

CITY OFFICES CLOSED FOR FOURTH OF JULY HOLIDAY

Thursday, July 5

- KFOR - 7:45 a.m.
- Mayor's Environmental Task Force meeting - noon, Mayor's Conference Room, County-City Building, 555 S. 10th St.

Friday, July 6

- Budget presentation to media (information embargoed until Sunday, July 8) - 9:30 a.m., Mayor's Conference Room
- West Haymarket Joint Public Agency - 3 p.m., City Council Chambers, County-City Building

OFFICE OF THE MAYOR

555 South 10th Street, Lincoln, NE 68508, 402-441-7511

DATE: July 2, 2012

FOR MORE INFORMATION: David Norris, Citizen Information Center (CIC)

work: 402-441-7547, cell 402-540-2780

“Uncle Sam Jam 2012,” the City’s official Independence Day celebration, begins at 3 p.m. **Tuesday, July 3 at Oak Lake Park** in the area of Charleston Street and Sun Valley Blvd. The celebration culminates with the Zambelli Internationale fireworks display at 10 p.m.

Dave Norris of CIC is the City contact at the park. He can be reached via cell phone at 402-540-2780.

For more information on the celebration, visit the City website at lincoln.ne.gov (keyword: uncle sam jam).

PUBLIC WORKS AND UTILITIES

Watershed Management, 555 S. 10th Street, Suite 203, Lincoln, NE 68508, 402-441-7548

LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT

Environmental Public Health, 3140 "N" Street, Lincoln, NE 68510, 402-441-8000

FOR IMMEDIATE RELEASE: July 2, 2012

FOR MORE INFORMATION: Ellen Wright, Watershed Management, 402-441-7075
Laurel Erickson, Health Department, 402-441-8035

PUBLIC ASKED TO HELP CLEAN UP FIREWORKS DEBRIS

Oak Lake Park cleanup set for 10 a.m. Saturday

City officials are asking for residents to help clean up fireworks debris following private and public Independence Day celebrations.

The City Watershed Management Division and Keep Lincoln and Lancaster County Beautiful are working with neighborhood associations and a local fireworks distributor to remind residents to prevent firework debris from entering into the City's storm drains. Fireworks, shells and packaging contain harmful chemicals, and the common firework ingredient perchlorate is a source of water pollution. Once perchlorate enters a waterway through a storm drain, it remains there for 20 to 80 days.

Volunteers are needed Saturday, July 7 to help clean up Oak Lake Park, the site of the City's annual Uncle Sam Jam. The organized community cleanup from 10 a.m. to noon is sponsored by the Cleaner Streams program of Watershed Management, EcoStores Nebraska, Prairieland Dairy and Ayars & Ayars. Volunteers are asked to meet on the west side of Oak Lake off 1st Street. Lunch and t-shirts will be provided while they last.

For more information on the Oak Lake Park cleanup, contact Christine Hunt at (402) 477-3606 or Christine.hunt@ecostoresne.org; or Emma Trewhitt at (402) 441-7075 or etrewhitt@lincoln.ne.gov.

Mary M. Meyer

From: Council Packet
Subject: West Haymarket JPA Meeting July 6, 2012

The West Haymarket Joint Public Agency will meet on Friday, July 6, 2012 at 3:00 P.M. in the City Council Chambers Room 112.

The agenda and documents are now posted at <http://lincoln.ne.gov/city/finance/account/jpa-mtgs.htm>

Pam Gadeken
ADMINISTRATIVE AIDE II
CITY PUBLIC WORKS & UTILITIES | 555 So. 10TH, SUITE 203 | LINCOLN, NE 68508
P 402-441-7558 | F 402-441-8609 | pgadeken@lincoln.ne.gov



City of Lincoln
Planning

Historic Preservation Commission Agenda

The City of Lincoln Historic Preservation Commission will hold a special public meeting on Monday, **July 9, 2012**. The meeting will convene at 1:30 p.m. in Room 214, 2nd floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska, to consider the following agenda. For more information, contact the Planning Department at (402) 441-7491.

Agenda of July 9, 2012

1. Approval of HPC meeting record of [June 21, 2012](#).
2. Opportunity for persons with limited time or with an item not appearing on the agenda to address the Commission.

PUBLIC HEARING AND ACTION

3. Application by Greg Munn on behalf of US Properties for a Certificate of Appropriateness for work at [100 North 9th Street](#), the Pavilion at Grand Manse, a property listed on the National Register of Historic Places on which the City of Lincoln holds a preservation easement.
4. Application by Liz Kuhlman for a Certificate of Appropriateness for work at "Barry's Bar", [235 N. 9th Street](#) in the Haymarket Landmark District.
5. Application by Liz Kuhlman for a Certificate of Appropriateness for work at [301 N. 8th Street](#) in the Haymarket Landmark District.

DISCUSSION

6. Misc.
7. Staff Report.

For further information on Historic Preservation in Lincoln, visit:
<http://www.lincoln.ne.gov/city/plan/hist/index.htm>

The Historic Preservation Commission meets on the third Thursday of the month at 1:30 p.m. For more information, email the Planning Department at plan@lincoln.ne.gov, or call (402) 441-7491.

[History List](#)