

DIRECTORS' MEETING
MARCH 23, 2015
555 SO. 10TH STREET
BILL LUXFORD STUDIO
2:00 P.M.

I. CITY CLERK

II. MAYOR

1. NEWS RELEASE. Construction on downtown protected bikeway to begin this week.
2. NEWS ADVISORY. Mayor Beutler will help kick off a training course for apprentice electricians on Tuesday, March 17th, 5:30 p.m., at IBEW Local 265, 6200 S. 14th Street.
3. NEWS RELEASE. Public invited to *My Town, Lancaster County* events.
 - a) Ed McMahon of the Urban Land Institute.
4. NEWS RELEASE. Volunteers needed for Great American Cleanup.
5. NEWS RELEASE. Civil Rights Conference set for April.

III. DIRECTORS CORRESPONDENCE

WEST HAYMARKET JOINT PUBLIC AGENCY

1. The West Haymarket Joint Public Agency meeting set for Thursday, March 19th has been rescheduled due to a conflict. The meeting will be on Thursday, March 26th, 3:30 p.m., at 555 S. 10th Street, Room 303.
2. The agenda and attachments for the West Haymarket Joint Public Agency meeting on March 26, 2015 now available on line.

COMMISSION ON HUMAN RIGHTS

1. Commission on Human Rights meeting agenda for Thursday, March 26, 2015.

FINANCE/BUDGET

1. March sales tax reports reflecting January activity:
 - a) Actual Compared to Projected Sales Tax Collections;
 - b) Gross Sales Tax Collections (with refunds added back in) 2010-2011 through 2014-2015;
 - c) Sales Tax Refunds 2010-2011 through 2014-2015; and
 - d) Net Sales Tax Collections 2010-2011 through 2014-2015.

PLANNING COMMISSION

1. Action by the Planning Commission, March 18, 2015.
2. Planning Commission Final Action on March 4, 2015.

PLANNING DEPARTMENT

1. Administrative Amendment No. 14081 approved by the Acting Planning Director on March 13, 2015.
2. Complete Streets Gap Analysis and Prioritization Strategy.
3. Complete Streets 2014 Annual Report.

PUBLIC WORKS & UTILITIES/ENGINEERING

1. **ADVISORY.** Street Improvements. NW 48th Street; West Vine - West Adams Street. Project #701452.

IV. COUNCIL MEMBERS

JON CAMP

1. Reply to John Turincs on his messages of street projects.
2. Message from Jerald Utter regarding his daughter's moving violation, and Councilman Camp's reply.

V. CORRESPONDENCE FROM CITIZENS

1. Jim and Deb Girardin writing in respect to their tire claim against the City of Lincoln:
 - a) Letter received from Marcee Brownlee, Assistant City Attorney; and
 - b) Letter sent to Jeffery Kirkpatrick, Lincoln City Attorney, explaining their claim.

URBAN DEVELOPMENT DEPARTMENT
555 S. 10th Street, Suite 205, Lincoln, NE 68508, 402-441-7606

FOR IMMEDIATE RELEASE: March 16, 2015

FOR MORE INFORMATION: Dallas McGee, Urban Development, 402-441-7857
Caleb Swanson, PC Sports, 402-477-0487

CONSTRUCTION ON DOWNTOWN PROTECTED BIKEWAY TO BEGIN THIS WEEK

Construction will begin this week on the City's "N" Street protected bikeway. The project includes the installation of a new two-way bikeway on the south side of "N" Street from Pinnacle Bank Arena Drive to 23rd Street. The project is scheduled to be completed by November 1.

Work will begin on the blocks between Canopy and 10th streets. Lane closures will primarily impact the south lanes of "N" Street and the intersection of 8th and "N" streets. As work is completed, construction will progress toward the east. Vehicle traffic lanes will reopen as the bike lanes are completed, but the protected bikeway will not be available until the entire project is completed.

The project is funded with both public and private sources, including a donation of \$340,000 from the Great Plains Trails Network.

More information on the project is available at lincoln.ne.gov (keyword: N Street Bikeway) and by visiting the Downtown Lincoln Association's website, downtownlincoln.org.

DATE: March 17, 2015

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

Mayor Chris Beutler will help kick off a training course for apprentice electricians on the proper installation and operation of electric vehicle charging stations at **5:30 p.m. TODAY, Tuesday, March 17 at IBEW Local 265, 6200 S. 14th St.** The training course will also cover the safety features of the charging stations.

The Mayor will discuss the City's efforts to promote the use of cleaner fuels, including December's opening of the City's first public electric vehicle charging stations at the Green 2 parking garage in the West Haymarket.

LINCOLN-LANCASTER COUNTY PLANNING DEPARTMENT
555 South 10th Street, Lincoln, NE 68508, 402-441-7491

FOR IMMEDIATE RELEASE: March 17, 2015

FOR MORE INFORMATION: Sara Hartzell, Planning Department, 402-441-6371

PUBLIC INVITED TO MY TOWN, LANCASTER COUNTY EVENTS

The public is invited to two events in connection with the *My Town, Lancaster County* community workshop March 19 through 21 in Lincoln.

- Ed McMahon of the Urban Land Institute will share “Secrets of Successful Communities” at 5:30 p.m. March 19 at the Jackie Gaughan Multicultural Center, 1505 “S” Street, in the Unity Room on the second floor. McMahon will provide examples of how communities can grow while preserving what they love. The presentation, will be followed by a reception hosted by the Nebraska Chapter of the American Planning Association.
- Residents of the 12 small towns in Lancaster County who will participate in the workshop will share results of their discussions and the next steps each town will take at an open house and poster presentation at 1 p.m., March 21 at the Spring Creek Prairie Audubon Center, 11700 S.W. 100th Street, two miles south of Denton.

Lancaster County was selected last summer to host the free workshop as part of the Citizens’ Institute on Rural Design™ (CIRD), a national program sponsored by the National Endowment for the Arts (NEA). The project is led by the Lincoln-Lancaster County Planning Department with the partnership of the Lancaster County Board of Commissioners and the Lancaster County Extension Office.

The workshop will address the challenges and opportunities afforded to small towns in Lancaster County, a County dominated by the City of Lincoln. More information on the project is available at lancaster.ne.gov (keyword: My Town) or by calling 402-441-7491. The project also has a Facebook page.

For the past 22 years, CIRD has provided facilitated planning workshops to help communities generate locally driven solutions to pressing design challenges. CIRD convenes local leaders, nonprofits and residents together with a team of specialists in design, planning, historic preservation, place branding and rural community revitalization. Workshops help the local partners recognize their own potential and collective capacity to implement change, recapture their sense of place, identify and build upon their unique assets, and retain their small town character.

- more -

My Town, Lancaster County
March 17, 2015
Page Two

The NEA sponsors CIRD in partnership with the U.S. Department of Agriculture and Project for Public Spaces, Inc., along with the Orton Family Foundation and the CommunityMatters® Partnership. Established in 1991, CIRD has convened more than 60 rural design workshops in all regions of the country, empowering residents to leverage local assets in order to build better places to live, work and play. For more information, visit www.rural-design.org.

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MEDIA NOTE: A photo of Ed McMahon is attached.
The media are invited to cover the workshop as well as the public events.
Workshop locations: Thursday - Jackie Gaughan Multicultural Center and
UNL Student Union
Friday - Lancaster Extension Office, 444 Cherry Creek Rd.
Saturday - Spring Creek Prairie Audubon Center



LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT

3140 "N" St., Lincoln, NE 68510, 402-441-8000

FOR IMMEDIATE RELEASE: March 18, 2015

FOR MORE INFORMATION: Adam Rhoads, Health Department, 402-441-8035

VOLUNTEERS NEEDED FOR GREAT AMERICAN CLEANUP

Keep Lincoln and Lancaster County Beautiful (KLLCB) is seeking volunteers of all ages to participate in Keep America Beautiful's Great American Cleanup. The Great American Cleanup from March through May is the nation's largest community improvement program with about four million volunteers participating in more than 20,000 communities across the country.

Last year, about 1,000 local volunteers worked on 105 cleanup projects along roadsides, in parks and other public areas. They collected and properly disposed of about 78,000 pounds of trash and 40,000 pounds of recyclable material.

Individuals and volunteer groups are needed. To volunteer, contact KLLCB at kllcb@lincoln.ne.gov or 402-441-8035.

Funds for cleanup projects are available through neighborhood association grants and Community Improvement Grants. For more information on these grant programs, visit lincoln.ne.gov (keyword: kllcb).

LINCOLN COMMISSION ON HUMAN RIGHTS
555 South 10th Street, Lincoln, NE 68508, 402-441-7624

FOR IMMEDIATE RELEASE: March 19, 2015

FOR MORE INFORMATION: Loren Roberts, Human Rights, 402-441-7625

CIVIL RIGHTS CONFERENCE SET FOR APRIL

The Lincoln Commission on Human Rights (LCHR) is hosting its annual Civil Rights Conference Wednesday, April 29 at the Holiday Inn Downtown, 141 N. 9th Street. The registration deadline is April 17, and more information is available at humanrights.lincoln.ne.gov.

The conference will open with remarks from Betty Bottiger, Director of the Region VII Office of Fair Housing and Equal Opportunity in the U.S. Department of Housing and Urban Development (HUD), and L. Jack Vasquez, Jr., Deputy Director of the U.S. Equal Employment Opportunity Commission (EEOC) in the St. Louis District Office

The conference includes sessions on the following topics:

- Inherited biases and inequities
- Successful strategies in recruiting a diverse team
- Legal updates on housing and employment
- Contemporary disability discrimination cases
- Best practices in housing

The luncheon on April 29 will include the presentation of the Gerald Henderson Human Rights Award, which honors a person, organization or group who has made significant accomplishments in promoting human rights.

The conference fee of \$50 includes registration, materials, lunch and breaks. Registration information is available at humanrights.lincoln.ne.gov, and brochures are available by calling 402-441-7625 or e-mailing lchr@lincoln.ne.gov.

LCHR's conference partners include the Nebraska Department of Economic Development; Realtors® Association of Lincoln, Nebraska Housing Developer's Association, Omaha Human Rights and Relations Department, HUD and EEOC.

Mary M. Meyer

From: Dave B. Norris
Sent: Tuesday, March 17, 2015 11:19 AM
To: Council Packet
Subject: West Haymarket JPA meeting postponed to March 26

The West Haymarket Joint Public Agency (JPA) meeting originally set for Thursday, March 19 has been rescheduled due to a conflict.

The next meeting will occur at 3:30 p.m. Thursday, March 26 in room 303, County-City Building, 555 S. 9th St. (DN)

David Norris
Citizen Information Center
555 S. 10th St. - Suite 301
Lincoln, NE 68508
402-441-7547

Mary M. Meyer

From: Council Packet
Subject: JPA meeting - March 26, 2015

The agenda and attachments for the upcoming March 26, 2015 JPA Board Meeting are available on line at:

<http://lincoln.ne.gov/city/finance/account/jpa-mtgs.htm>

Cheryl Eno
City Law Department
555 South 10th St., Suite 300
Lincoln, NE 68508
402.441.8801
ceno@lincoln.ne.gov



CITY OF LINCOLN
COMMISSION ON HUMAN RIGHTS
Thursday, March 26, 2015, 4:00 p.m.
City County Building, 555 South 10th Street
City Council Chambers, 1st Floor

AGENDA

- I. Roll Call
- II. Approval of Minutes of February 26, 2015, Commission Meeting
- III. Approval of Agenda for March 26, 2015, Commission Meeting
- IV. Case Dispositions
 - A. Reasonable Cause / No Reasonable Cause
 - 1. LCHR NO.: 14-0811-019-H
 - 2. LCHR NO.: 14-1217-025-E-R
- V. Old Business
 - A. Introduction of New Investigator
- VI. New Business
 - A. Selection of Gerald Henderson Human Rights Award Recipient
 - B. Outreach Activities
- VII. Public Comment**
- VIII. Adjournment

Public comments are limited to 5 minutes per person. Members of the public may address any item of interest to the LCHR during this open session *with the exception of LCHR cases***. Also, no member of the public who wishes to address the Commission will be allowed to examine any individual Commissioner or staff member on any item/question before the Commission unless invited to do so by the Chairperson.

ACCOMMODATION NOTICE

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.

Actual Compared to
Projected Sales Tax Collections

| | 2014-15 PROJECTED | 2014-15 ACTUAL | VARIANCE | | % CHANGE FR. 13-14 |
|--------------|----------------------|---------------------|----------------------|------------------------|-----------------------|
| | | | FROM PROJECTED | \$ CHANGE FR. 13-14 | |
| SEPTEMBER | \$5,620,935 | \$5,697,172 | \$76,237 | \$346,277 | 6.47% |
| OCTOBER | \$5,902,112 | \$5,657,888 | (\$244,224) | \$13,529 | 0.24% |
| NOVEMBER | \$5,892,423 | \$5,721,474 | (\$170,949) | \$6,865 | 0.12% |
| DECEMBER | \$5,538,616 | \$5,713,868 | \$175,252 | \$331,264 | 6.15% |
| JANUARY | \$5,602,743 | \$5,248,031 | (\$354,712) | \$288,798 | 5.82% |
| FEBRUARY | \$7,054,302 | \$6,421,242 | (\$633,060) | (\$91,003) | -1.40% |
| MARCH | \$5,263,080 | \$5,326,954 | \$63,874 | \$192,870 | 3.76% |
| APRIL | \$5,036,869 | | | | |
| MAY | \$5,922,674 | | | | |
| JUNE | \$5,707,848 | | | | |
| JULY | \$5,723,735 | | | | |
| AUGUST | \$6,091,314 | | | | |
| TOTAL | \$69,356,651 | \$39,786,629 | (\$1,087,582) | \$1,088,600 | 2.81% |

Actual collections for the fiscal year to date are 2.661% under projections for the year.

**CITY OF LINCOLN
GROSS SALES TAX COLLECTIONS
(WITH REFUNDS ADDED BACK IN)
2010-2011 THROUGH 2014-2015**

| | ACTUAL 2010-2011 | ACTUAL 2011-12 | ACTUAL 2012-13 | % CHG. FR. PRIOR YEAR | ACTUAL 2013-14 | % CHG. FR. PRIOR YEAR | ACTUAL 2014-15 | % CHG. FR. PRIOR YEAR |
|--------------|---------------------|---------------------|---------------------|-----------------------------|---------------------|-----------------------------|---------------------|-----------------------------|
| SEPTEMBER | \$4,822,814 | \$4,805,254 | \$5,189,424 | 7.99% | \$5,431,071 | 4.66% | \$5,741,404 | 5.71% |
| OCTOBER | \$4,987,584 | \$5,206,659 | \$5,568,892 | 6.96% | \$5,740,406 | 3.08% | \$5,848,947 | 1.89% |
| NOVEMBER | \$4,938,240 | \$5,219,952 | \$5,194,649 | -0.48% | \$5,729,609 | 10.30% | \$5,873,441 | 2.51% |
| DECEMBER | \$4,708,180 | \$4,901,748 | \$5,250,751 | 7.12% | \$5,401,140 | 2.86% | \$5,737,783 | 6.23% |
| JANUARY | \$4,777,606 | \$5,076,013 | \$5,180,028 | 2.05% | \$5,562,529 | 7.38% | \$5,525,231 | -0.67% |
| FEBRUARY | \$5,920,886 | \$6,327,532 | \$6,223,991 | -1.64% | \$6,570,418 | 5.57% | \$6,802,647 | 3.53% |
| MARCH | \$4,418,795 | \$4,782,783 | \$5,077,914 | 6.17% | \$5,304,048 | 4.45% | \$5,396,268 | 1.74% |
| APRIL | \$4,421,797 | \$4,572,281 | \$4,681,796 | 2.40% | \$5,214,537 | 11.38% | | |
| MAY | \$5,374,035 | \$5,675,978 | \$5,655,098 | -0.37% | \$5,642,139 | -0.23% | | |
| JUNE | \$4,995,388 | \$5,241,574 | \$5,458,626 | 4.14% | \$5,635,827 | 3.25% | | |
| JULY | \$4,865,530 | \$5,196,447 | \$5,439,682 | 4.68% | \$5,654,660 | 3.95% | | |
| AUGUST | \$5,245,798 | \$5,453,052 | \$5,696,527 | 4.46% | \$5,921,577 | 3.95% | | |
| TOTAL | \$59,476,653 | \$62,459,273 | \$64,617,378 | 3.46% | \$67,807,961 | 4.94% | \$40,925,721 | 2.99% |

**CITY OF LINCOLN
SALES TAX REFUNDS
2010-2011 THROUGH 2014-2015**

| | ACTUAL 2010-2011 | ACTUAL 2011-2012 | ACTUAL 2012-2013 | % CHG. FROM PRIOR YEAR | ACTUAL 2013-2014 | % CHG. FROM PRIOR YEAR | ACTUAL 2014-2015 | % CHG. FROM PRIOR YEAR |
|--------------|---------------------|---------------------|---------------------|------------------------------|---------------------|------------------------------|---------------------|------------------------------|
| SEPTEMBER | (\$55,500) | (\$263,004) | (\$119,857) | -54.43% | (\$80,176) | -33.11% | (\$44,232) | -44.83% |
| OCTOBER | (\$121,738) | (\$79,193) | (\$52,533) | -33.66% | (\$96,046) | 82.83% | (\$191,059) | 98.92% |
| NOVEMBER | (\$48,320) | (\$73,585) | (\$168,241) | 128.63% | (\$15,001) | -91.08% | (\$151,968) | 913.05% |
| DECEMBER | (\$12,388) | (\$5,982) | (\$187,607) | 3036.19% | (\$18,536) | -90.12% | (\$23,916) | 29.02% |
| JANUARY | (\$363,009) | (\$49,785) | (\$145,767) | 192.79% | (\$603,295) | 313.88% | (\$277,201) | -54.05% |
| FEBRUARY | (\$70,579) | (\$45,283) | (\$131,438) | 190.26% | (\$58,173) | -55.74% | (\$381,405) | 555.64% |
| MARCH | (\$485,268) | (\$59,857) | (\$385,142) | 543.44% | (\$169,963) | -55.87% | (\$69,314) | -59.22% |
| APRIL | (\$10,063) | (\$44,038) | (\$68,049) | 54.52% | (\$81,416) | 19.64% | (\$79,747) | -2.05% |
| MAY | (\$168,421) | (\$126,962) | (\$42,699) | -66.37% | (\$43,775) | 2.52% | | |
| JUNE | (\$104,492) | (\$75,618) | (\$57,679) | -23.72% | (\$81,809) | 41.83% | | |
| JULY | (\$73,768) | (\$52,331) | (\$95,902) | 83.26% | (\$116,801) | 21.79% | | |
| AUGUST | (\$3,563) | (\$111,293) | (\$27,656) | -75.15% | (\$49,577) | 79.26% | | |
| TOTAL | (\$1,517,108) | (\$986,931) | (\$1,482,570) | 50.22% | (\$1,414,568) | -4.59% | (\$1,218,842) | 8.57% |

Year to date vs.
previous year

**CITY OF LINCOLN
NET SALES TAX COLLECTIONS
2010-2011 THROUGH 2014-2015**

| | ACTUAL 2010-2011 | ACTUAL 2011-2012 | ACTUAL 2012-2013 | % CHG. FROM PR. YEAR | ACTUAL 2013-14 | % CHG. FROM PR. YEAR | ACTUAL 2014-15 | % CHG. FROM PR. YEAR |
|--------------|---------------------|---------------------|---------------------|----------------------------|---------------------|----------------------------|---------------------|----------------------------|
| SEPTEMBER | \$4,767,314 | \$4,542,250 | \$5,069,566 | 11.61% | \$5,350,895 | 5.55% | \$5,697,172 | 6.47% |
| OCTOBER | \$4,865,846 | \$5,127,466 | \$5,516,359 | 7.58% | \$5,644,359 | 2.32% | \$5,657,888 | 0.24% |
| NOVEMBER | \$4,889,920 | \$5,146,367 | \$5,026,408 | -2.33% | \$5,714,609 | 13.69% | \$5,721,474 | 0.12% |
| DECEMBER | \$4,695,792 | \$4,895,766 | \$5,063,144 | 3.42% | \$5,382,604 | 6.31% | \$5,713,868 | 6.15% |
| JANUARY | \$4,414,597 | \$5,026,227 | \$5,034,261 | 0.16% | \$4,959,233 | -1.49% | \$5,248,031 | 5.82% |
| FEBRUARY | \$5,850,307 | \$6,282,249 | \$6,092,554 | -3.02% | \$6,512,245 | 6.89% | \$6,421,242 | -1.40% |
| MARCH | \$3,933,528 | \$4,722,926 | \$4,692,772 | -0.64% | \$5,134,084 | 9.40% | \$5,326,954 | 3.76% |
| APRIL | \$4,411,735 | \$4,528,243 | \$4,613,747 | 1.89% | \$5,133,122 | 11.26% | | |
| MAY | \$5,205,614 | \$5,549,016 | \$5,612,398 | 1.14% | \$5,598,363 | -0.25% | | |
| JUNE | \$4,890,896 | \$5,165,956 | \$5,400,947 | 4.55% | \$5,554,017 | 2.83% | | |
| JULY | \$4,791,762 | \$5,144,116 | \$5,343,780 | 3.88% | \$5,537,859 | 3.63% | | |
| AUGUST | \$5,242,236 | \$5,341,759 | \$5,668,871 | 6.12% | \$5,872,000 | 3.58% | | |
| TOTAL | \$57,959,545 | \$61,472,341 | \$63,134,807 | 2.70% | \$66,393,390 | 5.16% | \$39,786,629 | 2.81% |

Year to date vs.
previous year

**PLANNING COMMISSION FINAL ACTION
NOTIFICATION**

TO: Mayor Chris Beutler
Lincoln City Council

FROM : Geri Rorabaugh, Planning

DATE : March 5, 2015

RE: Notice of final action by Planning Commission: March 4, 2015

Please be advised that on March 4, 2015, the Lincoln City-Lancaster County Planning Commission adopted the following resolutions:

Resolution No. PC-01437, approving Special Permit 12006A, with conditions, requested by Lancaster County AG Society, for excavation of soil on property generally located east of 4100 North 84th Street. .

The Planning Commission action is final, 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. SP12006A). The Resolution and Planning Department staff report are in the "Related Documents" under the application number.

F:\devreview\final action notices\cc\2015\030415

****ACTION BY PLANNING COMMISSION****

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, March 18, 2015, at 1:00 p.m., in Hearing Room 112 on the first floor of the County-City Building, 555 S. 10th St., Lincoln, Nebraska. 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, MARCH 18, 2015

Approval of minutes of the regular meeting held March 4, 2015. ****APPROVED: 6-0 (Harris abstained; Corr and Weber absent)****

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

COMPREHENSIVE PLAN CONFORMANCE AND RELATED ITEMS:

- Page 01 1.1 a Comprehensive Plan Conformance No. 15003, to review as to conformance with the 2040 Lincoln-Lancaster County Comprehensive Plan, the proposed declaration of surplus property generally located at North 12th Street and Y Street.
- Staff recommendation: Conformance with the Comprehensive Plan
Staff Planner: Paul Barnes, 402-441-6372, pbarnes@lincoln.ne.gov
Planning Commission Recommendation: CONFORMANCE WITH THE COMPREHENSIVE PLAN: 8-0 (Weber absent). Public hearing before City Council tentatively scheduled for Monday, April 6, 2015, 3:00 pm.**

Page 09 1.1b Change of Zone 15006, from P Public Use District to R-8 Residential District on property generally located at North 12th Street and Y Street.
Staff recommendation: Approval
Staff Planner: Paul Barnes, 402-441-6372, pbarnes@lincoln.ne.gov
Planning Commission Recommendation: APPROVAL: 8-0 (Weber absent). Public hearing before City Council tentatively scheduled for Monday, April 6, 2015, 3:00 pm.

Page 19 1.1c Special Permit No. 14008A, an amendment to expand the community unit plan boundary to include additional parking, including a request to waive the front and side yard setback requirements on property generally located North 12th Street and Y Street. ****FINAL ACTION****
Staff recommendation: Conditional Approval
Staff Planner: Paul Barnes, 402-441-6372, pbarnes@lincoln.ne.gov
Planning Commission 'final action': CONDITIONAL APPROVAL, as set forth in the staff report dated March 5, 2015: 8-0; (Weber absent). Resolution No. PC-01439.

MISCELLANEOUS:

Page 33 1.2 Street & Alley Vacation No. 15001, to vacate that portion of "L" Street right-of-way lying east of South 8th Street, west of South 9th Street and north of Rosa Parks Way, Lincoln, Lancaster County, Nebraska.
Staff recommendation: Conformance with the Comprehensive Plan
Staff Planner: Paul Barnes, 402-441-6372, pbarnes@lincoln.ne.gov
Planning Commission Recommendation: CONFORMANCE WITH THE COMPREHENSIVE PLAN: 8-0 (Weber absent). Public hearing before City Council tentatively scheduled for Monday, April 6, 2015, 3:00 pm.

2. REQUESTS FOR DEFERRAL:

3. ITEMS REMOVED FROM CONSENT AGENDA (Public Hearing and Administrative Action):

4. PUBLIC HEARING AND ADMINISTRATIVE ACTION

ANNEXATION AND RELATED ITEMS:

- Page 45
- 4.1a Annexation No. 15003, annexing approximately 59.72 acres, more or less, and adjacent right-of-way, generally located at South 84th Street and Van Dorn Street.
Staff recommendation: Approval
Staff Planner: Brian Will, 402-441-6362, bwill@lincoln.ne.gov
Planning Commission Recommendation: APPROVAL: 8-0 (Weber absent). Public hearing before City Council tentatively scheduled for Monday, April 6, 2015, 3:00 pm.
- Page 45
- 4.1b Change of Zone No.15005, from AGR Agricultural Residential District to R-1 Residential District, on property generally located at South 84th Street and Van Dorn Street.
Staff recommendation: Approval
Staff Planner: Brian Will, 402-441-6362, bwill@lincoln.ne.gov
Planning Commission Recommendation: APPROVAL: 8-0 (Weber absent). Public hearing before City Council tentatively scheduled for Monday, April 6, 2015, 3:00 pm.
- Page 73
- 4.1c Special Permit No. 872H, an amendment to the Firethorn Community Unit Plan to add approximately 42 single-family lots and an outdoor recreation facility that includes the sale of alcohol for consumption on the premises, all located west of South 91st Street, with requests to waive block length, setbacks, curve radius, curb and gutter, roadway width, roadway cross section, sidewalks, street trees and ornamental lighting on property generally located at South 84th and Van Dorn Streets. ****FINAL ACTION****
Staff recommendation: Conditional Approval
Staff Planner: Brian Will, 402-441-6362, bwill@lincoln.ne.gov
Planning Commission 'final action': CONDITIONAL APPROVAL, as amended and set forth in the staff report dated March 11, 2015, as revised on March 18, 2015: 8-0; (Weber absent).
Resolution No. PC-01440.

Page 97 4.1d Use Permit No. 107D, an amendment to the Firethorn Office Park to reconfigure the lot layout and slightly expand the area of the use permit, on property generally located at South 84th Street and Firethorn Lane. The Planning Commission action is final, unless appealed to the City Council.
****FINAL ACTION****

Staff recommendation: Approval
Staff Planner: Brian Will, 402-441-6362, bwill@lincoln.ne.gov
Planning Commission 'final action': APPROVAL, as set forth in the staff report dated March 3, 2015: 8-0; (Weber absent).
Resolution No. PC-01441.

Page 111 4.1e Use Permit No. 15005, to allow approximately 225,000 square feet of office floor area, with a waiver to setbacks, on property generally located at the southeast corner of South 84th and Van Dorn Streets.

Staff recommendation: Conditional Approval
Staff Planner: Brian Will, 402-441-6362, bwill@lincoln.ne.gov
Planning Commission Recommendation: CONDITIONAL APPROVAL: 8-0 (Weber absent). Public hearing before City Council tentatively scheduled for Monday, April 6, 2015, 3:00 pm.

5. CONTINUED PUBLIC HEARING AND ACTION

COUNTY SPECIAL PERMIT:

Page 125 5.1 County Special Permit No. 15006, to allow the development of the Coyote Ridge Addition Community Unit Plan (CUP), consisting of 9 single-family acreage lots, including a request to waive the cul-de-sac length, on property generally located at N.W. 70th Street and W. Rock Creek Road.

Staff recommendation: Conditional Approval
Staff Planner: Sara Hartzell, 402-441-6371, shartzell@lincoln.ne.gov
Planning Commission Recommendation: CONDITIONAL APPROVAL: 8-0 (Weber absent). Scheduling of public hearing before the Lancaster County Board of Commissioners is pending.

* * * * *

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

* * * * *

Adjournment

PENDING LIST: *None*

Planning Dept. staff contacts:

| | | | |
|---|--------------|-------|--|
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| Michael Brienzo, <i>Transportation Planner</i> | 402-441-6369 | | mbrienzo@lincoln.ne.gov |
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| Sara Hartzell, <i>Planner</i> | 402-441-6371 | | shartzell@lincoln.ne.gov |
| Brian Will, <i>Planner</i> | 402-441-6362 | | bwill@lincoln.ne.gov |
| Kellee Van Bruggen, <i>Transportation Planner</i> | 402-441-6363 | | kvanbruggen@lincoln.ne.gov |
| Ed Zimmer, <i>Historic Preservation Planner</i> | 402-441-6360 | | ezimmer@lincoln.ne.gov |

* * * * *

**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.**

* * * * *

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

ACCOMMODATION NOTICE

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.



Memorandum

Date: ♦ March 17, 2015
To: ♦ City Clerk
From: ♦ Amy Hana Huffman, Planning Dept.
Re: ♦ Administrative Approvals
cc: ♦ Mayor Chris Beutler
Planning Commission
Geri Rorabaugh, Planning Dept.

This is a list of the administrative approvals by the Acting Planning Director from March 10, 2015 through March 16, 2015:

Administrative Amendment No. 14081 to Special Permit 1271F, Trendwood 9th Community Unit Plan (CUP), approved by the Acting Planning Director on March 13, 2015, requested by REGA Engineering, to remove Outlot A, Trendwood 17th Addition from the CUP, on property generally located at S. 84th Street and Karl Ridge Road.

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weekly approvals City.wpd*

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

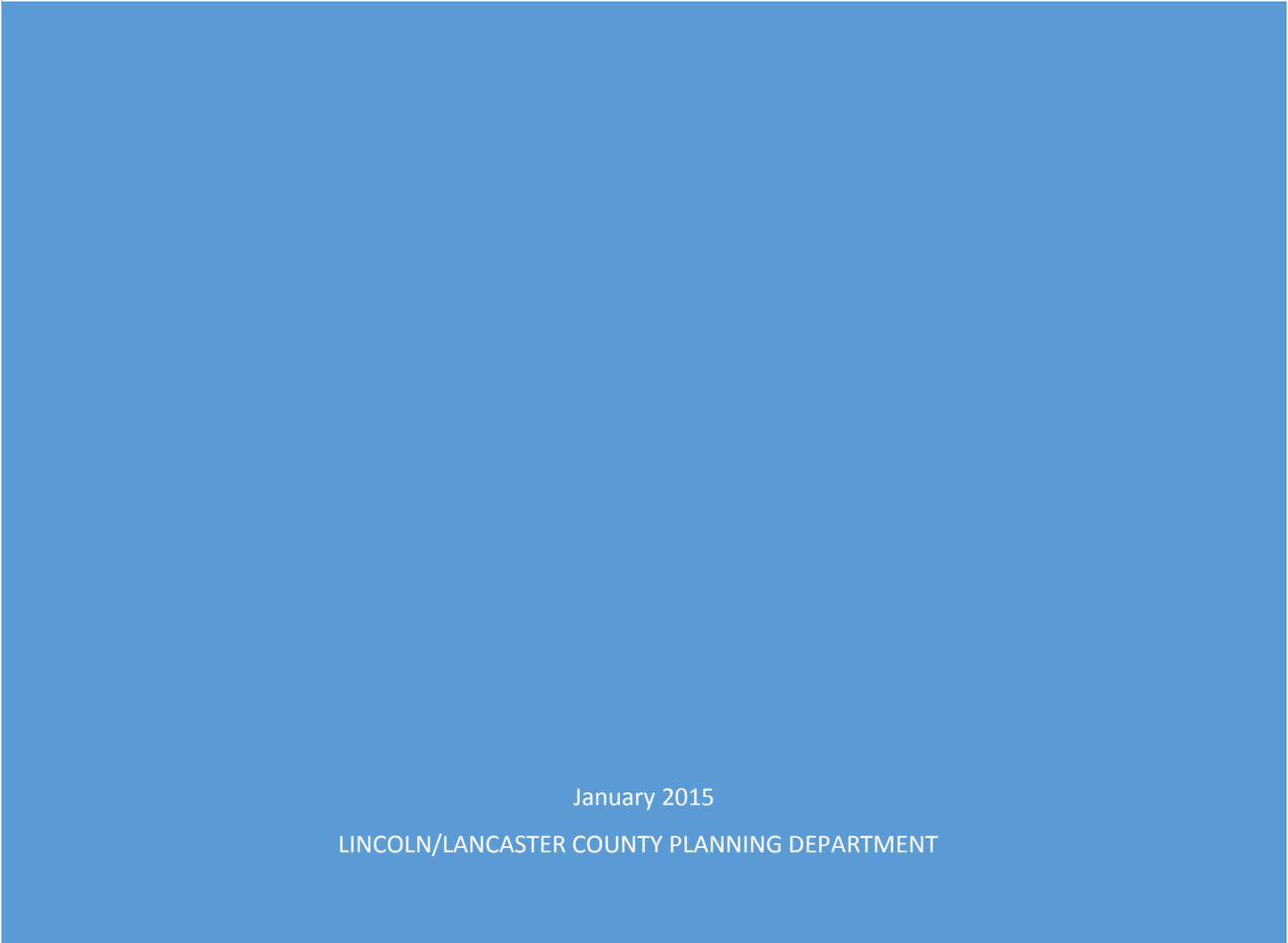




COMPLETE STREETS GAP ANALYSIS AND PRIORITIZATION STRATEGY

January 2015

LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT



Introduction

In September 2013, Mayor Beutler signed Executive Order 086476 which approved Administrative Regulation No. 35 establishing a policy for the development of Complete Streets. The purpose for this Executive Order/Administrative Regulation was to encourage the design and operation of a transportation system that is safe and convenient for all users, regardless of age, ability, or mode of transportation through the development of Complete Streets. The Complete Streets policy sets out to coordinate projects relating to the design, planning, construction, reconstruction, or rehabilitation of public and private streets, or development projects which would substantially impact or cause construction of public or private streets between City of Lincoln departments.

What are Complete Streets?

Complete Streets are public and private streets that include some combination of appropriate infrastructure, as determined by the surrounding context, that accommodate all modes of transportation, including private vehicles, mass transit, walking, and bicycling.

What is the Gap Analysis?

Part of the Administrative Regulation is to provide an Annual Report to the Mayor, the Pedestrian and Bicycle Advisory Committee and the StarTran Advisory Board which outlines the progress made toward implementing the Complete Streets policy. With the Administrative Regulation, a Complete Streets Committee was formed with the goal to evaluate current and future projects to ensure that all users are accounted for. The Complete Streets Committee is an interdepartmental group comprised of representatives from Planning, Public Works & Utilities, StarTran, Urban Development, Building and Safety, Parks and Recreation, and Health. One of the goals for the Complete Streets Committee in its first year of coordination, is to create a gap analysis and prioritization strategy. This strategy will help with project prioritization and selection on how to best spend funds that are allocated towards Complete Streets projects.

The Fiscal Year 2014/15 -2019/20 Capital Improvement Program (CIP) included, for the first time, a budget item for the Pedestrian and Bicycle Capital Program. In each programmed year, \$50,000 has been appropriated for "Complete Streets" type projects bringing the six year total to \$300,000 for projects that fit within the Complete Streets scope.

The gap analysis is a snapshot of the current system and outlines where gaps in the system are currently located. It is anticipated that the gap analysis study text and mapping will quickly become outdated as the transportation network changes and Complete Streets projects are installed. It is also important to note that the gap analysis and prioritization strategy is a supplemental work product to correlate with the completed Bicycle and Pedestrian Capital Plan, the forthcoming StarTran Transit Development Plan, the 2040 Long Range Transportation Plan, and the 2040 Comprehensive Plan.

In conjunction with the current snapshot, an online and interactive map has been launched. In an effort to keep the analysis from becoming stale, the online, interactive map will be a tool for the Complete Streets Committee to be updated as projects are completed, new data becomes available, or new gaps are identified. The online tool is accessible to the group for editing during meetings. A separate interface may be used for the public's use and information as Complete Streets project are selected and completed. The online tool currently looks like the screenshot on the following page.

The analysis tool is a GIS map created with layers that can be turned on and off and include the following data: *sidewalks; bike routes; signage; trails; transit stops and their amenities; bike parking; crash data; traffic counts; identified gaps in the system; and other useful data*. This is data that is discussed in its current state in this gap analysis. The online tool will consistently be updated and an online public version may be made available to show completed projects.

Along with identifying gaps in this study, a prioritization strategy is outlined at the end of this report. The prioritization strategy will evaluate the *crash data, project impact, location of a project, traffic volume, and other useful data*. The prioritization strategy will be used to consider projects from the gaps identified in this document/online tool.

Current System

The current system is analyzed by evaluating the sidewalk network, trails, on-street bike routes, bike route signage, bus routes and stops, and bike parking. Typically, motor vehicles are accounted for when planning various road projects, as single occupancy vehicles make up the largest mode to commute to work at 81.1 percent. According to the 2013 ACS three-year estimates commuting to work options are listed in the table below.

| Lincoln Commute | Percent |
|------------------------|----------------|
| Drove Alone | 81.1% |
| Carpooled | 9.1% |
| Public Transportation | 1.4% |
| Walked | 2.7% |
| Bicycle | 1.8% |
| Taxi/Motorcycle | 0.7% |
| Worked at Home | 3.2% |

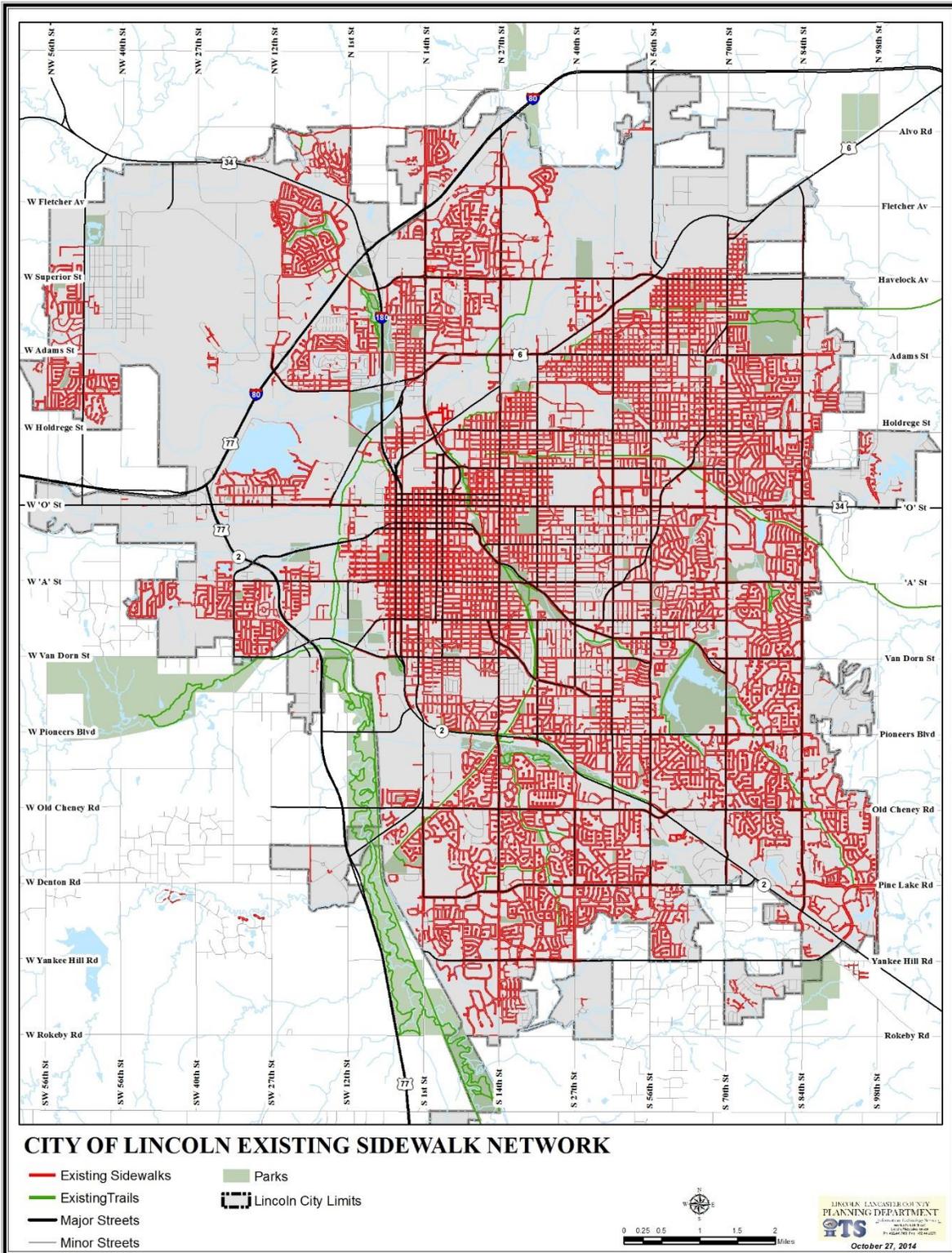
Complete Streets acknowledges the single occupancy vehicle commute for various trips but strives to implement Complete Streets where it makes sense. Complete Streets are ideal in areas where people have access to sidewalks, trails, bus routes, and amenities for those facilities.

Sidewalks

The existing sidewalk network was evaluated in 2013. There have been installations of additional sidewalks to fill in gaps and there is additional planned work on the sidewalk system in the city. As information becomes current, the sidewalk network will be updated in the online tool, most notably when new aerial photography becomes available (approximately every three years). There is a fairly comprehensive sidewalk network within city limits since the City has for several years required new development to include sidewalks on both sides of the street. As is noted in the Bicycle and Pedestrian Capital Plan, many of the older areas of the City are experiencing sidewalks that have developed cracks and heaving pavement and require maintenance, which can be particularly difficult for those with disabilities. The City of Lincoln is responsible for the maintenance and repair of sidewalks on arterial roads. On page 3 is a map depicting the sidewalk network based on 2013 aerials.

Recently, the City announced their progress on addressing a large backlog of sidewalk repairs. Since March 2014, the equivalent of 7.5 miles of sidewalks have been repaired or replaced. The rest of the sidewalk improvement backlog is scheduled to be eliminated by the end of 2015. In addition to the sidewalk repairs since March 2014, 250 sidewalk curb ramps have been repaired or installed throughout the City of Lincoln to ensure safe and convenient access for residents. In an effort to prevent any future backlog, the Mayor has stated that the City continues to work on an ongoing funding source for sidewalk maintenance and repair because of the important role sidewalks have in Lincoln. This effort was funded with roughly \$6.5 million from “certifications of participation,” Federal Transit Authority, Neighborhood Focus Area funding, and the Capital Improvement Program (CIP). The latest budget/CIP has increased the amount for sidewalk repair from \$500,000 annually to \$1 million.

Sidewalks



Trails

The City of Lincoln's trails network is a great asset to the community. With approximately 131 miles of hard surface and crushed rock trails, the trail network will get you across and around town. The City of Lincoln is always updating and working on connecting the public with trail access with 94 percent of residents having access to a trail within one mile of their home. The City of Lincoln, along with other bicycle advocacy groups, have been working on developing the trail system since 1978, when the Billy Wolff Trail was constructed. The Bicycle and Pedestrian Capital Plan, 2040 Comprehensive Plan, and the 2040 Long Range Transportation Plan identify the opportunity to improve and expand upon the existing trail network. In the fall of 2014, the American Planning Association (APA) awarded the Lincoln Trails Network a "Great Places In America: Public Space."

With a large trail network and an estimated 2 million users per year, the trails are in need of regular maintenance and upkeep. The City of Lincoln has an active bicycling presence that reports on maintenance needs and the Lincoln Parks and Recreation Department is quick to review the complaint and proceed with repairs/upkeep.

The trails have provided a strong framework for the bicycle network; however, it is not necessary or feasible to have trails connect every part of the city. In instances where there is not adequate right-of-way available to add in a separated trail, bike lanes and on street bike routes have been utilized to connect the system.

Bike Routes and Lanes

The on-street bike routes (refer to map on page 5) provide the local grid to connect the resident with their destinations and the trail system. Bike Routes are located on residential streets and low volume collector roadways where the automobile and bicyclist share the travel lane. These facilities are signed with bike route signs on both sides of the street at approximately five per mile or when a bike route might begin, end, turn on to an intersecting street, or intersect with another bicycle facility.

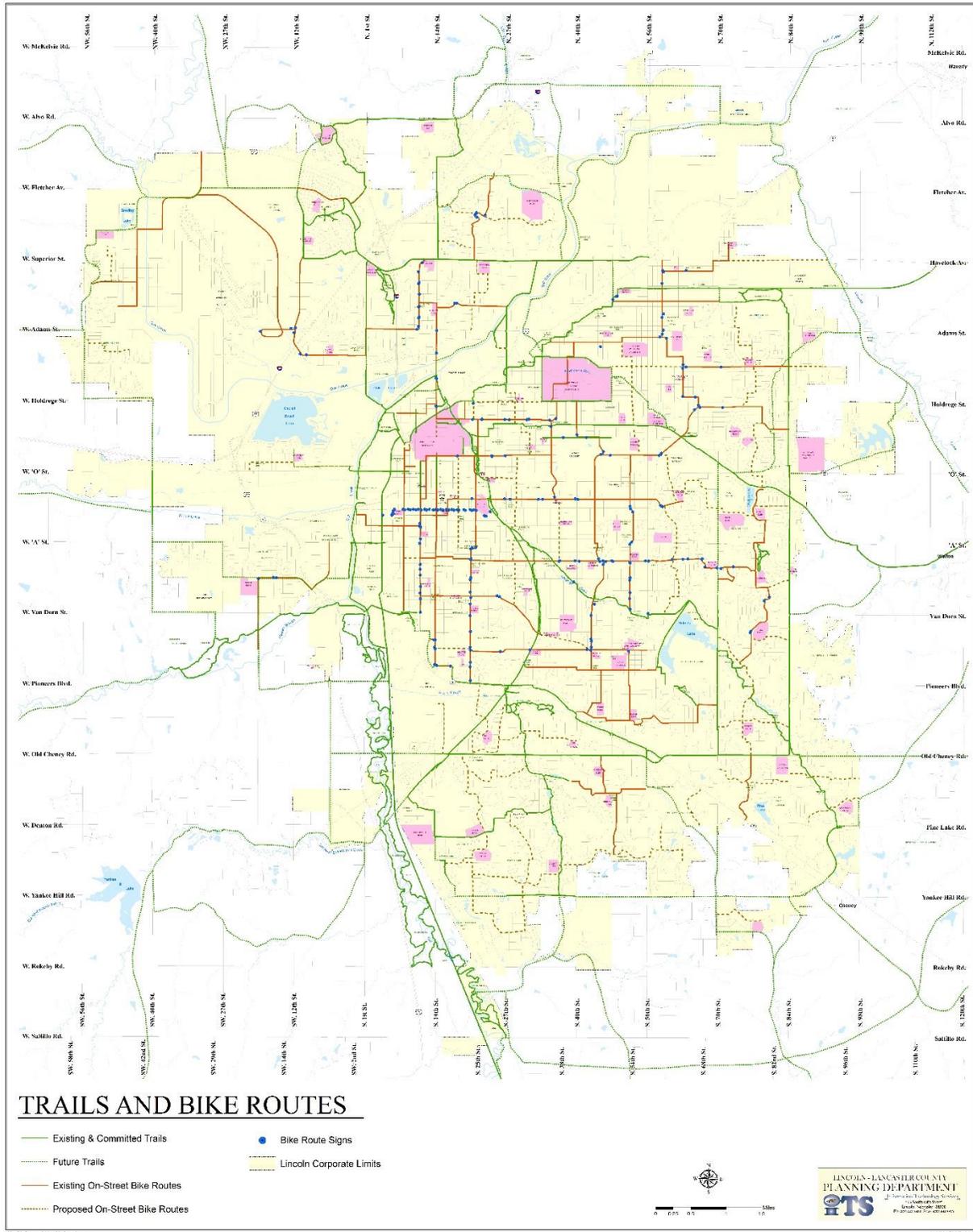
Many of the existing bicycle routes have been neglected and have missing signs and route designations. There are also many areas of the City where bicycle routes are missing. This lack of a maintained bicycle network limits bicycle mobility and travel.

The Pedestrian and Bicycle Advisory Committee formed a subcommittee that reviewed the current and proposed bike routes. The committee made suggestions regarding the prioritization for bike route signage. Routes were selected that would get users in and out of the downtown area efficiently, in and out of East Campus, and other key areas around the community. The Pedestrian and Bicycle Advisory Committee will review the subcommittee recommendation and provide a formal list to the Complete Streets Committee.

A bicycle lane is a bikeway on a portion of a street that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicycles. The City of Lincoln currently has bike lane markings on 11th and 14th Streets in the downtown and areas south of downtown. The bicycle lanes give some visibility to the users; however, there are some safety concerns between bicyclists and motorists who find the bicycle lanes confusing and do not understand how to interact or safely cross in-between lanes of traffic. There are also some limitations to additional bike lanes on exiting streets where pavement widths are not large enough to accommodate delineated lanes.

The city of Lincoln has bid out the N Street protected bikeway project and will be undertaking construction in the spring of 2015. This facility will provide physical separation through the use of raised curb and landscaping to keep cyclists separated from automobiles. The N Street project is expected to be installed from the Billy Wolff trail (approximately 22nd Street) to the Arena Drive trail. This will make an important east/west connection into, through, and out of downtown Lincoln that is not available to the bike network today.

Trails and Bike Routes/Lanes



Transit Routes and Stops

StarTran operates 19 bus routes on weekdays and 12 routes on Saturdays with no Sunday service. StarTran identifies most stops on each route with a blue and green bus stop sign; currently, the bus will stop at all corners outside the downtown loop. This policy is under discussion in the update of the Transit Development Plan.

StarTran is at the beginning stages of updating the Transit Development Plan to evaluate their service. The last Transit Development Plan was completed in 2007. Based on the recommendations by the consultant, StarTran may implement those that will improve service to their clients. The routes will also receive fixed bus stop recommendations. The data in the Transit Route and Stops (refer to map on page 7) will be in need of updates once the Transit Development Plan has been completed and implemented. The online mapping tool will be updated with any route changes and bus stop updates. The Complete Streets Committee will evaluate the updated information and look for new gaps in the system and reprioritize project funding.

Bike Parking

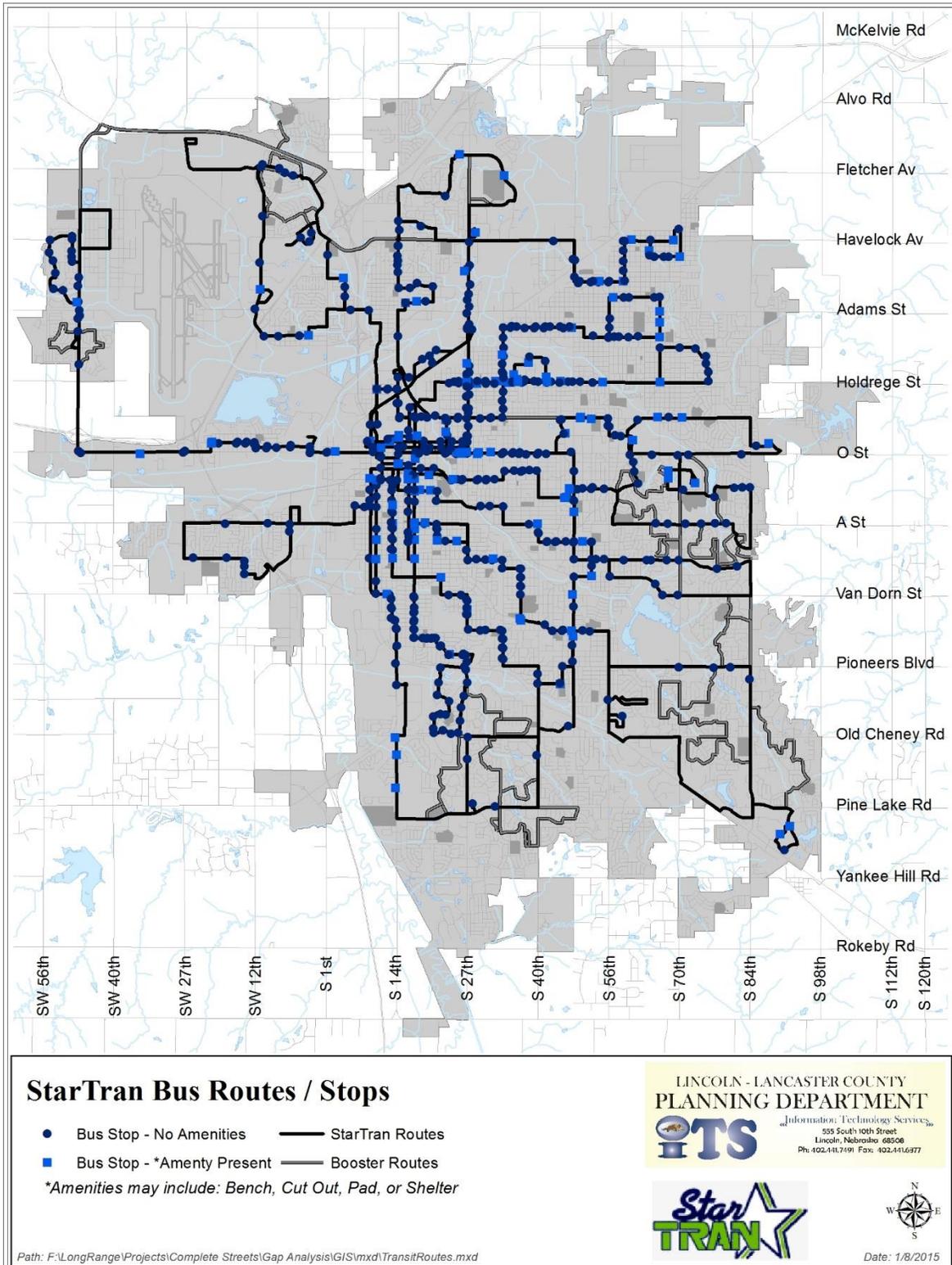
Convenient and secure bicycle parking should be provided at the destination end of a trip. Inadequate bicycle parking facilities and fear of theft are major deterrents to bicycle transportation. A sufficient supply of effective bicycle parking requires a properly designed rack in an appropriate location for the type of use. Bicycle racks should be highly visible so bicyclists can spot them immediately when they arrive from the street. A visible location also discourages theft and vandalism.

There are many types of bicycle racks and lockers available. Some are suitable for certain situations but not others, and some designs are unsuitable anywhere. There are two general categories of bicycle parking requirements: long-term and short-term.

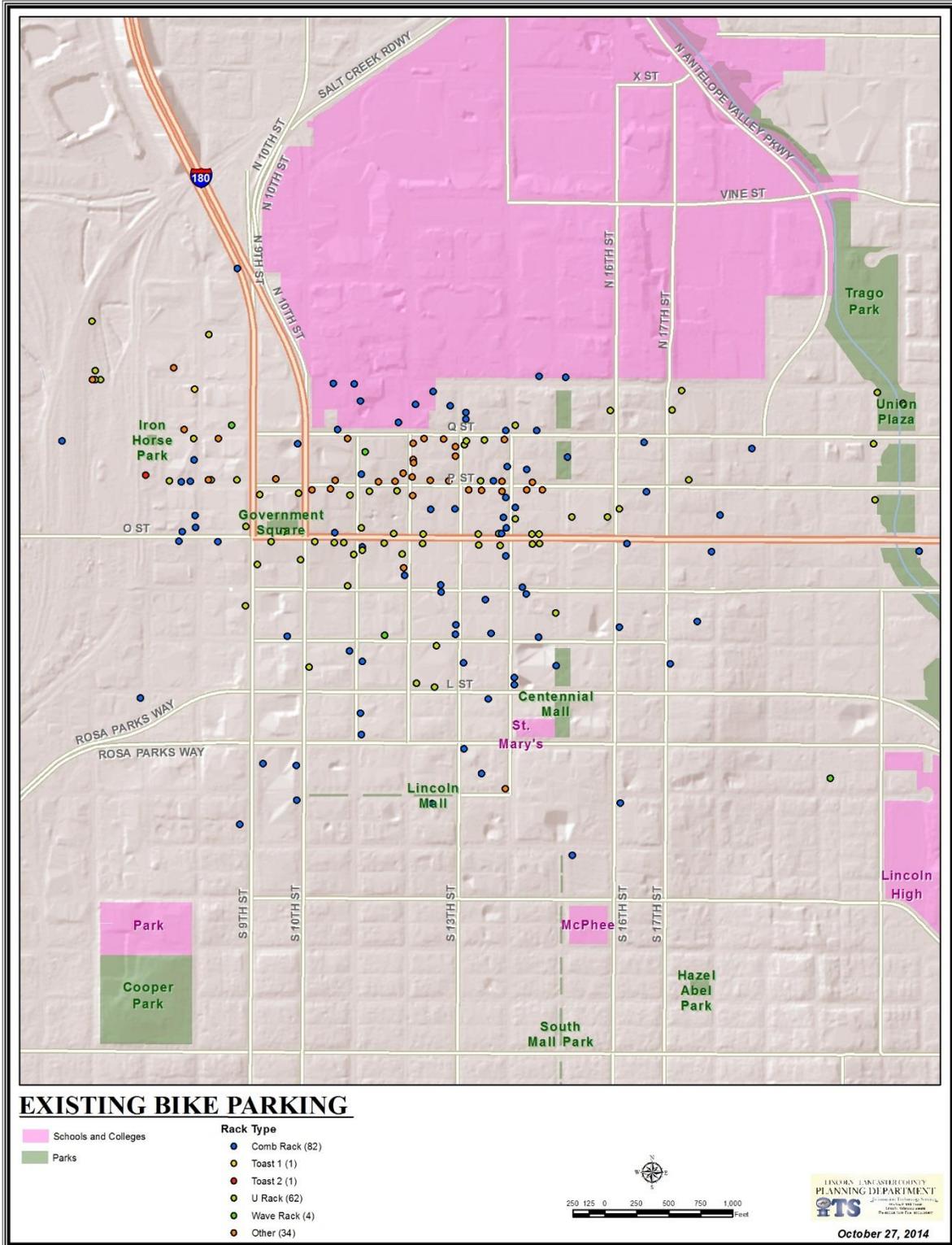
Urban Development Parking Services is currently taking an inventory of bike racks, lockers, storage that is housed within all public parking garage facilities. Parking Services has made bike parking a priority in all of their garages. Parking Services has noted that they would also like to transition away from single space to multi-space parking meters using license plate recognition technology for enforcement. Shifting away from the single space meters will provide opportunities to place bike racks at the old parking meter post locations. While this project is not a top priority for Parking Services, they would like to see implementation to a multi-space system in the next five years.

An assessment of bicycle parking in the downtown area was done in 2013 and can be seen in the Bicycle Parking map on page 11. While there is a fair amount of bicycle parking spread throughout the downtown area, there is a need for additional spaces to meet the demand as well as a need to upgrade the quality and locations of the racks. There is also a need to reevaluate the downtown parking to not only identify where parking locations are, but to determine the amount of bicycle parking available at each location.

Bus Routes and Stops



Bike Parking



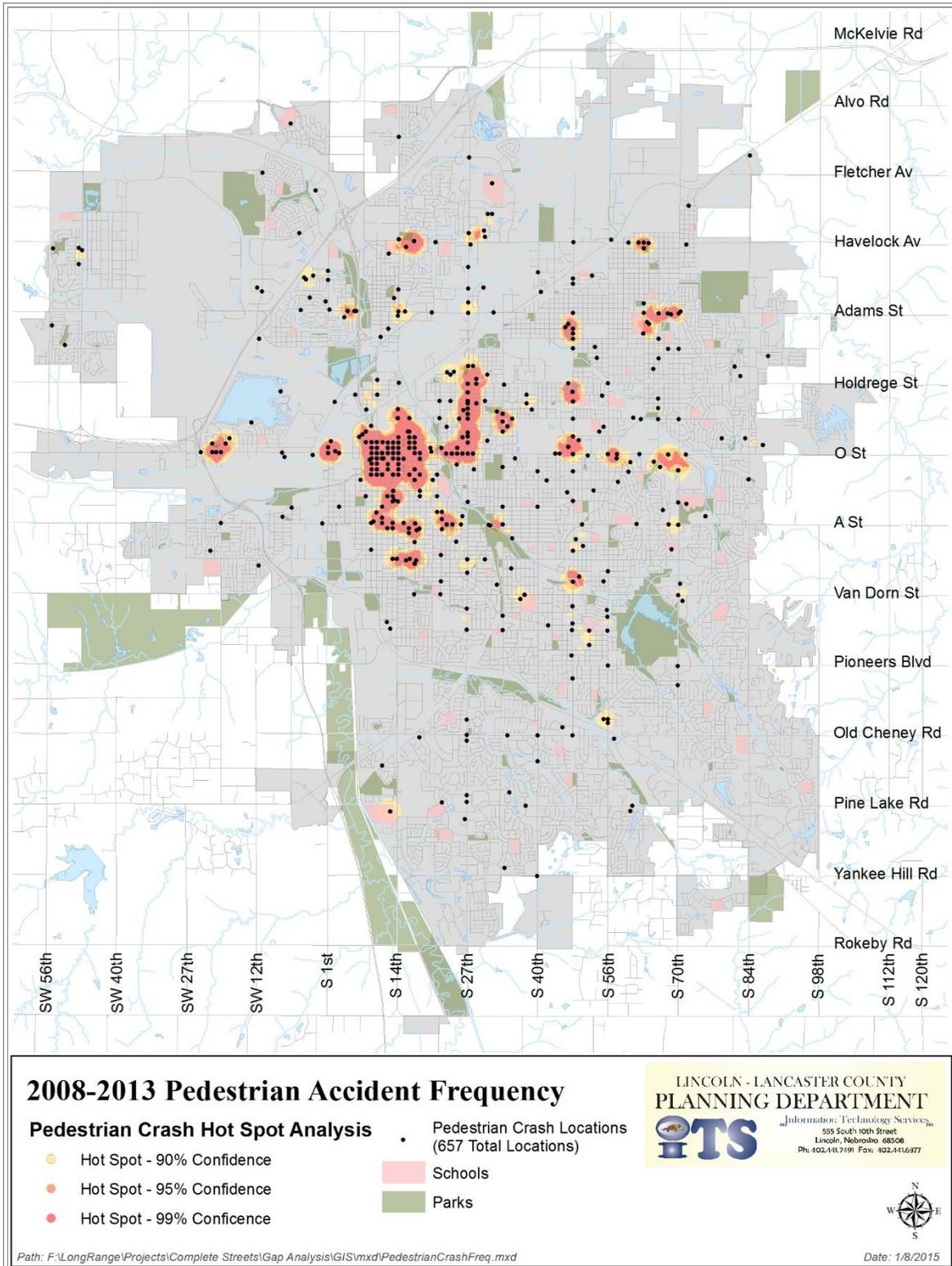
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Crash Data

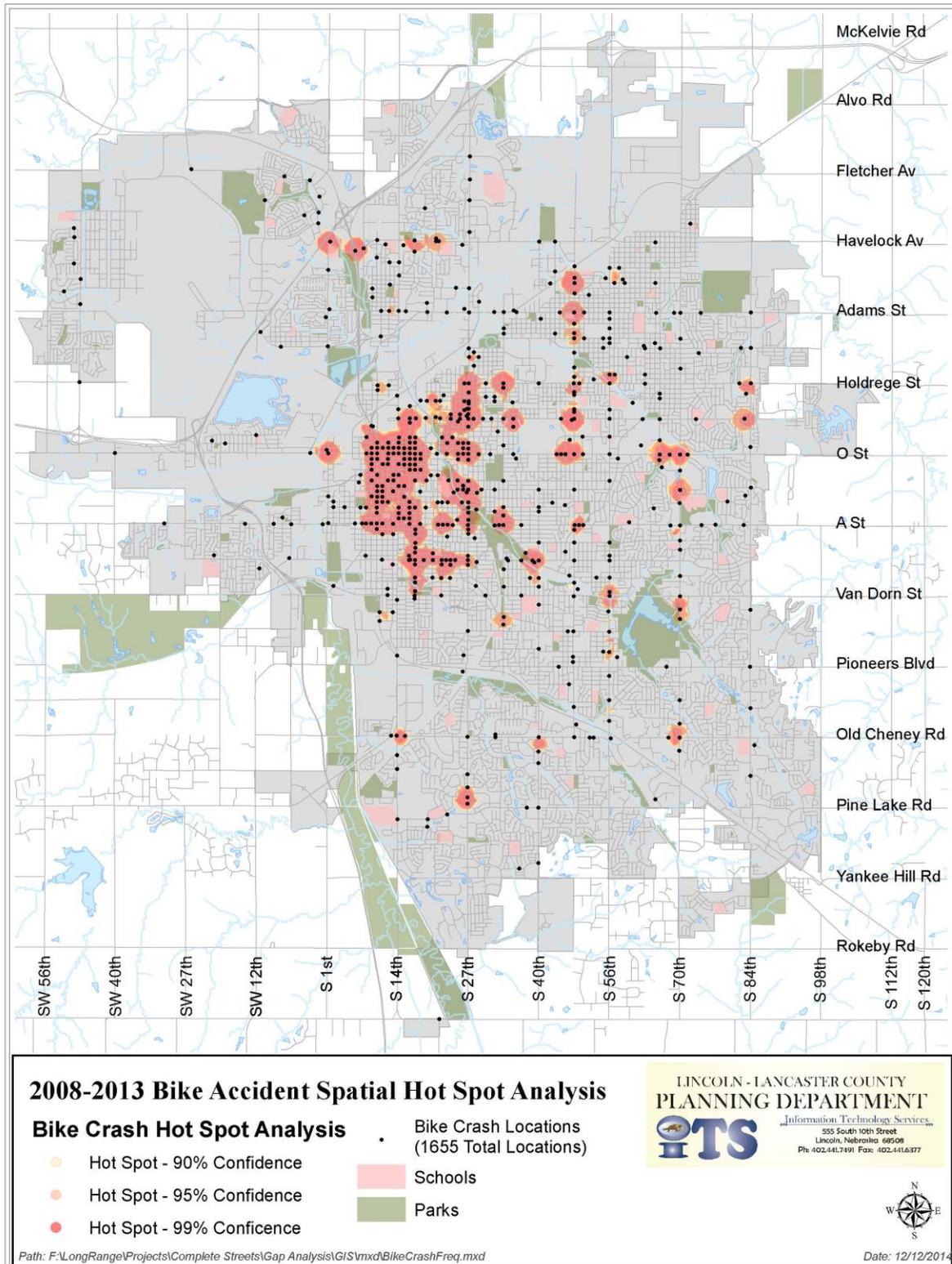
Crash data from 2008 – 2013 was evaluated for both pedestrian and bicycle frequency (as shown in maps on page 10 and 11). A Hot Spot Analysis was conducted on the 2008 – 2013 data to assess areas of frequency where crashes were occurring. The Hot Spot Analysis tool calculates the Getis-Ord G_i^* statistic for each feature in a data set. The Getis-Ord G_i^* statistic identifies those clusters of points with values higher in magnitude than you might expect to find by random chance. Based on the G_i^* statistic, each feature in the dataset has a z-score. Those with a higher z-score indicates a more intense clustering of high values, or hot spots. Those areas with a lower z-score indicate a clustering of lower values.

Each point on both the pedestrian and bicycle crash maps indicate a crash location. Values for each point can vary between one crash and 18 crashes. The hot spot layer underneath the points indicate the level of frequency of crashes in each map.

Pedestrian Crash Frequency



Bicycle Crash Frequency



Gaps in the Current System

The gaps in the current system were evaluated by the Complete Streets Committee in order to determine the first round of funding for Complete Streets type projects to move forward with implementation. The following list is taken mostly from input by the Bicycle and Pedestrian Capital Plan recommendations, the Complete Streets Committee and the Pedestrian and Bicycle Advisory Committee input.

Sidewalk connections to schools

- West side of South 40th Street south of Highway 2 from Sweetbriar to Wildbriar
- Cornhusker Highway from North 11th Street to North 1st Street
- West side of South 27th Street from Tipperary Trail to Jameson
- Near Holmes Elementary School, North of A Street, install sidewalk along the east side of Fall Creek Road
- Near Lakeview Elementary, install a sidewalk along the north side of P Street from Capitol Beach Blvd. and Bell Street
- Near Pershing Elementary, install a sidewalk on the east side of 65th Street across from the school site between Knox Street and Fremont Street
- Near Randolph Elementary, install a north/south sidewalk on the west side of 38th Street between A and D Street
- Near Rousseau Elementary, install a sidewalk along the north side of Calvert Street west of Hanson Drive
- Near West Lincoln Elementary, install a sidewalk on the south side of Nance Ave east of the school between 4th and Chester Street
- South side of A Street from SW 24th Street to SW 38th Street

Sidewalk connections to trails

- Washington Street within the existing ROW (Rock Island) 120 feet
- Everett Street within the existing ROW (Rock Island) 50 feet
- Arlington Street within existing ROW (Rock Island) 50 feet
- Franklin Street within existing ROW (Rock Island) 70 feet
- Unimproved pedestrian easement between 2626 and 2640 Colonial Drive (Rock Island) 200 feet
- 29th Street within existing ROW (MoPac) 85 feet on south and 35 feet on north
- Fontenelle Street within existing ROW (MoPac) 100 feet
- 45th Street within existing ROW (MoPac) 50 feet on north and 45 feet on south
- North 48th Street - potential for a switchback to get direct access to 48th Street? (MoPac) 225 feet (estimate)
- North 52nd Street within existing ROW (MoPac) 45 feet to the north
- East of 84th Street to the YMCA soccer fields to the north - land owned by LPS, length is undetermined, grades may be an issue (MoPac) 660 feet (estimate)
- West of North 84th Street - potential for switchback to get direct access to 84th Street? (Murdock) 225 feet (estimate)
- Dunn Avenue within existing ROW (Helen Boosalis) 15 feet to the north

Bike Route Signage

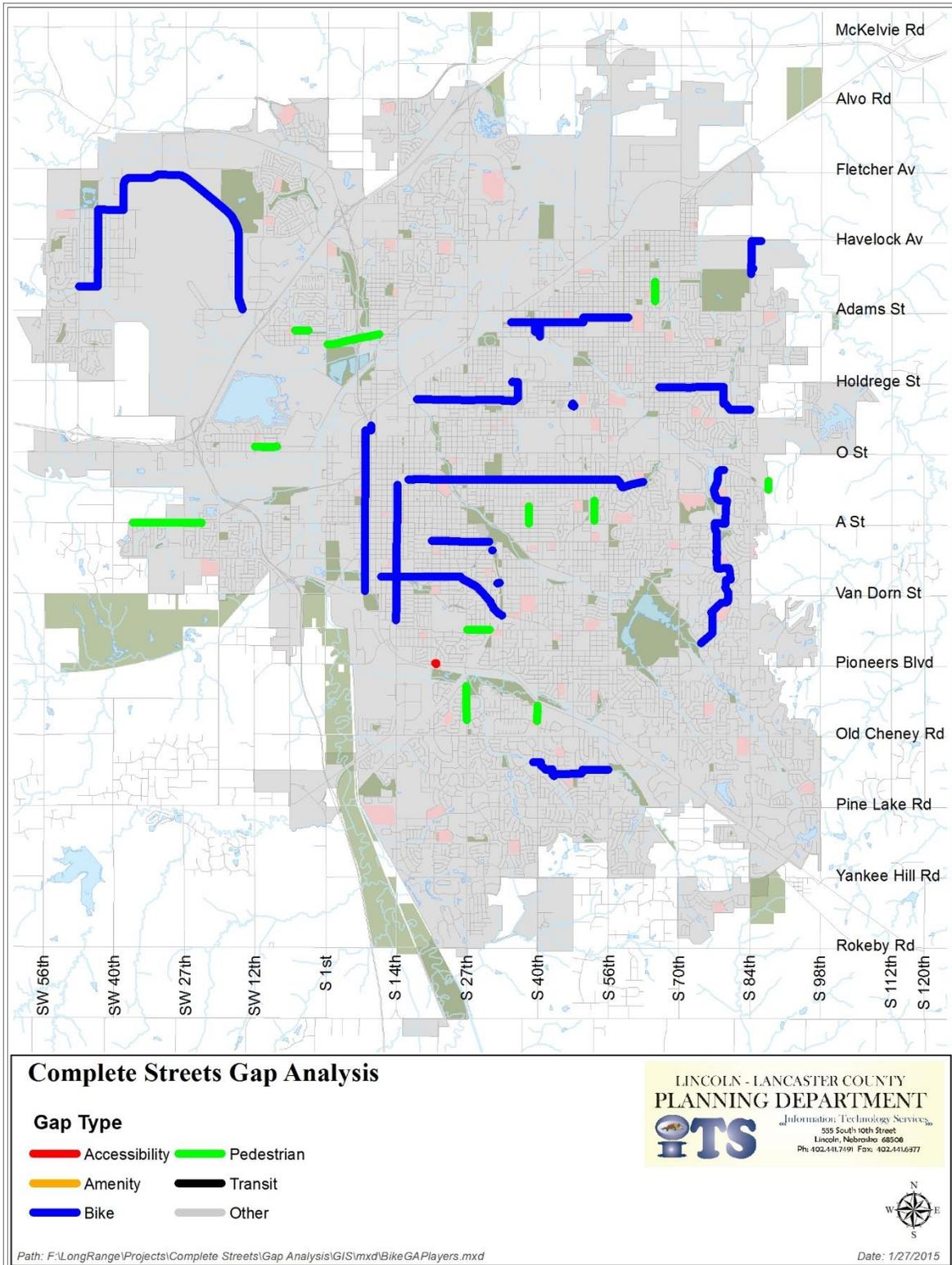
- J Street (existing bike route with some signage) additional signage
- 8th Street (existing bike route with no signage)
- 14th Street (existing bike route with some signage) additional signage south of bike lanes
- Y Street (existing bike route with some signage) additional signage
- N 41st/Madison/N 50th/Cleveland (existing bike route)
- N 40th Street (existing bike route with some signage) additional signage
- West portion of Sumner (existing/proposed bike route)
- Sheridan (existing/proposed bike route) additional signage
- Air Park Rd/NW 44th/W Cuming/NW 38th/North Park Rd (existing bike route)
- Starr St/N79th/E Avon Ln (existing bike route with some signage) additional signage
- Faulkner Dr/Browning St/Crooked Creek Dr/Birch Hollow Dr/London Rd (existing bike route)
- Hazelwood Dr/Cottonwood/A St/S 77th/Lake/Devoe/S 79th/S 77th (existing bike route with some signage) additional signage

Trail connections

- Murdock Trail to the Lancaster County Event Center

A map with the identified gaps can be found on page 16 of the analysis. These projects are also identified on the online tool with additional information. As projects are selected, they will be marked accordingly on the online tool. Again, the gap analysis tool will be constantly updated with information as it becomes available and gaps will either be chosen as completed or as a new gap with the opportunity for improvements.

Complete Streets Identified Gaps



Prioritization Strategy

The Complete Streets Committee has reviewed the information presented in the gap analysis portion of the study and has made a recommendation on how to evaluate the information to prioritize projects. The committee will review possible projects on an annual basis and determine which projects will move forward to be funded. During the first round of Complete Streets funding, needs were discussed at several meetings and various projects were presented to the group. The committee then discussed the projects, identified costs for individual projects, and an agreement was met on how to best spend the limited funding to make an impact.

Each project will be evaluated on the cost of the project, crash data, the existing environment (population, terrain, school proximity), who the project would benefit, and the location of the project to ensure that the funding for Complete Streets projects is not concentrated in a single or only a few areas of the community.

Conclusion

The first and second year of funding have been selected with the \$50,000 annually allocated to the Complete Streets projects. The current projects selected attempt to identify projects geographically around the community. The projects include:

- Arlington Street (north side) connection to the Rock Island Trail – estimated cost \$16,000
- Dunn Avenue (west side) ADA and connection to Helen Boosalis Trail – estimated cost \$11,000
- 29th Street (north side) connection to the MoPac Trail – estimated cost \$34,000
- 52nd Street (east side) connection to the MoPac Trail – estimated cost of \$20,000
- Bike route signage along priority routes - \$10,000
- Bike racks around the community - \$3,000

The selected projects adds up to a total cost of \$94,000. Initially these projects were selected to be completed in the first year of the Capital Improvement Program. Unfortunately, the costs of project implementation are expensive which makes closing the gaps in the transportation network a slow process. Ideally, in the future, there will be a greater effort to increase the amount of funding to complete these type of projects to adequately meet the demand for funding.

The Gap Analysis is a snapshot of the current system and its needs. There will be an ongoing effort to maintain and update the information included in the study. In order to identify and fund projects that work to close the gaps in the transportation network for all users, the information should be concise and present an accurate picture of how the network functions. The online tool will be maintained and used by the committee to continue discussions on network gaps and to help inform the public as to how the funds allocated to Complete Streets projects are being utilized.

MEMORANDUM

TO: Mayor Chris Beutler
Pedestrian and Bicycle Advisory Committee
StarTran Advisory Board

CC: Miki Esposito, Director of Public Works and Utilities
David Cary, Acting Director of Planning
Chad Blahak, Director of Building and Safety
Judy Halstead, Director of Health
Lynn Johnson, Director of Parks and Recreation
David Landis, Director of Urban Development
City of Lincoln, City Council
Lincoln-Lancaster County Planning Commission

FROM: David Cary, Long Range Planning Manager/Acting Director
Prepared by Kellee Van Bruggen, Transportation Planner

SUBJECT: Complete Streets – 2014 Annual Report

DATE: March 18, 2015

Purpose and Background

On September 12, 2013, Mayor Beutler signed Executive Order (EO) No. 086476 and Administrative Regulation (AR) No. 35 establishing a policy for the development of Complete Streets. This EO/AR was also endorsed by the Urban Development Department, Public Works and Utilities Department, Planning Department, Parks and Recreation Department, Health Department and the Building and Safety Department.

According to the EO/AR, the Planning Department, in conjunction with other departments, is responsible to provide Mayor Beutler, the Pedestrian and Bicycle Advisory Committee (PBAC) and the StarTran Advisory Board with an annual report. Specifically, the EO/AR states:

The Planning Department, in conjunction with all City departments, shall provide an Annual Report to the Mayor, Pedestrian and Bicycle Advisory Committee and StarTran Advisory Board which outlines the progress made toward implementing this policy. The Annual Report may include the review of all current street standard plans, guides, regulations and standard drawings, and the identification of barriers to the development of Complete Streets.

The purpose of the annual report is to update the Mayor, PBAC and the StarTran Advisory Board as to the work Staff is doing to implement the EO/AR. This annual report covers the efforts undertaken by the Implementation Team during 2014.

Implementation Team

| | |
|-----------------------------|--|
| <i>Coordinator:</i> | <i>Kellee Van Bruggen (Planning Dept.)</i> |
| Public Works and Utilities: | Thomas Shafer, Lonnie Burklund |
| Parks and Recreation: | Terry Genrich |
| StarTran: | Brian Praeuner |
| Planning: | David Cary, Steve Henrichsen |
| Urban Development: | Wynn Hjermsstad |
| Health: | Mike Heyl, Chris Schroeder |
| Building and Safety: | Terry Kathe |

Work Tasks / Accomplishments

Complete Streets Meetings

During 2014, the Complete Streets Committee held a total of 14 meetings to discuss current and ongoing projects which have been outlined in this annual report.

Peer City Review on Prohibited Use of Skates, Skateboards, Coasters, and Toy Vehicle Ordinance

The Complete Streets Committee reviewed the proposed update to Ordinance 10.24.010 which was seeking to expand the prohibited use boundary in the downtown/West Haymarket district. The Peer City review compared Ordinance 10.24.010 to similar ordinances in eight other communities including: Denver, CO; Omaha, NE; Minneapolis, MN; Madison, WI; Kansas City, MO; Iowa City, IA; Des Moines, IA; and Ann Arbor, MI. Given that skateboarding has become a popular transportation option, it was determined that it may no longer be reasonable to ban skates, skateboards, coasters, and toy vehicles from areas near campus, especially where new off-campus housing is currently being constructed. After a discussion with the City Attorney and the Lincoln Police Department, the committee requested changing the ordinance to reflect the ban of certain behaviors that lend to property damage, over an outright ban. The committee will be evaluating the bike prohibition aspect as suggested in the peer city review.

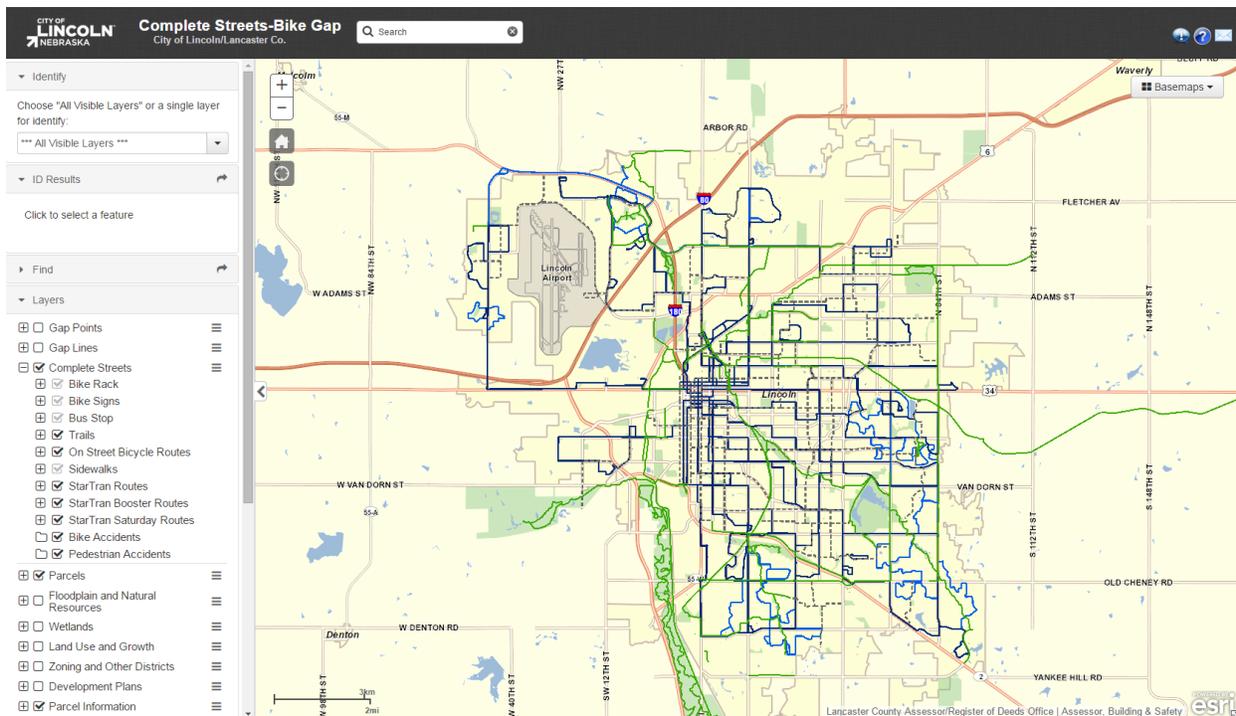
Bike Parking

The Complete Streets Committee discussed bicycle parking in public garages and on-street. Wayne Mixdorf, City of Lincoln's Parking Manager, presented current bike rack locations housed within parking garages. Mr. Mixdorf noted that Parking Services would conduct an internal review of available space in parking garages and install bike parking where accessible. A bike rack inventory on streets and private property in the downtown area was completed to understand additional bike parking needs.

Gap Analysis

In order to understand available information affecting the implementation of Complete Streets, the Team identified studies and plans which have been conducted that could be used to help inform the project review process. Although there are many studies which have been done, it is not clear how all of the different networks (auto, transit, freight, pedestrian and bicycling) are intended to tie together. While the Long Range Transportation Plan (LRTP) and Comprehensive Plan both provide great background, they do not provide the detail necessary to identify where links need to be made or identify priority corridors for specific modes. Similarly, the Bicycle and Pedestrian Capital Plan provides a good introduction but lacks a complete integration of the different modes. Particular informational deficiencies were noted in the area of the pedestrian and bicycling network and how these networks can better work with transit and auto networks to improve overall transportation system efficiency. To address this, the Complete Streets Committee drafted a Complete Streets Gap Analysis and Implementation Strategy that was later approved in January 2015. The gap analysis is a snapshot of the current transportation network and outlines where gaps in the system are currently located. In conjunction with developing the written study, an online and interactive map was launched. The map is a tool for the committee as it can be updated as projects are completed, new data becomes available, or new gaps are identified. (Please see the Gap Analysis Study attached to this Annual Report)

Online Analysis Tool



Project Selection

As a part of the Gap Analysis, a project prioritization strategy was discussed. The committee will review possible projects on an annual basis and determine which projects will move forward to be funded.

The Fiscal Year 2014/15 – 2019/20 Capital Improvement Program (CIP) included for the first time a budget item for Pedestrian and Bicycle Capital Program. In each programmed year, \$50,000 has been appropriated for “Complete Streets” type projects bringing the six year total to \$300,000 for projects that fit within the Complete Streets scope. The current projects selected by the committee include:

- Arlington Street (north side) connection to the Rock Island Trail – estimated cost \$16,000
- Dunn Avenue (west side) ADA and connection to Helen Boosalis Trail – estimated cost \$11,000
- 29th Street (north side) connection to the MoPac Trail – estimated cost \$34,000
- 52nd Street (east side) connection to the MoPac Trail – estimated cost of \$20,000
- Bike Route Signage along priority routes - \$10,000 allocated
 - o 8th St, 14th St, J St, Y St, Idylwild Dr, 40th St, and Sheridan Blvd
- Bike Racks - \$3,000 allocated

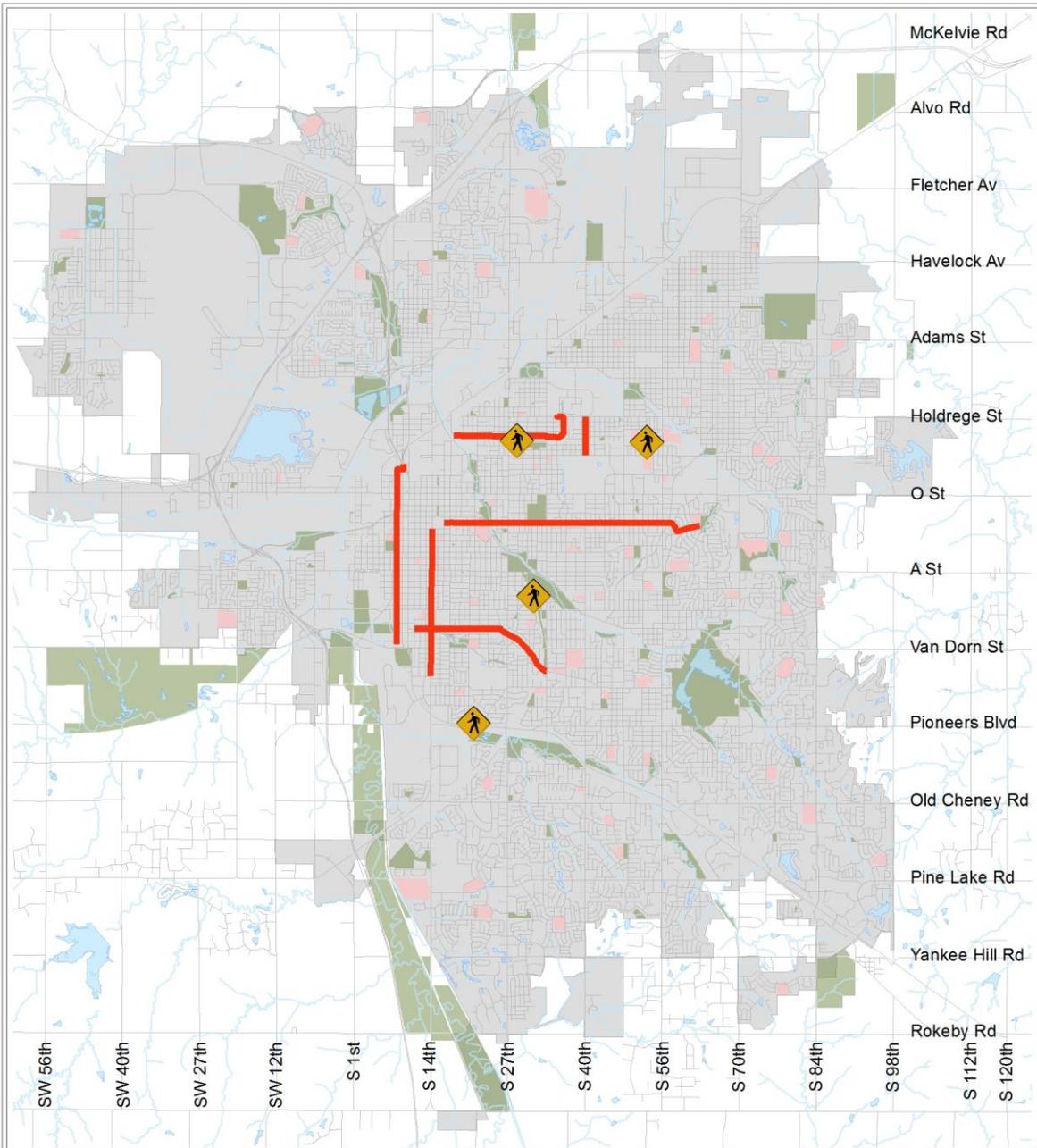
The selected projects adds up to a total cost of \$94,000. Initially these projects were selected to be completed in the first year of the CIP; unfortunately, the costs of project implementation were expensive. Since each of the projects selected were identified as a need, the projects will be done using the first and second year of funding to complete. The leftover \$6,000 will account for any overages on the selected projects. Remaining funds will most likely be used towards lower cost items such as bike route signage and bike racks. A map of the first/second year projects is located on the next page.

StarTran Transportation Development Plan

Multiple staff members from the Complete Streets Committee participated in the consultant selection for the StarTran Transit Development Plan (TDP). Members of the Complete Streets Committee are also members of the TDP project committee. Progress on consultant selection and the development of the plan have been and will continue to be discussed during meetings.

N Street Protected Bikeway

Regular updates and discussion on the N Street protected bikeway project were held during Complete Streets meetings. As the project moves forward through construction, regular updates will continue to be discussed.



2015 - 2016 Complete Streets Gap Analysis

- Bike Route Signs Project
-  Neighborhood Connections to Trails

**Funded bicycle parking is undetermined at this time*

LINCOLN - LANCASTER COUNTY
PLANNING DEPARTMENT
 Information Technology Services, Inc.

 305 South 10th Street
 Lincoln, Nebraska 68508
 Ph: 402.441.7191 Fax: 402.441.6977



Path: F:\LongRange\Projects\Complete Streets\Gap Analysis\GIS\mxd\BikeGAPinProgress.mxd

Date: 3/18/2015

Bike Share

In September 2014, the Lincoln/Lancaster County Planning Department hosted a Bike Share workshop for local stakeholders. Since the workshop, efforts to fund a bike share program, including submitting a Congestion Mitigation and Air Quality (CMAQ) funding request through the Nebraska Department of Roads application and meetings with possible stakeholders have taken place. Regular updates and discussion on the status of the bike share project have been held and will continue to be held at Complete Streets Committee meetings.

Project Review

Each representative is responsible for identifying projects within their department and in the development stages that should be reviewed by the Complete Streets team. This review was conducted to identify Complete Streets concepts which had been applied to 2014 Public Works and Utilities, StarTran, and Parks and Recreation projects.

2014 Project Review

| Project | Location | Complete Streets Application |
|---|--|--|
| Pine Lake Road widening project | 61 st Street to Highway 2 | Sidewalks included with projects, improved crosswalks at intersections including ped signals, coordination with Beal Slough Trail projects. |
| South 56 th Street widening project | Old Cheney to Shadow Pines | Sidewalks included with project, coordination with Beal Slough Trail project including grade separated crossing as part of the street project. |
| North 10 th Street Bridge replacement and widening project | Over Salt Creek | Includes long awaited improved pedestrian facility across the bridge, improved pedestrian connection to north and south, and connection to NRD Salt Creek Levy Trail. |
| Beal Slough Trail TAP (federal funding) projects | 56th Street and London Rd to Yankee Hill | Trail will serve SE area of Lincoln; coordination with signal and road projects in the area. |
| NW 48 th Street widening project | West Vine to West Adams | Includes sidewalks, improved pedestrian street crossings with pedestrian signals, and a portion of trail system improvements in the project up to Holdrege in coordination with the State's interchange project at I-80. |
| South 70 th Street pavement repairs project | Van Dorn to Eastbough | None except consideration was given to potential sidewalk improvements outside the curb limits but was deemed beyond the scope of the project. |

| | | |
|---|--|---|
| Penny Bridges replacement project | Sheridan Blvd | Pedestrian access on bridges / Rock Island Trail Closure and detour plans developed. |
| 27 th & Fairfield Bridge | Over Salt Creek | Abutments to be redone on either side of bridge. Moving expansion will have impacts on sidewalks. |
| West O Street Bridge project | Near Sun Valley Bridge over Salt Creek | Work on the rail line may impact sidewalk access; closure will be coordinated. |
| 84 th and Yankee Hill Road project | Yankee Hill Road between 70 th Street and 84 th Street and Hwy 2 intersections; Trail crossing near 70 th and Yankee Hill | Trail crossing / pedestrian access to new school / 70 th St intersection to be built as a roundabout with pedestrian crossings designed into facility. |
| StarTran Transit Development Plan | City-wide transit program | Transit Route updates; public involvement; policy updates. |

2015 Priority Work Items

The following items are expected to be addressed by the Complete Streets Committee in 2015:

- Review applicable 2015 design year infrastructure projects for Complete Streets opportunities as well as review what was built in the past construction year. Continue to identify projects under design and at an appropriate stage to review as well as to create a record of review. Such identification will include the Complete Streets concepts applied to the specific project, those which are not applied and why.
- Continue to refine the project identification and review process based on experience. The goal is further refinement of the Gap Analysis to increase efficiency and effectiveness of the process as well as to promote Complete Streets projects and concepts. All updates should be reflected in the maintenance of the Gap Analysis tool.
- Continue to examine plans, City policies and other guidance for Complete Streets conformance, including the Lincoln Standard Plans.
- Review Ordinance 10.48.170 Riding on Sidewalk and Sidewalk Space Regulated in similar manner that Ordinance 10.24.010 was undertaken for bicycle use on sidewalks.
- Continue to coordinate with Parking Services on status of bicycle parking in public garages and continue discussions regarding on-street bike parking using available funds of \$3,000 designated by the Complete Streets Committee.
- Discuss need for additional funds for Complete Streets projects and research how additional funding may allow for additional or larger scale projects in advance of next Capital Improvement Program budget cycle.
- Determine how to spend remaining funds, if available, from project selection cycle.

- Discuss Transit Development Plan (TDP) effort and receive ongoing updates.
- Begin discussion on updates to the Long Range Transportation Plan (LRTP) and Comprehensive Plan related to Complete Streets and project planning.
- Develop a Bike/Ped Counter Master Plan as interest in existing counter on the Rock Island Trail grows and the possibility for additional counters is discussed including counters in the N Street protected bikeway project.



PUBLIC WORKS & UTILITIES DEPARTMENT ADVISORY

lincoln.ne.gov

March 19, 2015

Street Improvements NW 48th Street; West Vine – West Adams Street Project #701452

Construction on NW 48th Street between West Vine Street and West Adams Street is scheduled to begin the week of March 30, 2015. Currently a two-lane roadway, NW 48th Street will be reconstructed as a four-lane divided road between West Holdrege Street and West Adams Street. South of West Holdrege Street, the road has been designed as a six-lane road to match the Nebraska Department of Road's interchange project, although only five lanes of NW 48th Street will be built at this time.

A traffic signal will be added at West Adams Street, and the traffic signal at West Huntington will be rebuilt. Sidewalks will be added to the corridor along the west side of NW 48th Street from West Vine Street to West Kingsley Street and along the east side from West Holdrege Street to West Adams Street. A trail will run along the east side from West Vine Street to West Holdrege Street.

The contractor will be K2 Construction of Lincoln, Nebraska. Traffic will be maintained on the existing lanes while the new northbound lanes are under construction on the east side. The new lanes will be completed in the fall of 2015, and traffic will be shifted to the new lanes while the contractor completes construction of the southbound lanes in 2016. Access to neighborhoods and businesses will be maintained, but there will be times when side streets are closed.

In order to prepare for the upcoming construction and to comply with the necessary right-of-way agreements, all property owners are reminded to comply with any special agreements prior to March 30, 2015. These agreements include the removal of fences, sheds, playground equipment, or anything else that may have been negotiated as part of the right-of-way agreement which requires compliance by the property owner prior to construction.

For more information on the project, please visit: lincoln.ne.gov - keyword NW48, www.nw48street.com, or follow the project on twitter @NW48thStreet.

If you have questions or comments, please contact one of the following:

Mark Miller, Project Manager
City of Lincoln – Engineering Services
(402) 416-5348
mmiller@lincoln.ne.gov

Casey Thompson, Project Manager
K2 Construction Inc.
(402) 560-8558
cthompson@k2construction.biz

Mary M. Meyer

From: Jon Camp <joncamp@lincolnhaymarket.com>
Sent: Tuesday, March 17, 2015 10:05 AM
To: jturincs@neb.rr.com
Cc: Mary M. Meyer
Subject: RE: Street Projects

John

You have expended great efforts to dissect the public works' policies on streets—maintenance, rehabilitation and construction—and addressing future prioritization. Your email exchanges will provide us with great topics to address in the near future.

Thank you for your comments.

Jon

JON A. CAMP Lincoln City Council

Office: 402.474.1838/402.474.1812
Fax: 402.474.1838
Cell: 402.560.1001

Email: joncamp@lincolnhaymarket.com

From: John Turincs [<mailto:jturincs@neb.rr.com>]
Sent: Sunday, March 15, 2015 11:32 PM
To: Thomas S. Shafer; Miki Esposito; Carl B. Eskridge; Jonathan A. Cook; Jon Camp; Roy A. Christensen; Leirion Gaylor Baird; Trenton J. Fellers; 'bvocasek@neb.rr.com'; 'info@timberridge-linc.com'; 'Nancy Hicks'; David R. Cary
Subject: RE: Street Projects

Mr. Shafer,

I appreciate you taking the time to respond to my note (as well as the city council members who responded to my subsequent note). I fully appreciate that you are extremely busy, and waited as long as I could for a response to my original note, but wanted to present my perspective to the city council as they began discussing the use of the additional funds. I appreciate your correction that these funds will be going to program 0182 Roadway and Bridge Rehabilitation – based on the Mayor's press release, it was difficult to discern where the money was going based on these project descriptions contained in the CIP – it would be helpful if the descriptions were clarified. Each of the programs I originally identified from the CIP (see below) references "rehab":

- 0175 Safety and Operation Improvement Program – A
- 0182 Roadway and Bridge Rehabilitation - A
- 0183 Residential Rehabilitation & Intersection – A
- 0770 New Funding for New Construction & Rehab Projects – C

I see that the in the proposed ordinance ([15-44 on the 03-16-2015 City Council Agenda](#)) The project is listed as "Project No. 540000 – Street/Bridge Rehabilitation Projects" - so it does provide a closer description, but it would be helpful if the exact same terminology/references would be used so there is no confusion or ambiguity about where it is originating from the CIP.

In our previous correspondence, you mentioned

We do not have a priority listing for rehab ranked years in advance like the Long-Range Transportation Plan does for Major arterial widening that you have reviewed in the past. The rehab is generally 2 to 5 years in advance, however the weather, truck traffic, bus routes, other underground utility replacements, and the like play a big part in the need for the roadwork making it much more fluid of a situation.

I agree it would be cumbersome to maintain the list of these projects and rank them in advance, since they are smaller and change based on dynamic factors. However, I believe it would increase transparency to include a list of these smaller projects on the website so the public, particularly frequent users of the identified roads and area residents know the issues have been identified. Identifying why these projects may have been chosen over other rehab projects would have increased transparency and possibly negated some of the assertions that the timing and selection was politically motivated (personally I'm not concerned with the political motivations – only the decision making process). Even if this list had to be re-prioritized annually, it would provide residents with the transparency and knowledge of where their particular project may come up for consideration. I'm sure the priority discussion occurred as mentioned in the Lincoln Journal Star article

The public works staff reported to Beutler on the amount available and their recommendations for its use in several meetings in mid- to late February, said Esposito. (Antelope Valley board turns over \$10 million to city, LJS 3/13/2015, pps. B1-B2).

but had a prioritized list of these rehab projects been listed for the next 12 months (again even if the list has to be modified), I think there would have been less confusion knowing the projects had already been identified.

I am concerned with the figures I see in LRTP and CIP – you mentioned that the actual cost for the West A Project

I see the number that should have been in the "costs beyond" category was accidentally left off the final document. Yes there was another \$7 million identified as need to just complete the project from the West City Limits to Coddington and additional costs (another \$4 to \$5 million) to redo the Coddington intersection and carry it over to Folsom depending on project scope.

Just to clarify, from the documents I have seen the \$6,622,200 is the cost of the project from SW 40th To Coddington on West A Street (this project was originally listed in the Lincoln MPO 2040 LRTP technical report as \$4,022,980 in 2010 dollars), so I have seen multiple documents reference the two projects (SW40th to Coddington on West A and Coddington to Folsom on West A) as two separate projects and are prioritized differently.

I do agree with the goals of the LRTP, but not necessarily the weighting – I believe Goal 4 (safety) should carry a higher weight (not just for this project, but all projects), which is one of the reasons I continue to advocate for this project.

Goal 1 Maintain the existing transportation system to maximize the value of these assets. (Weight 18.3)

Goal 2 Improve the efficiency, performance and connectivity of a balanced transportation system. (Weight 18)

Goal 3 Promote consistency between land use and transportation plans to enhance mobility and accessibility. (Weight 10.1)

Goal 4 Provide a safe and secure transportation system. (Weight 9.8)

Goal 5 Support economic vitality of the community. (Weight 14.6)

Goal 6 Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources. (Weight 17.7)"

Goal 7 Maximize the cost effectiveness of transportation. (Weight 11.6)

I would urge all council members and public works officials to travel West A during or immediately after a rainstorm – water collects on the roadway itself, potentially leading to hydroplaning conditions, and every intersection that enters on to West A Street (e.g. SW 30th, SW 31st, etc.) is improperly graded. Water collects to the extent that cars will splash water onto oncoming traffic as to temporarily prevent them from seeing. All of this is not even considering the pedestrians and cyclists we see use this road – often walking on the road because there is no shoulders – a fatal accident waiting to happen (as per previous correspondence, other residents have documented these conditions through videos as they are occurring).

The current infrastructure must be maintained, but a balance must also be maintained. Showing an increase in the project from 2010 dollars in the LRTP to 6,622,000 in the current CIP shows a 65% increase in project cost in a span of 4 years.

Again, I appreciate your time and consideration of these points, but do believe the city council should consider the points I raised to them last week which are:

- Discuss/communicate why this particular list of projects were decided over others
- Identify a means to incorporate time into the planning and budgeting process to ensure no areas are underserved
- Identify a means to list every identified street project so the public does not have to guess if their improvements have been identified by Public Works and increase transparency into project selection

Best Regards,
John Turincs

From: Thomas S. Shafer [<mailto:tshafer@lincoln.ne.gov>]

Sent: Wednesday, March 11, 2015 9:58 AM

To: 'John Turincs'; Miki Esposito

Cc: Carl B. Eskridge; Jonathan A. Cook; Jon Camp; Roy A. Christensen; Leirion Gaylor Baird; Trenton J. Fellers; 'bvocasek@neb.rr.com'; 'info@timberridge-linc.com'; 'Nancy Hicks'; David R. Cary

Subject: Street Projects

Mr. Turnics,

My apologies in the length of time, it has taken for me to respond to your latest emails. I appreciate the level to which you are willing to dig into the documents and work that has been produced on Street Funding issues and your willingness to continue working towards the betterment of West "A" Street.

The Long-Range Transportation plan made maintenance of the current system one of its key goals.

Page 3: maintenance of the current system was a key element addressed in the LRTP funding approach.

Page 6: Maintenance costs can be significantly reduced if maintenance is done when streets and other transportation infrastructure are in relatively good condition.

Page 11: It is important to note that money invested today in the ongoing maintenance and repair of the street system saves a significant amount of money in the future by avoiding the costs associated with full reconstruction of roadways. Currently the arterial and residential street rehabilitation program is funded at \$3.2 million annually. The bridge rehabilitation program is funded at \$1.9 million annually, and the signal program is funded at \$1.8 million. This funding is not adequate to meet the needs of the rehabilitation program, and the costs associated with this program will increase as the street system ages and expands as the community grows.

Page 23 -24: Goal 1: Maintain the existing transportation system to maximize the value of these assets. (Weight 18.3)24 Lincoln MPO Long Range Transportation Plan As the transportation system ages, increased funding is required for maintenance. There is often competition between funding for new projects and funding for the maintenance and operation of the existing system. Reductions in maintenance funding today lead to higher costs in the future. Constructing new roads increases future maintenance costs as the new facilities age.

Page 32 The City's rehabilitation projects include residential streets, arterials, bridges and traffic signals. This has been one area where past funding has not kept up with the need. This is particularly true for residential streets and arterial rehabilitation. As presented in the Roadway Maintenance figure, the continuation of the current \$3.2 million annually for roadway rehabilitation would result in a decline in overall pavement quality from good to poor by 2040. Based on pavement calculations, roadway funding would have to increase to \$10 million annually to keep the pavement quality the same as it is today.

As mentioned in one of them the CIP has the following set of projects that mention “rehab” :

Project – Priority Level

0175 Safety and Operation Improvement Program – A

0182 Roadway and Bridge Rehabilitation - A

0183 Residential Rehabilitation & Intersection – A

0768 West "A" Street from SW 40th to Folsom – B

0770 New Funding for New Construction & Rehab Projects – C

Project 0182 is the location for most of this \$10 million of funding which will be on the City Council agenda for vote (hopefully soon). The assumption this funding would be for projects in 0770 is incorrect, the projects listed in that category were meant to be examples of the types of projects if a new on-going revenue source became available. (i.e. – Sales tax). Both Priority Level “A” and “B” project types were listed. The West “A” Street was also one of the projects listed in this category as well as .

As for your question about the project cost, I see the number that should have been in the “costs beyond” category was accidentally left off the final document. Yes there was another \$7 million identified as need to just complete the project from the West City Limits to Coddington and additional costs (another \$4 to \$5 million) to redo the Coddington intersection and carry it over to Folsom depending on project scope.

From: John Turincs [jturincs@neb.rr.com]

Sent: Sunday, March 08, 2015 11:26 AM

To: Jonathan A. Cook; Carl B. Eskridge; Jon Camp; Roy A. Christensen; Doug Emery; Trenton J. Fellers; Leirion Gaylor Baird

Cc: bvocesek@neb.rr.com; info@timberidge-linc.com; leirion@leirionforlincoln.org; nhicks@journalstar.com

Subject: Street Projects

I sent the following emails last week to Thomas Shafer and Miki Esposito in the Planning Department. I previously sent emails to you (8/10/2014) regarding the prioritization of roads projects and in particular, the West A Street project; my comments were also incorporated into the May 7 Planning Commission [meeting minutes](#) (Exhibit A). As promised in my earlier communication, I will continue to be an advocate for the West A Street project until it receives funding and is completed. As mentioned by Mr. Eskridge, Mr. Figard, and Mr. Camp regarding the 56th Street and Shadow Pines Project during the 3-2-2015 City Council Meeting, “...this has been a long time coming...” which is exactly how the residents of the area that would be served by the West A Street project feel, except we continue to wait.

Item 1 on your Directors’ Meeting Agenda for 3/9/2015 is regarding the Mayor’s recent press Release [Mayor Announces Increase in Street Construction Over Next Two Years](#). In this news release, the following projects were outlined:

27th Street, from Nebraska 2 to Woods Boulevard

27th, Alpha to Holdrege

27th, Fletcher to Interstate 80

84th, Elizabeth Drive to Market Drive

Normal Boulevard, 33rd to 56th

Old Cheney, Warlick Boulevard to 40th

56th Street, South Street to Normal

South Street, Normal Boulevard to 42nd

Superior, Interstate 180 to 27th

West O, Northwest 28th to North Third

I think the returned funds from JAVA is wonderful, but I do question how it is being spent. I wholeheartedly agree that the investment in the pothole filling trucks is a good investment – assuming full use of the trucks will allow 4 people to do the work of 16 will certainly reduce the amount of potholes and personnel required to address them. This should help reduce labor costs that may be used to fund additional street improvements.

However, I believe there should be greater transparency over the rehab projects and how they are prioritized, no differently than all street projects are prioritized. I can only assume these projects originate out of the 0770 New Funding for New Construction & Rehab Projects ([2014-20 CIP](#) p.118) since the only reference in the CIP to these projects is "Old Cheney, Warlick Boulevard to 40th" which is in the 0770 New Funding for New Construction & Rehab Projects – this project is currently rated at a C while projects such as the West A Street project is prioritized at a B. There are, in fact, at least 4 categories in the CIP which references "rehab". They are (listed with their ranking):

0770 New Funding for New Construction & Rehab Projects – C

0175 Safety and Operation Improvement Program – A

0182 Roadway and Bridge Rehabilitation - A

0183 Residential Rehabilitation & Intersection – A

As mentioned above, I can only assume these projects came out of 0770 which is a lower priority than 0768:

0768 West "A" Street from SW 40th to Folsom – B

I know the CIP may not be the appropriate place to list all street projects, but there should be some place on the Public Works site that lists every identified street project and how it is going to be funded (if it has funding), it's current priority on the list, and why it is receiving priority. The example I could provide is every single project identified above to receive the new funding. It should not be difficult to create a public list that had every one of these projects listed – I'm assuming one exists internally or the list above could not have been identified.

I fully understand capital budgeting constraints, and as mentioned in my earlier communication, there should also be a factor of time – in any financial prioritization system, if you do not consider time, as projects are re-prioritized over planning periods, there is the possibility that some projects may never be completed. In a private business, this may be acceptable, but in a public government that is supposed to serve all of the public, this could lead to a population or area underserved. I believe if time were a factor, the West A Street project would already be under construction as it was first introduced as a project in the 2003 CIP and having subsequent projects that were not foreseen at the time already completed or under construction.

I hope you will consider this information and consider mechanisms to:

- Discuss/communicate why this particular list of projects were decided over others
- Identify a means to incorporate time into the planning and budgeting process to ensure no areas are underserved
- Identify a means to list every identified street project so the public does not have to guess if their improvements have been identified by Public Works and increase transparency into project selection

I appreciate the time you spent reading this information and hope it will lead to a productive discussion regarding the use of the additional monies.

Best Regards,
John Turincs
402.435.4477

From: John Turincs [<mailto:jturincs@neb.rr.com>]

Sent: Thursday, March 05, 2015 11:05 AM

To: Thomas S. Shafer; Miki Esposito

Subject: RE: Rehab list

Mr. Shafer,

I sincerely appreciate your quick reply, patience, and time as I try to understand the intricacies of the information you have available. It's my understanding that the additional funds left over from JAVA must be used for transportation

expenses. I do have an interest in seeing the West A Street project increase in priority which also means I have an interest in understanding why the mayor chose to use these funds for street rehab projects versus prioritized CIP projects. Can you clarify your comment of 'The West "A" Project is about \$12 to \$13 million from Coddington to West City Limits and fits into the orange box category' – it is my understanding from the most current CIP (see section below), that this project should cost a total of \$6,622,200.00. Is that a correct interpretation, or am I missing additional costs?

0768 West "A" Street from SW 40th to Folsom

Description:

This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Folsom and SW 40th streets. The project will construct left and right turn lanes as appropriate and include intersection improvements at Folsom, Coddington and SW 40th Streets. The project will improve safety and capacity.

| | |
|------------------------------|---------------------------------------|
| Group: | (None) |
| Program: | (None) |
| Budget Outcome: | Effective Transportation |
| Budget Goal: | Provide transportation infrastructure |
| Date Anticipated: | |
| Rating: | B |
| Status: | New |
| Comp Plan Conformity: | In Conformance With Plan |

Project Total: \$6,622.20

Prior Appropriations: \$0.00

Costs Beyond: \$0.00

6 yr appropriations

| <u>Funding Source</u> | <u>2014/2015</u> | <u>2015/2016</u> | <u>2016/2017</u> | <u>2017/2018</u> | <u>2018/2019</u> | <u>2019/2020</u> | <u>6 yr Total</u> |
|----------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| City Wheel Tax, New Construction | \$0.00 | \$0.00 | \$0.00 | \$659.60 | \$5,962.60 | \$0.00 | \$6,622.20 |

6 yr estimated cost by activity

| <u>Activity type</u> | <u>2014/2015</u> | <u>2015/2016</u> | <u>2016/2017</u> | <u>2017/2018</u> | <u>2018/2019</u> | <u>2019/2020</u> |
|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Preliminary Plans | | | | X | X | X |

Looking back at the 2003-2009 CIP, I also see that the project was originally projected to cost \$4,081,700.00 – is that also correct? (I do understand that over time construction costs do increase).

Best regards,
John Turincs

From: Thomas S. Shafer [<mailto:tshafer@lincoln.ne.gov>]

Sent: Wednesday, March 04, 2015 11:28 AM

To: 'John Turincs'; Miki Esposito

Subject: RE: Rehab list

Mr. Turincs,

Attached is a handout from yesterday's press conference. The red box totals \$8.5 million, the blue box is \$9 million and the orange is \$36 million. The West "A" Project is about \$12 to \$13 million from Coddington to West City Limits and fits into the orange box category. We do not have a priority listing for rehab ranked years in advance like the Long-Range Transportation Plan does for Major arterial widening that you have reviewed in the past. The rehab is generally 2 to 5 years in advance, however the weather, truck traffic, bus routes, other underground utility replacements, and the like play a big part in the need for the roadwork making it much more fluid of a situation. Please let me know if you have any additional questions.

Thomas Shafer
Design/Construction Section Manager

From: John Turincs [<mailto:jturincs@neb.rr.com>]
Sent: Wednesday, March 04, 2015 10:50 AM
To: Miki Esposito; Thomas S. Shafer
Subject: Rehab list

I am trying to locate the list of rehab projects on the public works website and could not locate it – I see the LJS has a list of new dollars for rehab projects and budgeted dollars for rehab projects. I would appreciate it if you could point me to the location on your website that shows this detail and how these projects are prioritized.

Best regards,
John Turincs

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Mary M. Meyer

Subject: FW: Moving Violation

Importance: High

From: Jon Camp [<mailto:joncamp@lincolnhaymarket.com>]
Sent: Wednesday, March 18, 2015 3:33 PM
To: gerald.utter@gmail.com
Cc: Jeff R. Kirkpatrick; Mary M. Meyer
Subject: RE: Moving Violation
Importance: High

Mr. Utter:

Thank you for your email. I am forwarding your inquiry on the definition of "negligent driving" to Jeff Kirkpatrick, the City of Lincoln Attorney. A copy is being shared with my City Council colleagues.

I will look forward to a timely response from Mr. Kirkpatrick or his office. You may wish to email additional details to Mr. Kirkpatrick to assist in his research.

Best regards,
Jon

JON A. CAMP
Lincoln City Council

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

From: Jerry [<mailto:gerald.utter@gmail.com>]
Sent: Wednesday, March 18, 2015 8:25 AM
To: Jon Camp
Cc: gerald.utter@gmail.com
Subject: Moving Violation

My daughter recently received a moving violation for negligent driving 10.14.290. I contacted the Lincoln Police Department, city attorney's office and the city clerks office to get a definition or explanation as to what constitutes negligent driving.

The Lincoln PD was helpful stating the violation is a city/county statute and directed me to the city attorney's office. Unfortunately the receptionist at the city attorney's office was not willing to assist, the term I would use to describe her attitude would be depraved indifference. The county clerks office took my number and said she'd call me back, but the return call has failed to materialize.

Could you please review and direct me to a city employee who would be willing to provide what would seem to be a simple definition?

Thank you,
Jerald Utter
402 540-3968

Mary M. Meyer

From: Deb Girardin <deb@arrowseed.com>
Sent: Tuesday, March 17, 2015 8:33 AM
To: Council Packet
Subject: Claim against city of Lincoln
Attachments: info@arrowseed.com_20150317_080855.pdf; TireClaimCityOfLincoln.docx

Lincoln City Council Members:

We were quite dismayed when we received the attached letter from Marcee Brownlee regarding our claim for tire damage resulting from the potholes in Lincoln. The fact that "a" pothole was not reported on South 27th street, or no report of potholes on O street is ridiculous! Does every pothole have to be reported? And there were SO many, how can each one be identified? I assume all the council member reside in Lincoln and drove the Lincoln streets daily and were aware of the pothole situation, especially on major streets! If these were some random side streets that were not traveled heavily on daily basis, I can see where they may need to be "reported", but 27th street and O street???

We would greatly appreciate your consideration of our claim that you will be reviewing on March 30th. It was quite a burden to have to spend another night in Lincoln because we could not get tires replaced on Sunday, as well as all the added expense, and not being at our business on Monday.

Respectfully,
Jim and Deb Girardin
1105 N 15th Ave
Broken Bow, NE 68822



LAW DEPARTMENT

555 South 10th Street Suite 300 Lincoln, NE 68508

402-441-7281

lincoln.ne.gov

Jeffery R. Kirkpatrick, City Attorney Ernest R. (Rick) Peo III, Chief Assistant
John C. McQuinn II, Chief Prosecutor Tonya L. Peters, Police Legal Advisor

CIVIL DIVISION
Don W. Tauto
Steven J. Huggenbarger
Margaret M. Blatchford
Marcee A. Brownlee
Jocelyn W. Golden
Christopher J. Connolly
Timothy S. Stoh

PROSECUTION DIVISION
Patrick A. Campbell
Christine A. Loseke
Connor L. Renter
Rob E. Caples
Jessica A. Kerkhofs

March 12, 2015

Debra Girardin
1105 North 15th Ave.
Broken Bow, NE 68822

RE: Claim Against the City of Lincoln

Dear Ms. Girardin:

This office is in receipt of your claim on February 26, 2015, for reimbursement of expenses incurred on February 7-8, 2015, due to damage caused by potholes. The City Attorney's Office is charged with the responsibility of receiving and investigating all tort claims made against the City of Lincoln. A tort claim is essentially a claim made by an individual or entity requesting payment for damages they have incurred due to negligent actions or omissions by the City of Lincoln or its employees.

The mere occurrence of an incident resulting in damages on a roadway, in and of itself, is not sufficient to establish that the City must assume responsibility for the damages. State law is very specific regarding when a city is liable for damages such as the damage you reference in your claim. A city can only be held liable for payment of damages due to defects in a roadway if the city had actual or constructive notice of the defect within a reasonable time to allow repair prior to the incident giving rise to the claim. Even if a city had notice of the defect, there must be evidence that the city's actions were negligent in addressing the defect or in making repairs.

A review of our records indicates that a pothole in the area of 27th and Woods Blvd. was reported on February 8, 2015, which appears to be after the date of your damage. In addition, the pothole in question was filled on February 10, 2015. In regards to the area of O Street, 48th to 56th, our records indicate no report of potholes in this area.

In February of this year, the City was actively addressing extensive pothole defects throughout the City. In fact, it was the decision of the City to pull personnel and equipment from various departments to respond as quickly and effectively as possible to a Citywide problem. In addition, due to the cold temperatures, the type of materials that can be used to fill potholes will only provide a temporary repair.

We do understand the inconvenience and financial impact you have incurred as the result of this situation, however, because taxpayer funds are used to pay claims of this type, our office can only recommend to the City Council payment of claims in which we believe a legal basis exists to establish liability. Based upon the information available to me and in light of all of the circumstances, I cannot determine that the City either had notice of the pothole, or was negligent in failing to timely repair the pothole that is the subject of your claim. Therefore, I must regretfully inform you that your claim will be referred to the City Council with a recommendation that they deny the same.

The Lincoln City Council will consider your claim at its regularly scheduled meeting on March 30, 2015, at 5:30 p.m. in the Council Chambers, 555 South 10th Street, Suite 112. You may contact the City Council in writing prior to that date by emailing the City Council at council@lincoln.ne.gov.

Sincerely,

Marcee A. Brownlee
Marcee A. Brownlee
Assistant City Attorney

(Clay Skid)

Jeffery R. Kirkpatrick
Lincoln City Attorney's Office
555 South 10th Street Suite 300
Lincoln, NE 68508

February 13, 2015

Dear Mr. Kirkpatrick,

We are from Broken Bow, NE and went to Lincoln the afternoon of Saturday February 7th planning to return home Sunday afternoon. Due to the terrible street conditions and potholes in Lincoln, we were required to spend the night in Lincoln on Sunday evening, AND purchase 4 new tires and an alignment, and miss a day of work on Monday.

Saturday night, Feb 7, 2015 at 6:30 pm we were traveling North on South 27th street and hit a huge pothole near Woods Blvd. It blew our passenger side front tire. We changed it and put on the spare, which is rated for driving no faster than 50 mph.

On Sunday morning the only place to get a new tire that might possibly fit our car was at Sears at Gateway Mall. On our drive there down O street between 48th and 56th, we hit another pothole (unable to avoid it because there was a car right beside us in the other lane) and put a big bulge in the other front tire. When we got to Sears, they did not have any tires to fit our car. Therefore, we had no choice but to spend the night in Lincoln and try to get tires elsewhere on Monday.

Please consider this letter a claim against the city of Lincoln for reimbursement of expenses incurred due to the damage caused by the potholes on Lincoln City Streets. Total claimed is \$1,702.39

Enclosed are copies of receipts and photos of the tires.

Sincerely,

Debra J Girardin
1105 North 15th Ave
Broken Bow, NE 68822
308-870-4242

**DIRECTORS' AGENDA
ADDENDUM
MONDAY, MARCH 23, 2015**

I. CITY CLERK

II. MAYOR & DIRECTORS' CORRESPONDENCE

MAYOR

1. NEWS RELEASE. Libraries to feature Dr. Seuss performances.
2. NEWS RELEASE. Winners announced for Mayor's Arts Awards.
3. NEWS ADVISORY. Media invited to cover the Lincoln Fire and Rescue (LFR) awards ceremony on Sunday, March 22, 2015.
4. NEWS RELEASE. Separation of yard waste begins last week in March.
5. NEWS RELEASE. Part of West Van Dorn to close for rehabilitation.
6. Mayor Beutler's public schedule for the week of March 21, 2015 through March 27, 2015.

III. DIRECTORS

PARKS DEPARTMENT

1. Memo on the issuance of a license for placement of artwork on City property.

PLANNING COMMISSION

1. CORRECT Planning Commission Final Action, March 18, 2015.

PLANNING DEPARTMENT

1. Nebraska Capitol Environs Commission meeting agenda for March 26, 2015.

IV. COUNCIL MEMBERS

JON CAMP

1. Kassandra Longsoldier with suggestions on potholes and the pothole machine.
 - a) Reply from Councilman Camp regarding the prevention approach of potholes.
 1. Recommendations for Future Infrastructure, March 1, 2015, by Council Member Jon Camp.

V. CORRESPONDENCE FROM CITIZENS

1. Thomas L. Miller writing in regard to the constant changes in Time Warner Cable billings.

LINCOLN CITY LIBRARIES

136 S. 14th Street, Lincoln, NE 68508, 402-441-8500

FOR IMMEDIATE RELEASE: March 19, 2015

FOR MORE INFORMATION: Vicki Wood, Lincoln City Libraries, 402-441-8565

LIBRARIES TO FEATURE DR. SEUSS PERFORMANCES

Actors also to perform with LSO March 29 at O'Donnell Auditorium

Actors Tim Marrone and Matthew Pauli will give two free performances of “What Was I Scared Of?” by Dr. Seuss at Lincoln City Libraries (LCL) next week. Performances are scheduled for:

- Wednesday, March 25, 7 p.m., at Eiseley Branch Library, 1530 Superior Street
- Thursday, March 26, 10 a.m., at Bennett Martin Library, 136 S. 14th Street

Marrone received his training at the Neighborhood Playhouse School of the Theatre in New York City and has appeared on stage throughout the Northeast, most recently in the Baltimore and Washington, D.C. area.

Pauli graduated from the Ringling Bros. and Barnum & Bailey Clown College in 1991 and has been performing ever since. As an actor, clown and puppeteer, he has traveled the world, performing in Europe, Africa, Asia and the U.S.

Marrone and Pauli also will join Lincoln’s Symphony Orchestra (LSO) for a performance of “A Tale of Two Mozarts” at 2 p.m. Sunday, March 29 at O’Donnell Auditorium, 50th Street and Huntington Avenue, on the campus of Nebraska Wesleyan University. The show is an original production created by Marrone and LSO Resident Conductor Tyler White. Tickets are \$5 for youth age 17 and under and \$10 for adults. More information and tickets for the LSO performance are available at lincolnsymphony.org.

This is the third time LCL and LSO have partnered to bring affordable, high-quality programming to the Lincoln City Libraries. More information on LCL is available at lincolnlibraries.org.

OFFICE OF THE MAYOR

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

FOR IMMEDIATE RELEASE: March 19, 2015

FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 402-441-7831
Deb Weber, Lincoln Arts Council, 402-434-2787

WINNERS ANNOUNCED FOR MAYOR'S ARTS AWARDS

Mayor Chris Beutler and the Lincoln Arts Council (LAC) have announced the winners of the 2015 Mayor's Arts Awards, which will be presented the evening of **Wednesday, June 10** at the **Lied Center for Performing Arts**. The awards formally recognize artistic contributions and achievements in the Lincoln area. Invitations will be sent in April, and more information is available at artscene.org.

- The **Mayor's Choice Award** will be presented to educator, actress and director **Virginia Smith**, who recently retired as Artistic Director of the Nebraska Repertory Theatre. The award is sponsored by Cline, Williams, Wright, Johnson and Oldfather, LLP.
- The **Richard Hay Arts Organization Award** will be presented to **Lincoln Midwest Ballet**, which recently presented its 30th production of "The Nutcracker." The award recognizes an arts group that has made significant contributions to Lincoln's arts community over a period of years. It is provided through a bequest to the LAC from the late Dr. Richard Hay.
- The **Outstanding Event Award** will be presented to the **Penguin Project** of the **Lincoln Community Playhouse**, which provided children with disabilities an opportunity to participate in the performing arts. The award recognizes a performance, exhibition or project in the previous year that will be notable in the community memory for years to come because of its content or cultural significance. It is sponsored by Black Hills Energy.
- The **Artistic Achievement Award - Visual Arts** will be presented to painter **Wendy Jane Bantam**, who creates and implements public art projects locally and internationally. The award recognizes excellence and accomplishment in any of the visual arts, including theatre and film. It is sponsored by Jerry and Annette Hall.
- The **Artistic Achievement Award - Performing Arts** will be presented to dancer, teacher and choreographer **Courtney Piccoli**. The award recognizes excellence and accomplishment in any of the performing arts, including film. It is sponsored by Farmers Mutual Insurance Company of Nebraska.
- The **Artistic Achievement Award - Literary Arts** will be presented UNL English Professor, author, Shakespeare scholar and dramaturg **Stephen Buhler**. The award recognizes excellence and accomplishment in writing and literature. It is sponsored by Woods Brothers Realty.
- The **Artistic Achievement Award - Youth** will be presented to **Rachele Merliss**, a Lincoln High School student, writer, director and actress who is active in the Nebraska Girls Shakespeare Company and the Illusion Theatre. The award recognizes excellence and accomplishment in any arts discipline by a young person age 18 or younger. It is sponsored by Joseph and Judith Ruffo.

- more -

Mayor's Arts Awards

March 19, 2015

Page Two

- The **Gladys Lux Education Award** will be presented to **Nancy Engen-Wedin**, who directs the Lied Center's arts in schools programs. The award recognizes special initiatives in or dedication to arts education and is endowed by the Gladys Lux Foundation.
- The **Heart of the Arts Award** will be presented to art supporter **Carol Rustad**, for her work on local arts events and programs and her service on arts organization boards. The award recognizes an individual or organization for outstanding volunteer dedication to the arts or for making a major overall impact on the arts in Lincoln. It is sponsored by Runza® Restaurants.
- The **Benefactor of the Arts Award** will be presented to the late **Mary Riepma Ross**, whose financial contributions created and support the Mary Riepma Ross Media Arts Center. The award recognizes an individual, family, organization or business for making significant financial contributions to the arts. It is sponsored by Pinnacle Bank.
- The **Legacy of the Arts Award** will be presented to teacher, writer, jazz singer and actress **Annette Murrell**. The award recognizes a senior (age 55 and up) actively involved in creating, teaching, sharing or inspiring artistic expression in any discipline. The award is sponsored by Legacy Retirement Communities.
- The **Lincoln Community Foundation Arts for Kids Award** will be presented to **Mourning Hope**, which incorporates art projects into all its grief counseling programs for children. The award recognizes an individual or organization from outside of the arts professions whose leadership has enhanced arts activities and experiences for children. It is sponsored by the Lincoln Community Foundation.
- The **ArtScene Backstage Award** will be presented to **Richard Imig**, who designs and creates sets and props for many area theaters. The award recognizes extraordinary service to the arts through behind-the-scenes efforts and is sponsored by the Ghost Light Society, a new group of local arts supporters.
- The City Urban Design Committee has selected **Pinnacle Bank Arena and Associated West Haymarket Development** for the **Enersen Urban Design Award**, which is sponsored by Clark Enersen Partners.
- The **Kimmel Foundation Emerging Artist Awards** will be presented to Lincoln High teacher and playwright **Chris Maly** and visual artist **Sarah Berkeley**. The awards include \$1,000 stipends and residencies at the Kimmel Harding Nelson Center for the Arts. The awards are sponsored by the Richard P. Kimmel and Laurine Kimmel Charitable Foundation.

The awards being presented to this year's winners are encaustic mixed media collages created by Lincoln artist Janet Eskridge.

The Mayor's Arts Awards event is co-sponsored by Premier Catering. Video Sponsors are Liberty First Credit Union, CHI Health - St. Elizabeth Regional Medical Center and Steve Wake. Main Stage Sponsors are A to Z Printing, Husker Auto Group, Nebraska Heart Hospital and U.S. Properties and the Grand Manse. St. Thomas Aquinas Church/Newman Center is a Team Sponsor, and Project Supporters are Cornhusker Bank, Wayne Boles, Lincoln Industries and Ann Rawley. Banner Sponsors are Peace Studio Architects and Union Agency.

The public is encouraged to submit names and photos of members of the Lincoln arts community who have died since the last awards ceremony in June 2014 for memorial recognition at the awards event. Information can be sent to mayorsartsawards@artscene.org.

LINCOLN FIRE AND RESCUE
1801 “Q” St., Lincoln, NE 68508, 402-441-8350

FOR IMMEDIATE RELEASE: March 20, 2015

FOR MORE INFORMATION: Battalion Chief Tim Linke, Lincoln Fire and Rescue,
402-441-7912 or 402-219-4708

The media are invited to cover the Lincoln Fire and Rescue (LFR) awards ceremony at **6 p.m. Sunday, March 22**, at the **Firefighter’s Reception Hall, 241 Victory Lane**.

The event will recognize Firefighters, 911 Dispatchers, Police Officers, Sheriff’s Office personnel and civilians for outstanding service to the community over the past two years.

The award presentations include:

- LFR Outstanding Firefighter Awards
- Citizen Certificate of Merit Awards for citizens and Police Officers who assisted LFR in accomplishing their daily mission
- Unit Performance Awards for crews that worked in coordinated efforts to provide lifesaving services at high-profile incidents, such as the apartment fire at 2015 “J” Street in July 2014, a low-angle rescue in November 2014 and a trench rescue in March 2013
- Distinguished Firefighter Awards for personnel that provide consistent, outstanding service to LFR
- Stork Awards for crews that participated in the field delivery of a baby
- Phoenix Awards for crews that responded to an incident that resulted in a cardiac arrest save
- The Doug Wells Memorial Firefighter of the Year Award.

PUBLIC WORKS AND UTILITIES DEPARTMENT

Solid Waste Operations, 2400 Theresa Street, Lincoln, NE 68521, 402-441-7043

FOR IMMEDIATE RELEASE: March 20, 2015

FOR MORE INFORMATION: Gene Hanlon, Recycling Coordinator, 402-441-7043

Ryan Hatten, Solid Waste Management Association, 402-423-3708

SEPARATION OF YARD WASTE BEGINS LAST WEEK IN MARCH

Beginning Wednesday, April 1, waste haulers will collect grass and leaves separately from household trash. State law requires grass and leaves be separated from household trash from April 1 until December 1. Residents who subscribe to separate yard waste collection must begin to separate grass and leaves from their household trash after their last waste collection in March.

The separate collection of grass and leaves is provided by local waste haulers for a fee. Those who do not subscribe to the special collection have three options – haul grass and leaves to the 48th Street Transfer Station; hire a lawn service; or mulch and compost grass clippings and leaves. The Lancaster County Extension Office will provide composting workshops in April, May and June. More information is available by calling the Recycling Hotline at 402-441-8215.

This is the 22nd year of the City's yard waste composting program. Since fall 1992, the City estimates that more than 298,950 tons of grass and leaves and 127,860 tons of tree trimmings have been diverted from the landfill.

Ryan Hatten, President of the Lincoln Solid Waste and Recycling Association, said yard waste must be placed in approved containers: paper yard waste bags available from retailers; 32-gallon containers with tight-fitting lids; or 90-gallon containers provided by waste haulers. City policy does not allow yard waste in plastic bags at the compost facility because the bags do not decompose and cause litter problems. The City inspects incoming loads at the Bluff Road Landfill and composting site. If trash is found mixed with yard waste, the City can assess the haulers a \$50 fine. Hatten said waste haulers may leave containers at the curb if they contain trash mixed with grass and leaves.

More information on the City's composting program or the availability of LinGRO compost for use as a soil amendment is available at 402-441-8215, recycle.lincoln.ne.gov or [Facebook.com/LincolnRecycles](https://www.facebook.com/LincolnRecycles).

PUBLIC WORKS AND UTILITIES DEPARTMENT

Engineering Services, 949 W. Bond Street, Suite 200, Lincoln, NE 68521, 402-441-7711

FOR IMMEDIATE RELEASE: March 20, 2015

FOR MORE INFORMATION: Gaylon Masek, Engineering Services, 402-416-7486
Erin Sokolik, Engineering Services, 402-416-9460

PART OF WEST VAN DORN TO CLOSE FOR REHABILITATION

Beginning Monday, March 23, West Van Dorn will close from S.W. 12th to S. Folsom streets for about three weeks for rehabilitation. The detour route is Coddington and Highway 77.

The City will work with local businesses to maintain access during construction, but access will not be maintained to the Bison Trail parking lot. The project is funded with fuel tax and wheel tax dollars.

For more information, contact Gaylon Masek, City Project Manager at 402-416-7486 or gmasek@lincoln.ne.gov. For more information on City construction projects, visit lincoln.ne.gov (keyword: projects).

Date: March 20, 2015

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

Mayor Beutler's Public Schedule
Week of March 21 through 27, 2015
Schedule subject to change

Sunday, March 22

- Lincoln Fire and Rescue annual awards banquet - 5 p.m., Firefighters Reception Hall, 241 Victory Lane

Tuesday, March 24

- KFOR (*previously recorded*) - 12:30 p.m.

Wednesday, March 25

- Ribbon-cutting for Nonprofit Hub, remarks - 4 p.m., 211 N. 14th St.

Thursday, March 26

- West Haymarket Joint Public Agency (JPA) public meeting - 3:30 p.m., room 303, County-City Building, 555 S. 10th St.

Memorandum

March 23, 2015

TO: City Council Members

FR: Lynn Johnson, Parks and Recreation Director

RE: Issuance of a License Agreement

Cc: Mayor Beutler

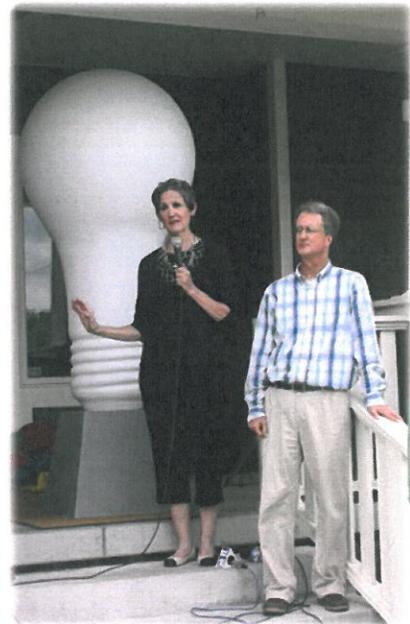
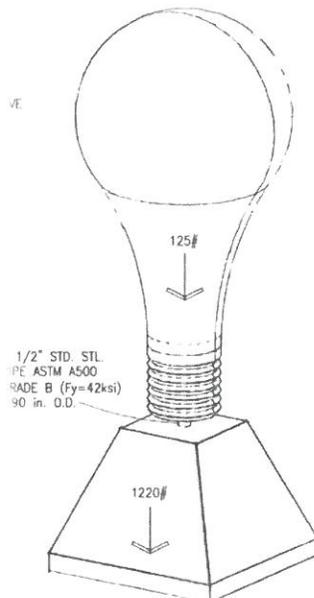
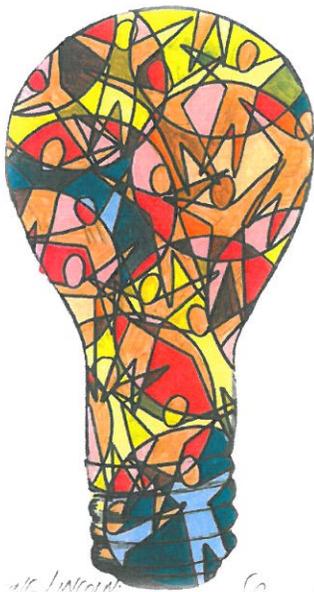
The purpose of this memo is to let you know that a conditional license agreement is being issued, pursuant to Chapter 14.56 of the Lincoln Municipal Code, to Lighthouse for the temporary placement from April 1 – September 30, 2015 of four light bulb sculptures on City property. The sculptures are fiberglass and are individually designed with acrylic paint as part of a Citywide public art project to celebrate the 25th Anniversary of the Lighthouse. The four sculptures and locations are as follows:

- “Together” by Ann Williams for temporary placement at Seacrest Park
- “Positive Light” by Judy Hanczyk for temporary placement at Gere Library
- “Better Together” by Sue Kalicki for temporary placement southeast of 27th and Capital Parkway near Cascade Fountain
- “Recovering Light: Revealing Light Within” by Evy Katz for temporary placement at the County-City Building

Each bulb is six feet high and rests on a two-foot pedestal. Lighthouse will be responsible for transportation, installation, maintenance and removal of the four sculptures. The license is being issued conditioned upon receipt prior to installation of certification by a structural engineer that the soil compaction requirements have been met for the three sculptures that are to be placed in turf areas.

The temporary placement of the artwork at Gere Library has been approved by the Board of Trustees for Lincoln City Libraries and the temporary placement of the artwork at the County-City building has been approved by the Public Building Commission. The images below depict one of the designed bulbs (“Together” by Ann Williams), and a drawing and photograph of one of the sculptures.

A copy of the license agreement is available for your review by contacting me by phone at 402-441-8265, or by email at ljohnson@lincoln.ne.gov. Following submittal of the final requirements for the license, it will be placed on file with the City Clerk.



**PLANNING COMMISSION FINAL ACTION
NOTIFICATION**

TO: Mayor Chris Beutler
Lincoln City Council

FROM : Geri Rorabaugh, Planning

DATE : March 19, 2015

RE: Notice of final action by Planning Commission: March 18, 2015

Please be advised that on March 18, 2015, the Lincoln City-Lancaster County Planning Commission adopted the following resolutions:

Resolution No. PC-01439, approving SPECIAL PERMIT NO. 14008A, an amendment to expand the community unit plan boundary to include additional parking, including a request to waive the front and side yard setback requirements on property generally located North 12th Street and Y Street.

Resolution No. PC-01440, approving SPECIAL PERMIT NO. 872H, an amendment to the Firethorn Community Unit Plan to add approximately 42 single-family lots and an outdoor recreation facility that includes the sale of alcohol for consumption on the premises, all located west of South 91st Street, with requests to waive block length, setbacks, curve radius, curb and gutter, roadway width, roadway cross section, sidewalks, street trees and ornamental lighting on property generally at South 84th and Van Dorn Streets.

Resolution No. PC-01441, approving USE PERMIT NO. 107D, an amendment to the Firethorn Office Park to reconfigure the lot layout and slightly expand the area of the use permit, on property generally located at South 84th Street and Firethorn Lane.

The Planning Commission action is final, 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. SP14008A, SP872H, UP107D). The Resolution and Planning Department staff report are in the "Related Documents" under the application number.



NEBRASKA CAPITOL ENVIRONS COMMISSION

The **Nebraska Capitol Environs Commission** will hold a public meeting on Thursday, March 26, 2015. The meeting will convene at 8:00 a.m. in Room 214, second floor, County/City Building, 555 S. 10th Street, Lincoln, Nebraska, to consider the following agenda.

For more information, please contact the Lincoln/Lancaster County Planning Department at 402-441-7491.

AGENDA

March 26, 2015

1. Approval of meeting record of February 26, 2015.

Discussion and Action

2. A Certificate of Appropriateness for Goodhue monument and plaque on Goodhue Boulevard median, north of A Street.
3. A Certificate of Appropriateness for inscribed plaques in the Spirit of Nebraska Pathway of Nebraska's Centennial Mall.
4. Nebraska History Museum and Centennial Mall—minor adjustments.

Miscellaneous

5. Misc. and staff report.

Accommodation Notice

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.

Mary M. Meyer

From: Cassandra Longsoldier <kassandrarae@icloud.com>
Sent: Sunday, March 22, 2015 12:12 PM
To: Jon Camp

In considering the pot hole machines, I believe first a time analyst and tracking of crews should be done first and foremost to check for any efficiencies and improvements in time and techniques. One more point I'd like to put across is why we're focusing on after the damage/pothole instead of preventing the pothole to form in the first place.

Mary M. Meyer

Subject: FW: Pot hold equipment -- future proactive approach to street design-construction and maintenance
Attachments: 2015-03-01--Recommendations for Infrastructure Design, Construction and Maintenance.docx

-- Subject: Pot hold equipment -- future proactive approach to street design-construction and maintenance

Kassandra:

Thank you for your email. I concur--proactive prevention of potholes is the best approach rather than reactive repair.

During our City Council hearing today, I will be inquiring about spending so much of our precious street construction dollars on equipment to treat the problem instead of curing the problem. I will ask my City Council colleagues to consider waiting on this equipment request.

I am attaching on outline of my proposed recommendations for future street design, construction and maintenance.

JON A. CAMP
Haymarket Square/CH, Ltd.
200 Haymarket Square
808 P Street
P.O. Box 82307
Lincoln, NE 68501-2307

Office: 402.474.1838/402.474.1812
Fax: 402.474.1838
Cell: 402.560.1001

Email: joncamp@lincolnhaymarket.com
Website: www.lincolnhaymarket.com

Check our reception and event venues at:

<http://www.facebook.com/pages/Apothecary-Lofts-Ridnour-Rooms/173175799380032>

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

From: Kassandra Longsoldier [<mailto:kassandrarae@icloud.com>]
Sent: Sunday, March 22, 2015 12:12 PM
To: Jon Camp
Subject:

In considering the pot hole machines, I believe first a time analyst and tracking of crews should be done first and foremost to check for any efficiencies and improvements in time and techniques. One more point I'd like to put across is why we're focusing on after the damage/pothole instead of preventing the pothole to form in the first place.

RECOMMENDATIONS FOR FUTURE INFRASTRUCTURE

March 1, 2015

COUNCIL MEMBER JON CAMP

1. Design standards

- a. Recognize Lincoln is NOT Scottsdale, AZ, Sarasota, FL, nor San Diego, CA—we have extremes in weather conditions and temperatures
 - i. Design accordingly
- b. Pavement design and construction
 - i. Concrete base (5-6 inches) with asphalt overlay (3 inches) on arterial streets
 1. Creates fewer expansion joints and possible points of moisture entry into pavement
 2. Asphalt can be reconditioned/remilled periodically at lower expense than concrete replacement
 - ii. Use of colored asphalt to create artistic designs and fewer, if any, brick decorative areas which are prone to moisture entry and future heaving
- c. Design straight curbs, not nodes, fancy curbs, and slanted storm water inlets
- d. Expansion joints in sidewalks and elsewhere should be straight, perpendicular, and functional, not angled and artistic
- e. Eliminate medians except at intersections
 - i. More to maintain (Lincoln hired 2 more employees just to maintain medians in last year's biennial budget
 - ii. More targets of snow plows
- f. Plant materials that are best suited for Lincoln's climate and weather

2. Construction

- a. Ensure proper concrete mixture used
- b. Allow for proper curing after concrete pours
- c. Concrete base with asphalt overlay
- d. Caulk/seal joints immediately

3. Maintenance

- a. Caulk joints periodically as needed
- b. Reconsider use of brine application
 - i. Consider effect on increased moisture content in concrete which accelerates the damage during freeze-thaw cycles
- c. Snow plow techniques—maybe rubber edged plow blades are worth the extra cost when the cost of replacement of damaged curbs, inlets, etc. are considered
- d. Use Parks and Rec trucks for tighter snow removal, such as downtown nodes—huge construction trucks just cannot maneuver as easily without damaging curbs, etc.
- e. Medians—paint curbs yellow for better visibility

RECEIVED

MAR 23 REC'D

CITY COUNCIL
OFFICE

March 16, 2015

Lincoln City Council Members

555 South 10th Street

Lincoln, NE, 68501

Dear Council Members:

Re: Time Warner Cable Billings

It was pleasing that you have taken actions to approve a second cable service franchisee for our fair City. As a longtime triple service, that is cable, internet and phone, user the inconsistent and wildly differing billings from Time Warner Cable have become unbelievable. As examples for the services provided to our home:

October 21, 2014 \$162.59

November 14, 2014 \$136.74

December 20, 2014 \$180.07

January 21, 2015 \$199.16

February 13, 2015 \$140.80

March 13, 2015 \$172.02

We only added one service change for a faster Internet download at \$10 extra.

What trusted service provider rates would vary from 31.3% to 45.6% within a six month time period from the highest to the lowest charge. Certainly none of our other municipal services insult us with such inconsistencies.

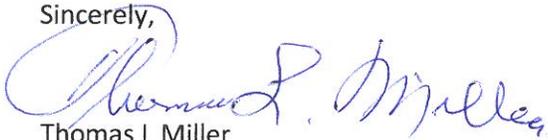
The only time they decreased in this period is when I have called and complained and the lowered billing lasts but one month???

Time Warner Cable always has some smooth marketing answer blaming it on taxes, other fees or a plan change.

It's time that our City of Lincoln Council oversight brings some sense from these insults.

Thank you for taking the time to review this matter.

Sincerely,



Thomas L Miller

6501 Pheasant Run Place

Lincoln, Nebraska, 68516-2420

MINUTES
DIRECTORS' MEETING
MARCH 23, 2015
2:00 P.M.

Present: Doug Emery, Chair; Trent Fellers, Vice Chair; Jon Camp; Leirion Gaylor Baird; Roy Christensen; and Carl Eskridge

Absent: Jonathan Cook

Others Attending: Teresa Meier, City Clerk, Rick Hoppe, Chief of Staff; Miki Esposito, Public Works and Utilities Director; and Mary Meyer, Council Secretary

Chair Emery opened the meeting at 2:03 p.m. and announced the location of the Open Meetings Act.

I. CITY CLERK

Meier, in review of the Council agenda, stated under the Consent Agenda Item 1 was introduced by Cook, Items 3 & 4 introduced by Eskridge.

Under Public Hearing - Liquor Resolutions will call Items 7 & 8 together.

Public Hearing - Resolutions, Item 13, has two motions to amend. First is Motion to Amend No. 1 to accept a substitute agreement, and Motion to Amend No. 2, is to change some language in the substitute agreement. Gaylor Baird stated after the amendments we'll vote on the first one, and then the second as it affects the First Motion to Amend.

Meier continued, saying under Public Hearing - Ordinances 2nd Reading will call Items 15 & 16 together.

II. MAYOR

1. NEWS RELEASE. Construction on downtown protected bikeway to begin this week.
2. NEWS ADVISORY. Mayor Beutler will help kick off a training course for apprentice electricians on Tuesday, March 17th, 5:30 p.m., at IBEW Local 265, 6200 S. 14th Street.
3. NEWS RELEASE. Public invited to *My Town, Lancaster County* events.
 - a) Ed McMahan of the Urban Land Institute.
4. NEWS RELEASE. Volunteers needed for Great American Cleanup.
5. NEWS RELEASE. Civil Rights Conference set for April.

III. DIRECTORS CORRESPONDENCE

WEST HAYMARKET JOINT PUBLIC AGENCY

1. The West Haymarket Joint Public Agency meeting set for Thursday, March 19th has been rescheduled due to a conflict. The meeting will be on Thursday, March 26th, 3:30 p.m., at 555 S. 10th Street, Room 303.
2. The agenda and attachments for the West Haymarket Joint Public Agency meeting on March 26, 2015 now available on line.

COMMISSION ON HUMAN RIGHTS

1. Commission on Human Rights meeting agenda for Thursday, March 26, 2015.

FINANCE/BUDGET

1. March sales tax reports reflecting January activity:
 - a) Actual Compared to Projected Sales Tax Collections;
 - b) Gross Sales Tax Collections (with refunds added back in) 2010-2011 through 2014-2015;
 - c) Sales Tax Refunds 2010-2011 through 2014-2015; and
 - d) Net Sales Tax Collections 2010-2011 through 2014-2015.

PLANNING COMMISSION

1. Action by the Planning Commission, March 18, 2015.
2. Planning Commission Final Action on March 4, 2015.

PLANNING DEPARTMENT

1. Administrative Amendment No. 14081 approved by the Acting Planning Director on March 13, 2015.
2. Complete Streets Gap Analysis and Prioritization Strategy.
3. Complete Streets 2014 Annual Report.

PUBLIC WORKS & UTILITIES/ADMINISTRATION – Miki Esposito, Director

Emery stated a question arose of having yellow paint put back on the medians. Camp commented over the years people inquired about redoing our medians with yellow paint versus reflectors. Several years ago heard the reflectors were better, and lasted longer. Camp commented he's talked with people, several elderly, who said it's getting harder to see at night.

Esposito replied she worked with the traffic engineers who analyzed this, and have listed what they reported. (Each Member received copy of memo) Esposito went through the analyzation of putting yellow paint on median noses. She stressed only noses, as potentially you can paint the full width of a median which can be costly.

Esposito explained their position, pointing out they have:

- * Over 2,000 median noses;
- * Close to 1,000 Keep Right signs, 700 tubular markers;
- * No requirements to paint noses, only provide Keep Right signs at certain sections along roadway;
- * Requires tools;
- * Cost of paint materials likely \$10,000 - \$15,000;
- * Completing work, labor and materials, in area of \$100,000 - private contractor range of \$150,000;
- * On going maintenance - every 3rd season, with other traffic needs not accomplished;
- * Temporary traffic control of lane closures on a 3 year cycle - not required now with signs and tubular marker maintenance;
- * Better solution is having a 5 year program providing better maintenance; and
- * No data showing effectiveness, enhanced safety, reduced crash occurrence attributable to painted medians.

Camp asked if we have to keep the "Keep Right" signs? Esposito said "Keep Right" signs are put out regularly and we have to keep them there. Camp asked about tubular markers. Esposito stated there are

700 tubular markers. Camp asked about the tubular marker design with Esposito explaining and adding there's 3 per nose.

Camp said as he ages vision is tougher at night. It would be brighter with paint.

Gaylor Baird asked if Public Works tracks exactly where accidents occur, information in case there was a problematic medium, maybe paint one. Christensen added, and see what happens afterwards. Esposito replied there is no crash data on people hitting mediums, as usually it's bumping into them. Camp asked how about the signs that get knocked over? Esposito stated there is data on signs replaced.

Esposito added the durable marking budget is quite low. Would discuss replacement signals inventory, and keeping computer software to support the tracking system, with the updating being the number one priority. Now a Traffic Master Plan is being put together and will be presented to Council this summer.

Camp said on keeping costs down, heard talk on signaling areas of light replacement, with a cost. Maybe helpful to put in perspective as it's not inexpensive with control boxes, even though we need. Possibly get a cost per unit.

Esposito stated if Council still thinks it's a priority after hearing about the Master Traffic Plan and discussing the budget would understand. We don't have money for it today. Discussion on following standards when applying.

Eskridge asked if anything is being done in technology in terms of staining concrete? Having concrete with color which would look different? A possibility? Esposito answered it is more expensive than the battle ship grey concrete, but we can put color into concrete.

PUBLIC WORKS & UTILITIES/ENGINEERING

1. **ADVISORY.** Street Improvements. NW 48th Street; West Vine - West Adams Street. Project #701452.

IV. COUNCIL MEMBERS

JON CAMP

1. Reply to John Turincs on his messages of street projects.
2. Message from Jerald Utter regarding his daughter's moving violation, and Councilman Camp's reply.

V. CORRESPONDENCE FROM CITIZENS

1. Jim and Deb Girardin writing in respect to their tire claim against the City of Lincoln:
 - a) Letter received from Marcee Brownlee, Assistant City Attorney; and
 - b) Letter sent to Jeffery Kirkpatrick, Lincoln City Attorney, explaining their claim.

VI. ADJOURNMENT

Chair Emery adjourned the meeting at 2:18 p.m.