

# MAYOR'S NEIGHBORHOOD ROUNDTABLE SUMMARY

August 12, 2019

Mayor Gaylor Baird opened the meeting on Monday, August 12, 2019 at 5:30 p.m. in the Mayor's Conference Room, City/County/Building, Lincoln, NE.

## Attendance

Twenty-four residents and six City staff attended:

|   |   |
|---|---|
| Reshell Ray – Belmont NA                        | Jennifer Powell – Country Club NA       |
| Paul Johnson – East Campus NA                   | Karen Dienstbier – Eastridge NA         |
| Pat Anderson-Sifuentez – Everett NA, NW-L       | Pat Stear – Hartley NA                  |
| Sue Burkey – Hartley NA                         | Myrna Coleman – Highlands NA            |
| Andy Gueck – Indian Village NA                  | Liz Cody – Indian Village NA            |
| Pat Bracken – Irvingdale NA                     | Grant Daily – South Salt Creek CO       |
| Mike DeKalb – University Place CO               | Keith Roland – University Place CO      |
| Bill Vocasek – West A NA                        | Fred Freytag – Witherbee NA             |
| Russell Miller – Witherbee NA                   | Randy Smith – Woods Park NA             |
| Mike Renken – NeighborWorks-Lincoln             | Andrea Gebhart – Northern Lights HOA    |
| Natasha Naseem - Williamsburg HOA               | Bennie Shobe – City Council             |
| James Michael Bowers – City Council             | Tammy Ward – City Council               |
| Lin Quenzer – Mayor's Office                    | Jon Carlson – Mayor's Office            |
| Miki Esposito – Transportation & Utilities Dept | Wynn Hjermstad – Urban Development Dept |
| Marvin – Urban Development Dept                 | Mayor Gaylor Baird                      |

## Welcome & Introductions

Mayor Gaylor Baird welcomed everyone and asked for introductions. Paul Johnson volunteered to take notes.

## Mayor's Comments

Mayor Gaylor Baird thanked attendees for being interested in neighborhood streets & thanked the neighborhood leaders who have agreed to serve on the Advisory Committee on Transportation (ACT) Committee.

The Mayor toured the Ashland Water fields this past week.

The Mayor and her staff are working on adjusting City budgets due to the reduction in sales tax receipts.

## Taking it to the Streets

*Miki Esposito, Director, Lincoln Transportation and Utilities: 402-441-6173; mesposito@lincoln.ne.gov and Mike DeKalb, Co-Chair of the Advisory Committee on Transportation (ACT): 402-466-6357; midekalb@aol.com.*

Mayor Gaylor Baird recently announced the 14 members of the Advisory Committee on Transportation (ACT). The first meeting of the committee was on August 8th at which they toured the city to look at streets & different methods of street rehab.

To provide some background, the committee members reviewed the work of the Citizens Transportation Coalition. **See Attachment 1.** The Coalition, comprised of 27 community leaders, intensively studied Lincoln's streets and transportation systems for five months. The Coalition found that 58% of the city's streets needed repair, 29% needed rehab, 13% needed reconstruction. The Coalition studied several factors: the city's aging street system, 5-6% annual construction cost inflation, a federal gas tax rate that hasn't been raised for 26 years, and Lincoln's past spending level for its street infrastructure which was 75% less than similar, peer cities. The Coalition concluded that it would take an additional \$33 million annually to address the needed improvements. The Coalition recommended an increase in the city sales tax rate to provide the necessary resources. One advantage of using sales tax revenues is that about 30% of the tax collected will be from visitors. It is estimated that the ¼ of one percent additional sales tax would raise about \$13 million annually.

Lincoln's voters approved the sales tax in the spring elections. Collection of the additional sales tax will begin on October 1, 2019. The first projects funded by the additional sales tax will begin in spring of 2020. The newly appointed ACT will provide project recommendations and an annual report to the City Council.

The next steps include scheduling open houses in September to get public input. ACT meetings on 8/29, 9/19, 10/17, 11/14 and 12/12. In addition, public quadrant meetings will be held annually.

For more background information about "Taking it to the Streets" visit <https://Lincolnonthemove.com>

In the meantime, regular street projects are underway. Street projects funded by the special sales tax are in addition to those regular projects. View current projects at [lincoln.ne.gov/city/ltu/projects/construction.htm](http://lincoln.ne.gov/city/ltu/projects/construction.htm). Long-term capital improvement projects can also be found online, but are more difficult to find. LTU is working with a new online program that should make it easier to view.

Input from Roundtable attendees:

**Observation:** Sales tax funded street improvements should be clearly signed, including "credit given" to the source of funding.

**Question:** If neighbors are not providing enough input about projects, how will ACT get better input?

**Answer:** ACT will have to adjust and seek input in other ways.

**Question:** How will the public know what projects are already scheduled for work?

**Answer:** The new online program will make CIP project information more accessible.

**Question:** How will major projects be prioritized?

**Answer:** The Committee will consider the street conditions and other factors. LTU evaluated and scored street conditions using consistent criteria, so that will be a good baseline.

**Observation:** LPS parent teacher conferences are an effective way to disseminate information.

**Question:** How will projects be delivered in 2020?

**Answer:** In 2020, ACT will have a small group of projects to actually work on. In 2021, more/larger projects will be chosen by ACT. The committee will need to consider the types of different improvement/treatment – the cost, the advantages, and the disadvantages.

**Question:** What will be covered at the next ACT meeting?

**Answer:** The Committee will review their prioritization approach, project delivery, and new growth. The results of the survey completed by ACT members following the initial Trolley Tour will also be presented.

**Observation:** As much as possible, projects should be coordinated to address all of the needs at once such as sidewalks and utilities

**Observation:** When possible, saving or replacing trees should be a consideration when working on street improvements.

**Question:** What is the status of the 33<sup>rd</sup> & Cornhusker project?

**Answer:** At this time, the Railroad Transportation Safety District has a fiscal problem. They will continue to provide part of the project funding, but they will decrease the amount of funding being applied to the project per year.

**Observation:** Decisions about project recommendations will be relatively easy for the first couple of years. It will be more difficult in years 4-6 because awareness of and demand for the funds will increase.

## **Announcements**

- Planning Department presenting amendment which proposes allowing first story dwellings in B-2 zoning districts. **See Attachment 2.**
- Neighborhood association registration for notification for TIF projects needs to be returned by **September 4, 2019**. Registration allows a neighborhood association to choose how they are

to be notified about TIF projects: email, US Mail, or certified mail. The default for neighborhood associations that do not register will be email notification.

**Next Meeting/Agenda**

Next meeting will be September 9<sup>th</sup>. Agenda TBD.

**Adjournment**

The meeting adjourned at about 6:25 p.m.

*Respectfully submitted, Paul Johnson.*

**Attachment 1**

# Advisory Committee on Transportation (ACT)

Business Meeting #1  
August 8<sup>th</sup>, 2019



## Welcome and Introductions!

- ▶ We're Excited You're Here
- ▶ Let's Meet!

## Lincoln Citizens' Transportation Coalition

### ► The Process:

- ❖ 27 Lincoln Leaders
- ❖ 5 Months of Study
- ❖ Complete System, Policy, Funding and Process Review
- ❖ 14 Peer Communities
- ❖ 24 COST SAVING Recommendations
- ❖ 19 are complete or underway, including an Oversight Committee



|  |   |  |   |  |
|--|---|--|---|--|
| <b>CARL ESKRIDGE</b><br>City Council                         | <b>CYNDI LAMM</b><br>City Council                         | <b>MIKE HILGERS</b><br>State Senator                         | <b>ADAM MORFELD</b><br>State Senator      | <b>JENNIFER BRINKMAN</b><br>Lancaster County Commission            |
| <b>PAM DINGMAN</b><br>Lancaster County Engineer              | <b>MIKE DeKALB</b><br>StarTran Board / NRD                | <b>BRUCE BOHRER</b><br>Chamber of Commerce                   | <b>BOB CALDWELL</b><br>Co-Chair / NEBCO   | <b>KATHY CAMPBELL</b><br>Former State Senator                      |
| <b>LARRY DIX</b><br>Nebraska Association of County Officials | <b>BRAD HULSE</b><br>Lincoln First Realty                 | <b>MARK HUNZEKER</b><br>Baylor Evmen / LIBA                  | <b>TOM HUSTON</b><br>Cline Williams       | <b>JEANNE McCLURE</b><br>American Council of Engineering Companies |
| <b>JORDAN MESSERER</b><br>UNL Recreation                     | <b>RANDY PETERS</b><br>UNL Engineering                    | <b>DAN PIATKOWSKI</b><br>UNL Community and Regional Planning | <b>KIM RUSSEL</b><br>Bryan Health Systems | <b>JOE SCHULZ</b><br>Schulz Transportation                         |
| <b>LEO SCHUMACHER</b><br>Lincoln Federal Savings Bank        | <b>KATIE WILSON</b><br>Association of General Contractors | <b>RICK HOPPE</b><br>Mayor's Office                          | <b>JON CARLSON</b><br>Mayor's Office      | <b>MIKI ESPOSITO</b><br>Co-Chair / Public Works & Utilities        |
| <b>DAVID CARY</b><br>Planning                                | <b>LONNIE BURKLUND</b><br>Public Works & Utilities        |  |   |  |

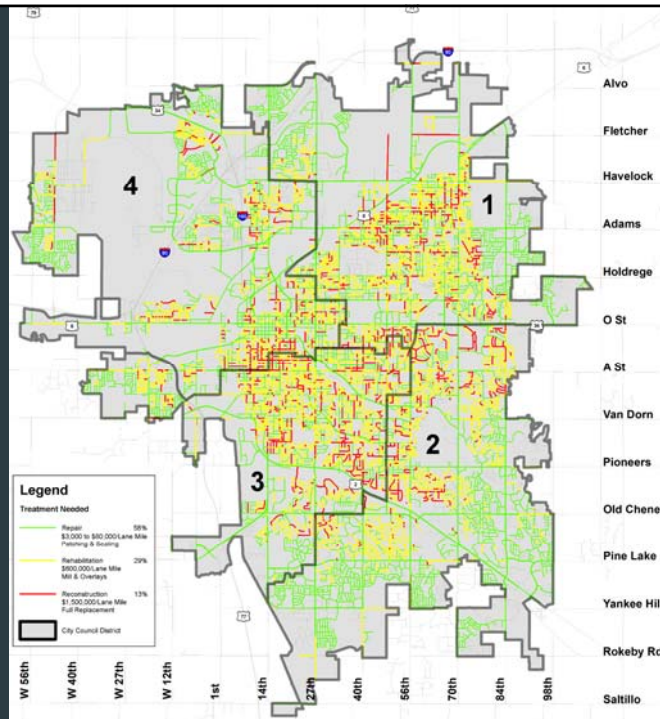
## Findings

- Streets are Important!
- Lincoln is GROWING AND THRIVING!
- OUTSTANDING Quality of Life
  - ❖ 3<sup>rd</sup> Best Quality of Life (NerdWallet.com)
  - ❖ 4<sup>th</sup> Best City for Renters (SmartAsset.com)
  - ❖ 7<sup>th</sup> Most Livable State Capitol (SmartAsset.com)
  - ❖ #1 Best Place to Find a Job (AOLJobs.com)
  - ❖ Top 10 Best Downtowns (Livability)
- Good Maintenance = Safe, Reliable Mobility



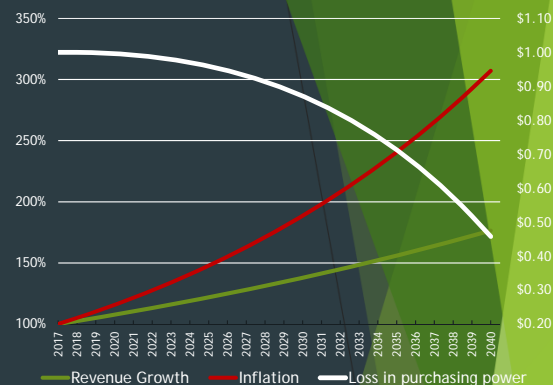
## Findings

- Street Preservation
  - ❖ 58% Need Repair
  - ❖ 29% Need Rehabilitation
  - ❖ 13% Need Reconstruction
- Optimization
  - ❖ 430 Traffic Signals to Maintain
- Growth
  - ❖ Backlog in New Streets



## Findings

- Aging Street System
- 5-6% Construction Inflation
  - ❖ Increased materials costs
  - ❖ Increased labor costs
  - ❖ Increased regulation
- The Federal Gas Tax hasn't been raised in 26 years. The rate has been 18.4 cents since 1993.
- Increased Fuel Efficiency = Reduced Motor Fuels Tax Effectiveness
- Lincoln is doing more with less funding and spends 75% less than our peers on maintenance (\$2,400 per lane mile vs. \$10,000 per lane mile).



Street Age

| Age           | Miles | Percent |
|---------------|-------|---------|
| 0 - 5 years   | 82    | 5.9     |
| 6 - 10 years  | 140   | 10.0    |
| 11 - 15 years | 145   | 10.5    |
| 16 - 20 years | 151   | 10.9    |
| > 20 years    | 872   | 62.7    |



## Findings

### The Funding Gap = \$33M per year



**100s**

More miles of safer, smoother streets

**\$21 million per year**

for system preservation and maintenance



**4X**

Intersection upgrades

**\$7 million per year**

for system optimization, like signal upgrades and maximizing traffic flow



**+25%**

Ability to build streets in growth areas

**\$5 million per year**

for system growth and new streets

## Recommendations

### INVEST IN LINCOLN'S FUTURE

#### DELIVER MORE COST SAVINGS

The City must not rest in finding better, more affordable ways to deliver high-quality service.

- **Keep the good streets good**  
Low-cost, regular maintenance extends pavement life and reduces the chance for unexpected, costly repairs.
- **Increase contracting flexibility**  
Third-party contracting can reduce response time, focus city resources on strategic priorities, and benefit local businesses.
- **Allow design flexibility**  
Street design flexibility gives Lincoln more for its money – reducing lane size from 12 to 11 feet saves \$500,000 / mile in construction costs.
- **Simplify impact fee system**  
The City can pool funding from more regions to deliver larger projects.

#### PURSUE BEST PRACTICES

The Coalition recommended adoption of 24 best practices in its final report, including:

- **Streamline business processes**  
Align transportation planning and policies to save city employee, developer, and contractor time and resources.
- **Optimize the existing system**  
Invest in efficient signal timing plans and enhance multimodal transportation.
- **Innovation**  
Implement new design standards to increase the life of streets and reduce repair needs. Incorporate new technologies.
- **Develop citizen advisory panel**  
Citizen input helps identify the right mix of services to meet Lincoln's unique needs.

#### ADD REVENUE

Coalition  
Recommends

**\$20 to \$28  
Million**

In Local Option  
Sales Tax

with  
No Property Tax Increase  
No Wheel Tax Increase

#### SOLVE THE GAP



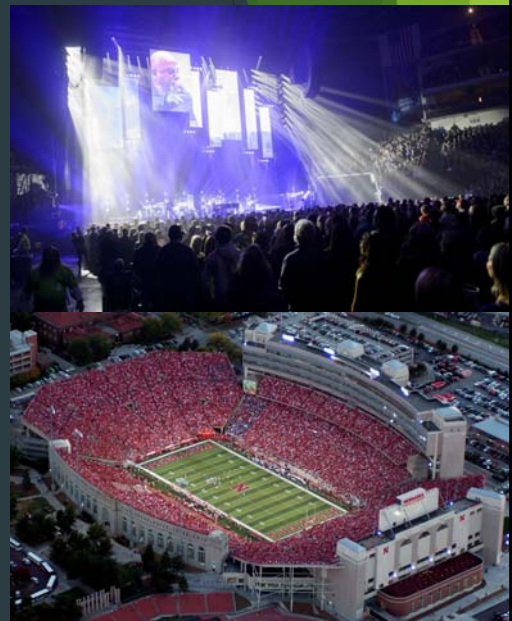
**\$33  
Million**

## Recommendations

| Recommendation   | Status            | Recommendation   | Status            |
|--|-------------------|--|-------------------|
| Conduct Periodic Reviews of Lincoln Transportation and Utilities Guidelines and Policy | Complete          | Enhance Backfill Requirements                                  | Complete          |
| Track Snow Removal Online  | Complete          | Warranty Bond Inspection Program                               | Complete          |
| Assure Access Management Policy Consistency  | In Progress       | Establish a More Robust Preventative Maintenance Program       | Funding Dependent |
| Update Complete Streets Policy   | In Progress       | "Keep the Good, Good" Pavement Management Approach             | Funding Dependent |
| Continue Emergency Pavement Repair Program   | Complete          | Develop Performance Goals for Arterial and Residential Streets | Complete          |
| Increase Pavement Inspection Frequency   | In Progress       | Develop an ASR Remediation Plan                                | Funding Dependent |
| Implement the Traffic Management Master Plan   | Funding Dependent | Develop a Dowel Bar Retrofit Program                           | Funding Dependent |
| Curb Cut Flexibility   | Complete          | Increase Traffic Operations Center Staffing                    | Funding Dependent |
| Consider Flexible Lane Widths  | Complete          | Establish a Single Point of Contact on Private Development     | Complete          |
| Design Standard Flexibility Construction   | In Progress       | Increased Private Development Testing & Inspection             | Complete          |
| Require Geotechnical Investigations for Streets  | Complete          | Simplify Impact Fee Program                                    | In Progress       |
| Require Dowel Bars in Concrete Construction  | Complete          | Establish a Transportation Advisory Committee                  | In Progress       |

## Why Did The Coalition Recommend Sales Tax?

- ▶ Why a 1/4 Cent Sales Tax?
  - ❖ Raises \$13 M Annually
  - ❖ Over 30% Paid by Visitors
  - ❖ Additional 2.5 cents on \$10 purchase
- ▶ Why not Property Tax?
  - ❖ Would Cost \$117 Per Household
- ▶ Why not Wheel Tax?
  - ❖ Would almost double from \$74 to \$132





## Moving Forward, the LINCOLN WAY!

- ▶ Compromise and Partnership
- ▶ Freeze Impact Fee Rates
  - ❖ To Support Growing Neighborhoods
  - ❖ To Aid Homebuyers
- ▶ Booster Shot for Our Streets
  - ❖ 75% for EXISTING Streets
  - ❖ 25% for NEW Streets
  - ❖ Improve Our Current Level of Service
  - ❖ Additional Miles of Rehabbed Residential Streets!



Better  
Streets  
Stronger Future



## ¼ Cent Sales Tax - Ballot Language

- ▶ \$13 million annually
- ▶ 6-year term
- ▶ For streets
  - ❖ Specifically, pavement projects (rehab and reconstruction) curb-to-curb on existing neighborhood and arterial streets.
  - ❖ In all quadrants of the City.
  - ❖ No less than 25% dedicated to new construction.
  - ❖ 1.5% for N. 33<sup>rd</sup> and Cornhusker Safety Improvement Project.
  - ❖ No sidewalks, trails, traffic signals, bike lanes or other non-paving projects.
  - ❖ No bonding or bond payments.

## ¼ Cent Sales Tax - Ballot Language

- ▶ Project Lists and Oversight
  - ❖ Recommended by a mayoral-appointed citizen oversight committee.
  - ❖ Programmed in the CIP (includes public hearing).
- ▶ Annual Report from LTU to oversight committee and City Council.

## Our Promise to the Community

- ▶ Focus on Neighborhood Streets
- ▶ Transparency, Tracking of Progress, Investment
- ▶ Follow Through on Recommendations



Advisory Committee on Transportation

ACT

TEAMWORK  
MAKES THE  
DREAM WORK

Advisory Committee on Transportation

- ▶ Charge
- ▶ Schedule
- ▶ Logistics
- ▶ Resources, Tools, and Support

## Advisory Committee on Transportation

### ► Charge Statement

*Provide an additional level of oversight, collaboration and advocacy regarding transportation infrastructure investments that are funded by the additional quarter of one percent sales tax.*

### ► From the voter-approved ballot language:

The street projects funded by the additional quarter of one percent sales tax shall be determined by the City's Capital Improvement Program with the guidance of a citizen oversight committee appointed by the Mayor to ensure that these tax revenues are spent fairly, efficiently, effectively, and in all quadrants of the City.

The Transportation and Utilities Department shall provide to the citizen oversight committee, the City Council, and the Mayor an annual report on projects funded by the increased sales tax for each year that the increased sales tax is in effect for the purposes set forth herein.

## Advisory Committee on Transportation

### ► Schedule

- ❖ August 8<sup>th</sup>
- ❖ August 29<sup>th</sup>
- ❖ September 19<sup>th</sup>
- ❖ October 17<sup>th</sup>
- ❖ November 14<sup>th</sup>
- ❖ December 12<sup>th</sup>

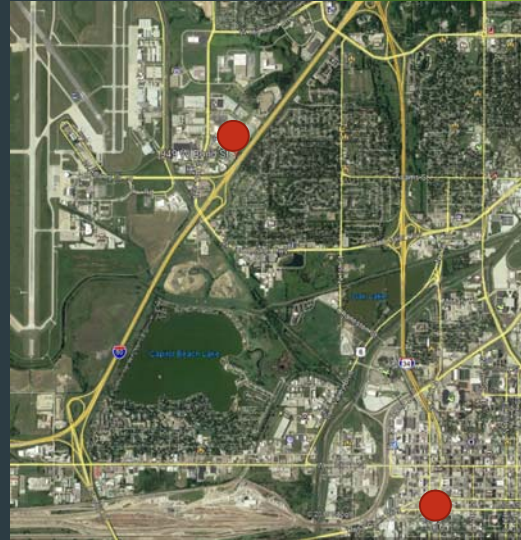


## Advisory Committee on Transportation

### ► Logistics

- ❖ Starting August 29<sup>th</sup>, all meetings will be held at:

Municipal Services Center (MSC)  
949 West Bond St., Suite 200



## Advisory Committee on Transportation

### ► Resources, Tools, and Support

- ❖ Information Binders
- ❖ Website Links
- ❖ Public Feedback
- ❖ Survey Results
- ❖ Q & A Response
- ❖ <https://lincolnonthemove.com/>





## Streets 101

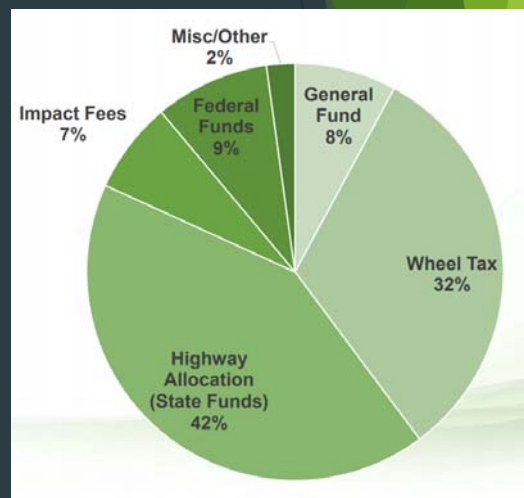
### ► Transportation Glossary

- ❖ Defining Terms
- ❖ Lots of Lingo – just ask! 😊

## Streets 101

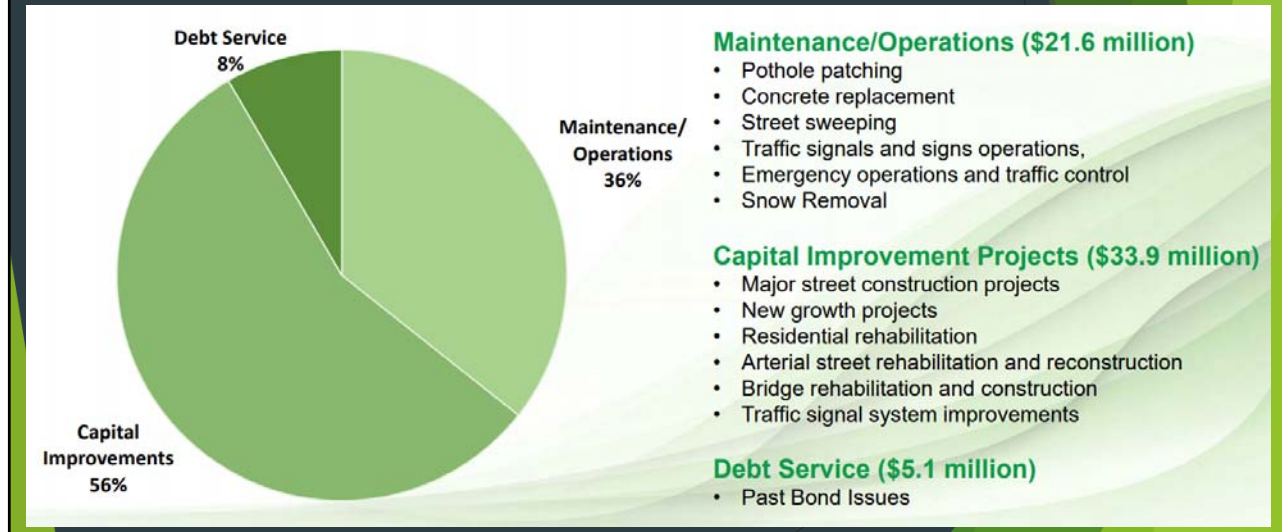
### ► Transportation Funding Summary

- ❖ \$60 million annual budget
- ❖ Wheel Tax - \$19 million
- ❖ Highway Allocation - \$25.2 million
- ❖ Impact Fees - \$4.2 million
- ❖ Federal Funds - \$5.4 million
- ❖ General Fund - \$5.0 million
- ❖ Misc. Fees/Other - \$1.2 million



## Streets 101

### ► Transportation Funding Summary



## Streets 101

### ► Data & Examples: Costs



## Streets 101

### ► Data & Examples: Costs



#### PRESERVATION

2,600 Lane-Miles to Maintain  
Bridge and Pavement Repair  
Street Resurfacing

#### Example Cost

**\$600,000** / lane-mile  
to resurface a street



#### OPTIMIZATION

450 Traffic Signals  
Intersection Upgrades and Widening  
Bicycle, Pedestrian and Bus improvements  
Single System Enhancements

**\$300,000** / signalized  
intersection upgrade



#### GROWTH

BY 2040:  
120,000 New People  
109,000 New Jobs  
New Streets

**\$12,000,000** / mile  
of new 4-lane arterial street

## Streets 101

### ► Street Improvements/Treatment Types

- ❖ Emergency Repairs
- ❖ Preservation
- ❖ Rehabilitation
- ❖ Reconstruction
- ❖ New Streets

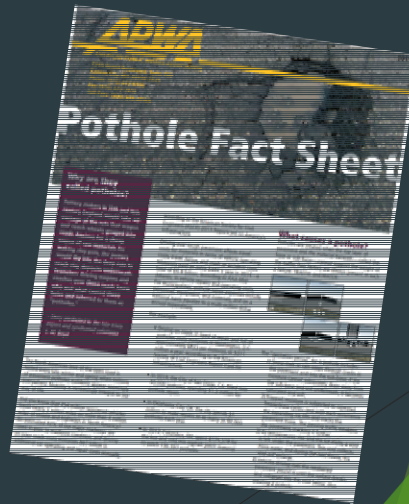


## Streets 101

### ► Street Improvements/Treatment Types

#### ❖ Emergency Repairs

- Pothole patching
- Asphalt patching
- Concrete repairs
- Base repairs



## Streets 101

### ► Street Improvements/Treatment Types

#### ❖ Preservation

- Surface sealing
- Crack sealing
- Rejuvenators
- Joint maintenance





## Streets 101

### ► Street Improvements/Treatment Types

#### ❖ Rehabilitation

- Mill and overlay
- Curb and concrete repairs



## Streets 101

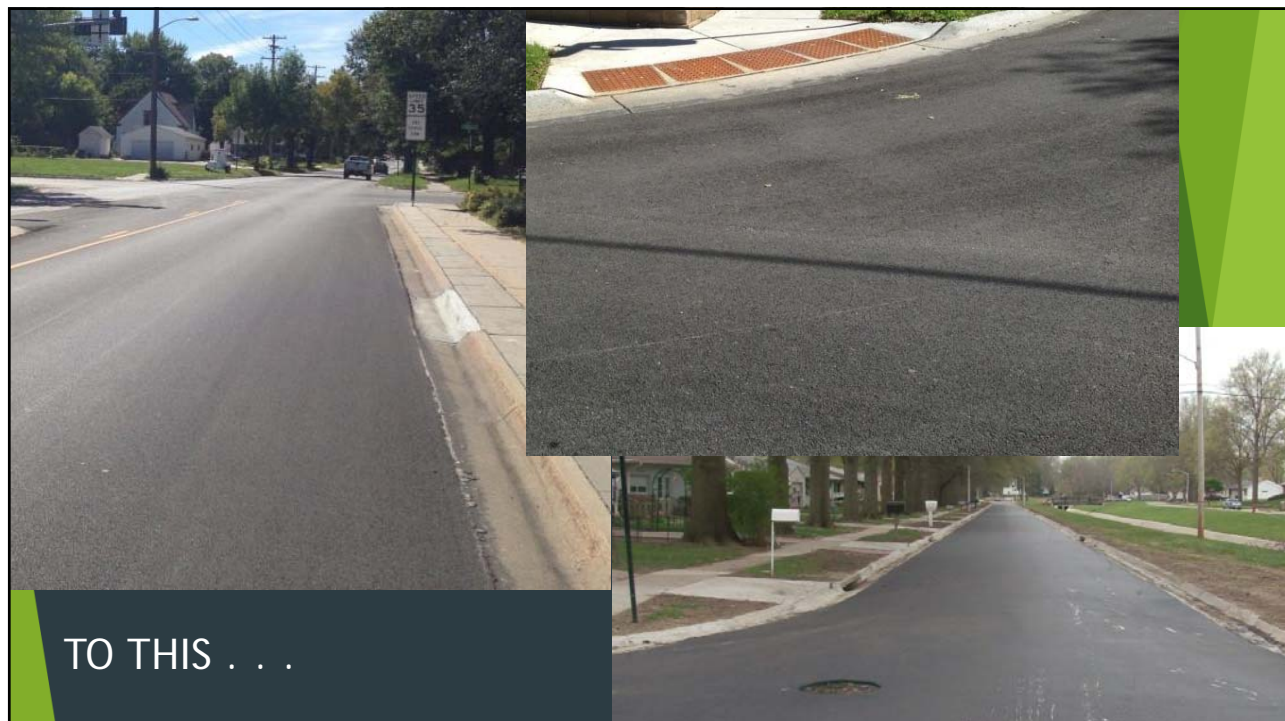
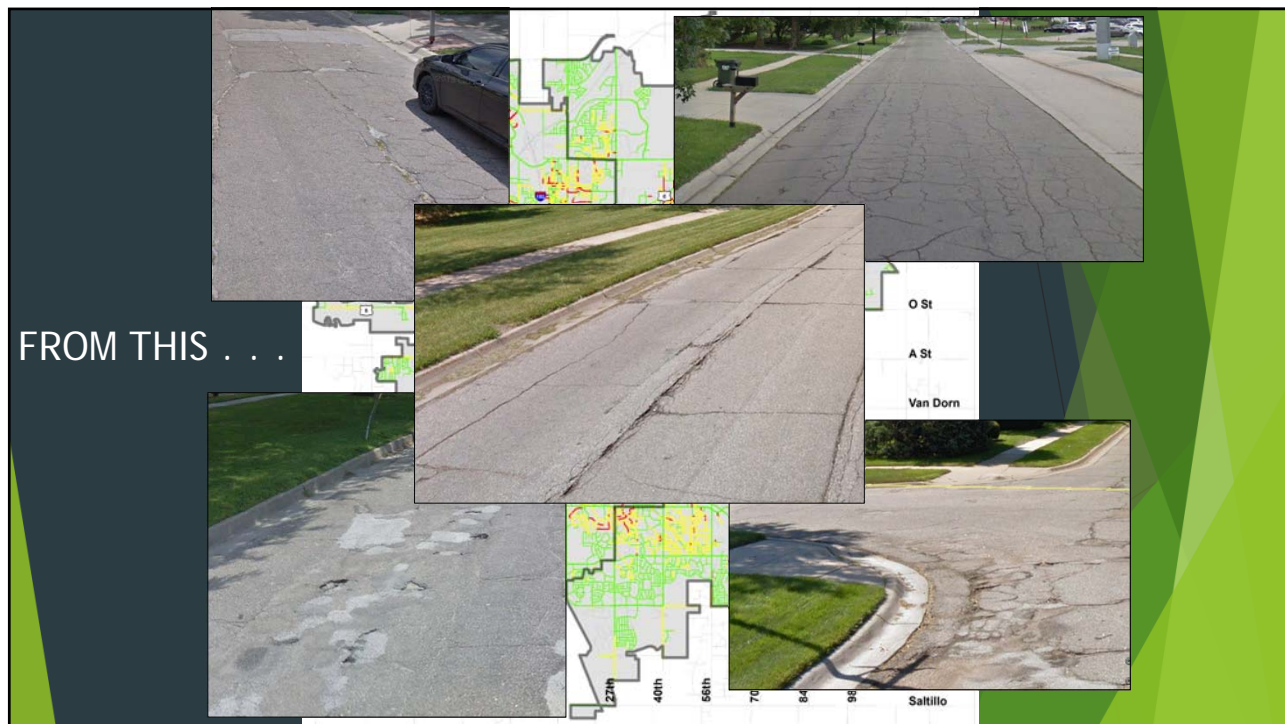
### ► Street Improvements/Treatment Types

#### ❖ Rehabilitation cont...

- Mill and overlay
- Curb and concrete repairs







## Streets 101

### ► Street Improvements/Treatment Types

#### ❖ Reconstruction

- Full depth replacement
- Sub-grade prep
- Widening



## Streets 101

### ► Street Improvements/Treatment Types

#### ❖ New Street Construction

- Paving current fringe roads
- New connections / intersections





## Overview of Next Meeting

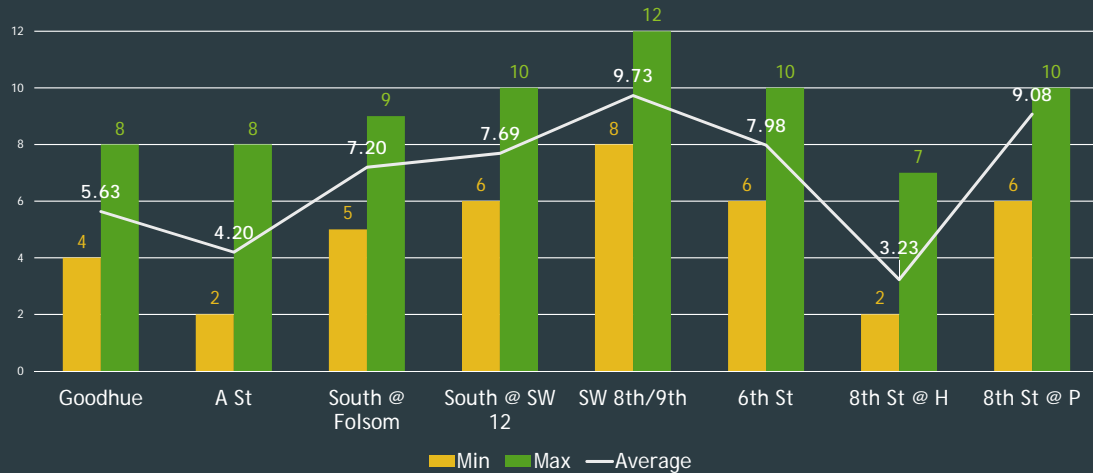
- ▶ Prioritization Approach
- ▶ Project Delivery Approach
- ▶ Approach for Developer-Initiated New Growth/  
New Construction Projects
- ▶ 1.5% Contribution to the RTSD



## Overview of Next Meeting

### ► Initial Survey Results from Trolley Tour.....

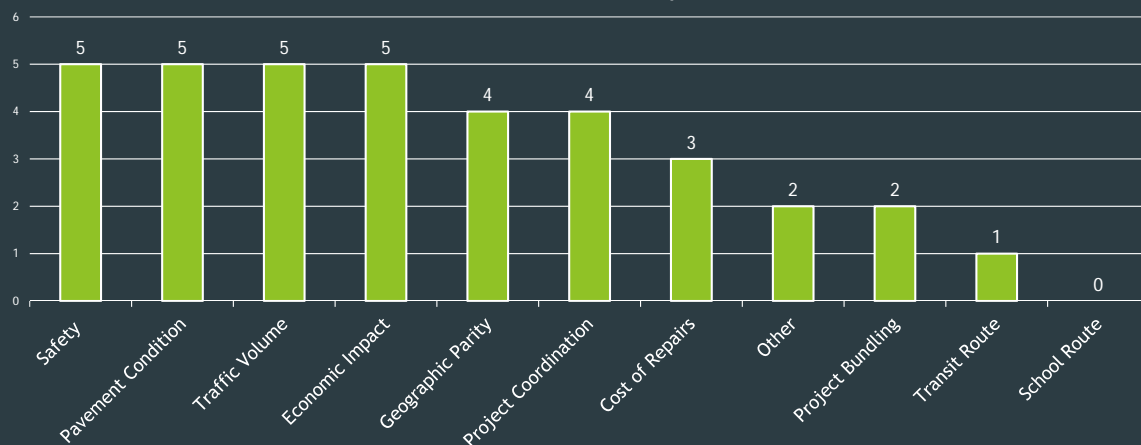
How would you rate the overall quality of this street segment?



## Overview of Next Meeting

### ► Initial Survey Results from Trolley Tour.....

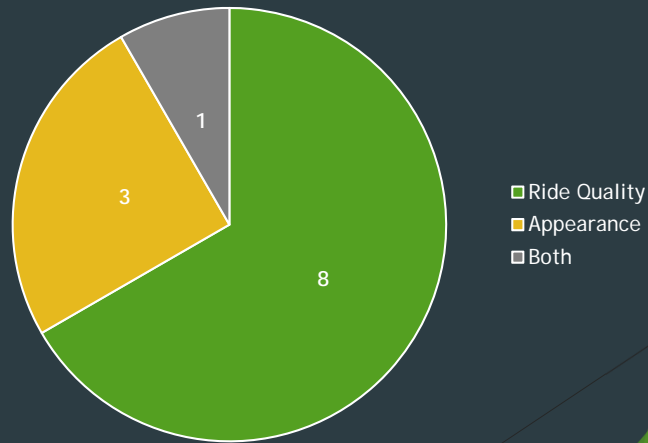
What are the most important criteria to evaluate when prioritizing streets for maintenance and repair?



## Overview of Next Meeting

### ► Initial Survey Results from Trolley Tour.....

What is more important to you on a final repaired street surface?



## Questions?

**LincolnOnTheMove.com**  
info@LincolnOnTheMove.com



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## **MEMORANDUM**

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**TO:** Wynn Hjermstad, Urban Development  
**FROM:** Brian Will, Planning Department  
**SUBJECT:** TX#19005 – First Story Dwellings in the B-2 Zoning District  
**DATE:** 8/7/19

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Attached is a proposed text amendment submitted jointly by Civil Design Group and Olsson. It proposes to remove the prohibition on first story dwellings in the B-2 zoning district. Currently, dwellings are allowed as a conditional use in the B-2, the condition being that they are prohibited from being located on the first story.

The applicable conditional use section actually applies to the O-2, B-1, B-2 and B-3 zoning districts, but only the B-2 will be affected by the proposed amendment. The rationale for the amendment is that the O-2, B-1 and B-3 zoning districts are intended for the city's older commercial areas which are often linear and typically lack depth. As a result it is appropriate to preserve the first story for commercial uses.

The B-2 on the other hand is intended to allow for neighborhood shopping centers in the newer suburban parts of the city. It is a transitional zoning district designed with use regulations, screening and setbacks so it can be sited adjacent to residential developments. With a minimum five acre area requirement, these centers are large enough to accommodate a range of uses, and the prohibition on first story residential is not warranted.

There are several projects in process or under discussion that otherwise would be appropriate for B-2 Planned Neighborhood zoning, except first story dwellings are proposed or under consideration. The issue has been raised on several occasions over the last year or so, and the notion of a text amendment has been discussed previously. The Planning Department has worked closely with the two applicants involved and supports the proposed amendment.

This request is tentatively scheduled for Planning Commission consideration at their September 4, 2019 hearing. Please feel free to contact me at 1-6362 or by email at [bwill@lincoln.ne.gov](mailto:bwill@lincoln.ne.gov) with any questions.

## PROPOSED TEXT AMENDMENT

### Change of Zone #19005

The intent of this text amendment is to allow dwellings on the first floor in the B-2 zoning district when stated as an allowed use as part of a use permit. The proposed text to be modified/added is as follows:

#### **TITLE 27 Zoning**

#### **Chapter 27.62 – Conditional Uses**

#### **27.62.040 Household Living Use Group**

A building or premises may be used for the following use types as a permitted conditional use in the designated zoning districts and in compliance with the conditions of approval applicable for that use type.

a. Dwellings are allowed in the O-2, B-1, ~~B-2~~, and B-3 zoning districts under the following conditions:

1. Dwellings shall only be permitted above or below the first story of a building;
2. The first story of the building shall be used for a non-dwelling use allowed in the district, except that first floor dwellings shall be permitted in buildings that were originally constructed for a residential use prior to November 1, 1997. The first floor non-dwelling use shall not:
  - A. be an accessory use to the residential use;
  - B. be a parking lot or garage;
3. The first story of the building shall not have more than twenty percent of its height below grade.

~~b. Dwellings are permitted in the B-2 zoning district when stated as an allowed use as part of a use permit.~~

~~b c.~~ The main use of a lot for a single-family dwelling and an accessory dwelling is allowed in the R-1 through R-4 zoning districts under the following conditions: