

**DIRECTORS' MEETING  
MONDAY, MAY 5, 2008  
COUNTY-CITY BUILDING, ROOM 113  
11:00 A.M.**

**I. MAYOR**

- \*1. Parks Department to Acquire Two Health Department Used Pickups.
- \*2. NEWS RELEASE. Mayor Presents March Award of Excellence to Steven Groesser, James Stolley and Tim Watts of the Wastewater Division of the Public Works and Utilities Department.
- \*3. NEWS RELEASE. Public Invited to Open House on Little Salt Creek Watershed Master Plan Study. Tuesday, April 22, 2008 at 5:00 pm at Lincoln North High School.
- \*4. Washington Report. April 18, 2008.

**Received Week of May 5, 2008**

- 1. NEWS RELEASE. Mayor Announces Architect and Developer for West Haymarket.
- 2. NEWS ADVISORY. Mayor Beutler's Schedule for Thursday, May 1, 2008.
- 3. NEWS RELEASE. Winners Announced in City Employee Art Contest.
- 4. Washington Report. April 25, 2008.

**II. DIRECTORS**

**COUNTY COMMISSIONERS**

- 1. Letter from Lancaster County Board of Commissioners Announcing Website for the New Adult Detention Facility ([www.newadf.com](http://www.newadf.com)).

**HEALTH DEPARTMENT**

- 1. NEWS RELEASE. Safe Kids Coalition Presents Two Events: Ultimate Safe Kids Day at Southpointe Pavilion, and Safe Kids Blast at the Salvation Army.

**FINANCE/BUDGET DEPARTMENT**

- \*1. April Sales Tax Reports
  - a) Actual Compared to Projected Sales Tax Collections;
  - b) Gross Sales Tax Collections with Refunds Added Back-In. 2002-2003 Through 2007-2008;
  - c) Sales Tax Refunds. 2002-2003 Through 2007-2008; and Net Sales Tax Collections. 2002-2003 Through 2007-2008.

**PLANNING DEPARTMENT**

- \*1. Planning Commission Review Edition 2008/2009 - 2013/14 CIP.

**Received Week of May 5, 2008**

- 1. Metropolitan Planning Organization Technical Committee Meeting Agenda for May 1, 2008. (Delivered to Council Members on Monday, April 28, 2008)

**PLANNING COMMISSION FINAL ACTION**

- \*1. Comprehensive Plan Conformance No. 08007. Permanent Conservation Easement, South 56<sup>th</sup> Street and Shadow Lane. Resolution No. PC-01115.
- \*2. Use Permit No. 80A. Expansion of Use Permit Area. N. W. 1<sup>st</sup> Street and West Highland Boulevard. Resolution No. PC-01116.

- \*3. Preliminary Plat No. 07004. Wilderness Heights Addition. South 40<sup>th</sup> Street and Yankee Hill Road. Resolution No. PC-01118.
- \*4. Special Permit No. 08019. One-Sale Alcohol, 9 South Chagrill, 844 South Street. Resolution No. PC-01117.

**PUBLIC WORKS/STAR TRAN**

- \*1. Reply to Mr. Book from Larry Worth, StarTran Transit Manager, Regarding Questions, Concerns of the StarTran Public Transit System.

**PUBLIC WORKS AND UTILITIES**

- 1. ADVISORY. Sidewalk Repair Advisory. Project #702361. Various Locations with Contract Awarded to TCW Construction of Lincoln.
- 2. ADVISORY. Sidewalk Repair Advisory. Project #702362. Various Locations with Contract Awarded to R & C Concrete of Lincoln.
- 3. ADVISORY. Upcoming Intersection Safety Improvement Project. 56<sup>th</sup> Street and Elkcrest Drive. City Project #700846. State Project #SSPP-5241(4).

**III. CITY CLERK**

**IV. COUNCIL REQUESTS/CORRESPONDENCE**

**JON CAMP**

- \*1. Correspondence from Jim Tiedeman Containing Questions and Concerns.

**V. MISCELLANEOUS**

- \*1. Letter from Lela Knox Shanks Urging Council to Ban Members from Having City Contracts.
- \*2. Media Release from Community Health Endowment. Ruth Hill Elementary and community Health Endowment Team Up to Support the “Back Pack Program”.
- \*3. Email from Mary Woltemath to City Council with Enclosures on Sewer Back-Up Claim.
  - a) Letter Sent to Roger Krutt, Assistant Superintendent of Wastewater Service; and
  - b) Report of Property Damage - Filing of Claim Presented by Marie Woltemath.
  - c) Letter to Mary Woltemath from Connor Reuter, Assistant City Attorney, Regarding Claim Against the City of Lincoln in the Amount of \$125.00.

**Received Week of May 5, 2008**

- 1. Email from Paul Miloni in Support of the Ethics Ordinance.
- 2. Email from Marvin Soucek in Support of the Ethics Ordinance.
- 3. Email from Shannon McGovern. Bring Tax Revenue into Lincoln with a Motorsports Race Track.
  - 3b) Economic Impact Analysis. Sent by Shannon McGovern.
- 4. Email from Cory Smathers. Issue with Current Downtown Bicycle Lanes.
  - 4b) Proposed Solution for Downtown Bicycle Lanes.
- 5. Email from Sstumme. Do Not Build Hotel with New Arena.

**VI. ADJOURNMENT**

**\*Held over from Monday, April 28, 2008**



# NEWS RELEASE

MAYOR CHRIS BEUTLER

[lincoln.ne.gov](http://lincoln.ne.gov)

## OFFICE OF THE MAYOR

555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

**FOR IMMEDIATE RELEASE:** April 29, 2008

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

### MAYOR ANNOUNCES ARCHITECT AND DEVELOPER FOR WEST HAYMARKET

Mayor Chris Beutler today announced that the City has chosen DLR Group as the architect for the proposed new arena in the West Haymarket Area. Beutler also announced that the Lincoln Traction Partners, a team formed by Will and Robert Scott of WRK, will work with the City on developing a hotel, conference center, retail and office space and condominiums in the area.

“There is a vibrancy that exists in our historic Haymarket, and we are looking to build on that energy to create new jobs and opportunities for the whole community,” said Mayor Beutler. “We have chosen firms that share our vision. It is important work that must be done to put together the best information for citizens as we move closer toward a public vote on the arena project.”

Beutler thanked the two selection committees that researched and interviewed architects and developers. “The selections of both the architect and developer were based not on the concept designs they submitted but on their qualifications, skills and creativity,” he said.

DLR is one of the largest architectural and engineering firms in the country. “They have extensive experience with sports facilities,” said Beutler. “They will help create an arena vision and give our community a sense of what can be and what we can achieve.”

“It is our responsibility to lead and design a facility that fuels the vision we collectively establish,” said Stan Meradith, AIA, a Principal with DLR. “Our goal is to design a project that the citizens of Lincoln can embrace – one that is sustainable with an appropriate budget.” More information on the firm is available at [dlrgroup.com](http://dlrgroup.com).

Lincoln Traction is comprised primarily of WRK, the Woodbury Corporation of Salt Lake City and International Facilities Group of Chicago. “Lincoln Traction brings an important local presence and a respect and appreciation for the uniqueness of our Haymarket area,” said Beutler. “This respect is certainly very important to me and to our community as we talk about the redevelopment of this area.”

- more -

**West Haymarket**

**April 29, 2008**

**Page Two**

Robert Scott of WRK said Lincoln Traction is excited to work with the City, the University of Nebraska and the 2015 Vision Group to create a development that “is sensitive to local issues and stimulates dynamic growth in our great city.”

“The focus of our proposal is the creation of a development that represents all residents of Lincoln and reflects our significance as the Capital City of Nebraska,” said Scott. “We are hopeful that our civic leaders and community residents will assist us in creating an integrated development that is highly innovative, cost efficient, diverse and respectful to the surrounding environment.”

Scott said Lincoln Traction would provide updates to the public on its Web site at [www.lincolntractionpartners.com](http://www.lincolntractionpartners.com). He said the partnership also would use the Web site for community input.

Beutler said the City will begin meetings with Lincoln Traction and DLR in the near future to discuss the process and timelines.

Earlier this year, the consulting firm of Conventions, Sports and Leisure reported that a new arena is needed in Lincoln and that it is financially feasible. The Nebraska Legislature this year passed a bill that would return about \$700,000 per year in state sales tax revenues for a proposed arena with a maximum of 16,000 seats.



# NEWS ADVISORY

MAYOR CHRIS BEUTLER

[lincoln.ne.gov](http://lincoln.ne.gov)

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## OFFICE OF THE MAYOR

555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

**DATE:** April 30, 2008

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

Tomorrow is the one-year anniversary of Chris Beutler's election as Lincoln's 51st Mayor. He was sworn into office on May 14, 2007.

The media are invited to cover three events **Thursday, May 1:**

- The **Mayor's Interfaith Prayer Breakfast** begins at **7:30 a.m.** at the **Embassy Suites, 1040 "P" Street.**
- The Mayor will present awards for the **National Arts Program** contest at **10 a.m.** in the **City Council Chambers, 555 South 10th Street** (see release).
- The Mayor and other City leaders will discuss the success of the past session of the Nebraska Legislature at a **news conference** at **4 p.m.** at the **Chamber of Commerce, 1135 "M" Street.**



# NEWS RELEASE

MAYOR CHRIS BEUTLER

lincoln.ne.gov

## OFFICE OF THE MAYOR

555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

**FOR IMMEDIATE RELEASE:** April 30, 2008

**FOR MORE INFORMATION:** Diane Gonzolas, Citizen Information Center, 441-7831  
Graham Little, AmeriCorps/Lincoln Arts Council, 434-2789

## **WINNERS ANNOUNCED IN CITY EMPLOYEE ART CONTEST**

*Work to be displayed at Gere, Eiseley and Walt branch libraries*

Mayor Chris Beutler will present cash awards Thursday, May 1 to the winners of the National Arts Program contest for employees of the City of Lincoln and their families. More than 100 entries were received, and 15 artists will be recognized in a ceremony at 10 a.m. in the City Council Chambers, 555 South 10th Street. The awards ceremony will be carried live on 5 CITY-TV, the government access cable channel. No City funds were used for the contest or exhibit, and the program had no entry fee.

This is the second year the City of Lincoln has participated in the National Arts Program, which sponsors art contests and exhibits for City employees and their families in about 450 communities across the country. Additional financial support is being provided by AmeriCorps/the Lincoln Arts Council and the Nebraska Arts Council.

All artwork entered will be exhibited from Thursday through May 21 at Eiseley, 1530 Superior Street; Gere, 2400 South 56th; or Walt, 6701 South 14th. Each artist chose the branch where his or her work will be displayed. Opening receptions will be held from 4:30 to 6 p.m. Thursday May 1 at each branch.

"I see the creativity of our City employees every day," said Mayor Beutler. "This contest gives them and their families the opportunity to share their art with co-workers and the general public. We are pleased with the support of our partners, who make this contest possible. I encourage residents to visit the exhibits to see the great talent we have in our City."

The winner of the "Best in Show" award is Matthew Norsworthy, a Library Assistant at the Bennett Martin Public Library. He will receive \$300 for that award and another \$300 for winning first place in the adult professional category. A complete list of award recipients follows this release.

Judges for the contest were Carol DeVall, an artist and member of Gallery 9; Michael James, quilt artist; and Renee Johnson, owner of So-Oh Fine Art.

- more -

**National Arts Program**

**April 30, 2008**

**Page Two**

More information on the national program is available at [www.nationalartsprogram.org](http://www.nationalartsprogram.org). The Nebraska Arts Council, a state agency, supports the program through a matching grant funded by the Nebraska Legislature, the National Endowment for the Arts and the Nebraska Cultural Endowment. More information is available at [www.nebraskaartscouncil.org](http://www.nebraskaartscouncil.org).

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**2008 NATIONAL ARTS PROGRAM AWARD WINNERS**

**BEST IN SHOW (\$300) - Matthew Norsworthy, Library**

**YOUTH UNDER12**

First place (\$75) - Robbie Quenzer Baier, son of Lin Quenzer, Mayor's Office, and Barb Baier, Finance

Second place (\$50) - Clayton Brooks, son of Tami Bonnema, Library

Third place (\$25) - Joelle Tangen, daughter of Matthew Tangen, Police

**YOUTH 12 - 18**

First place (\$75) - Bisi Oyinlade, daughter of Tami Bonnema, Library

Second place (\$50) - Eric Shepherd, son of Doug Shepherd, Police

Third place (\$25) - Kellen Restau, son of Karen Restau

**ADULT AMATEUR**

First place (\$300) - Matt Landis, son of Dave Landis, Urban Development

Second place (\$200) - Ian G.M. Mickells, son of Greg Mickells, Library

Third place (\$100) - Toni Murrell, daughter of Mark McCaugherty, Lincoln Water System

**ADULT INTERMEDIATE**

First place (\$300) - Donna McCaugherty, wife of Mark McCaugherty, Lincoln Water System

Second place (\$200) - Matthew Rezac, brother in law of Jon Sundermeier, Police

Third place (\$100) - Scott D. Clark, Library

**ADULT PROFESSIONAL**

First place (\$300) - Matthew Norsworthy, Library

Second place (\$200) - Patricia Ann Twomey, Health Department

Third place (\$100) - Scott Stewart, Library



**INSIDE:**

HOUSING .....1  
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**Washington Report**

Archived at:  
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**HOUSE PANEL ADDRESSES FORECLOSURES**

**HOUSING**

House panel tackles foreclosure bills. The House Financial Services Committee considered a pair of bills this week that are designed to address the foreclosure crisis.

The Committee approved a bill (HR 5818) that would authorize \$7.5 billion in grants and \$7.5 billion in loans for the acquisition and rehabilitation of foreclosed homes for resale or conversion for affordable rental housing. As cleared by the Committee, 50 percent of the funding would have to go towards housing for very low-income families (less than 50 percent of area median income), with the additional requirement that 50 percent to housing for extremely low-income families (less than 30 percent of area median income).

As introduced, the bill would have largely directed funding to the states, with only the 25 largest cities in the country guaranteed a share of the funding, with that share sub-allocated by the states based on foreclosure rates and other criteria. During this week's markup, the Committee approved an amendment offered by that would require the states to sub-allocate funds to cities with a population of over 50,000 and a foreclosure rate that exceeds the state foreclosure rate by 25 percent.

Other amendments approved by the Committee would allow the use of funds authorized by the bill for the demolition of unsafe and deteriorated foreclosed homes, prohibit the use of funds authorized by the bill for the demolition of public housing and allow the use of funds for energy efficiency improvements as part of the rehabilitation of a foreclosed home.

The Committee also began consideration of legislation (HR 5830) that would authorize the Federal Housing Administration (FHA) to

refinance \$300 billion in mortgages facing foreclosure. Under the Frank bill, FHA would take over and refinance mortgages facing foreclosure if the lender agreed to absorb the difference between the outstanding loan amount and the actual value of the home. The Committee is scheduled to complete work on the bill next week.

Once the Committee completes work on HR 5830, it and HR 5818 will be combined with a package of tax provisions (HR 5720) approved by the Ways and Means Committee for consideration by the full House the week of May 5 (see the April 11 Washington Report for a detailed description).

However, Acting Housing and Urban Development Secretary Roy Bernardi voiced concerns about the proposal to have FHA assume such a large number of mortgages facing foreclosure. Bernardi, echoing an argument made earlier in the week by some Financial Services Committee Republicans, says that he fears that the proposal could endanger FHA's financial health and could potentially saddle taxpayers with huge costs.

Bernardi's objections are unlikely to stop House passage of the House foreclosure prevention bill. However, the objections are a sign that when a House-Senate conference committee meets to reconcile the House package with a Senate-passed foreclosure prevention bill (HR 3221), the specter of a potential veto will hang over conferees as they negotiate. (See the April 11 Washington Report for a detailed description on HR 3221 as passed by the Senate.)

## AVIATION

Senate to consider FAA reauthorization next week. Senate Majority Leader Harry Reid (D-NV) has scheduled a key procedural vote for April 28 that could lead to consideration of the Federal Aviation Administration (FAA) Reauthorization Act of 2007 (HR 2881). The current authorization of the FAA, which has been extended several times since its expiration last year, is set to expire on June 30, 2008.

While the House approved its version of an FAA bill last year, the Senate Finance and Commerce committees have disagreed over aviation program funding, leaving the measure stalled. The Commerce Committee proposal includes a \$25-per-flight surcharge to supplement current taxes, with a gradual phase-out of the aviation gas tax, and a phase-in of an increased jet fuel tax on non-commercial jets. The Senate Finance Committee (and the House legislation) rejected the usage-based fee proposal in favor of the current model of taxes on aviation fuel and airline tickets. Reports indicate that proponents of the Commerce Committee proposal have made significant concessions in recent days.

The White House has proposed to replace the current system of taxes on fuel and tickets with fees such as charges-per-flight based on distance traveled. The Bush Administration insists that the shift in the fee structure is necessary to upgrade the outdated air traffic control system to the costly Next Generation Air Transportation System, which it states is necessary to handle the expected rise in air traffic volume nationwide.

Should the cloture vote to limit debate on the FAA bill succeed in the Senate on April 28, the bill is also expected to become a vehicle for a variety of amendments on issues such as congestion, FAA safety inspections, and the looming Delta Airlines-Northwest Airlines merger.

## HUMAN SERVICES

Ignoring veto threat, House approves measure to block new Medicaid rules. The House approved legislation (HR 5613) this week that would prevent the Department of Health and Human Services from implementing new regulations that would scale back Medicaid payments to states.

While the 349-62 vote in the House represents a comfortable veto-proof margin, it remains to be seen whether the Senate could provide a similar cushion. All 62 votes against the measure in the House were Republican, while 128 GOP members voted in favor of the bill.

The Bush Administration published the new regulations last year because they believe that states are using loopholes and accounting maneuvers under the current rules to squeeze higher reimbursement rates for their services from the federal government. In FY 2008, the federal government expects to pay 57 percent of the costs of the Medicaid program, or \$204 billion. According to the Congressional Budget Office, the seven regulations together would save Medicaid about \$17.8 billion over five years. They are intended to:

- limit state Medicaid payments to public hospitals, which would reduce federal payments as well;
- narrow the services the government would pay for under case management plans that some states provide patients;
- prohibit federal reimbursement for the costs of transporting Medicaid-eligible children to school and administering Medicaid services at schools;
- narrow the types of rehabilitative services that the federal government would pay for;
- end federal Medicaid reimbursement for students at teaching hospitals;
- narrow outpatient hospital services eligible for federal reimbursement, and

- limit taxes that some states charge health providers as a way to reduce Medicaid's draw on their budgets.

The rule on case management is already in effect. HR 5613 would postpone the seven regulations until April 2009.

Senior members of the Senate Finance Committee indicated their interest in blocking the regulations as well, but did not indicate when the panel might take up the matter.

The regulations were published in the May 29, 2007 *Federal Register* and can be accessed here:

<http://edocket.access.gpo.gov/2007/pdf/07-2657.pdf>

## HUMAN RESOURCES

Senate fails to halt debate on wage bias legislation. A vote in the Senate this week on wage discrimination legislation (HR 2831) fell three votes shy of the 60 necessary to limit debate on the measure, forcing sponsors to shelve the bill for the year.

The measure, which was approved by the House last July, is a response to the 2007 Supreme Court decision (*Ledbetter v. Goodyear Tire and Rubber Co.*) that workers filing suit for pay discrimination must do so within 180 days of the actual decision to discriminate against them. Bill sponsors maintain that the legislation is a narrowly-focused effort to reverse that decision but opponents – which include the White House – maintain that in its current form the bill goes beyond the scope of *Ledbetter* (see April 18 Washington Report for additional details).

While the measure is not likely to be debated again this year, Senate Democrats vowed that the issue would be heard on the campaign trail. In fact, debate on the bill was postponed until Wednesday afternoon in order to allow Senators Hillary Clinton (D-NY) and Barack Obama (D-IL) the opportunity to speak in favor of it on the floor. Senator John McCain (R-AZ) was not present for the vote.



RECEIVED

APR 25 2008

CITY COUNCIL  
OFFICE

LANCASTER COUNTY BOARD OF COMMISSIONERS

Bernie Heier      Larry Hudkins      Deb Schorr      Ray Stevens      Bob Workman  
Kerry Eagan, *Chief Administrative Officer*      Gwen Thorpe, *Deputy Administrative Officer*

**To:** Mayor Chris Beutler and Members of the City Council

**From:** Bob Workman, Chair, Lancaster County Board of Commissioners

**Copies:** Board of Commissioners  
Kerry Eagan, Chief Administrative Officer  
Gwen Thorpe, Deputy Chief Administrative Officer

**Date:** April 25, 2008

**RE:** Website for the New Adult Detention Facility ([www.newadf.com](http://www.newadf.com))

The Lancaster County Board of Commissioners is pleased to announce the website for the new Adult Detention Facility is now operational. You will find the website at:

[www.newadf.com](http://www.newadf.com)

The website is designed to provide accurate and current information about the project, as well as factual information regarding the need for the new jail facility. The site includes a place for questions and comments. This information could be helpful to City Directors and employees who may be asked questions about the project. We encourage you to share this memo with all City departments and ask that they distribute or post it within their offices.

Thank you, and if you have any questions please contact Gwen Thorpe, Deputy Chief Administrative Officer, Lancaster County Board of Commissioners, at 441-7447, or [gthorpe@lancaster.ne.gov](mailto:gthorpe@lancaster.ne.gov)



# NEWS RELEASE

MAYOR CHRIS BEUTLER



LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT

3140 N Street, Lincoln NE 68510 • Phone: 441-8000

Fax: 441-6229

For Immediate Release: April 30, 2008  
For More Information: Brian Baker, 441-8046

## **SAFE KIDS COALITION PRESENTS TWO EVENTS: ULTIMATE SAFE KIDS DAY AT SOUTHPOINTE PAVILIONS, AND SAFE KIDS BLAST AT THE SALVATION ARMY**

Tracie Toscano, mother and crash survivor, is delighted to hear that the Safe Kids Coalition is sponsoring two Safe Kids events this year; one at SouthPointe Pavilions on Friday, May 9, 4-8 p.m., and a second on Thursday, May 29, 3-7 p.m. at The Salvation Army Community Center. She wants as many families as possible to understand the importance of practicing safe habits.

“It was a combination of knowing and practicing passenger safety behaviors that saved us,” says Toscano as she remembers the May 25 evening in 2007 when a deer bounded into the side of her car on Interstate 80. The deer’s impact forced Toscano’s car into the median headed directly into oncoming traffic. As she struggled to steer back into her lane, she overcorrected and the car rolled, blowing out windows on the passenger side and crushing the roof.

“My nieces and I had some bumps and bruises and my 19-month old’s nose and eyes were full of dirt. Her hair was laced with broken glass. We were wearing seatbelts, my daughter was in an infant seat which, thank goodness, was properly installed. I don’t want to think about what would have happened to her head if she’d bounced even a little.”

The importance of seat belts and properly installed child safety seats are just two of the messages families will experience at the Safe Kids events. Interactive demonstrations, hands-on activities and performances communicate the life-giving importance of safe practices in water, on the street, around electricity, in sports, and near firearms. The events also expose families to law and fire professionals so that children aren’t fearful of them in an emergency. New highlights at both events include a Jaws of Life extrication and a Celebrity Gear Up for Safety “Face-Off” by the Lincoln Fire & Rescue Department.

In addition to giveaways and prizes, bike helmets by Scheels will be available for \$12 (\$25 value), low cost McDonalds® Family Meals (20 McNuggets, apple dippers, and cookies), and bottled water will be available.

-more-

Safe Kids Coalition Presents Two Events  
April 30, 2008  
Page 2

SouthPointe Pavilions® shopping center is located at 27<sup>th</sup> and Pine Lake Road; The Salvation Army Community Center is at 27<sup>th</sup> and Potter Streets. For information on both events, contact 441-8046; 421-2114 or [www.southpointeshopping.com](http://www.southpointeshopping.com). Traci Toscano can be reached for interviews at 402-880-4438.

Toscano's Crashed Car



# # # # #

#### **About Safe Kids Lincoln-Lancaster County**

Safe Kids Lincoln-Lancaster County was chartered in 1996 and is one of ten coalitions and chapters in Nebraska. The Coalition is comprised of seven task forces addressing priority injury areas including: Child Passenger, Child Pedestrian, Bicycle, Sports, Fire & Burn, Water and Home. The Coalition has representatives from 18 member organizations with an Executive Board, Legislative Liaison and Development Coordinator.

#### **About Safe Kids Worldwide**

Safe Kids Worldwide was founded in 1987 to prevent the number one killer of the nation's children ages 14 and under - unintentional injuries. The campaign works through more than 400 state and local coalitions to address the major areas of unintentional injury.

## Schedule of Events

### **Ultimate Safe Kids Day**

**Friday, May 9, 4-8 p.m., SouthPointe Pavilions Shopping Center**

- 4:00 -8:00 p.m.      Low cost McDonald's® Family Meals, while supplies last
- 5:15 p.m.              Bike Cop Demonstration
- 5:30 p.m.              Jaws of Life Extrication, Lincoln Fire & Rescue
- 6:00 p.m.              Pound Middle School Band Performance
- 6:30 p.m.              Celebrity Gear Up for Safety Demonstration & Face Off (competition between kids and Lincoln Fire representatives putting on rescue gear)
- 7:00 p.m.              Tiger Rock TaeKwonDo Demonstration

### **Safe Kids Blast**

**Thursday, May 29, 3-7 p.m., The Salvation Army**

- 3:00 – 7:00 p.m.      Low cost McDonald's® Family Meals, while supplies last
- 4:00 p.m.              Elliott Elementary School Singers
- 4:30 p.m.              Jaws of Life Extrication, Lincoln Fire & Rescue
- 5:00 p.m.              Bike Cop Demonstration
- 5:30 p.m.              Celebrity Gear Up for Safety Demonstration & Face Off (competition between kids and Lincoln Fire representatives putting on rescue gear)
- 6:00 p.m.              Tiger Rock TaeKwonDo Demonstration

## **Lincoln-Lancaster County Childhood Accidental (Unintentional) Injury Facts**

- Unintentional injury continues to be the leading cause of death for Lancaster County children 1 to 14 years of age.
- From 2003-2005, 16,853 Lancaster County children 14 years of age and younger received hospital care for unintentional injuries. Hospital charges for these injuries totaled more than \$11 million.
- The leading cause of accidental injury to Lancaster County children 14 years of age and under is falls (5,833 fall injuries from 2003-2005). Seven Lincoln-Lancaster County children died as a result of accidental injury during the 2003-2005 period. (Source: Lincoln-Lancaster County Injury Surveillance System)



**City of Lincoln  
Planning**

**Metropolitan Planning Organization  
Technical Committee Agenda**

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**METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE**

A Technical Committee meeting is scheduled as follows:

**DATE: May 1, 2008**

**TIME: 1:30 p.m. - 3:00 p.m.**

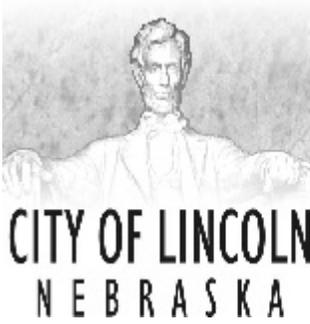
**PLACE: Conference Room #113, County/City Building**

**AGENDA**

- Roll Call and Acknowledge the "Nebraska Open Meeting Act"
- 1. Review and action on the draft minutes of the [April 10, 2008](#) Technical Committee meeting
- 2. Review and action on a proposed [Annual Comprehensive Plan Amendments](#) to the City of Lincoln and Lancaster County Comprehensive Plan. The Technical Committee recommendation is be forwarded to the Lincoln/Lancaster Planning Commission for their review of the Comprehensive Plan.
- 3. Review and action on a recommendation regarding [2008 Certification](#) that the Transportation Planning Process for the Lincoln Metropolitan Area complies with applicable federal laws and regulations.
- 4. Review and action on the draft Lincoln City / Lancaster County [FY 2009-2014 Transportation Improvement Program](#).
- 5. Other topics for discussion

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● [History List](#)



# PUBLIC WORKS & UTILITIES ADVISORY

MAYOR CHRIS BEUTLER

[lincoln.ne.gov](http://lincoln.ne.gov)

April 29, 2008

## **SIDEWALK REPAIR ADVISORY**

### **Project #702361**

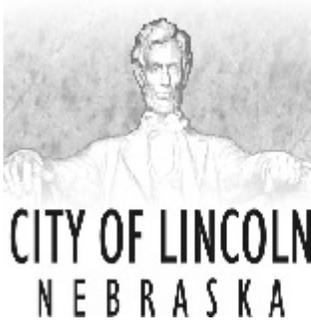
The City of Lincoln has awarded a contract for sidewalk repair at various locations throughout Lincoln. This contract includes sidewalk repair adjacent to your property. The contract for this work has been awarded to TCW Construction of Lincoln.

The contractor is expected to start work in your area shortly. The repair work will involve removal and replacement of marked sections of sidewalk. There will be some inconvenience to residents in this area as sidewalk sections are removed and replaced and sidewalk locations are closed and barricaded to complete this work. Driveways may also be closed for short durations to complete work on sidewalk through the drive.

We request the patience and cooperation of residents in this area as the contractor progresses with this work. If you have a sprinkler system, it is advisable that you mark the location of the sprinkler lines and heads. It is the City's policy that sprinkler systems are a private improvement located in the public right-of-way. The Public Works and Utilities Department will not accept responsibility for repair of sprinkler systems which are located adjacent to the sidewalk.

This project is funded with funds budgeted in the City's General Fund. The Public Works and Utilities Department will administer this contract. You may contact the Sidewalk Section at 441-7541 with any questions. Ron Edson with the Public Works and Utilities Department is the Project Manager for the construction work and can be contacted at 525-9294. If you have any questions of the contractor, you can reach TCW Construction at 475-5030.

Harry Kroos  
Engineering Services  
441-7541



# PUBLIC WORKS & UTILITIES ADVISORY

MAYOR CHRIS BEUTLER

[lincoln.ne.gov](http://lincoln.ne.gov)

April 29, 2008

## **SIDEWALK REPAIR ADVISORY**

### **Project #702362**

The City of Lincoln has awarded a contract for sidewalk repair at various locations throughout Lincoln. This contract includes sidewalk repair adjacent to your property. The contract for this work has been awarded to R & C Concrete of Lincoln.

The contractor is expected to start work in your area shortly. The repair work will involve removal and replacement of marked sections of sidewalk. There will be some inconvenience to residents in this area as sidewalk sections are removed and replaced and sidewalk locations are closed and barricaded to complete this work. Driveways may also be closed for short durations to complete work on sidewalk through the drive.

We request the patience and cooperation of residents in this area as the contractor progresses with this work. If you have a sprinkler system, it is advisable that you mark the location of the sprinkler lines and heads. It is the City's policy that sprinkler systems are a private improvement located in the public right-of-way. The Public Works and Utilities Department will not accept responsibility for repair of sprinkler systems which are located adjacent to the sidewalk.

This project is funded with funds budgeted in the City's General Fund. The Public Works and Utilities Department will administer this contract. You may contact the Sidewalk Section at 441-7541 with any questions. Ron Edson with the Public Works and Utilities Department is the Project Manager for the construction work and can be contacted at 525-9294. If you have any questions of the contractor, please contact Renne Solc with R & C Concrete at 432-2145.

Harry Kroos  
Engineering Services  
441-7541



# PUBLIC WORKS & UTILITIES ADVISORY

MAYOR CHRIS BEUTLER

[lincoln.ne.gov](http://lincoln.ne.gov)

April 30, 2008

## UPCOMING INTERSECTION SAFETY IMPROVEMENT PROJECT

### **56th Street and Elkcrest Drive City Project #700846 State Project # STPP-5241(4)**

The week of May 19, 2008, Constructors Inc. of Lincoln, Nebraska will be starting construction (weather permitting) of an intersection safety improvement project for the Engineering Services Division of the Public Works and Utilities Department. Barring weather or unforeseen conditions, the project is scheduled to be substantially completed in mid-August 2008 prior to the start of the 2008-2009 school year for Lincoln Public Schools.

This safety improvement project will modify the geometry of the intersection to allow for 11-foot wide painted left turn lanes on all legs of the intersection and will remove the span wire traffic signal, replacing it with a new mast arm system.

The project will be constructed under traffic on 56th Street. Elkcrest Drive will be closed within the project limits and will not have access to 56th Street. Pedestrian access and access to adjacent residences will be maintained, however, there may be instances when access is limited, such as when the streets are resurfaced.

The City of Lincoln realizes the project may temporarily inconvenience tenants, motorists and pedestrians. Notifications of closures or access will be given in a timely order as the contractor progresses through the project. Caution should be used when using the areas under construction.

If you have any problems or questions during the construction period, please contact:

Constructors Inc.  
Steve Samuelson, Vice President  
(402) 434-1764

City of Lincoln, Engineering Services  
Elmer Cole, Project Manager  
(402) 441-7581



**Paul mLONI**  
<paul\_miloni@yahoo.com>  
04/28/2008 08:19 PM

To Council@lincoln.ne.gov  
cc  
bcc  
Subject

I strongly support the Ethics Ordinance, especially when compared to a City Charter Revision.  
Thanks. Paul

---

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"Marvin Soucek"  
<mrsoucek@windstream.net  
>

04/29/2008 08:57 AM

To <Council@lincoln.ne.gov>

cc

bcc

Subject: Ethics Ordinance

I am in total support of this provision.

As your memo says, the Ordinance it's a flexible provision that can be tweaked if necessary, yet something that doesn't handcuff its citizens from participating as a member of the legislative body.

It doesn't make sense that certain members of our community would be prohibited from serving on the council just because they have ownership in a business. That is just nuts.

Marvin Soucek, CLU ChFC CEBS

BENEFIT PLANNING SPECIALIST, INC.

Insurance, Financial, and Pension Services

Agent License #AG143606, Agency License #91661

770 North Cotner Blvd, Ste 100

Lincoln, NE 68505

phone: 402-434-5921 (x5937)

fax: 402-434-7484

[www.MarvinSoucek.com](http://www.MarvinSoucek.com)

Securities and Advisory Services offered through Mutual Service Corporation, Mutual Service Corporation and LPL Financial are affiliated companies and members of FINRA/SIPC



Drag Tech  
<knownos500hp@yahoo.com  
>  
04/29/2008 01:52 PM

To council@lincoln.ne.gov, mayor@lincoln.ne.gov,  
8@klkntv.com, cm@liba.org, desk@kolnkgin.com,  
dwinter@journalstar.com, info@kolnkgin.com,  
cc  
bcc

Subject Bringing in Tax dollars

Thank you Mayor for moving Lincoln forward. You have done great things for the city of Lincoln since in office. Now let's bring some tax revenue into Lincoln with a Motorsports venue like a drag race track. UNL economic impact study shows a 10-23 million dollar economic impact the first year open. With the fuel cost rising and this town being full of muscle cars and hot rods. We need a place to blow the cob webs out of our classic beauties 1/4 of a mile at a time. It is not economical or safe to cruise around Lincoln or street race on the outskirts of town anymore. Please look over the attached economic impact study completed by UNL.

Thank you,

Shannon McGovern

402-730-0111

<http://nemotorplex.com/benefits.html>

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- ECONOMIC IMPACT STUDY.doc



A Bureau of Business Economic Impact Analysis  
From the University of Nebraska-Lincoln

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# **Economic Impact Analysis: The Potential Impact of an NHRA Drag Racing Facility in Lancaster County**

Dr. Eric Thompson  
Seth Freudenburg  
Travis Heller

Prepared for  
**Nebraska Motorplex**

January 23, 2007  
Bureau of Business Research  
Department of Economics  
College of Business Administration  
University of Nebraska-Lincoln  
Dr. Eric Thompson, Director

Entertainment venues are an important component to the quality of life in cities and states. Venues provide local residents with an opportunity to attend events that interest them without requiring them to travel to another city. This saves local residents money and allows residents to attend more events. Both factors increase the quality of life for local citizens, in much the same way that having more local shopping options raises the quality of life.

Lincoln's need for new entertainment venues to improve the quality of life and to retain or attract younger residents has been a recent topic of discussion in the city. For example, a new arena and other facilities have been discussed for the downtown area. This analysis considers another potential entertainment venue for the Lincoln area: a National Hot Rod Association (NHRA) Motorplex Facility. In particular, Nebraska Motorplex has recently proposed developing and operating a motorplex venue in Lancaster County. This analysis consider the annual economic impact of such a NHRA Motorplex Facility. That is, the jobs, income, and economic activity that would be generated each year as a drag racing facility attracts visitors to the Lincoln area or helps retain the spending of local motorsports enthusiasts within the county. Such an economic impact would be in addition to the quality-of-life benefits discussed above.

The economic impact estimate focuses on the potential "tourism" impact of the drag racing facility due to the spending at area restaurants, lodging places, and retail outlets either by 1) tourists attracted to the area, or 2) local residents who would otherwise travel out of town to Topeka, Denver, or other regional tracks to attend or participate in drag racing events. The report uses **conservative** assumptions and focuses on the tourist impact.

The analysis does not consider any economic impact:

- 1) during the construction of the facility, or
- 2) from track personnel and operations expenses.

Four steps were taken to estimate the spending by visitors or retained spending from local residents. Throughout the steps, we utilized **conservative** assumptions to estimate spending:

- 1) We estimated the total number in attendance at a NHRA Drag Racing Facility over the course of a year. We differentiated between regional and local races, which are held regularly, and periodic divisional events.
- 2) We estimated the share of those in attendance who reside outside of Lancaster County or outside of Nebraska. Note that even local events attract some out-of-state attendance and participation.
- 3) We estimated spending profiles for those visitors from outside the area to calculate total new “tourist” spending for Lancaster County due to drag racing events.
- 4) We estimated spending retained by local residents who are now able to attend or participate in more events locally.

### *Events*

We analyzed the schedule of 8 other drag racing facilities in Nebraska’s NHRA region to determine the number of events held including regional races, local races and periodic divisional-type events. The 8 drag racing facilities on average hosted two divisional-type events each year, in addition to dozens of regional and local events.

Based on this data, we estimated that a typical track would host approximately 60 days of racing per year, though more successful tracks hosted more days. We utilized 60 days of racing in our baseline analysis. Most of those days represented local and regionally-oriented events. We conservatively estimated approximately 1,000 in attendance for local race days based on data taken from a questionnaire of drag racing facilities within Nebraska’s NHRA Division. We estimated 8,000 in attendance on

average for race days for the two divisional-type events.<sup>1</sup> Note that this was less than the average reported by other tracks for major events in existing research studies.<sup>2</sup>

### *Residence of Those in Attendance*

We utilized data from two studies of a drag racing facility in the Topeka, Kansas area to determine attendance patterns for the divisional-type events. Those studies used survey methods to determine the percentage of fans that came to a NHRA Championship Event from outside of the state and outside of the county to attend racing events. We utilized these percentages for our analysis of divisional-type events at a NHRA Racing Facility in Lancaster County, due to similarities between Topeka and Lincoln. These percentages were applied directly for the divisional-type events. For local events, a breakdown for the origin of spectators and participants was developed using data from a questionnaire of drag racing facilities in Nebraska's NHRA region.

In all cases, we multiplied the estimated event attendance from above by these percentages to estimate the number of visitors to the drag racing facility from outside Nebraska, outside of Lancaster County (but within Nebraska), and within Lancaster County.

The Topeka study also had an estimate of the number of local residents who attended the NHRA Championship rather than traveling to other races out of state. We used these data to estimate the number of local persons in attendance that are retained in the area.

### *Spending Profiles*

The Topeka studies, and other studies for drag racing facilities in Brainerd, Minnesota and Immokalee, Florida<sup>3</sup>, also provided profiles for visitor spending on lodging, retail, and food. We took the lowest estimate of total spending besides ticket

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<sup>1</sup> We assumed that rain would affect attendance in one out of every 6 days of racing.

<sup>2</sup> Lilley, William III, and Laurence J. DeFranco, 1995. *The Economic Impact of NHRA Races on Topeka, Kansas*. InContext, Inc. Political Economic Analysis. Washington, D.C.

Byrne, Paul F., 2005. *The Economic Impact of Motor Sports on Shawnee County*. Washburn University, School of Business.

<sup>3</sup> Weinstein, Bernard, and Terry Clower, 2000. *Economic Impact Analysis Proposed Autoracing Complex in Immokalee, Florida*. Center for Economic Development and Research, University of North Texas.

purchases per visitor per day from the four studies (\$91) as the basis of our visitor spending estimate for a NHRA Drag Racing Facility in Lancaster County.

One of the Topeka studies also estimated, based on surveys, separate spending profiles for out-of-state visitors, out-of-county (but in-state) visitors, and in-county visitors. Again, the profiles included spending on lodging (for out-of-state and out-of-county visitors), retail, and food. We used these estimates to differentiate between the spending patterns of out-of-state, in-state and in-county visitors.

These spending profiles were multiplied by the number of annual visitors that were calculated earlier in order to estimate the total spending by out-of-state, out-of-county (but in-state), and in county visitors of the proposed Motorplex Facility. This was the basis for our economic impact estimate.

### *Economic Impact*

#### *Direct Economic Impact*

The direct annual economic impact of the proposed NHRA Motorplex Facility on Lancaster County is the sum of the estimated spending by out-of-state visitors, out-of-county (but in-state) visitors, and retained in-county visitors. This sum is estimated at \$7.8 million. The direct annual economic impact of the proposed drag racing facility on the State of Nebraska is the sum of out-of-state visitors and retained in-state visitors. This is estimated at \$4.5 million per year. Both estimates are provided in Table 1 below. The direct impact on Lancaster County is greater due to spending by out-of-county residents from other parts of Nebraska, such as Norfolk or Omaha.

**Table 1**  
Direct Annual Economic Impact  
from Visitors and Retained Spending

|                         | Spending<br>(millions) |
|-------------------------|------------------------|
| <b>Lancaster County</b> | \$7.8M                 |
| <b>Nebraska</b>         | \$4.5M                 |

Sources: Event schedules and attendance from other regional drag racing facilities and spending profiles from studies of other drag racing facilities.

### *Total Economic Impact*

In addition to this direct effect, there is an additional “multiplier effect” on the local and state economy. The multiplier effect occurs as money attracted to or retained in the area by the drag racing facility “circulates” through the Lancaster County economy. For example, restaurants, lodging places, and retail stores that gain customers due to the drag racing facility make additional purchases of supplies and services from other Nebraska businesses. Similarly, restaurant, hotel, or store employees also spend their paychecks at other Nebraska businesses. Both types of spending contribute to the multiplier effect.

Such multiplier effects are typically modest for entertainment venues, roughly 25% as large as the direct effect. We calculated relevant economic multipliers for Lancaster County (and the state) using the IMPLAN software and applied them to the direct economic impacts from Table 1. We then added the multiplier effect to the direct economic impact to yield an estimate of the total economic impact.

Our estimate of the total annual economic impact of the proposed drag racing facility is provided in the first column of Table 2 below. The table shows the estimated impact for both Lancaster County and the State of Nebraska using our conservative approach. The total annual impact for Lancaster County is \$9.9 million, a substantial tourism impact for the county. The total annual economic impact for Nebraska is \$5.9 million.

**Table 2**

Estimated Total Annual Economic Impact  
from Visitors and Retained Spending

|                  | Total Economic |            |            |
|------------------|----------------|------------|------------|
|                  | Activity       | Equivalent | Wages      |
|                  | (millions)     | Jobs       | (millions) |
| <b>Lancaster</b> |                |            |            |
| <b>County</b>    | \$9.9M         | 200        | \$3.5M     |
| <b>Nebraska</b>  | \$5.9M         | 120        | \$2.1M     |

Sources: Spending estimates in Table 1, IMPLAN software and Bureau of Business Research calculations.

Note that Table 2 also provides an estimate of the total annual wages and employment associated with the economic impact. There is an estimated annual impact of \$3.5 million on wages in Lancaster County. This is the earnings of approximately 200 full-year jobs in the relevant industries. Note, however, that these earnings would actually accrue to an even larger number of workers during those days that the Motorplex is open for racing. The earnings could mean additional employment during these days or simply more hours worked (and more earnings) by year-round employees. For the State of Nebraska overall, there is an estimated annual impact of \$2.1 million worker earnings, which is the equivalent of 120 full-year jobs.

#### *Full Potential Economic Impact Estimate*

Throughout the analysis we have utilized a **conservative** approach to estimating economic impact. It is possible that a NHRA Motorplex Facility in Lancaster County could have a much higher annual economic impact than we estimated in Tables 1 and 2. For example, one other regional track we examined had twice as many large divisional-type events as we used in our baseline estimates. Under such a full potential scenario, the estimated economic impact would be \$23.2 million for Lancaster County and \$14.6 million for the State of Nebraska. The associated worker earnings and employment impacts also would be higher.



**Cory Smathers**  
<csmathers2@unlnotes.unl.ed  
u>

04/29/2008 02:02 PM

To mayor@lincoln.ne.gov, council@lincoln.ne.gov

cc

bcc

Subject bike lanes

Dear Mr. Mayor & Honored Council Members,

I would like to propose a solution to what many consider serious issues with the current downtown bicycle lanes. I have done considerable research over the last few months into the development and implementation of the current lanes as well as best practices across the country. It is important to consider these issues now as the city moves forward with creating additional bicycle lanes. The critical issues considered are lane placement, adjacent parking, and lane markings. I am attaching a proposal for your consideration.

I hope you will take the time to give these issues some further consideration and look forward to your response. If you have any questions please feel free to contact me.

Cory Smathers  
202-2852  
csmathers@neb.rr.com



- Lincoln's Downtown Bicycle Lanes.doc

## **Lincoln's Downtown Bicycle Lanes**

In 2002 the city identified bike lanes as part of their comprehensive plan. In 2003 a multi-modal study was done to get more details on transportation alternatives. The 2005 Downtown Master Plan had a subsection dealing with bike lanes and the selection of streets for their use. At this time Nelson\Nygaard Consulting Associates were brought in and the Engineering Services branch of Public Works started looking at specifics. Public Meetings were also held at this time to ensure that cyclists and downtown business leaders had opportunities to weigh in on the process. In addition to these ongoing plans of the city, there had been a strong push by the cycling community to try alternatives and a desire to reduce the number of cyclists on downtown sidewalks.

As part of the approval to a change in the municipal code that allowed for bike lanes on Lincoln streets, a follow up report was presented to the Mayor and City Council in the fall of 2007 outlining bicyclist usage and reviewing the history of the implementation. The report included lane use statistics from April and September as well as traffic and crash information from six months before and six months after the implementation. The report concluded “despite the design constraints and some public criticism, bicycling has increased on these streets with no increased crashes, which indicates a successful program”. It should be noted that the six-month period following the implementation in which crash statistics were gathered was during the winter months when decreased volume would be expected. The report did not recommend any design changes or additions.

In order to address safety concerns and increase the use of the downtown bike lanes, the city needs to incorporate solutions that have been found to be successful in other cities. Of primary concern are three issues that significantly impact the safety (both real and perceived) and the acceptance of cyclists and motorists of the downtown bike lanes. First, the style of parking adjacent to the lanes provides additional risks to cyclists. Second, lane placements do not adhere to commonly accepted standards. And third, current bike lane markings do not adequately define the space for cyclists and motorists and are insufficient in recognizing areas of potential conflict.

Let's begin by examining how the style of parking stalls adjacent to bike lanes can impact cyclist safety. Nelson/Nygaard (2005) define back-in/head-out angle parking as "similar to both parallel and standard angle parking. As with parallel parking, the driver enters the stall by stopping and backing, but need not maneuver the front of the vehicle against the curb. When leaving the stall, the driver can simply pull out of the stall, and has a better view of the oncoming traffic" (p. 4).

Randy Hoskins (April 7, 2008), Transportation Engineer for the Public Works Department, argues there are "several disadvantages to back-in/head out angle parking from a trial initiated by his department. Chief among those were" (personal communication):

- added difficulty in backing into an angled stall
- minimal/no improvement in visibility for drivers leaving the parking space

- poor visibility for van and box truck drivers exiting stalls when parked on the left side of one-way streets
- increased overhang at the rear of vehicles caused them to hit poles, parking meters and tall curbs with the existing conditions downtown
- no indication for oncoming traffic that the vehicle is leaving the stall

Mr. Hoskins contentions are contrary to the recommendations of Patrick Siegman of Nelson/Nygaard who in a 2005 memorandum to Kent Morgan of Public Works recommended “back-in/head out parking on both sides of most blocks” where bike lanes would be placed (p.2). Siegman (2005) gives several reasons for his recommendations:

- Parking is gained, rather than lost. On several blocks where angle parking exists currently on only one side of the street, the preferred alternative (back-in/head out angle parking on both sides) results in a net gain of spaces when an excess travel lane is converted to angle parking with bicycle lane.
- Fewer vehicle lanes result in slower traffic and simpler maneuvering. As described under criteria, fewer vehicle lanes on a street generally reduce motor vehicle speeds, reduce the difficulty and complexity of turning maneuvers for cyclists, and reduce crossing distances for cyclists and pedestrians on cross streets.
- Several factors also lead us to believe that the back-in angle parking will prove to be superior. Unwary cyclists riding next to parallel parked cars are often “doored” (hit by opening car doors), a danger that is obviated with back-in angle parking; exiting motorists from angle parking stalls have excellent visibility of cyclists,

rather than backing blindly into an active traffic lane; and the removal of an excess vehicle lane, as described above, aids safety in several regards.

Nelson/Nygaard (2005) cite “loading trunks from the curb rather than from the street and open doors of vehicles blocking pedestrian access to the travel lane and guiding pedestrians to the sidewalk” as additional safety benefits, “particularly for small children” (p. 1). They also note “the back-in maneuver is simpler than a parallel parking maneuver” (Nelson\Nygaard, 2005, p. 1).

Next we need to look at where the bike lanes are placed. Normal placement for bike lanes is on the right side of the street, against the curb, except when there is an exclusive right-turn only lane.

Hoskins (February 18, 2008, personal communication) asserted that “Safety was first and foremost in our mind as we designed the lanes. We started out by looking at which side of the street would be best. In an effort to minimize crossing traffic, driveways and garage accesses, etc, we determined that the sides on which the lanes currently exist were the safest”. Hoskins went on to say that he did think that it was unusual to place a bike lane in the middle of a street, noting that he’d never seen that in other places where he’d worked, nor had he ever had so many constraints to deal with.

Siegman (2005) recommended right side placement for the bike lanes downtown, “since it is the traditional ‘slow lane’ side” (p. 2). Other reasons he cited for right side placement are:

- Bicyclists are more commonly expected on the right side of the road. When entering the road from a parking garage or alley drivers are therefore more alert for cyclists.
- It's much easier for a cyclist to move onto a two-way street from a one-way street if the cyclist is already on the right hand side. If not the cyclist has to merge over before the intersection to be able to continue down the street.

In reference to discussions suggesting left-hand side lane placement on 11<sup>th</sup> Street, Siegman (2005) stated that “parking garage entrances presented equally difficult conflicts as there were with bus traffic . . . given all the considerations, our judgment is that the bike lane should be on the right-hand side (p. 3).

David Carry, Transportation Planner with the City of Lincoln Planning Department, indicated “strong resistance from downtown businesses to removing parking or a traffic lane on the original choice of 12<sup>th</sup> Street contributing to ‘political reasons’ for moving the bike lane to 14<sup>th</sup> Street” (February 6, 2008, personal communication). Given the constraints of 14<sup>th</sup> Street mentioned by Hoskins above, it appears that safety was not the primary consideration when considering bike lane placement.

Finally, while current bike lane markings do conform to the Manual on Uniform Traffic Control Devices, there are additional measures that should be taken to improve safety and awareness.

Many cities across the United States have begun experimenting with colored bike lanes. In 1997, the city of Portland, Oregon began marking conflict areas of their bike lanes in blue thermoplastic in an effort to improve safety and reduce conflicts in those areas. An initial project was designed with the goal of “investigating the effectiveness of colored pavement markings in reducing bicyclist-motorist conflicts at designated crossing areas” (City of Portland, Office of Transportation [CPOT], 1999, p. 2). The CPOT selected ten areas to study where conflicts were high due to motorists having to cross the bike lanes. The areas studied were of three different types: entrance ramps, right-turn lanes, and exit ramps. In each type of sight, motorists need to cross a bike lane while cyclists are traveling straight ahead (CPOT, 1999, para. 2). The right-turn lane areas that were studied represent similar conflict areas in downtown Lincoln for left and right turning vehicles.

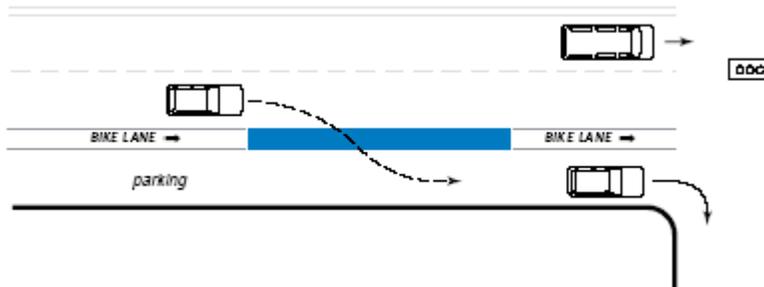


Fig. 1 Example of right –turn conflict area

Different materials to mark the areas were examined for cost and durability. Thermoplastic was chosen after an initial experiment with blue paint. Blue was chosen since it had the least “conflicting meanings with other colors used in the American

Transportation system”, “shows up well in low light and wet conditions”, and was “overwhelmingly preferred” by community focus groups ( CPOT, 1999, p. 2).

Study results indicated more motorists yielding to cyclists after the blue lanes were installed. In addition, “significantly more motorists slowed or stopped when approaching the blue area” (CPOT, 1999, p.14). Changes were also noted in cyclist behaviors. As observed by the CPOT (1999), “more cyclists followed the recommended path” and “fewer cyclists slowed or stopped when entering the blue lane” (p. 15).

Surveys were also given to the motorists and cyclists who were observed during the study. Of the motorist respondents, 49% felt the conflict areas were safer than before the blue markings, 20% said there was no change, 19% were unsure, and 12% thought the areas were less safe. 75% of cyclists stated that the areas appeared to be safer, while 13% were unsure, 9% felt there was no change, and 1% responded that they seemed less safe (CPOT, 1999, p. 16).

Portland’s Office of Transportation (1999) concluded that “most behavior changes were positive” (p. 19). They also reported “the overwhelming majority of cyclists and close to a majority of motorists felt the blue lanes enhanced safety” (CPOT, 1999, p. 18). Signs that indicated a potential conflict in addition to the blue lanes were deemed to be an important factor in the design of the conflict areas. While there was a small decrease in observed conflicts, the CPOT (1999) concluded that they could not indicate a “positive result” (p. 19). Their recommendation was that “blue continued to be used to bring

visibility to bicycle-motor vehicle conflict areas and that the blue areas be further monitored with additional videotaping and data analysis” (CPOT, 1999, p. 19).

Lincoln would benefit from adopting the use of colored lanes in potential conflict areas. Added benefit would be derived from having all bike lanes marked in color, with a different color for conflict areas. Solid colored bike lanes have long been a part of European design and have recently been adopted in a few American cities. Solid lanes are felt to increase visibility for the lanes, further define the space, and help differentiate it from other areas of the road which motorists are free to use (San Francisco Bicycle Coalition, n.d., para.).

Costs to install and maintain the lanes could be offset by reductions in injury accidents that average \$54,400 per accident according to the Portland Office of Transportation. Portland was able to pay for its initial lane markings through a grant from the Oregon Department of Transportation.

Considering the high number of parking garage entrances and exits along the lanes and the high bus traffic volume, increasing visibility of the lanes is critical to cyclist safety. Solid lanes can also make a statement that bicycling is important to Lincoln and that the city is committed to improving safety and the riding experience for cyclists.

It is important to make changes now in order to adopt a new standard for safe bike lane implementation before future lanes are developed. Ignoring potential liability puts the

city at unnecessary risk. According to the Federal Highway Administration, “The United States is experiencing an increase in tort liability claims. Government, well-insured corporations, and professionals continue to be favored targets due, in part, to their perceived deep pockets and ability to pay. There is a tendency toward increased liability in areas that once had some degree of immunity, with a continuing rise in the size of claims” (2006, p. 6).

It is equally important to consider how the bike lanes are being perceived in the community. A recent staff editorial in the Daily Nebraskan urged:

It's imperative that the city of Lincoln engage in the sort of development that makes people want to move here, to live here and to work here. The bike lanes and the concept of a more bike-friendly Lincoln is a big part of that, especially as more and more people recognize the health and environmental benefits of riding a bike to school and work”.

The city simply needs to accommodate these new cyclists in the most efficient, inviting way possible. It needs to embrace the same styles of transportation design that are working nationwide and gaining other cities recognition as bike-friendly (“Bike Lanes”, 2008).

Making improvements to the current bike lanes in Downtown Lincoln will have an effect on how bike lanes are used and perceived by the community and help Lincoln become

the type of community envisioned by the Multi-Modal Transportation Task Force and the Downtown Lincoln Master Plan. Creating change brings the opportunity to acclimate cyclists and drivers to sharing the road in as safe a manner as possible while laying the foundation for a truly multi-modal community.

### References

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**Sstumme@aol.com**  
04/29/2008 10:07 PM

To council@lincoln.ne.gov  
cc  
bcc  
Subject (no subject)

I was excited at first about the new arena until i saw you are going to build a hotel with it. Leave out the hotel and build a arena. for those in lincoln wont make it to a concert cause the hotel people will get there first. i dont care about it now. leave out the hotel

---

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**ADDENDUM  
TO  
DIRECTORS' AGENDA  
MONDAY, MAY 5, 2008**

**I. MAYOR -**

1. NEWS ADVISORY - RE: Mayor Beutler's Public Schedule Week of May 3 through May 9, 2008 - Schedule subject to change.
2. NEWS RELEASE - RE: Mayor Praises Cooperation On City's Legislative Agenda.

**II. CITY CLERK - NONE**

**III. CORRESPONDENCE -**

**A. COUNCIL REQUESTS/CORRESPONDENCE - NONE**

**B. DIRECTORS AND DEPARTMENT HEADS -**

**PLANNING -**

1. Letter from Marvin Krout - RE: Capital Improvements Program Briefing on May 7, 2008.

**C. MISCELLANEOUS -**

1. E-Mail from Rick Noyes, President, Downtown Neighborhood Association - RE: Opposed to changing weed ordinance.



# NEWS ADVISORY

MAYOR CHRIS BEUTLER

[lincoln.ne.gov](http://lincoln.ne.gov)

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Date: May 2, 2008

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

## **Mayor Beutler's Public Schedule Week of May 3 through May 9, 2008** *Schedule subject to change*

Saturday, May 3

- Mayor's Run, remarks, start race, awards - 7:30 a.m., State Capitol (south side)

Sunday, May 4

- 31st Annual Lincoln National Guard Marathon, remarks, start race - 7 a.m., 14th and Vine streets ("horseshoe" west of Memorial Stadium)
- Holocaust Remembrance Ceremony, remarks - 3:30 p.m., State Capitol Rotunda (second floor)

Monday, May 5

- Taste of Nebraska - 6 p.m., Cornhusker Marriott, 333 S. 13th St.

Tuesday, May 6

- American Council of Engineering Companies meeting, remarks - noon, Cornhusker Marriott, 333 S. 13th St.
- "PRIORITY LINCOLN: We're listening." Town Hall - 6 p.m., Lincoln High, 2229 "J" St.

Wednesday, May 7

- Lincoln Realtors Association lunch, remarks - noon, Hillcrest Country Club, 9401 "O" St.
- LPS Foundation Gold Star Salute, remarks - Pershing Center, 226 Centennial Mall South

Thursday, May 8

- KFOR - 7:45 a.m.
- UNL College of Law Alumni Council awards banquet - 11:30 a.m., Memorial Stadium (west club level)
- Mayor's Neighborhood Roundtable - 5:30 p.m., Mayor's Conference Room
- Capital Humane Society annual awards banquet, presentation - 7 p.m., Holiday Inn Downtown, 141 N. 9th St.

Friday, May 9

- Chief Standing Bear breakfast, remarks, proclamation - 7 a.m., Embassy Suites, 1040 "P" St.
- Chief Standing Bear Ceremony, remarks - State Capitol Rotunda
- Open house for State Senator DiAnna Schimek - 5 p.m., Firefighter's Hall, 241 Victory Lane



# NEWS RELEASE

MAYOR CHRIS BEUTLER

lincoln.ne.gov

## OFFICE OF THE MAYOR

555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

**FOR IMMEDIATE RELEASE:** May 1, 2008

**FOR MORE INFORMATION:** Diane Gonzolas, Citizen Information Center, 441-7831  
Denise Pearce, Mayor's Office, 441-8044

### **MAYOR PRAISES COOPERATION ON CITY'S LEGISLATIVE AGENDA**

Mayor Chris Beutler today said the 2008 State Legislative session was a success for the City and thanked Lincoln-area State Senators for their hard work. He also praised the Lincoln Chamber of Commerce, the University of Nebraska-Lincoln and the 2015 Vision group for working with the City to accomplish the community's legislative priorities.

"The Chamber led City and community leaders and State Senators through a process to establish our goals for the session," said Beutler. "We focused on building coalitions, leveraging resources and working toward consensus on issues that are key to our community's growth and overall well-being. I am proud to say that working with our talented local Senators, we made significant progress on each of these issues."

The Lincoln-area State Senators are Bill Avery, Tony Fulton, Carol Hudkins, Amanda McGill, Danielle Nantkes, Ron Raikes, DiAnna Schimek and Norm Wallman.

The Mayor and Chamber of Commerce President Wendy Birdsall cited three specific bills:

- LB 912, sponsored by Avery, will return about \$700,000 per year in state sales tax revenues for the proposed arena project in the West Haymarket area.
- LB 846, sponsored by Senator Deb Fischer of Valentine, helps stabilize gas tax revenues and includes local matching dollars for the South Beltway project.
- LB 1116, sponsored by Senator Phil Erdman of Bayard, makes the land at State Fair Park available for Innovation Park.

"We look forward to the creation of a world-class research park that will be an economic catalyst for the whole community and State," said UNL Chancellor Harvey Perlman. "I appreciate the efforts of our State Senators, the City, the Chamber and 2015 as we worked through this challenging issue."

- more -

## **Legislative Accomplishments**

**May 1, 2008**

**Page Two**

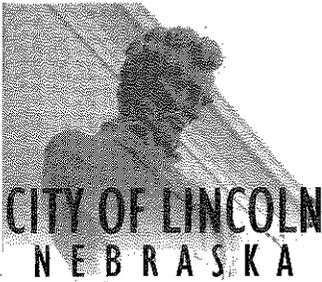
“Mayor Beutler’s relationship with the Legislature and his firsthand knowledge of the process contributed to his success in advancing the City’s legislative agenda,” said Tonn Ostergard of Crete Carrier Corporation, a representative of 2015 Vision. “While we are disappointed with the loss of the State Fair, we are excited about the future opportunities Innovation Campus will provide. The arena bill was also a success and a major step towards accomplishing our goal for a new arena and convention center in downtown Lincoln. The entire Lincoln delegation was very supportive and we appreciate their efforts working with the Mayor to accomplish these important projects. It takes a team effort, and we have a great team.”

Birdsall said the Chamber also worked on LB 888 to provide corporate tax relief for small businesses; LB 956 to provide training funds for small business; and LB 895 to create an incentive program to attract high-wage employment to Nebraska.

“Our ultimate goals in the area of public policy are to reduce the tax burden on Lincoln businesses and residents and to assist in maintaining our tremendous quality of life,” Birdsall said. “As a Chamber, we believe that the only way to achieve both of these objectives is through the growth of quality jobs and the attraction of new business investment. All of our public policy objectives relate to this core belief.”

Beutler said he looks forward to collaborating with the City’s partners on future State Legislative sessions. “There is more work to be done,” he said. “But I have no doubt that by continuing our cooperative approach, we will continue our string of successes in the Capitol.”

“We can accomplish more together than separately,” said Birdsall. “We started this effort five years ago to create more cooperation within the community and to build our working relationships with our local delegation. We get more effective each year, and our success in 2008 is another prime example of how these partnerships translate into actions that benefit the entire community and the State.”



Lincoln-Lancaster County 555 South 10th Street / Suite 213 Eugene W. Carroll, Chair  
Planning Department Lincoln, Nebraska 68508 City-County  
Marvin S. Krout, Director 402-441-7491 / fax: 402-441-6377 Planning Commission



MAYOR CHRIS BEUTLER

lincoln.ne.gov

May 2, 2008

RE: Capital Improvements Program Briefing on May 7, 2008

You are invited to the Capital Improvements Program (CIP) "Planning Commission Briefing" scheduled for Wednesday, May 7, 2008, from 11:45 a.m. to 12:45 p.m. in Room 113, of the County-City Building. At 12:45 the Planning Commission will adjourn to their regularly scheduled meeting, and City staff will remain in 113 to answer the public's questions. This is another of the steps the City has undertaken to raise awareness with the broader community about the public investment needed to maintain, improve and expand Lincoln's infrastructure.

City staff from various departments will discuss the draft six-year program for:

- Urban Development
- Parks and Recreation
- Water
- Wastewater
- Streets

City staff will submit the draft program to the Planning Commission, which will hold a public hearing on May 14, 2008, at 1:00 p.m. in the City Council Chambers, County/City Building, to determine if the proposed projects are consistent with the Comprehensive Plan. The Mayor will submit a final version of the CIP to the City Council in June, along with his proposed operating budget.

You can view the proposed CIP in advance of the May 7<sup>th</sup> briefing at:

[www.lincoln.ne.gov](http://www.lincoln.ne.gov) [keyword: cip]  
Select Planning Commission Review Edition FY 2008/09 - 2013/14

If you have any questions, please call Sara Hartzell at 441-6372.

Sincerely,

Marvin S. Krout  
Director of Planning

cc: Development Community Contacts e-mail list  
Neighborhood/Homeowner Association Contacts e-mail list  
Mayor Chris Beutler, Trish Owen, Rick Hoppe - Mayor's Office  
Greg MacLean, Steve Masters, Roger Figard - PWU  
Don Herz, Steve Hubka - Finance  
Lynn Johnson - Parks and Recreation  
David Landis - Urban Development  
Steve Henrichsen, Kent Morgan - Planning  
FILE



moyes1348@aol.com  
05/03/2008 01:11 PM

To council@lincoln.ne.gov  
cc  
bcc

Subject Opposed to changing weed ordinance

There are five reasons NOT to move toward changing Chapter 8.46:

1. There was near unanimous agreement NOT to change the ordinance to twelve inches in two different settings that included both Neighborhood Association Board members, and Neighborhood representatives. (Mayor's Roundtable, and Lincoln Policy Network)

2. Every community should have an ordinance that reflects that community's "acceptable" standard for weeds. The public policy perspective of "weed height" is permissive in state statute in Nebraska. In the City of Lincoln's case that is presently six inches, as defined by ordinance. Some communities will adopt higher or lower standards. For instance some will adopt twelve inches, like Topeka, KS; some will adopt four inches, like Hasbrouck, NJ. Is there an absolute "correct" height. Probably not. It's a little like pornography - I know it when I see it -  
and twelve inches is too big.

3. The City and County budgets are presently in place through late summer which clearly includes this "weed growing" season. Therefore there will be NO cost savings.

4. This same ordinance was proposed in 2003, and voted down by the City Council.

5. The proposed Ordinance speaks to merely 2.3% of the Inspections as reported by the Weed Authority. This clearly is not a cost effective solution. (See item #1)

Rick Noyes, President  
Downtown Neighborhood Association